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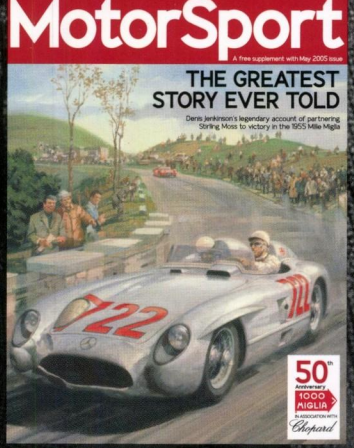
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1000-MILE HEROES

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HE WAS SICK, HE LOST HIS SPECS, HE HELPED MOSS WIN. THEN DENIS JENKINSON SET TO WORK... WE REVISIT RACING'S MOST FAMOUS TALE

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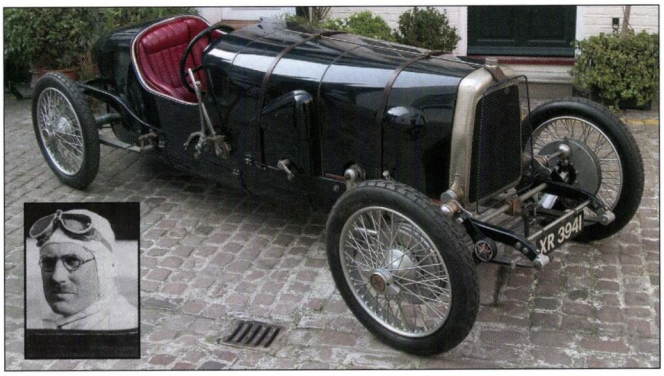
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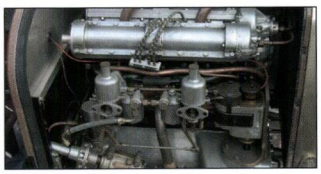




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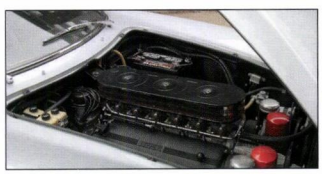




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"Gran Premio Tazio Nuvolari della Mille Miglia Mantova"



In the tracks of Nuvolari - 123mph to Brescia

Fifty years on from Stirling Moss's record-breaking Mille Miglia victory, this is a very appropriate subject. After winning that legendary 1000-mile marathon, Moss and Denis Jenkinson collected several trophies, but the proudest item in DSJ's little house in the woods was this, the *Gran Premio Tazio Nuvolari*.

About 15 inches high, this fancy cup was awarded annually for the fastest time on the final leg of the Mille Miglia course, the 83 miles from Mantua to Brescia. In 1955 Moss and Jenks covered that stretch in 39min 54sec – that's an average of just over 123mph.

While Jenks made it clear that it was Moss who had won the cup, he was proud to be able to display it, not in his study, but in his workshop where he spent so much of his time.

Housework was not exactly at the top of DSJ's priorities, but he wrote of this cup, "I have been known to give it a clean, not for the benefit of my friends, but for my own pleasure and satisfaction."

As a memento of one of the great motor racing feats, it's hard to beat. M

'I have been known to give it a clean, for my own pleasure and satisfaction'

Peter Spinney/LAT

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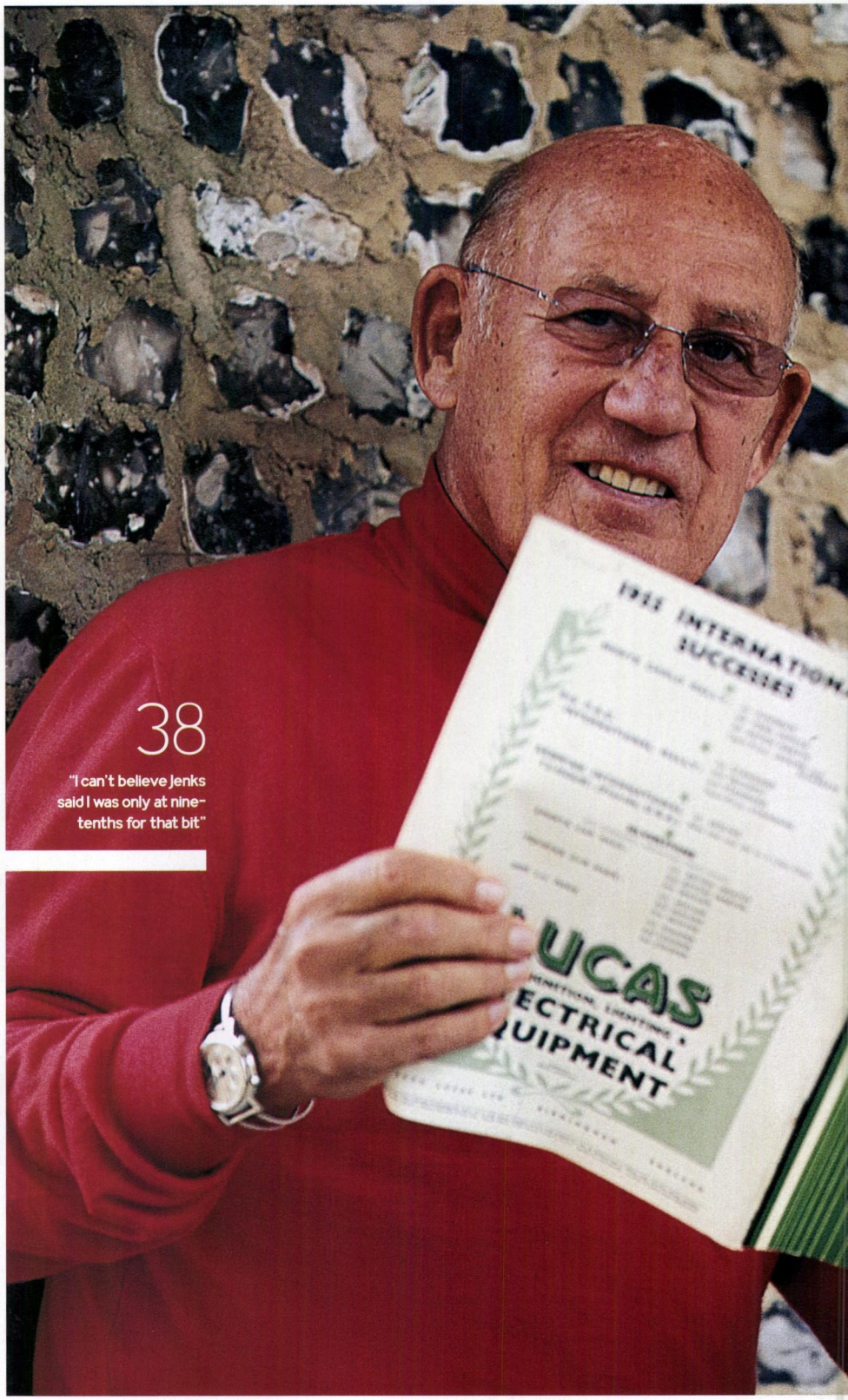
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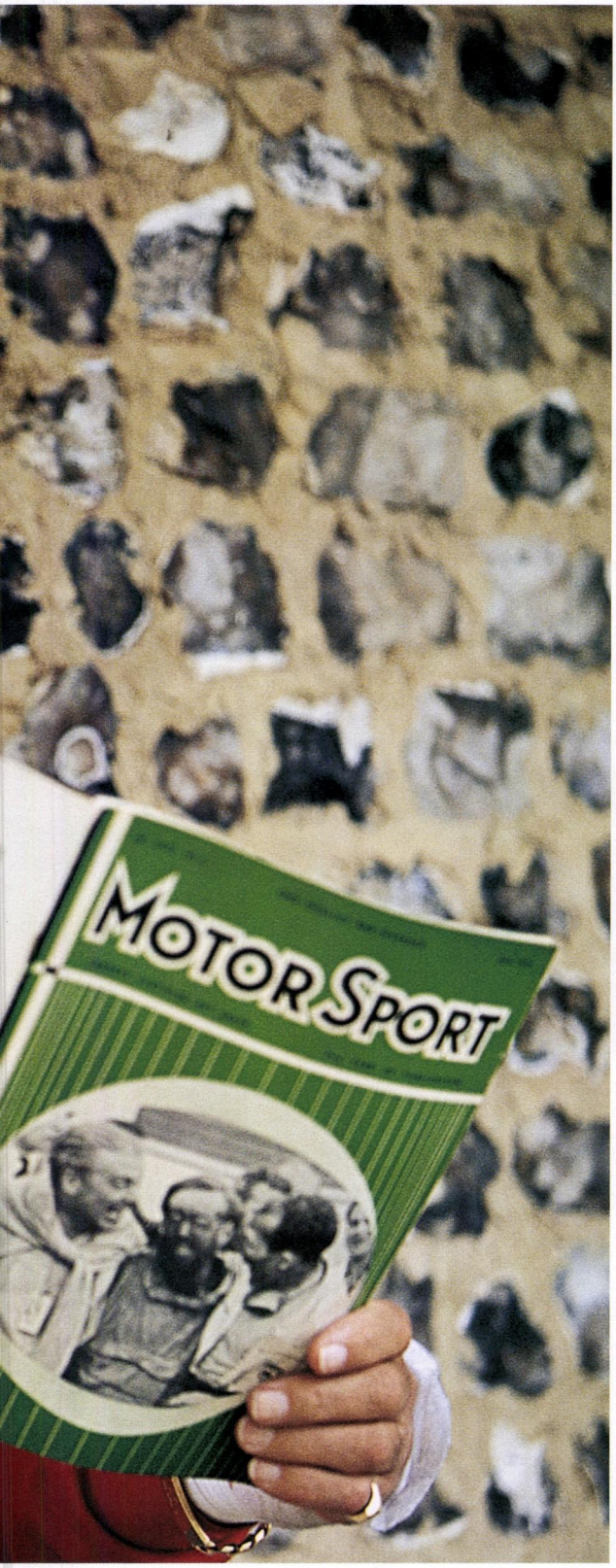


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"I can't believe Jenks said I was only at nine-tenths for that bit"

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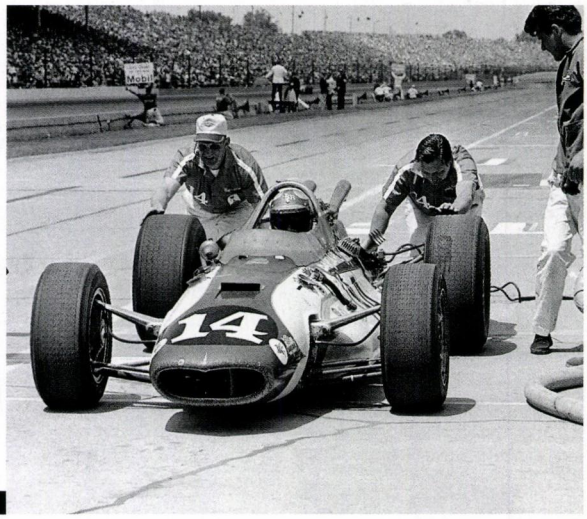
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Charlie Best LAT/Peter Spinney/LAT



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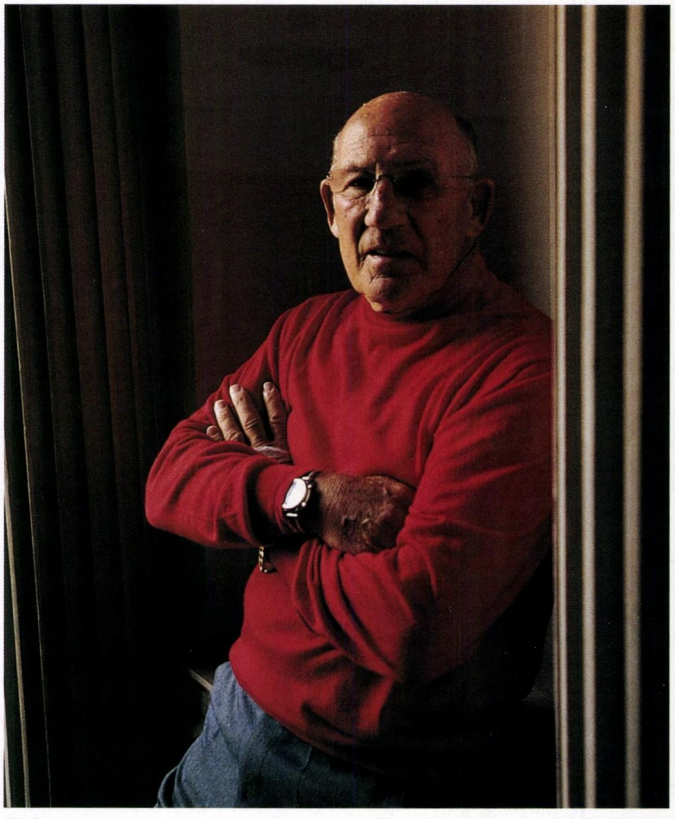
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'It strikes me how little Stirling Moss has changed from the sparky 25-year-old who won the 1955 Mille Miglia'



Stirling Moss takes some respite from being centre of attention at Goodwood House

MOSS STILL BOSS

Same old story – everyone wants a piece of him. From the moment Sir Stirling Moss arrives at Goodwood House for the now-traditional season preview he is surrounded by a mini-scrum of old friends, reporters, photographers and well-wishers. Mr Motor Racing is still a big draw.

The biggest, in fact, when it comes to days like this. Moss has not been a well man in recent months, but you wouldn't know it as he stands chatting to the likes of Jackie Oliver, Willie Green, Barrie Williams, Nick Mason and others outside Lord March's home. Fresh from a trip to the Australian Grand Prix, the 75-year-old looks trim, fit and tanned (as ever) in his bright red roll-neck. Only a bandage on his left hand – the result of a fall – gives an indication that he might not bounce as well as he used to.

I, like the rest of them, want a piece of him. *MotorSport* has been given the use of a room within the house to shoot some portraits of the great man. We've got five minutes, 10 at best. "I don't have much time," Stirling reminds me as he prises himself away from the clusters of people. Ever the professional, he is polite but to the point, does exactly what the photographer asks and then, with a brief, firm handshake, returns to his friends and admirers.

During the brief calm of that photoshoot it struck me just how little Stirling Moss has changed from the sparky 25-year-old I had been looking at in our selection of Mille Miglia shots from 50 years ago. Re-reading Denis Jenkinson's memoir of that race, reprinted in our special supplement this month, the magnitude of Moss's achievement on that May Day in 1955 sinks in. It's no wonder that his own memories of that race, recorded in this issue by Doug Nye, remain as fresh as if they were yesterday.

Behind the wheel Moss was the ultimate racing hero, for very good reason. Yes, he always raced for money, but he raced for the love of *driving* too. That's why I have no doubt that – with the right offer – he would jump at the chance to compete in the new Grand Prix Masters series (see page eight) – if he was 20 years younger.

This concept is an intriguing one, pitching familiar names from the past against each other in identical, modern 600bhp single-seaters. Talk about old meets new! How will a 58-year-old Emerson Fittipaldi match up against a 40-year-old Johnny Herbert? Hardly a fair comparison, but who cares? The hard-earned reputations of the drivers who sign up should not be under scrutiny. This should be for fun – with the usual ego-driven edge!

They often try, but racing drivers just can't leave it alone. They get older, but they don't really change.

Tell us what you think about this issue of *MotorSport* online at www.tgmc-surveys.co.uk/motorsport.htm - your views count

Charlie Best

P1

A jostling pack of news, views & comment

Fittipaldi close to joining Prost in GP Masters

World Champions put their weight behind F1's 'seniors tour'

Four-time World Champion Alain Prost has committed to the pilot Grand Prix Masters race later this year – and he could be joined by fellow legend Emerson Fittipaldi.

Double World Champion and ex-Champ Car title winner Fittipaldi, who has not competed since suffering serious back injuries in 1996, stated that he intends to try a GPM car in testing before making a decision whether or not to participate in the opening race at Kyalami in South Africa on November 13.

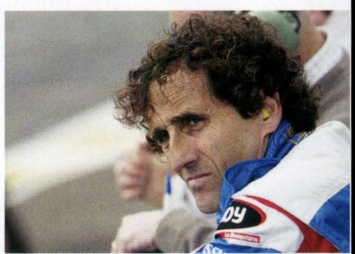
"GPM is a great idea – I like the concept," said the 58-year old Brazilian of the one-make open-wheeler series for retired F1 drivers over the age of 35. "I don't know if I will race but it would be fun. I hear Alan Jones is doing it – it would be fun to race against him again."

Fittipaldi, along with 1980 World Champion Jones and seven-time GP winner René Arnoux, attended the official launch of the GPM formula at the Durban Motor Show on March 23, with the Frenchman demonstrating a rebranded Zytek (née Reynard) Formula Nippon car in the South African coastal town. The definitive Zytek chassis, powered by a 600bhp 3.6-litre V8, is expected imminently.

Originally scheduled to take place during the summer, there are plans for further races in the Middle East to take place during the 2005-06 European 'off-season', although a calendar has yet to be announced.

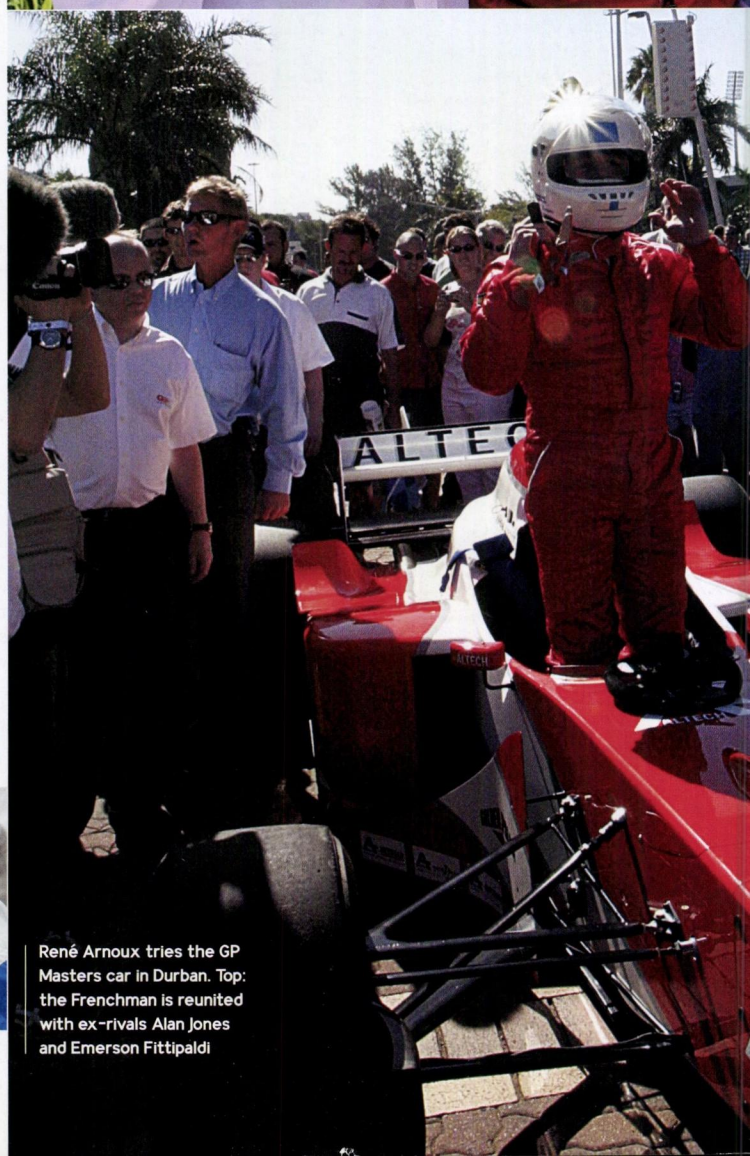
Four-time F1 World Champion Prost, meanwhile, is looking forward to the first Masters race. "It's a good idea," he said. "The concept is nice. A lot of people like nostalgia and as long as it's done in the right way it should be really good. It will be great to drive against people such as Alan Jones, Carlos Reutemann [the Argentinian racer-turned-politician had not committed as we went to press] and Emerson – all the guys from my generation. If Keke [Rosberg] and Stefan [Johansson] were there too, then it would be good to race against my old team-mates. I am taking life as its comes right now. I don't want things to get too serious."

Those already committed to appearing at the first event include F1 backmarker-turned-broadcaster Christian Danner and three-time GP winner and current sportscar star Johnny Herbert, who won in F1 as recently as 1999.



Prost has committed to first GPM race





René Arnoux tries the GP Masters car in Durban. Top: the Frenchman is reunited with ex-rivals Alan Jones and Emerson Fittipaldi



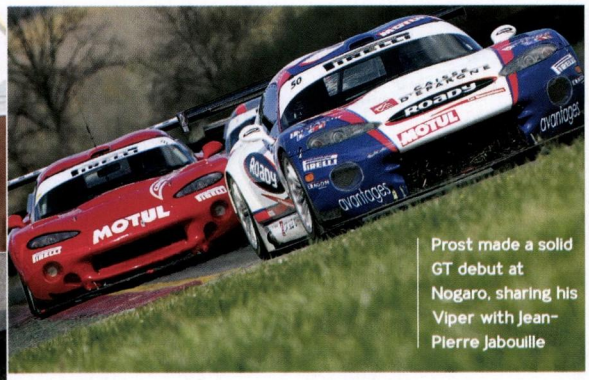
PROFESSOR GOES GT RACING

Alain Prost had his first car races on asphalt since his 1993 World Championship-winning season when he contested the French GT round at Nogaro over the Easter weekend.

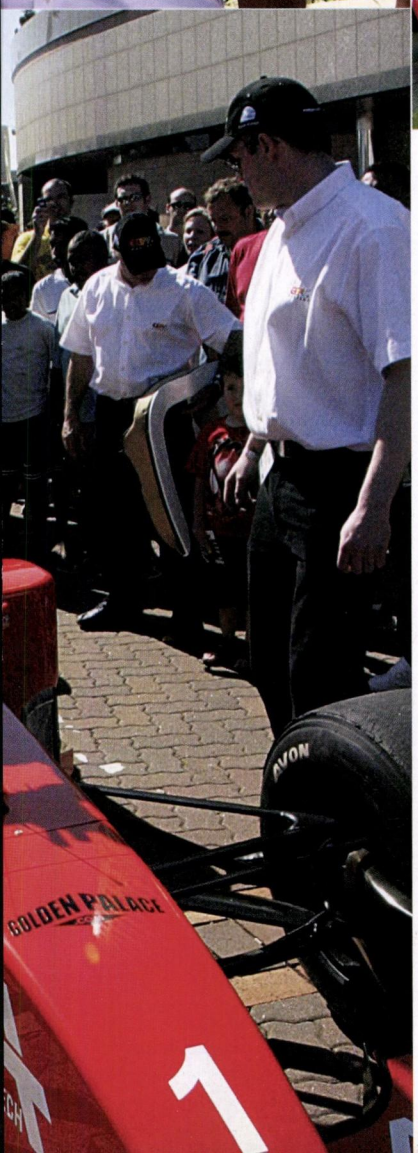
Following his recent ice-racing escapades, the 51-time grand prix winner shared Luc Marchetti's Chrysler Viper GTS-R with another F1 old stager, 62-year old Jean-Pierre Jabouille.

The duo put in solid drives, although the mixed weather conditions blunted their challenge. They secured sixth after Prost fell down the order from third in the treacherous conditions during the Sunday race. Jabouille, meanwhile, starred in Monday's thrash, battling his way up the order to an eventual fourth after a botched pitstop had dropped a hard-trying Prost to sixth during his stint.

Prost is expected to take part in three more rounds during the season, possibly sharing the Viper with son Nicolas, who is more regularly a midfielder in the French Formula Renault Championship.



Prost made a solid GT debut at Nogaro, sharing his Viper with Jean-Pierre Jabouille



GOODWOOD GOING SIDEWAYS

Rally legends and ground-breaking rally cars will thrill the crowds on a purpose-built gravel special stage during the 2005 Goodwood Festival of Speed. A two-mile rally stage has been constructed in the wooded area close to the hillclimb finish line and will host action on all three days of the June 24-26 event.

Around 30 cars will take part, with an emphasis on spectacular Group B cars such as the Peugeot 205 T16, Lancia Rallye 037, MG Metro 6R4 and Ford RS200. Organisers hope to line up Björn Waldegård in a Ford Escort RS1800, Rauno Aaltonen in a Mini Cooper, Stig Blomqvist in an Audi Quattro and Sandro Munari in a Lancia Stratos. Munari demonstrated a Stratos at Goodwood's preview day in March.

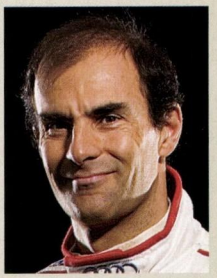
The 2005 Festival of Speed will also feature the first Goodwood appearance of Alain Prost, who is scheduled to drive his 1989 title-winning McLaren MP4/5. A number of rare Matras plus British Racing Green cars will support the hillclimb's theme of 'racing colours – national pride and culture'. Tickets from www.goodwood.co.uk or 01243 755055.



Saab tackles the Festival of Speed rally stage during the preview day

My first race

Formula Fiat Abarth, Mugello, 1980
by Emanuele Pirro



There were so many question marks over my first car race, because in those days you needed to have passed your driving test to get a race licence. Passing the test wasn't a problem, but getting the paperwork sorted out was. In the end we had to do the Italian thing and get a friend of a friend to sort it.

The event started well. I qualified seventh or eighth for one of the heats and was on the second row and finished second in the other. Then it started to rain for the main race: I had never encountered wet conditions in all the testing I had done.

At the start I ended up in the lead but thought it was some kind of mistake. I was waiting for people to pass but no one did.

With two or three laps to go I was 10sec ahead when I spun off into the gravel. I was so frightened to go back to the pits, but when I got there everyone was ecstatic; the team, my dad and the press.



Despite late exit in first race, Pirro was '80 FFA champion

...and my last race

Sebring 12 Hours, 2005

It was an exciting race that could have gone either way and I reckon Frank [Biela], Allan [McNish] and I had more bad luck on the way to second place than the other Champion Audi R8. They beat us by six seconds, but I lost more than that with two stop-go penalties. The officials said I was to blame but each time it looked to me that the slower car was leaving the door open. It would have been nice to have won Sebring again, but I'm still looking forward to racing on in the American Le Mans Series this year. **GW**

LAT, DPPI, Emanuele Pirro

Cult heroes

LINDA VAUGHN



Resembling an escapee from a Russ Meyer exploitation epic, Linda Vaughn remains the greatest trophy queen of them all. This pneumatic blonde began her career in 1961 while still in her teens: persuaded to enter a beauty contest, she was crowned Miss Atlanta Raceway.

Before long, The First Lady of Drag Racing was appearing at race meetings the length and breadth of the States and, in '65, the personable pin-up beat 200 rivals to become Miss Hurst Golden Shifter for Hurst Performance, a role she retained until the early 1980s, warmly greeting fans at NASCAR, Indycar and F1 races. She really was among the most prominent (cough) figures in US motor racing, competing herself after tuition from Bob Bondurant.

Never far away from cameras, Ms Vaughn took time to appear in *The Gumball Rally* and that crime against celluloid, *Stroker Ace*, when not fronting ESPN's *The Exciting World of Speed and Beauty*. Though now semi-retired, Ms Vaughn still makes occasional appearances at race meetings and is also spokeswoman for (cough) Prolong Super Lubricants. **RH**

Geoff Stunkard Dole/LAT LAT



Touching down: Prodrive-built Aston DBR9 took on the GT elite at Sebring - and won

DBR9 vanquishes GT best

Le Mans bid boosted by big win in Florida enduro

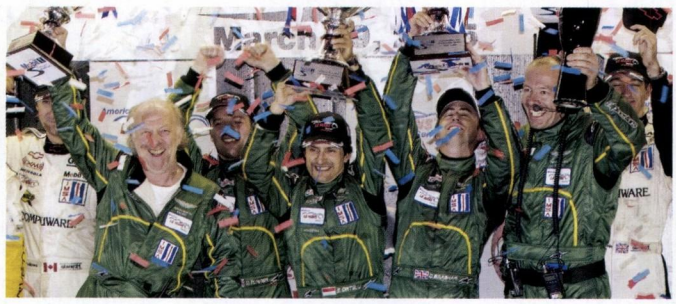
Aston Martin made the best possible start to its Le Mans 24 Hours bid by taking GT1 class victory in the prestigious Sebring 12 Hours on the race debut for the DBR9.

David Brabham, Darren Turner and Stéphane Ortelli trounced Chevrolet, Maserati, Ferrari and Saleen opposition to win by a lap in the Prodrive-built car, finishing a remarkable fourth overall.

Chevrolet, giving its Corvette C6R its race debut, looked to have the advantage until trouble struck the two yellow cars at two-thirds distance: one was delayed by an exploding brake disc, the other punted off the road by an errant backmarker. That left the Aston in front to the finish, while the Chevys recovered to second and third.

The sister DBR9 of Peter Kox, Pedro Lamy and Stéphane Sarrazin was actually ahead of the winning machine in the opening stages, but hit backmarker trouble and ran out 35 laps down after repairs.

The result was a huge tonic for Prodrive boss David Richards and came a few hours before the BAR Formula One team, from which he was ousted during the winter, suffered a double engine failure in the Malaysian Grand Prix.



Elated Aston Martin squad celebrate first international success for marque since 1963

Coulthard's pointed reply to critics

David Coulthard moved to the head of the table of British points scorers in the Formula One World Championship thanks to his sixth place in the Malaysian Grand Prix.

The Scot edged ahead of 1992 World Champion Nigel Mansell by one point as he enjoys an Indian Summer with the Red Bull team.

But Coulthard's total of 483 is still way short of all-time points leader Michael Schumacher, who is on a whopping 1188...

FACT FILE

British points scorers

1	David Coulthard	483
2	Nigel Mansell	482
3=	Damon Hill	360
3=	Jackie Stewart	360
5	Graham Hill	289
6	Jim Clark	274
7	Eddie Irvine	191
8	Stirling Moss	186.64



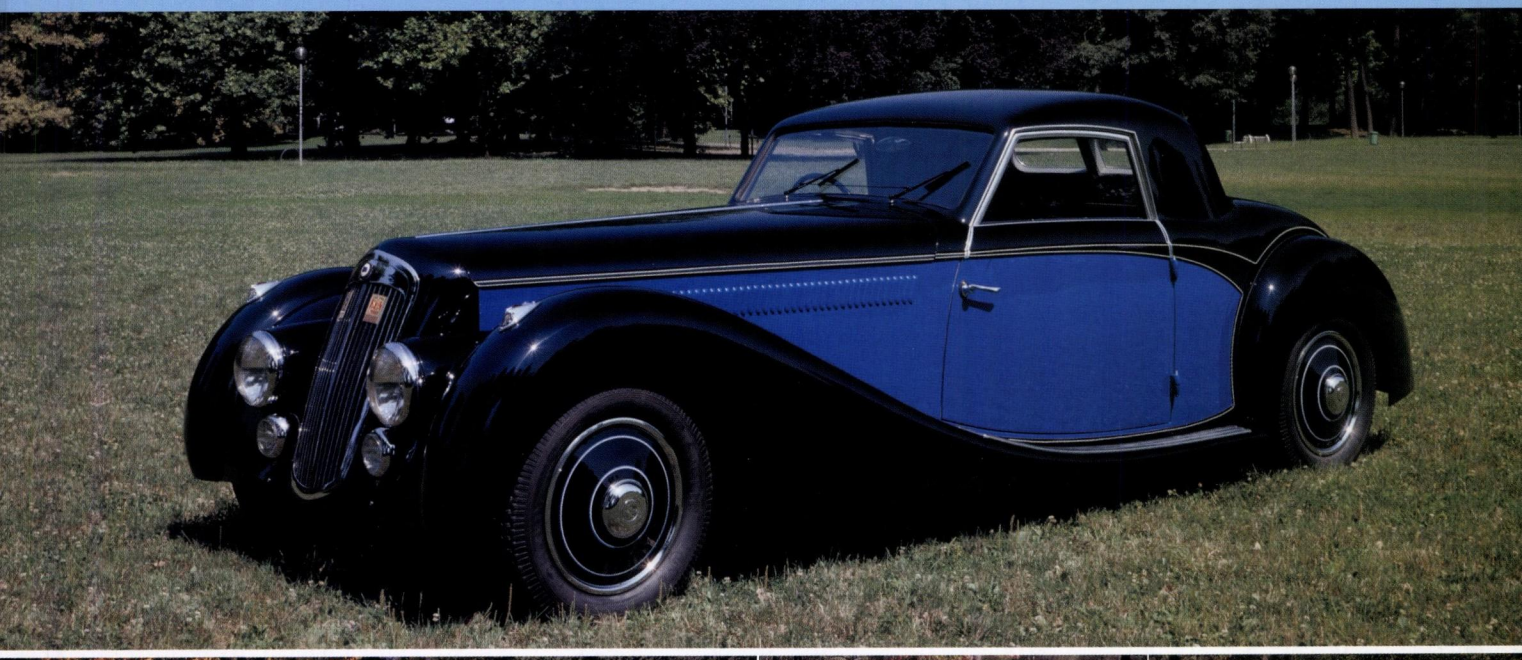
Mansell's last score: Australian GP win, '94

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Obituaries

Chassis designer and creator of the AC Ace
Rally organiser and famed photographer

John Tojeiro



Tojeiro built this JAP-powered special, the 'Asteroid', for fellow Purse School alumnus and future sportscar constructor Brian Lister

This renowned chassis designer died on Wednesday, March 16. He was 81.

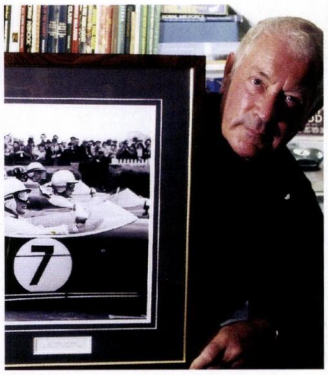
Born in Estoril to a British mother and Portuguese father, he returned to the UK aged 18 months following the death of Tojeiro Snr. After an apprenticeship with a firm that made refuse wagons, it was on being seconded to the Fleet Air Arm that he became interested in the construction of air-frames.

A visit to the 1946 Gransden Lodge race meeting convinced him that his future lay in motor racing, after which he bought an MG TA and fitted it with a lightweight Harry Lester body. After a few outings, he realised that he was never going to cut it as a driver and turned to chassis construction instead. Here he excelled: Cliff Davis's Bristol-powered LOY 500 proved particularly successful. This car, and more significantly a LeaF-powered chassis destined for Vin Davison, heralded the AC Ace for which John received a royalty of £5 per car up to a limit of 100.

Throughout the '50s Tojeiro Automotive Developments continued to attract a successful band of customers and, towards the end of the decade, he became embroiled in the Berkeley Bandit and Accland Geddes' s Britannia road car projects. Tojeiro soon moved away from cars, spending time working at both Bristol and Birmingham Universities before setting up a light engineering company. In the late 1980s he acted as technical director of DJ Sportscars, maker of the Dax Cobra clones. **RH**

David Seigle-Morris

David Seigle-Morris, who died shortly before Easter, is best remembered for running the Gulf London Rally between 1964 and 1967. This forestry event was a true marathon, eclipsing even the RAC Rally for speed and distance. It is hardly surprising then that, in his career as a works driver with BMC and Ford between 1960 and '65, his best results were on the Liège (fifth and sixth in works Healey 3000s) and the Alpine (two *coupes* in Cortinas and an outright victory). **JDFD**



Michael Cooper - a photographic legend

Michael Cooper

On March 19 one of the greatest racing photographers of the 1960s passed away.

After national service the wonderfully irreverent Michael Cooper became a professional photographer with motor racing as a hobby. The racing rapidly expanded during the '60s and he took some of the most iconic images of the decade, many of which can be found in his book *Sixties Motor Racing*.

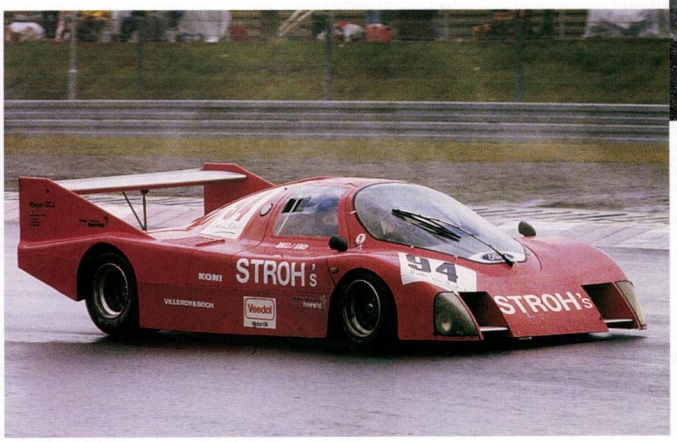
Disenchanted by the sport in the early '70s, he returned to commercial work. **PP**

Mystery car competition

A year's free subscription is the prize for the knowledgeable reader who recognises this month's offering from LAT Photographic's archives. Answers must be received by May 2. In the event of there being more than one correct answer, we will favour the entry with the fullest information.

Good luck!

Please send your entry to:
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E-mail: motorsport@haynet.com



LAT Graham Gauld



Last month: Tadgell Porsche Special
Where & when: Phillip Island, December '57
Winner: Not a bumper crop of entries this time round. The most complete response came from **Graham Edney** who recognised this open-wheeler as a one-off created by crop-duster pilot Ern Tadgell. It's pictured before a Formula Libre race in which the car bested Murray Rainey's Cooper MkIX and Lex Davison's blown Cooper-Vincent to take the win.

P1

EVENT OF THE MONTH

Donington Park HSCC

David Clark gave his ex-Chris Amon Elva victory in its first race for 38 years, while Neil Fowler and Steve Maxted took thrillers. Report by Paul Lawrence

Photography by Charlie Wooding

In the car's first race since 1967, an elated David Clark guided the ex-Chris Amon Elva Mk8 to victory in the Classic Sports Car race as the HSCC season opened at Donington.

Thrilling wins for Neil Fowler in Historic FF1600 and Steve Maxted in Classic Formula Three topped the race action as the first battle lines were drawn in the club's diverse range of championships.

After nearly four decades being used for hillclimbs in the Canary Islands (!), Clark's BMW-powered Elva has been returned to 1965 specification by Simon Hadfield's crew and ran perfectly.

In truth the Elva was always going to be the class of the field, but Jamie Boot gave spirited chase in his TVR Griffith as he limbered up for an FIA Historic GT campaign. Then the dry line that steadily developed through the afternoon played into Clark's hands.

Quadruple champion Fowler dipped back into Historic FF1600 for a one-off appearance and was rewarded with victory in his Lola T200. This was a typically hectic affair as a gaggle of challengers snapped at Fowler's gearbox.

Eventually only Nelson Rowe (Crosslé 20F) could live with the Lola and it took the bravest of moves from Fowler to settle victory on the final lunge into the chicane with a momentary – and inadvertent – brush of wheels under braking.

Classic F3 pacesetter Maxted (Argo JM6) faced a new challenge in the form of young Alex Ames, making his F3 debut in an ex-works Chevron B38 which the family team had bought in Germany only a week earlier. Initially Richard Trott (Ralt RT1) headed the pack, but first Maxted and then Ames edged the 1980s F3 ace back to third. Gaining confidence with every lap, Ames hunted down Maxted as the leader was dealt a poor hand with back-markers. Erring on the side of good sense, Ames resisted a desperate last-corner lunge and Maxted won by a third of a second.

The Derek Bell Trophy field was thinned by a multi-car accident when Tim Barry spun his March 76A on the exit of Redgate and collected Chris Ball (Brabham BT29) and Peter Richards (Delta T79). From the re-start, the Formula 5000s of Simon Hadfield (Chevron B37) and Ian Giles (Eagle FA74) stormed away in close company.

Giles fell foul of the combination of a damp patch of track and misting glasses, spinning as he put the power down out of Redgate for the second time. Hadfield now had an easy time, with Stuart Tilley finishing 23sec adrift in his Modus M1. Giles recovered to third.

"I thought I was going to have to settle for fifth," admitted Dan Cox after winning the opening Historic Racing Saloon counter in his Ford Anglia. Simon Garrad's Alfa Romeo GTA was soon gone with a suspected bearing problem and Roger Cope spun his Jaguar S-type down the order as oil was liberally spread through the Craner Curves. Cox was into his stride after running fifth early on: he moved ahead of James Dodd (Alfa Romeo GTA) and set about Dodd Snr, Graeme, in his Jaguar Mk2. With Cox climbing all over his boot lid, Dodd spun on the exit of Redgate and Cox was away and gone. Dodd recovered in time to keep his son at bay for second place.

Earlier, Dodd Snr had trounced the Jaguar XK pack, while Charles Barter had an unusually easy time in winning the '70s Road Sports in his Datsun 240Z after Matthew Bannister spun his 240Z down the order. A dominant victory also went to Laurence Bailey (TVR Griffith) in Historic Road Sports, while Matthew Watts (Brabham BT16) took the Classic Racing Cars after Steven Worrad's BT30 speared off at high speed on the opening lap. M





Above: Classic Sports mixture as Tony Bailey's rare OSCA MT4 leads Richard Lawson (Lotus 23B), Douglas Lawson (Richard's son, MGB) and David Betts (Shelby Mustang GT350). Left: Trevor Groom off in XK140

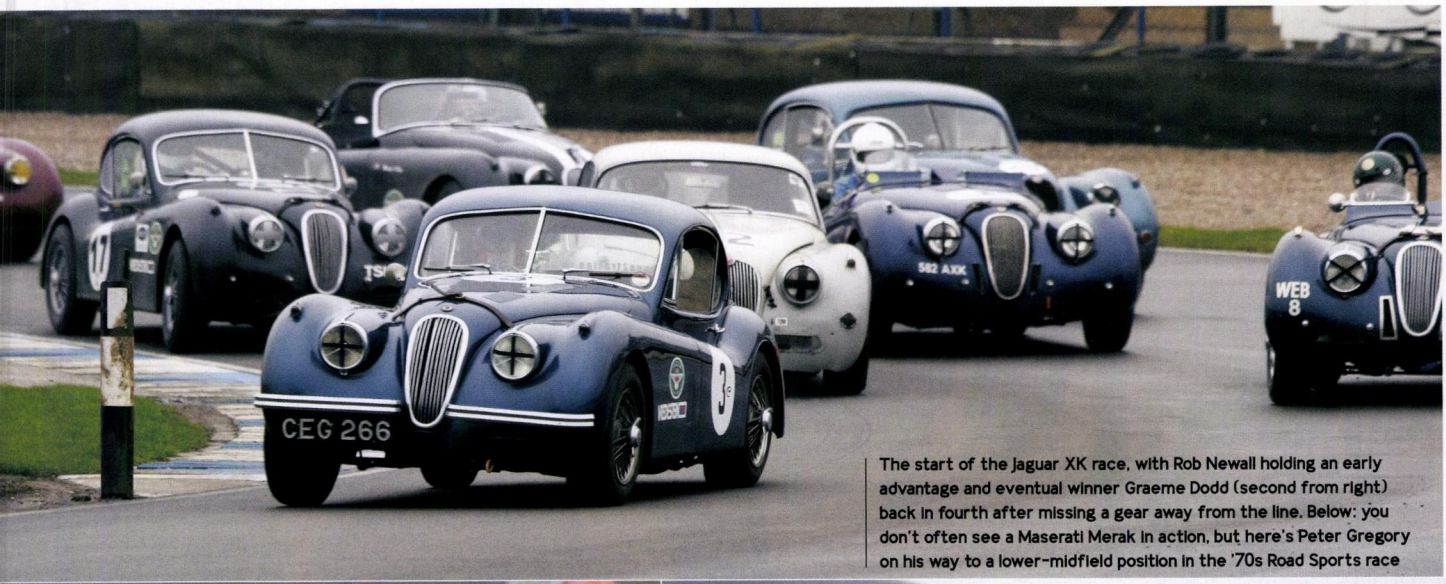




Above: Jaguar E-types of Michael Moore and Les Ely head into the chicane during Classic Sports race. Below: same spot, with Classic F3 winner Steve Maxted's Argo leading the Chevron B38 of Alex Ames, just 'liberated' from former home in Germany







The start of the Jaguar XK race, with Rob Newall holding an early advantage and eventual winner Graeme Dodd (second from right) back in fourth after missing a gear away from the line. Below: you don't often see a Maserati Merak in action, but here's Peter Gregory on his way to a lower-midfield position in the '70s Road Sports race

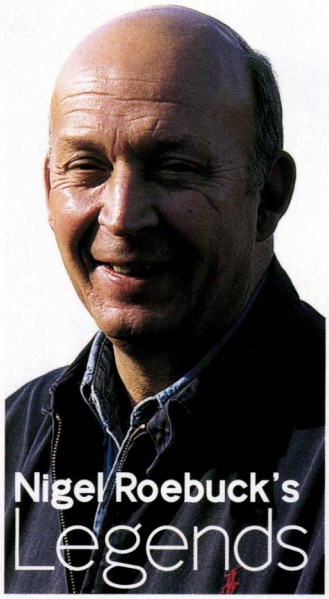




Left: David Clark's newly-prepped Elva-BMW was the class of the Classic Sports field. Above: gorgeous Brabhams brake for Coppice Corner in the Classic Racing Cars event, with Hugh Price (BT28) inside the ex-John Watson BT30 of Ian Gray. Below: Ian Jacobs's F2 March 742 emerges largely unscathed from Derek Bell Trophy kerfuffle, though Pete Richards (Delta T79) was not so lucky. Right: Keith Norman's Palliser WDF3 leads Dave Lowe's Lotus 69 and a mass of others in the close-fought Historic Formula Ford 1600 thrash







Nigel Roebuck's Legends

Mark Donohue was the prototype modern-day racing driver, as professional as he was fast



With Roger Penske, Donohue forged a long and successful racing alliance

By the end of 1973 Mark Donohue had achieved most of his goals in motor racing. Since 1967 he had worked for Roger Penske, the pair of them synonymous almost in the way of Colin Chapman and Jimmy Clark. RP committed to a bewildering variety of programmes, and Donohue was involved in all of them.

Truly involved too. In 1971, for example, Mark represented Penske Racing in Indycars, sportscars, Formula 5000 and Trans-Am. That same year Roger also decided to hire a McLaren M19 for the Canadian and American grands prix and, although Donohue was not taken with the car, he qualified eighth at Mosport and finished a remarkable third, behind Jackie Stewart and Ronnie Peterson. Typically, Mark made light of it: "I was probably lucky it rained. In the dry I might have been nowhere..."

In his approach to the job, Donohue had the sort of philosophy Alain Prost was later to bring to F1: it was no more than common sense that the car should do as much of the hard work as possible. Unceasingly Mark would look for what he called 'the unfair advantage', and this was to serve as the title of his autobiography.

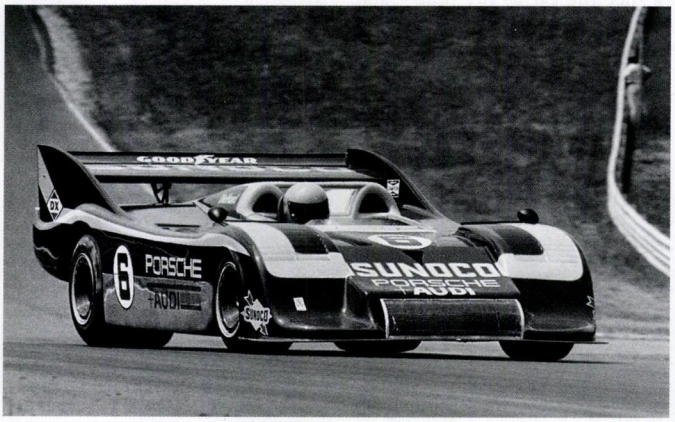
When I say that Donohue worked for Penske, I mean he *worked* for him. "Both of them," said Sam Posey, "were prepared to make any commitment of effort, time, whatever – but there was a high price to be paid. The private lives of both guys virtually ceased to exist."

After his first marriage had failed, Donohue lived in a bedsit above the race shop. Once, as Penske's gorgeous blue Ferrari 512M was being loaded for Sebring in the early hours, he twisted his ankle, but still, the team being a man short, offered to help drive the truck on the long haul from Pennsylvania to Florida.

Of all the projects in which he was involved with Penske down the years, Donohue relished particularly the assault on Indycar racing, with Eagle and McLaren chassis, and the Can-Am programme with Porsche.

In 1972 he won the Indianapolis 500 driving Roger's McLaren-Offy M16. Set-up is everything at the Speedway, and to have a car handling perfectly there gave him immense satisfaction – indeed, it summed up Donohue the racing driver.

"When you're leading and everything is working properly, it's like another world – at Indianapolis it feels like being guided down a corridor by some other force. I don't really see the car as such – I'm going very fast, there's a lot of noise and I can feel the cornering and accelerating forces rising and falling. But there's no conscious skill involved – it's as if I *were* the car, just part of a machine. And that's the sensation in racing that's so thrilling to me – knowing that everything is working exactly as it's supposed to."



Watkins Glen 1973: Donohue takes the first of six successive Can-Am wins in a Porsche

While working on the Indy programme, Donohue also spent a lot of time in Europe, developing the fearsome Porsche 917/10. "The first time I went to Weissach we had lunch, with lots of beer and wine – then they asked me to drive the car!

"I was already hungover from the night before, but I got in the car – and it was *terrible*, even taking it easy. I had to jam my legs against the steering wheel to keep it in a straight line at 150mph…"

In time the Porsche was developed into one of the most dramatic and efficient racing cars of all time. Sadly for him, Donohue missed most of the 1972 Can-Am season after suffering serious injuries in a testing accident at Road Atlanta, caused by the loss of the rear bodywork. Ever the team man, he went to the races, hobbling on crutches, helping replacement driver George Follmer to the championship.

The following year he walked the Can-Am Championship, winning six of the eight races, now in the 917/30. More than 30 years on the figures still astound: 1100bhp at 7800rpm (on normal 'race' boost) and 810lb/ft

'I had lots of beer and wine. Then they asked me to drive the 917'

of torque at 6400rpm. Donohue adored what he called "the era of knife-fight rules". In pre-season testing at Paul Ricard he exceeded 240mph on the Mistral straight.

In the car's final race, at Riverside, Mark established himself in the lead, as usual, and then started to play with the cockpit-adjustable roll-bar. "I turned it up to oversteer and I had a great time, sliding all over the place, knowing I could rebalance the car at any time – and that this was my last race." He made the announcement afterwards.

For all his successes, Donohue never quite appreciated how good he was, and his friend Posey was at a loss to understand why. "Mark always attributed it more to his engineering skill and hard work than pure driving ability, but he was certainly as fast a driver as I ever competed against."

Whatever, Donohue prepared for a new life as president of Penske Racing, and his decision had nothing to do with the risks then so prevalent in the sport. "I can't say I was ever personally concerned about my own safety in the car," he wrote in his autobiography, "perhaps because I'm something of a fatalist – I figure no two accidents are ever quite the same and, even if you're prepared for every contingency, something else is going to get you some day."

After a year out Mark found he missed driving, and when Penske embarked, for the first time, on a full F1 programme, he decided this was a challenge he couldn't resist.

"Problem was, Mark had retired too early," said Mario Andretti. "He was only 36 and it wasn't out of his system. At the time I said he'd never be happy with himself. On the other hand, he then broke what to me is a golden rule: never come back."

The odds against success were high, it must be said, for in 1975 Penske was running its own car, in Europe, on unfamiliar circuits, and Donohue was the only driver. By mid-season the recalcitrant PC1 had been ditched, and the team moved on to a March.

"He felt a little out of it in Europe, I think," said Andretti. "On race morning in Austria – the day it happened – we were chatting and he said, 'You're doing F1 *and* Indycars, so you're going home tonight. I have to stay here…'"

During the warm-up at the Osterreichring, Donohue had a front-tyre failure as he pointed the March into the Hella-Licht Kurve, a flat-out right-hander at the top of the hill beyond the pit straight. He went over the guardrail and struck lead-pipe advertising hoardings.

Initially it seemed like a miraculous escape. Although Mark was complaining of head pains, I saw him on a stretcher in the Penske pit and he was speaking to members of the team. Donohue was then flown by helicopter to a hospital in Graz, and perhaps this – three years before Professor Sid Watkins arrived to transform medical practice in motor racing – was crucial, for subjecting someone with a head injury to altitude is not the best thing.

Later in the day we learned that Mark had a fractured skull and was deeply unconscious. On the Tuesday he died.

Andretti remembered him well. "Mark was a very technical driver, a guy ahead of his time, the first really to understand the depths of aerodynamics. He wasn't necessarily the fastest guy, but I guarantee you he usually had the best set-up car. A thoroughly polished individual, a very correct driver, the ultimate professional. But when you got to know him, you saw there was also a 'go to hell' side of him – he liked whisky, liked to let his hair down sometimes. Good guy, good guy."

15 minutes of fame

Schkee-Chevrolet DB1

SCCA Citicorp Can-Am Challenge, St Jovite, June 9 1977

It was meant to rekindle past glories, but the first round of the new-look Can-Am was a shambles, saved by a win for the most futuristic car in its depleted field. The SCCA's plan was simple: rebody F5000s as central-seat 'sportscars'. But the Schkee – pronounced sha-kee – was more rebodied than most. Its Lola T332 underpinnings were wrapped in an all-enveloping shape: faired-in rear wheels, integral wing and splitter, Targa-type cockpit – an out-there look that recalled Can-Am's past. It helped that Bob McKee was in charge. This Illinois engineer had kick-started the British sports-racer/American engine theme with his 1961 Cooper-Buick for Rodger Ward. He'd also built the Howmet turbine racer. And run Can-Am's first turbo in '69. He was receptive to left-field ideas. Which is why, when industrial engineer Mike Williams said his cars looked outdated, Bob listened.

"He had interesting ideas," says McKee. "There was no wind tunnel involved; we just kinda eyeballed it. But it worked. The Schkee had lots of downforce; our first wing bowed in the middle."

Two were built: for Tom Klausler, a talented but broke Formula Atlantic racer, and Doug Schulz, the team owner. But only one was ready for St Jovite – and that arrived a day late, by which time favourite Brian Redman had back-flipped his Lola T333 at the infamous yump and broken his neck. With a temporary chicane in place, Klausler took pole ahead of Chris Amon's Wolf-Dallara.

"It was raining at the start," says Klausler. "I made a good start, but on lap four I spun – and stalled – yet didn't lose the lead." He'd been 9sec ahead after the first lap. "But halfway through it dried and I had to pit for slicks. We had to take the rear bodywork off. It took an age." Four minutes, no less. After that he hauled in leader John Gunn at 4sec per lap, sufficient to hustle him into a mistake: Gunn's T332 thumped a kerb and broke a wheel. The Schkee would win by a lap.

It was no fluke. Klausler took pole at Laguna, round two, but an engine failure put him out before the start. And he led at Road America, round four, only to tangle with a backmarker. But thereafter the Schkee slipped back as the T333s raised the bar.

"More money would have helped," says Klausler. "But I was running the show as well as driving, I was inexperienced and we made some silly mistakes. St Jovite was the definite highlight." **PF**



Can-Am's first race since 1974 was won by Klausler's Schkee

Murenbeeld/LAT LAT



Pilette became a third-generation GP driver in '74. He made the flag - four laps down

My only grand prix

1974 Belgian at Nivelles
by Teddy Pilette

How did you land the Brabham drive?
I was having a lot of success in Formula 5000 which opened a few doors but the problem then, as now, was money. Then the Automobile Club of Belgium did a deal with Bernie Ecclestone – who was always open to making a deal in return for a large cheque – and I got the drive.

What was the BT42 like?
The car itself was great but the engine was down on power. It just wouldn't pull properly. To be honest, I just went round and round. I had to come into the pits several times but at least I made it to the finish. I was four laps down at the end [in 17th and last place].

So it didn't lead to any immediate offers, then?
No. None. Again it was down to money. I took the view that it was better to stay in F5000, where I could run at the front with good equipment, rather than try and chase the F1 dream with a second or third car in a works team or try and fund a privateer drive.

But you did have another stab at GP glory three years later with the much-derided Stanley-BRM...
I tried to qualify the P207 for the German, Dutch and Italian GPs in 1977 but the V12 engines weren't great, often dropping valves. The car itself wasn't too bad – well, not as bad as some people have said – and there were some great mechanics in the team, but BRM was in decline. I can honestly say that I didn't pay for the drive but we didn't really stand much of a chance of success precisely because we lacked money.

And how did you get on with team boss Louis Stanley?
Very well. I knew he had a bit of a reputation for being... well, maybe difficult is not the correct word. Anyway, he looked after me well enough. I was certainly treated better than I had been at Brabham: I was wanted at BRM.

And you drove the car in the Aurora AFX series the following year...
Yes, but we didn't do much better there either.

So, considering all the success you had with Count van der Straten, was there ever any talk of VDS in F1?
No, not really. Rudy raced for the love of it. He didn't much care for the ambience of F1 which in his view was all business. Plus, as we had learned from racing sportscars with Alfa Romeo, when you're up against the works teams as privateers you're always last in the queue for spare parts. You really have no realistic chance of success. We were happier in F5000 and the Interserie.

What does it mean to have been an F1 driver, if only briefly?
I don't make too much of it, but people seem to remember when you've been a grand prix driver so, yes, it's good. **RH**

My only WRC win

1976 Swedish Rally
by Per Eklund

What was the main opposition?
Well, there were three Lancia Stratos. Björn Waldegård was in a proper four-valve car but Simo Lampinen and Per-Inge Walfridsson were in two-valve cars as well. Those cars had quite a wide track and were not so suited to the ruts made by the normal cars.

So it was always going to be a fight between you and Stig Blomqvist?
Stig and I had been driving works Saabs since 1968 and mostly he had done the winning. Now it was the last big rally for the 96 and my chance to do well.

The rally started in Karlstad and then went near your home town of Arvika. Did you know those stages well?
Of course. Even Stig knew them as they were used in lots of small rallies as well as the Swedish, but I guess I knew them pretty well. The first stage was a trotting track at Farjestad where it was no big surprise that Björn was quickest, but I was determined to get an advantage and on the first proper forest stage I took half a minute off the Stratos. He was quickest on the rallycross track at Arvika and then I took another 30sec on the long 50-kilometre stage.

And Blomqvist?
After five stages I was 47sec ahead of Stig. Of course, he wasn't going to leave it like that and soon we were swapping fastest times like hell. Then the Saab management started to get nervous. Bosse Hellberg was going wild. He was worried that in our own fight we would leave the road and lose the rally. Some journalists started stirring things by suggesting that, after Monte Carlo where Björn had received orders from Lancia to stay behind Munari, Saab would not like to interfere in our fight. That wasn't true. Hellberg came to me and said I should slow up and I told him I was leading and to say that to Stig first - which he didn't do.

How was the weather?
Towards the end of the first leg we had some fresh snow which made things quite tricky even for a Saab 96. There was one long stage where I was starting behind Stig and I gave it 200 per cent to try and catch him. I had a little off, hit some rocks and bounced back on the road. It cost us a few seconds but at half distance there were only 14sec between us. There was no order from Saab to hold position so the second leg started as the first one had finished. And I was the first one to leave the road again, giving Stig the lead. But he didn't know that we were off and he did the same thing too, so we were back where we wanted to be. Björn and Per-Inge both had offs while Simo bent his Stratos but kept going. I wouldn't say we became a bit more sensible but perhaps we both took fewer risks. We were still winning the stages. Of the last 15 I won nine, Stig won five and we tied on the last one.

The third car to finish was some 20 minutes behind the 96s. Were there any words later about tactics?
Hell, no! Saab was delighted with the result. It was a big boost to the launch of the 99 EMS rally programme and a great finish for the old 96. And for me it was a bit of a career boost as it brought my name to the attention of other team managers. **JDFD**



Saab loyalist Eklund inspires *MotorSport* editor Smith (see last month's editorial) in '76

all LAT

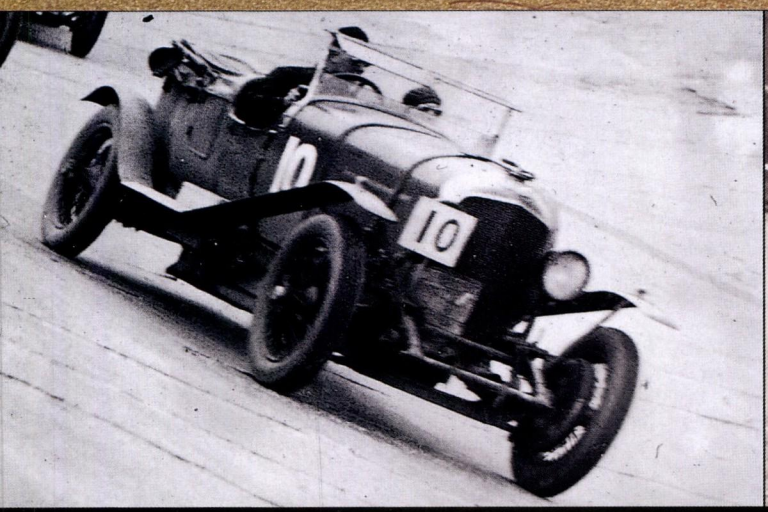
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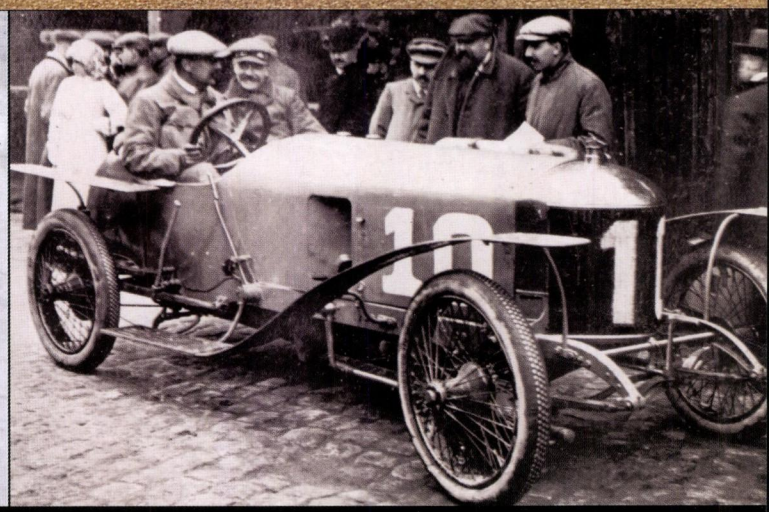
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Top: *The Bugatti Factory Team Car - 'Voiture Moteur No.3'* 1933 Bugatti Type 59 3.3-litre Grand Prix Two Seater

Left: *The W B 'Bummer' Scott Brooklands and Irish Grand Prix Racing* 1929 Bentley 4½ litre Le Mans Sports Four Seater

Right: *Paul Bablot's 'La Coupe des Voitures Légères' winning* 1911 Delage 3-litre Type X Two Seat Racer - No.10

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TRACK BACK

50/30/20/10 YEARS AGO



1985

Porsche plays a waiting game

Ickx and Mass win Silverstone 1000Km after Lancia's double charge falters

For more than half of the Silverstone 1000Km the factory Rothmans Porsches had played an unfamiliar supporting role as a privateer 956 and two Lancia LC2-85s stole the limelight. Slashing 15 per cent of each car's fuel allocation had heightened the need for responsible heads in the heat of battle this year; Jacky Ickx/Jochen Mass and Derek Bell/Hans Stuck were under strict orders to hold back. But at the flag the 'tortoise' tactics clearly paid off.

Nearly five hours earlier Jonathan Palmer (Richard Lloyd Racing 956) and Riccardo Patrese had entertained as the 'hares'. Fuel economy was put to one side as the Canon Porsche traded the lead with Patrese's Martini Lancia, with the Wollek/Mauro Baldi sister LC2 running third.

But the duel came to an end on lap 102 when the 956 lost a wheel at the *Daily Express* bridge. Seven frustrating laps were lost, though Palmer and Jan Lammers charged back to finish fifth.

Alarmingly, four other privateer Porsches also endured disconcerting wheel departures, Thierry Boutsen's Brun entry twice! Meanwhile, the works cars rumbled on…

The Lancias now looked in command – but it wouldn't last. Alessandro Nannini, who was sharing with Patrese, lost three laps when a trackrod end broke. Then Wollek pitted, allowing Ickx into the lead. Baldi took over and looked set to fight the lead Porsche (pictured above), only for the gearbox to cry enough – thus Ickx and Mass led home the Bell/Stuck car for a Rothmans 1-2.

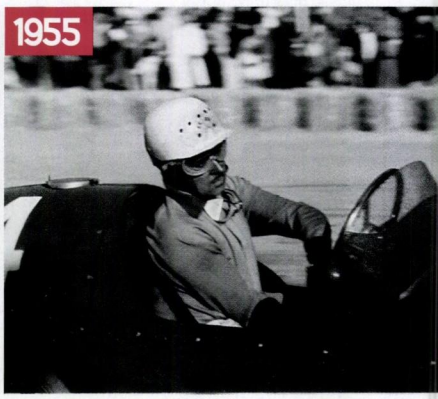
Patrese charged back to steal third from Manfred Winkelhock's Kremer Porsche just one lap from the finish, but it was little consolation for the Italian team – victory had been within reach.



Niki Lauda ends Ferrari's 20-year Monaco GP drought, May 11



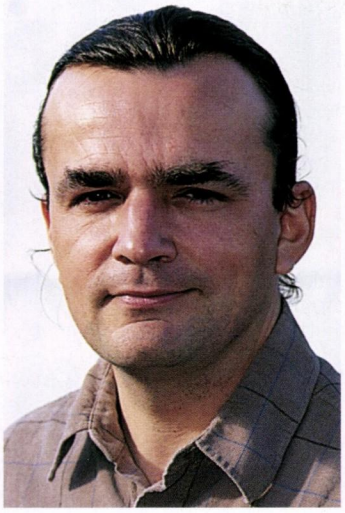
Jacques Villeneuve inherits victory in the Indy 500, May 28



Maurice Trintignant lucks in at Monaco, May 22

LAT, DPPI, World Racing Images

Adam Cooper's Trackforward





Michael Schumacher shakes down F2005 at Mugello, one of two Italian tracks owned by Ferrari

Sympathy for Ferrari over its stand on test cuts is thin on the ground - for good reason

The growing division between Ferrari and the other nine Formula One teams has been exacerbated by the Italian squad's stubborn position on testing, which flies against attempts by its rivals to cut costs.

Having failed to agree to cutbacks for 2005 proposed at the end of last year, Ferrari showed that it regards all previous agreements as null and void by testing at Fiorano and Mugello in the days prior to the Australian and Malaysian grands prix, and even on the actual race weekends.

Cynics might suggest that the extra testing did little to help the team at Sepang, but most of the work back in Europe was not about tyres. It involved intensive reliability runs for the new F2005, and the team made so much progress that the car was rushed into service for the Bahrain GP.

A year earlier that couldn't have happened so easily. Like everyone else Ferrari would have been (voluntarily) constrained to three days here or three days there during March. But with all bets off, the team was able to run at will. It thus spent an extra month on R&D, launched the new car late, tested throughout March and fronted up to the third race with a relatively sorted racer. Very handy.

Jean Todt and Ross Brawn share a missionary zeal when they defend their position, repeating that the team has invested heavily in its two home venues and arguing that others could have done the same. Ferrari can certainly test at less cost than its British rivals. But the sums are also helped by a massive testing subsidy from Bridgestone.

Where the argument really falls down is the team's absurd assertion that testing should be equated between tyre companies rather than teams. Only Jordan and Minardi are still on Bridgestone, goes the argument, so therefore Ferrari should do enough running to negate the fact that seven teams run on Michelins.

'Testing costs and lap speeds could be cut by having just one F1 tyre supplier'

That is a complete nonsense. Just two years ago the teams were split 50-50 between the tyre companies, but first BAR and then Sauber jumped ship. The reason? They couldn't live with the cosy 'special relationship' between Ferrari and Bridgestone, which extends to Japanese tyre engineers working at Maranello. Both teams felt it better to be one of a larger group on Michelins than play second fiddle to Ferrari. So citing a lack of fellow customers to justify extra mileage seems churlish...

So much that is wrong with F1 could be resolved by having just one tyre supplier. Testing costs and lap speeds could be cut at a stroke. It could also improve competition, because smaller teams would spend less of their resources on adapting their cars to the latest compounds. Alas, as ever there are too many vested interests involved for it to happen any time soon.

ALSO THIS MONTH IN '85

TWR HAT-TRICK

Tom Walkinshaw and Win Percy lead a TWR Rover 1-2-3 in the Donington 500 European Touring Car Championship round. It is the pair's third win in the three races run this season.

FIVE ALIVE

Jean Ragnotti dominates the Tour of Corsica, leading all the way in his Renault 5 Maxi. He finishes 12 minutes ahead of Bruno Saby's Peugeot 205 T16.

LUCKY LOTUS

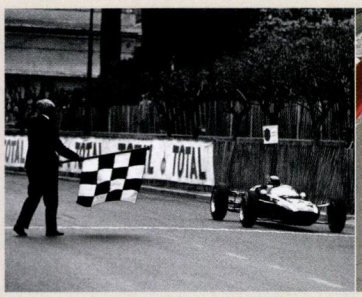
Elio de Angelis inherits his second grand prix victory when Alain Prost's McLaren is disqualified for failing to meet the minimum weight in post-race scrutineering at Imola. De Angelis's Lotus never led a lap.

PROST HITS BACK

Prost makes up for his Imola disappointment by winning the Monaco GP after a duel with Michele Alboreto.

What goes around...

F3 BACK AT MONACO



Jackie Stewart wins first Monaco F3 in 1964



Euro F3: already a street favourite at Pau

Banished from the Principality in 1998 when Formula 3000 'hijacked' its Monaco GP support slot, Formula Three gets its prestige Monte Carlo street race back on May 21. It's no longer an allcomers race for contenders from all the major series, but instead counts as a points-scoring round of the ultra-competitive F3 Euroseries. The last F3 winner at Monaco, in '97, was F1 Williams ace Nick Heidfeld, while Giancarlo Fisichella won it in '94. Jackie Stewart, Ronnie Peterson and Alain Prost are also on the roll of honour. Expect Franck Perera and Lewis Hamilton to be the men to beat in '05.

Reviews

Vintage American Road Racing Cars
1950-1970
by Harold Pace & Mark Brinker
ISBN 0 7603 1783 6
published by Motorbooks International,
£34.99



This is surely a candidate for book of the year – and it's still only May. Tapping into a rich seam of nostalgia for American road racing 'specials', this 303-page hardback is a joy to read. With an overview of the genesis of US motorsport in which you turned left *and* right, this glossy effort kicks off with a chapter on the many constructors from Ambro to Zink. While many will already be familiar – Cunningham, Shelby, Cheetah and the like – the majority will not be. With first-hand accounts from many of the principals behind the cars, there's a wealth of hitherto untold stories which help bring the text to life.

Likely to be of even more interest are the many one-offs that tweaked the nose of European exotica in period. Ever heard of the Brand X? Does Fageol Twin-Porsche ring any bells? Even if you've dieted on prized copies of *Road & Track* or *Speed Age* from the period, you'll learn something new. The sheer amount of research here is a credit to both authors. We particularly loved Bill and Charles Rutan's Porsche Special, a chopped down '47 VW Beetle with Porsche four-cam Carrera power that took more than a minute off Carroll Shelby's best time – in a Ferrari grand prix car – up Mount Washington hill-climb. We also drooled over the sexy PAM Project Group 7, a radical wedge-shaped Can-Am car based on a Lotus 30 that was destroyed in only its second race. And then there's the Oregon Talbot-Lago…

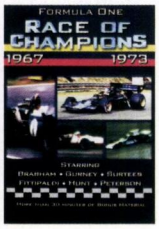
With a separate chapter-ette on 'engine-swap specials' such as the ugly Escherich Lotus-Porsche and – shudder – the Tilp Ferrari-Offy, along with further gen on the many kit car manufacturers of the day, you won't find this level of information in any other publication.

Aside from the words, the layout is crisp and easy to navigate and the many images – several taken by Dean Batchelor and Allen Kuhn – are worth the asking price alone. Technical spec boxes and period brochures and advertisements only add to this impression. For those who are unfamiliar with the many classifications of racing, there's also a handy breakdown of categories. We'd never heard of the deliciously non-PC Powder Puff grouping (for women drivers if you hadn't already twigged). Highly recommended. **RH**



Paramount Coachbuilt Cars from Derbyshire, by Peter Tuthill
No ISBN
published by Peter Tuthill, £6.99

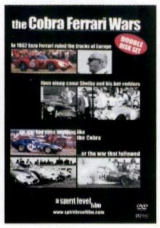
Another of Tuthill's engaging self-published scrapbooks, this one is typically good fun to dip into, despite being just 48 pages long. From the first Alvis-based 'Pig' prototype of the late 1940s, the story tackles the ups and many downs of this long-forgotten marque, including its motorsport history, which largely consisted of national rallies. If anything this work asks more questions than it answers, but it's good to see someone tackling minority-interest subjects. There's another volume on the way too. **RH**



Formula One Race of Champions
1967/1973
DVD, 64 mins
www.tallandcurly.com, £15.99

I'm no snob, so the rather amateur-looking cover wasn't a barrier to potential enjoyment of this DVD. Unfortunately, though, that's about as good at it gets. Randomly putting together the Brands Hatch Race of Champions events of 1967 and '73, it's pretty uninspiring stuff.

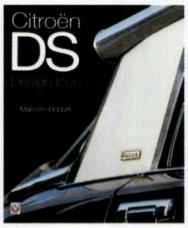
The film footage from '67 is okay, but irritatingly the car noises in the background, to my ears, sound as though around 15 seconds' worth has been sampled and then looped – the constant repetition is like a Chinese water torture and bears little relation to what you're seeing. The '73 stuff looks like it's from a fan's camera, is limited, dull and has virtually nothing of winner Gethin. What a disappointment. The footage of the 1961 Guards Trophy Inter-Continental Formula race is a nice bonus, though. **MS**



The Cobra Ferrari Wars
DVD, 59 mins plus bonus disc
www.spiritlevelfilm.com
£24.99

You can usually pigeon-hole me as a single-seater sprint racing fan, so the GT class from early-to-mid 1960s endurance racing isn't that near the top of my list of motorsport interests. Believe me, then, when I say that this film is superb. A bit pricey, maybe, but you also get a bonus CD of extra 'bits-and-bobs' material thrown in.

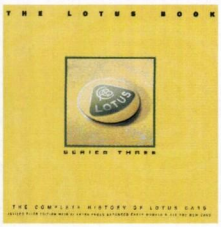
Beautifully shot interviews with Cobra team leader Carroll Shelby and his various cohorts are spliced with wonderful archive footage. The main DVD begins with a focus on Shelby's angina-truncated driving career and takes you up to his car's class win over Ferrari at Le Mans in '64. One highlight for me was Texan ex-chicken farmer Shelby trying to impersonate the accent of acerbic tea-guzzling English expat Ken Miles. Simply fantastic. **MS**



Citroën DS: Design Icon
by Malcolm Bobbitt
ISBN 1904788 30 0
published by Veloce, £34.99

Not a bad effort, this, despite some design weirdness: among the many period shots are modern 'happy snaps' deliberately aged to appear grainy, the net result being that your eyes start watering. Disregarding this, the author has produced an effective history of *The Goddess* which tackles just about everything DS-related, such as the reasons behind its birth, model variations and living with one now.

The DS's career in motorsport is well told, from Paul Coltelloni's winning efforts on the '59 Monte Carlo Rally to Pauli Toivonen's controversial win in the same event seven years later. It's also great to see coverage of the Rallye du Maroc coupés too. That said, with the SM also earning a chapter, why are there no images of these Franco-Italian hybrids in competition? **RH**



The Lotus Book Series Three,
The Complete History of Lotus Cars
by William Taylor, ISBN 190235113 4
published by Coterie Press, £39.95

A further update of this master-work, now running to 316 pages (up by 60). The model-by-model breakdown works beautifully and, quite aside from the sheer wealth of information here, it's worth buying just for the images and ephemera which help bring the story of this charismatic if rather calamity-prone marque to life. And there's little Lotus-related that you won't find here: even the Goodwood Festival of Speed soapboxes get entries.

A few spelling mistakes aside, if there are criticisms they're entirely personal ones. The cover of this reviewer's first edition faded to white in no time at all, despite being kept away from sunlight. Whinge over: this thumping heavy-weight is remarkably good value for money, and we await the arrival of the Series Four iteration. **RH**

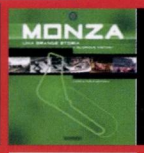
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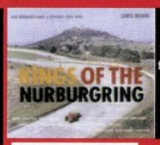




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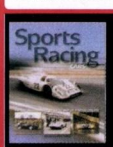
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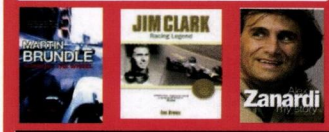
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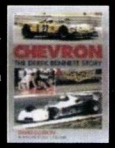
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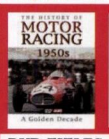


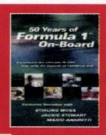
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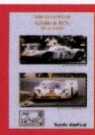
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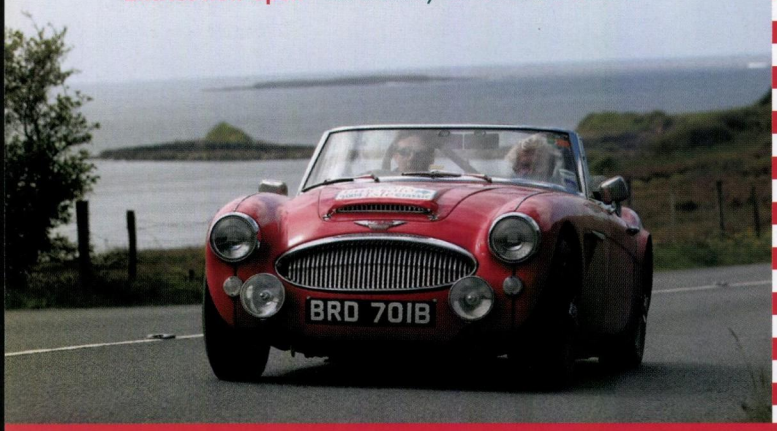
After exploring the centre and west of Ireland with the first *Emerald Isle Classic* in 2003, and the North and North-west last year, in 2005 we have decided to venture deeper into the south, where those in the know say the rallying is best.

We have a new start just south of Dublin at the fabulous Druid's Glen Hotel and will finish at Waterford, both locations convenient for the regular Irish Sea crossings.

A new introduction this year is a tulip route book for the Touring category - making the event accessible to crews who prefer this type of route instruction. A good variety of special tests and regularities will also be on offer.

The entry fee includes all hotels, meals and maps, so all you have to do is fuel the car and yourself with traditional Irish refreshment!

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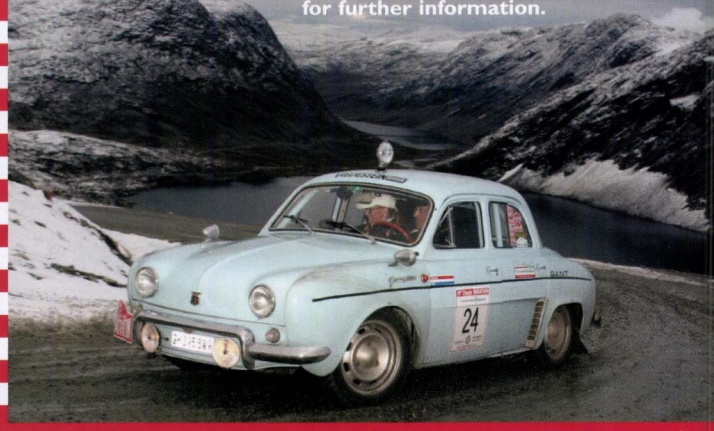
International Historic Motorsport Show Road Rally of the Year

Following our visit to Norway in 2004, this year we are venturing East, with an event based in Slovenia and Croatia. With stunning scenery, and traffic free roads, this promises to be yet another memorable *Classic Marathon*. As in previous years the *Marathon* will be a round of the FIA Regularity Rally Championship – as is the *16th Winter Challenge*.

There are a variety of ways to get to the start at Rijeka in Croatia, including a motor rail service from Dortmund, Germany and our transporter service. For those wishing to drive we have a scrutineering session in Luxembourg and a recommended route to the start. This route will be covered by our usual mechanical sweep crews so those common early problems can be swiftly dealt with.

F. van Lanschot Bankiers will once again be supporting the *Classic Marathon*.

Call the Rally Office to register for further information.



1990 16 2005 Winter CHALLENGE to Monte Carlo

The 16th Winter Challenge was a true winter challenge with snow all week but very few closed roads, Challenge newcomers Terry Pickering and Anthony Preston took victory on the final night with a stunning drive in a 1956 TR3. The Clubman's section was won by newcomers Gary and Gina Kendall in a Lotus Elan - running without even an additional tripmeter.

Plans are well advanced for the 17th edition of the Winter Challenge in 2006 when once again we will return to the splendour of Monte-Carlo for our finish.



CLASSIC RALLY ASSOCIATION RALLY OF THE TESTS EDINBURGH 2005 STRATFORD

10th to 13th November 2005

The 5th *Rally of the Tests* ventures north of the border for an Edinburgh start, we then make our way back down south via a selection of new test and roads plus of course some old favourites. Time to get that 50's car out and search the charity shops for some period gear. The rallying is good but some reckon the social side is even better! Check out the December issue of *Motorsport* for praise of the 2004 event.

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FRISCO SURPRISE

Sir, I live one mile from San Francisco's Golden Gate Park and a drive through the park is the highlight of my morning commute. On many occasions I have remarked to myself that the wide, undulating park roads would make a fine race course. Until the March issue of *MotorSport* I had no idea that the park had indeed played host to motor racing in the 1950s.

Although blighted today by stop signs and pedestrian crossings, the basic track layout remains driveable and the bison still feed beside the former main straight. Sadly, environmental concerns and the close proximity of large trees probably prohibit any future racing in the park. But one can still dream – and experience a bit of a thrill on the way to the office.

Your re-design is excellent and I remain a committed reader.

Scott M Bloom, San Francisco

TELLY TALK

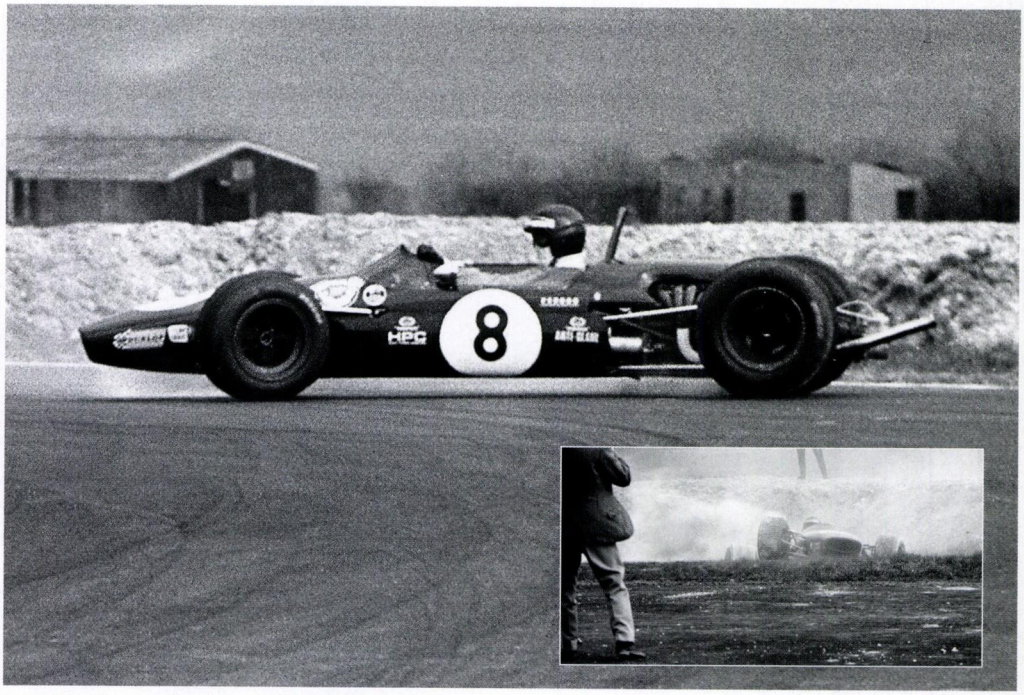
Sir, As Marcus Simmons comments in his review of 'The Grand Prix DVD Collection' in the April issue, television coverage of grand prix racing in the 1970s was "sketchy at best, and often non-existent". But it is a mistake to confuse the broadcast of races here in the UK with the question of whether those grands prix were actually televised at all by their host nation.

Many of the races were televised, particularly those in the second half of the decade. The problem is the coverage is not owned by a single entity, such as one of Bernie Ecclestone's companies, but by the individual host broadcasters.

Duke's new DVD release simply provides footage of the documentary films made in the 1970s by Brunswick. No attempt is made to acquire and incorporate the vast amount of host broadcast material that still exists. In the early 1990s, the late Brian Kreisky's Videovision company acquired some of this footage, and selected incidents were broadcast on the defunct satellite channel *Screensport*.

For someone out there with real enterprise, there is still the opportunity to gather together all of the grand prix footage from the national host broadcasters of the decade and to produce an exhilarating series of DVDs.

Gordon McCabe, Dorchester, Dorset



Jochen Rindt loses his Brabham BT23C at Thruxton's chicane and ends up in a chalky ditch (inset). But the F2 king still won the final

DITCH THE BRABHAM

Sir, I really enjoyed the feature on Jochen Rindt in your April edition. He really was a photographer's delight and could always be relied upon to provide good pictures – such as these (above) at Thruxton in 1968 at the Easter Formula Two meeting. He spun his Winkelmann Brabham entering the chicane and was lost from view in a ditch! Out popped the Brabham, covered in chalk dust, before rejoining the heat and going on to win the final.

Mike Hayward, Shifnal, Shropshire

GARTNER'S CRASH

Sir, I competed at Le Mans in 1986, the year of the Jo Gartner tragedy (April issue). I recall that during the early part of the race the Kenwood Porsche was being driven very hard: on one occasion it overtook me into Mulsanne Corner using all the kerbs and more, something that at that time most drivers tried to avoid in a 24-hour race.

I was in my car after Jo's Porsche went off and drove past the site of the accident for many laps while in the 'snake' behind the pace car as the organisers dealt with the accident, which occurred early on the Mulsanne before the restaurants, a long way before maximum speed was attained. I clearly remember a single long tyre mark which stretched for around 100 metres and veered off to the left to the point of impact with the barrier. The width of the skidmark indicated that it was a rear tyre that had made it. This would point to something failing at the car's rear and nothing to do with driver error or a misjudgment in avoiding a rabbit.

John Sheldon, Algarve, Portugal

CLASSIC COLOURS

Sir, Great to see the ERA picture in the Peter Stevens article in March's *MotorSport*. After nearly 25 years driving ERAs in Bira colours, courtesy first of Bill Morris and latterly of David Wenman, I still catch my breath at the visual effect of the blue body and yellow chassis, one of the finest colour combinations in motor racing. Mind you, it does demand an above-average standard of cleanliness!

The story of the original selection of the Bira blue colour has often been repeated, but what may not generally be known is that the blue/yellow combination only became established in 1939. Bira appeared in a blue ERA (Romulus) as early as 1935. Initially he drove under a British licence, and it was only when the AIACR accepted Siam as a national licence holder that the distinctive yellow chassis appeared. I don't know whether the idea emerged from Siam or from the White Mouse team. If you look at Remus (bought for 1936) you will see that the chassis is blue, quite correctly. At the beginning of 1939 the Bira cars were repainted with yellow chassis, but Remus had already been disposed of.

The car you pictured is R12B, Hanuman II – you can see the Hanuman badge on the bonnet side just ahead of the White Mouse emblem. The venue is the tunnel at Monaco, a scary spot for ERA drivers: and that's me trying to keep the pedal to the metal while wanting to take a confidence lift!

Tony Stephens, via e-mail

A YEAR OUT

Sir, I must point out an error on page 60 of your April issue in the article on Robert Daley, the photographer. The caption refers to Monaco 1961 instead of 1962, the most obvious clue being the chequered helmet of Innes Ireland in the UDT Lotus 24, complete with the twin exhausts of the Coventry-Climax V8.

The issue with the report of the 1962 race was the first *MotorSport* I purchased. I was aged 13 and still have my copy to this day! »

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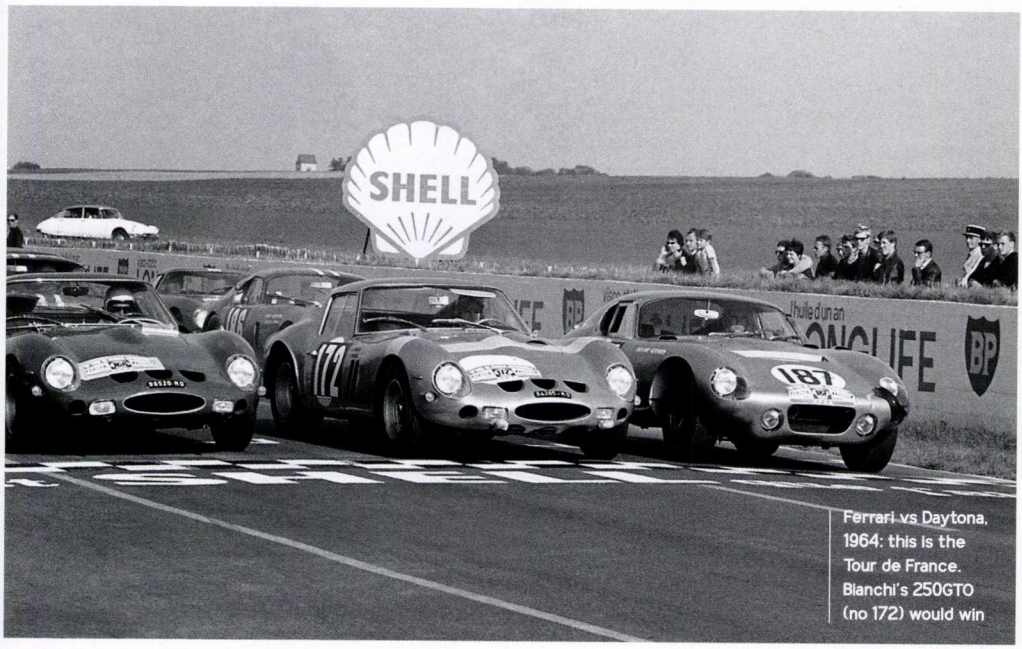
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Star letter



Ferrari vs Daytona, 1964: this is the Tour de France. Bianchi's 250GTO (no 172) would win

NO PHANTOM RACE

SIR, Much seems to have been written recently concerning the racing history of the AC Cobra and, as you point out in your article in April's *MotorSport*, "deciphering the actual and the apocryphal isn't an easy task".

One story which seems to have passed into the realms of myth in recent years concerns the alleged 'cancellation' of the Coppa Inter Europa at Monza in 1964. Recent articles, including your own, stating that this event was cancelled at the behest of Enzo Ferrari have never rung true - particularly after reading Roy Salvadori's autobiography, in which he claims to have finished second in a race that apparently never happened!

The October 1964 issue of *MotorSport* and Denis Jenkinson provide the answer. In his 'Reflections on the Italian Grand Prix' Jenks tells us that "after a lot of humming and haaing, and a complete lack of information... it was finally decided that there would be a one-hour race for GT cars over 2000cc combined with prototypes. This decision was made after it was known that Shelby was not interested in entering..."

The Italian organisers were unhappy because an Aston Martin had beaten the Ferraris in 1963 and they were scared that a Cobra would do the same thing in '64. No doubt Mr Ferrari was stirring them up on the subject but it would seem that the race had never actually been planned and was only put on in a 'Ferrari-friendly' form at the last minute. As such the race was probably never seriously considered as a GT championship event, but the race certainly did happen.

The GT championship in the 1960s was only really a serious concern for Shelby. Despite what seems to have been written of late, Ferrari considered it a fairly low priority after Formula One and prototypes and left it to privateers. Much more important to him was not being beaten in certain high-profile events, hence the politics behind the Coppa Inter Europa. Incidentally, the race was won by Nino Vaccarella from Roy Salvadori and David Piper, all driving 250LM Ferraris.

Monza would not have been the finale to the GT championship anyway; there was a round at Bridgehampton in the USA where Cobras took the top six GT placings and no GT Ferraris ran at all.
ROD HUNT, SEATON, DEVON

My only criticism of present day *MotorSport* is that I wish the cover was similar to that used in 1962. This would be more in keeping with your present historic content.
Alan Walker, Glasgow

FUEL PLAY?

Sir, I refer to the April issue and the article titled 'Cobra: taking the fight to Ferrari'.

In the 500km race at Spa-Francorchamps you tell us that "despite Phil Hill claiming the GT lap record, chronic fuel starvation blunted his challenge". In the interest of historical accuracy this is not quite the case.

After the car was retired the fuel lines were checked and these and the filters found to be full of 'waste rag'. Foul play was suspected, but not openly talked about!

At the time I was working as a sort of 'gofer' for the Carroll Shelby racing team. I was 21 the following day, June 15 1964, and hitched a ride with photographer Bernard Cahier in his Mini Cooper to Paris. I did not tell him the significance of the day as I did not want him to think that I was after any more of a favour, but it was a wonderful and illuminating journey.

On a completely separate matter – and one I would only raise as I am writing – I think that it's nice to see a new editor who is seen to have had a very early interest in *MotorSport*. Clearly he will know how old he is now and the date of the issue he is seen holding, but he was a very well developed toddler at only one and a half, was he not?
Bruce 'Stroker' Dowell, via e-mail
Yes, you may have a point. Maybe I was a little older. Then again, I've always been 'big boned' **- ed**

Jenks on...

FEMALE RACERS, 1958

An interesting sight at the Gran Premio Siracusa was to see a 26-year-old Italian girl driving a grand prix Maserati and not teetering round at the back of the field in an effeminate way, but having a real go "up with the boys".

This was Maria-Teresa de Filippis from Naples and, although it was her first outing in Formula One, she showed she was not frightened of the car, getting it into full-lock power slides through the corners and winding it up to well over 7000rpm in the gears. Although she is new to grand prix racing she is not new to motor racing, having driven an A6G sports Maserati in local races, at Monza in the Supercortemaggiore and in the Mille Miglia.

Having seen her performing in difficult street races at Naples and Bari it was no surprise to see her wring the neck of her newly-acquired grand prix car. To the Siracuse organisers and the Italian federation I give full marks for allowing her to take part in a grand prix, something the RAC are afraid to do, banning as they do such women as Nancy Mitchell, Patsy Burt and Jean Bloxam from any hope of competing in a Formula One event. On the other hand the RAC will accept Archie Scott Brown with his unfortunate deformity, yet the Italian federation will not allow him to take part in Italian races.

The FIA stands for the Federation International Automobile and is the governing body of all motor racing in Europe, yet they seem to have little or no control over the question of accepting women drivers or deformed male drivers, their only action being to "pass the buck" and retreat. The governing body of motor racing may be international in theory but it certainly is not in fact. - Yours DSJ

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Maria-Teresa de Filippis in 250F at Spa, '58

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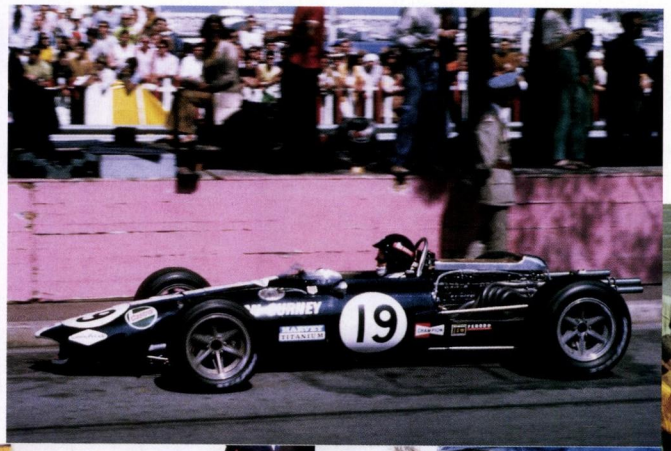
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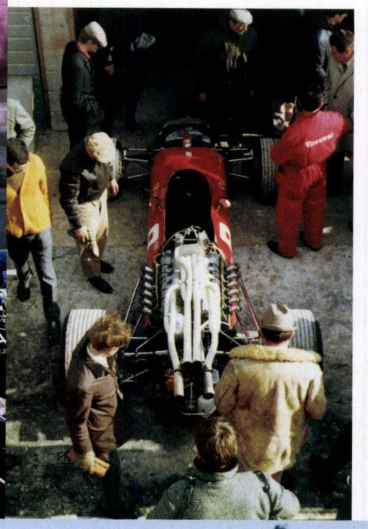
You were there...

Monaco, Targa Florio, Crystal Palace and Thruxton - and that's from one bloke! Plus Riverside F5000 and the '50s



Dan Gurney's Eagle was off the pace and failed to finish, Monaco '68

Flat caps in vogue: Chris Amon's Ferrari at '68 Race of Champions



Cheer up, John: Watson before breaking leg in '73 Brands RoC





It wasn't as easy as it is today to get to the further-flung corners of Europe in the 1960s, so this eclectic selection from **Terence Brind** of Folkestone (we'll presume he travelled by ferry, then) was a very pleasant surprise. Our favourite is the shot below of Helmut Marko's Alfa Romeo T33TT/3 during the 1972 Targa Florio - as much for the pair of Fiat 500s and Lancia Fulvia on the grass verge as anything else. Marko, sharing with Nanni Galli, finished second, just 17sec behind the winning Ferrari 312PB of Merzario/Munari. Mr Brind doesn't give us stories behind the pics, but we love the Gurney shot from Monaco '68 - complete with tasteful pink wall. He obviously liked F2: James Hunt, who was driving a Hesketh-run Surtees at Thruxton in '73, looks at the works cars of Mike Hailwood (30), Jochen Mass (32) and Carlos Pace (29).

Hunt tries not to trip over the Matchbox 'toys' in cluttered pits



Crystal Palace F2 '66: Rees (10); Brabham (1); Hulme (2); Rindt



Marko blasts Alfa through Sicily in classic Targa shot

We need your photos

Do you have photographs from races or rallies gone by tucked away in a drawer at home? If the answer is yes, and you feel you have some interesting anecdotes to go with them, we'd love to hear from you (see our postal address on page 7).

We suggest that where possible you keep hold of the negatives and send prints to us - and we, of course, undertake to look after your treasured items and return them safely after use. Get rummaging!

You were there...

One of the joys of 'You were there' is in getting the more unusual stuff, so for a bunch of people sitting in an office in Middlesex it was great to receive this selection of American Formula 5000 shots taken at Riverside from **Daniel Brown** in California (though he credits the Eagle shot - below, middle - to his pal Ronald C Miller). "I was there, Formula 5000 at Riverside, Turn 6, many times," says Daniel. "I also raced production-class 350cc motorcycles myself at Riverside." Clearly a brave man! In 1973 (when three of the four pics were taken) Jody Scheckter was racing anything, anytime, anywhere. Riverside was the opening round, so the South African had yet to gain the notoriety he earned in Formula One from his spectacular accident in that year's British Grand Prix. The main shot shows Scheckter's Trojan T101 hanging on ahead of Brian Redman's Lola T330. Redman would get ahead to win, but Scheckter would go on to claim the title.



Redman stalks Scheckter before moving ahead to win

Below: Tony Adamowicz, in sinister-looking Lola, took third





Left: Australian Matich-Repco. Frank Matich was third in his heat



Above: Brett Lunger drives his Eagle to sixth place in '74 race



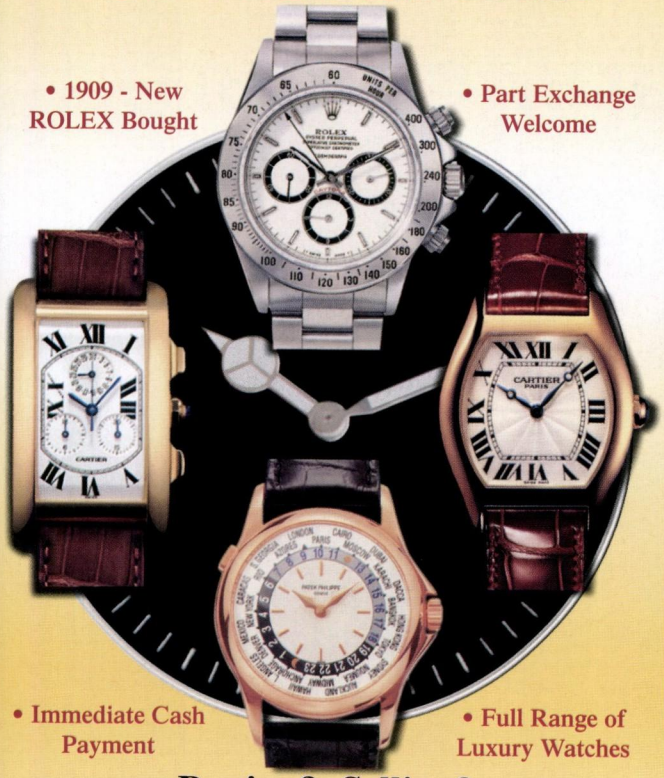
By the time that mechanic's fag was finished, González was out



Unusual period shot of Moss in a Lister-Jaguar, on way to '58 win

Silverstone seems to have been a regular haunt for **John Groocock**, who sent in some offbeat 1950s pics from the self-styled 'Home of British Motor Racing'. We particularly liked this shot of Argentinian Silverstone specialist Froilán González, squeezed in behind the wheel of a Vanwall just before the 1956 British Grand Prix. On his only World Championship outing for the British team González qualified on the second row, but his race ended on the startline when a drive-shaft joint broke, causing some nifty avoidances from the runners further down the field. The ever-versatile Stirling Moss hopped into a Maserati to win the end-of-the-day sportscar race, and two years later he was at it again: after retiring his Vanwall from the GP, he took a Lister-Jaguar to the sportscar win.

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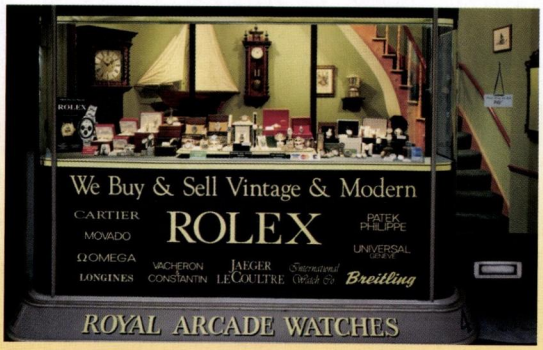
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1952 Ferrari 212 Vignale Coupé

This matching numbers 212 Vignale Coupé, chassis no. 0190ED was delivered new in April 1952 and was shown that year at the Paris Concours d'Elegance before being entered the following month for the Liege-Rome-Liege Rally. The 212 further competed at The Prix de Paris, The 1000kms de Paris and The 12hrs of Reims! An extensive restoration was carried out in the late 90's and 0190ED has recently proved itself at the Shell Historic Challenge and the Goodwood Festival of Speed. A stunning and highly eligible entry for events including the Mille Miglia, Monaco Historics and the Drum Brake Sportscar Series.



1964 Brabham BT8

This Brabham BT8, Chassis no. SC2 64, was originally supplied to Hugh Dibley who campaigned the car for the 'Stirling Moss Automobile Racing Team' in a number of events that season including Goodwood, Oulton Park and the Silverstone International Trophy. The car crossed the Atlantic in 1967 where it continued to be campaigned by a number of Canadian privateers before returning to the UK in the mid 80s. SC2 64 has recently taken part in the Gentleman Drivers Series.



1963 AC Cobra 289

Chassis number CSX 2167 was delivered new in 1963 to Gotham Ford, the New York agent as their show car. Used sparingly, 2167 had completed less than 10,000 miles by 1970! Recently checked over by specialist Ian Nuttall this very genuine and low mileage early Mk II example has only had a handful of long term owners. 2167 is a seriously fast road car or with little race preparation could be a very competitive entrant.

GREGOR FISKEN

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1963 AC Cobra Mk II 289

1964 Alfa Romeo TZ1

1929 Bentley Speed Six

1953 Bentley R-Type Continental (manual)

1965 Bizzarrini 5300GT (7 litre engine)

1964 Brabham BT8

1952 Ferrari 212 Vignale Coupé

1965 Ferrari 275 GTB/2 Alloy LHD

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He caned his Renault 5 Turbo 2 but Derek Warwick hated the RE60, was never going to finish Brands in '82 and got through the dark days of '91 thanks to his mum

Who do you consider to be the best driver you raced against on the ovals, and are there any others from that scene who you think could have made it to Formula One as you did?
Martin Ritson, Aldershot

There were certain drivers who were around when I raced Formula Two Superstox, people like Dave Pierce, who was probably the best overall driver in terms of smoothness, finishing and always being top of the points. There were others like Geoff Goddard who was something a bit special, but whether or not they'd have applied themselves to circuit racing...

How were you able to race in second place in the 1982 British Grand Prix when the Toleman was hardly capable of running in the top 12 before or after? Was it kosher?
Tim Harrison, Horsham

I have to admit it – we were on half tanks. We were having problems with sponsors and we needed to make a big splash. But because the race set-up was so good, and the Pirelli tyres worked so well on that day, I think we could have finished well in the points even if we'd filled the car up, so I think it was a mistake. Right up until the point I ran out of petrol I was thinking, "Really they've filled this car up and I'm going to finish and win this race!" But unfortunately it wasn't to be.

It's been said that you and Eddie Cheever thought you didn't like each other until you teamed up in sportscars, but after that you became firm friends. Is this true?
Nick Govus, via e-mail

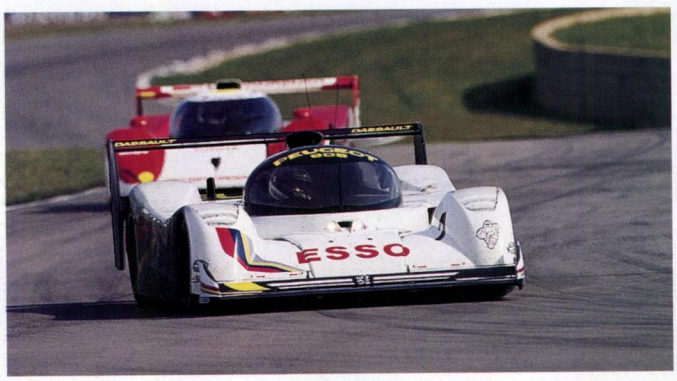
Eddie and I had always clashed. We started off in '86 with Jaguar. We were both sat in a sauna in St Moritz doing a training course and I said to him, "You know, Eddie, I'm surprised that you signed for Jaguar as number two to me". And he looked at me and said, "*I've* signed as number one – *you* are number two to *me*". Within seconds we were out of the sauna and running for the telephone to talk to Tom Walkinshaw! We raced together for three more years at Arrows and when Paul [Warwick] died he spent a lot of time ringing me up and talking to me. The stronger bond between us actually came at Arrows – though we did have a couple of punch-ups as well!

What was it like being World Sportscar champion for two hours in 1986, and then when you finally won it in 1992 the series being canned?
Christopher Martin, Fife

In the last race at Fuji in '86 we would have been champions had we not got that misfire. It was a great feeling, though deep down we knew we weren't really the champions – we were just trying to blag our way [there was some confusion over lap scoring]. We knew what was going on – that Bell and Stuck were really the champions. When I won in '92 it was massive for me – we had a great season; I had good teammates. It collapsed afterwards but that was a good year with world-class drivers and it meant a lot to me.

How difficult was it for you to carry on after your brother Paul's fatal accident? Did it affect your driving or your approach?
Alec Cuthbert, Sutherland

It was massively difficult, because I'd made promises after Paul's death to the family that I would stop. I thought that was the right thing to do at the time during that mourning period. Because of the press attention, we agreed with Tom [Walkinshaw] to take the car away to the Osterreichring to see whether I had it in me. I sat the family down and said I had to find out whether I wanted to carry on, and it was quite surprising really. My mother always supported her family and didn't have an opinion on anything, but »



Warwick in his SWC title year. He and Yannick Dalmas won the Silverstone round easily

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said to the family, "Look, Derek's a great race driver and we have to honour the fact that he may still want to race". That was quite an eye-opener. It was a tough time. Paul was not just a brother: he was a friend, a racing colleague, my hero, my future. At the end of the day we were trying some new dampers and one of them broke or seized and it threw me off at the Boschkurve – never hit anything, just stopped in the gravel trap. I got out of the car, went back to the hotel and just cried my eyes out. Never slept the whole night. Eventually I got up and looked at myself in the mirror and said to myself, "I have to either get on with it or stop". In the morning I came to the circuit, got in the car, broke the record, had a fantastic day and carried on.

If you had really given Michael Schumacher a good hiding at the Nürburgring in 1991, do you think he'd have been more considerate on the track in the years since then?
Rosie Robertson, Surrey
No. I think he was too arrogant. He was obviously on a suspension if he didn't come and say sorry to me the next day, but it was the most unbelievable 'sorry', in the circumstances, that I could have imagined. He must have realised that my brother had just died but there was no compassion. But, you know, that's why he's such a great driver. I don't bear him any grudges. That's what happens when exceptional people come along – they're very blind to what's going on around them.

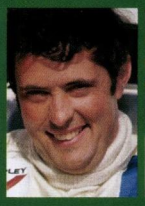
I own a Renault 5 Turbo 2 with the first owner listed as being a certain D. Warwick. Was this one of the perks of racing for Renault in F1 in the '80s?
Paul Constantine, via e-mail
Yes it was! I had several cars from Renault and this mid-engined Turbo 2 was my favourite. You can tell him also that I gave that car shit! I used to drive that thing flat-out everywhere, handbrake turns, 360s. And he'll be proud to know that I drove that thing to its maximum and at the time it was the most fantastic car I had ever owned in my life!

What was it like sharing with Peter Brock at Bathurst in 1997, and was that your touring car highlight?
Paul Barry, Sydney
Well, I don't think I had *any* highlights in touring cars! I went about it the wrong way. I treated my time in touring cars as a weekend hobby against professional drivers and I gave it the wrong approach. Peter Brock is an absolute legend and my time with him was fantastic. One day I was sat with Peter and before us there were 500 people queuing in front of what I thought was my table, but a lot of them would actually pull the poster away after Peter had signed it because they didn't want me to deface it!

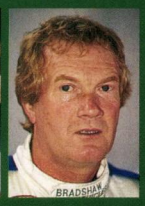
Have you ever considered taking part in historic racing such as the Goodwood Revival?
Dave Smith, Widmer End
I've never had the time or the inclination to climb back into a car – maybe an '85 Renault – that was too dangerous to drive back then, let alone climb back into the f***ing thing now! Historics doesn't excite me – I look at them and I'm bored by them. I love technology and I love just looking at modern stuff.

You turned down Williams for 1985 to stay at Renault and the Williams drive went to Nigel Mansell...
James Davies, Horley
It was right to stay with Renault: the '84 car was good; you needed to be with a manufacturer. They then offered me a fortune to stay for '85. When I made that decision I didn't know that we were going to lose the top four or five people from the team. And in came some guy from Renault production who didn't know his arse from his elbow. But I don't lose any sleep over it: I'm alive, I've earned well, I'm very happy with my life and I'm very proud of some of the things I've done. M

Coming up...


BRIAN REDMAN

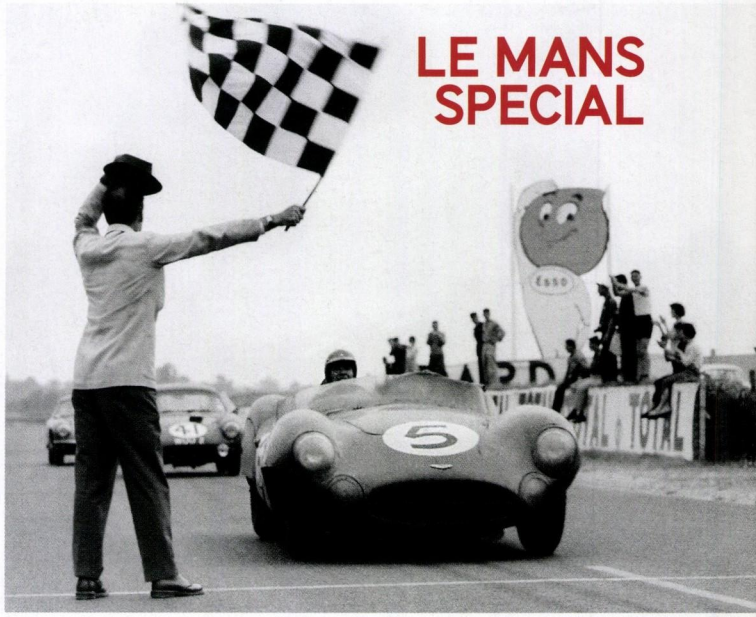

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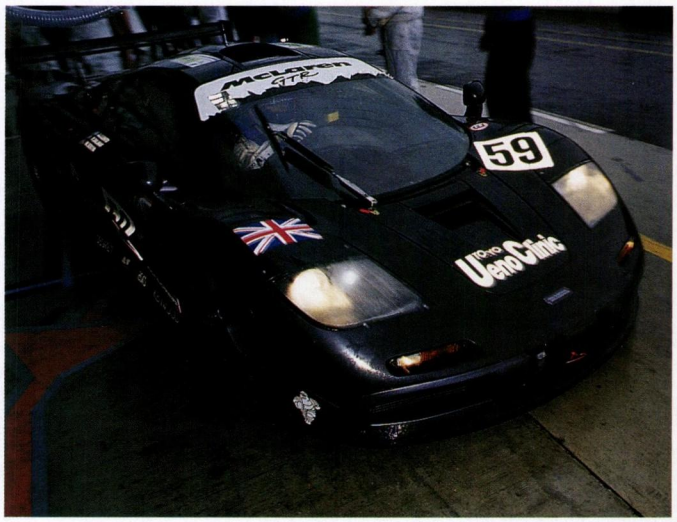
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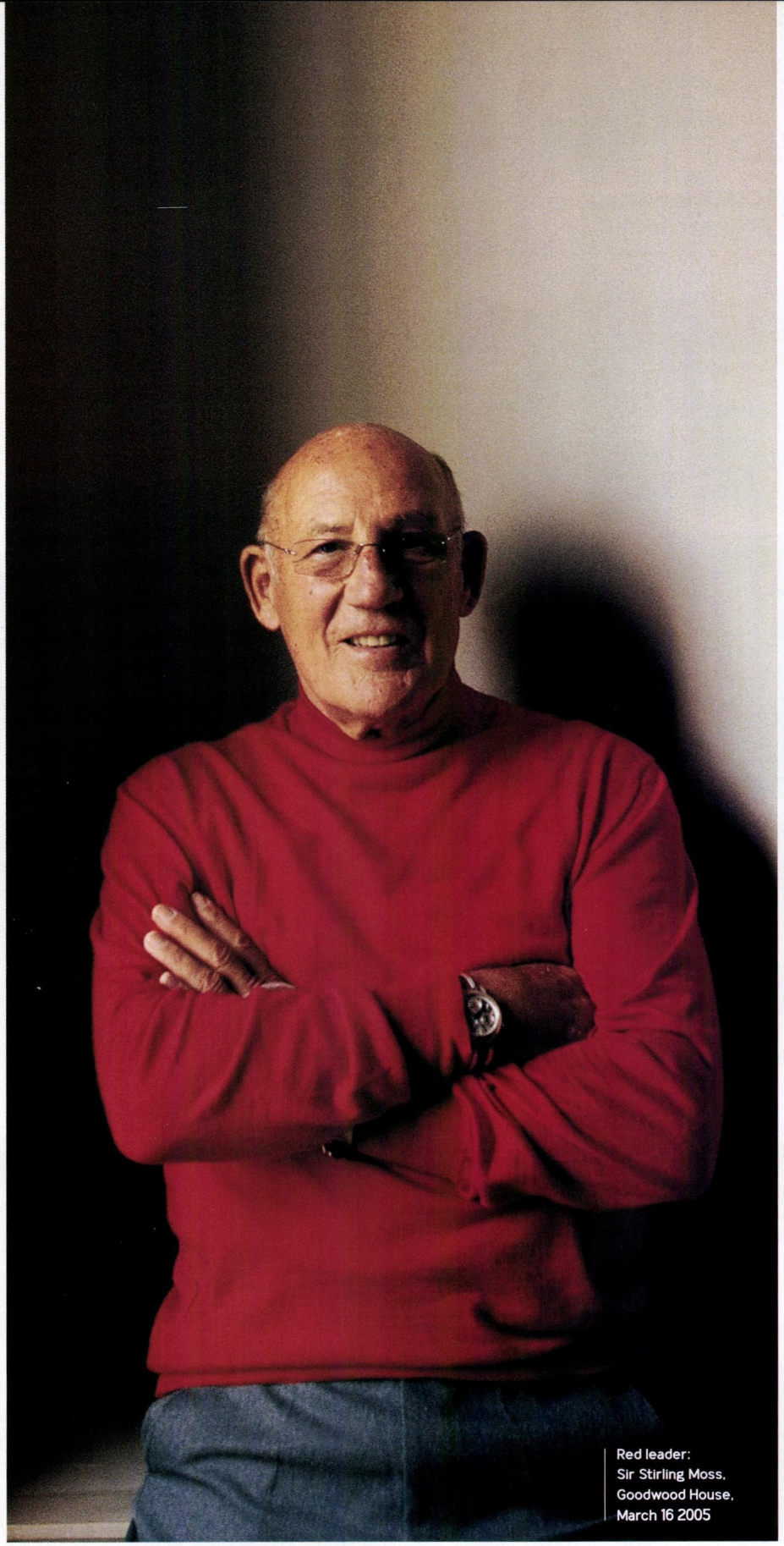


"You only had **one chance** to get it right, on every corner for **1000 miles,** boy! I really did regard it as a special **challenge**. It was **never** just another race"

Stirling Moss was just 25 years old when he became the first - and only - British driver to win the world's toughest road race. His epic charge on the 1955 Mille Miglia, in partnership with Denis Jenkinson, is the stuff of legend. Fifty years on he recalls his day of days with Doug Nye



SLR shows scars, but Moss pushes on regardless as an enthusiastic crowd urges him on



Red leader: Sir Stirling Moss, Goodwood House, March 16 2005

As a straightforward, dyed-in-the-wool racing enthusiast, spool back 50 years and think yourself into the cockpit of that great silver car in its headlong gallop around Italy.

You are in the most sophisticated sports-racing car that German industry can devise. Its straight-eight engine's hard-edged, rasping baritone has been buzz-sawing into your brain for hours on end. You are virtually morticed into place, hips and ribs firmly clasped by your deeply tailored wrap-around seat. Your feet are braced against the similarly tailored foot-rests. Who needs seat-belts? You are bathed in a blast of warm engine air, mixing with the battering slipstream, larding a thin film onto your clothes and skin, particles of brake dust sticking like insects to flypaper. You watch the unfolding streak of road through almost an inch-thickness of moulded wind-screen. Glance down at your aluminium roller-map box. Read your next route-note through the perspex window, Sellotape-sealed against rain. There's the cue, *226 (Flat Out) Brow*.

Expect the roadside kilometre stone flashing by. Got it! *226*. Sure enough, blind brow ahead. With a firm, crisp movement, you deliver an edge-on, karate-style chop forward within your driver's peripheral version, close against his special three-spoke steering wheel. 'Flat Out'! Not a moment's doubt, your driver's right foot stays confidently flat. Jounce over that brow, 140mph and... the road really does continue straight on.

The big Mercedes rebounds on its long-stroke, supple suspension, booming onward, ever onward. You have just saved yourselves another few precious seconds.

Your initials are 'DSJ'. You are a meticulous, pernickety, fearless little hard nut – and the young man seated beside you that day in Mercedes number 722 is one of the world's greatest ever racing drivers, Stirling Moss. It's 1955, and together you are winning the most charismatic one-shot open road race in history – the Mille Miglia.

Denis Jenkinson was 34 at the time, Stirling Moss just 25. Jenks died in November 1996 but he left for us his personal report, enshrined as the 20th century's greatest piece of motor racing journalism. Yet 50 years later, one of Sir Stirling Moss's clearest memories from the left-hand seat that day comes as a surprise...

"You know, a banana is a wonderful thing.

"I had a hand signal for 'I'm hungry', clamping my fingers close to my mouth. Jenks rummaged around and waved an orange. Thumbs-up – an orange would be nice. So he quickly peeled it, broke it into segments and held one out to me. I took it in my right hand and when I got a chance glanced down at it, and it looked horrible! We were both so coated in oil and dust, this orange segment from Jenks's filthy hands just looked like a blackened, shrivelled little prawn. Ugh! It went straight overboard. Thumbs down to Jenks.

"He rummaged around some more and this time held out – a banana!

"Fantastic invention – hermetically sealed, you see. So he peeled it back, didn't touch the core and it was perfectly clean and delicious – just what I needed. And on we went..."

At a half-century's range Stirling settles down to recall that great day for something like the ten-thousandth time. But this time, hopefully, it's »

Right to the end of 10 gruelling hours, Moss and Jenks maintained inch-perfect precision. Mostly



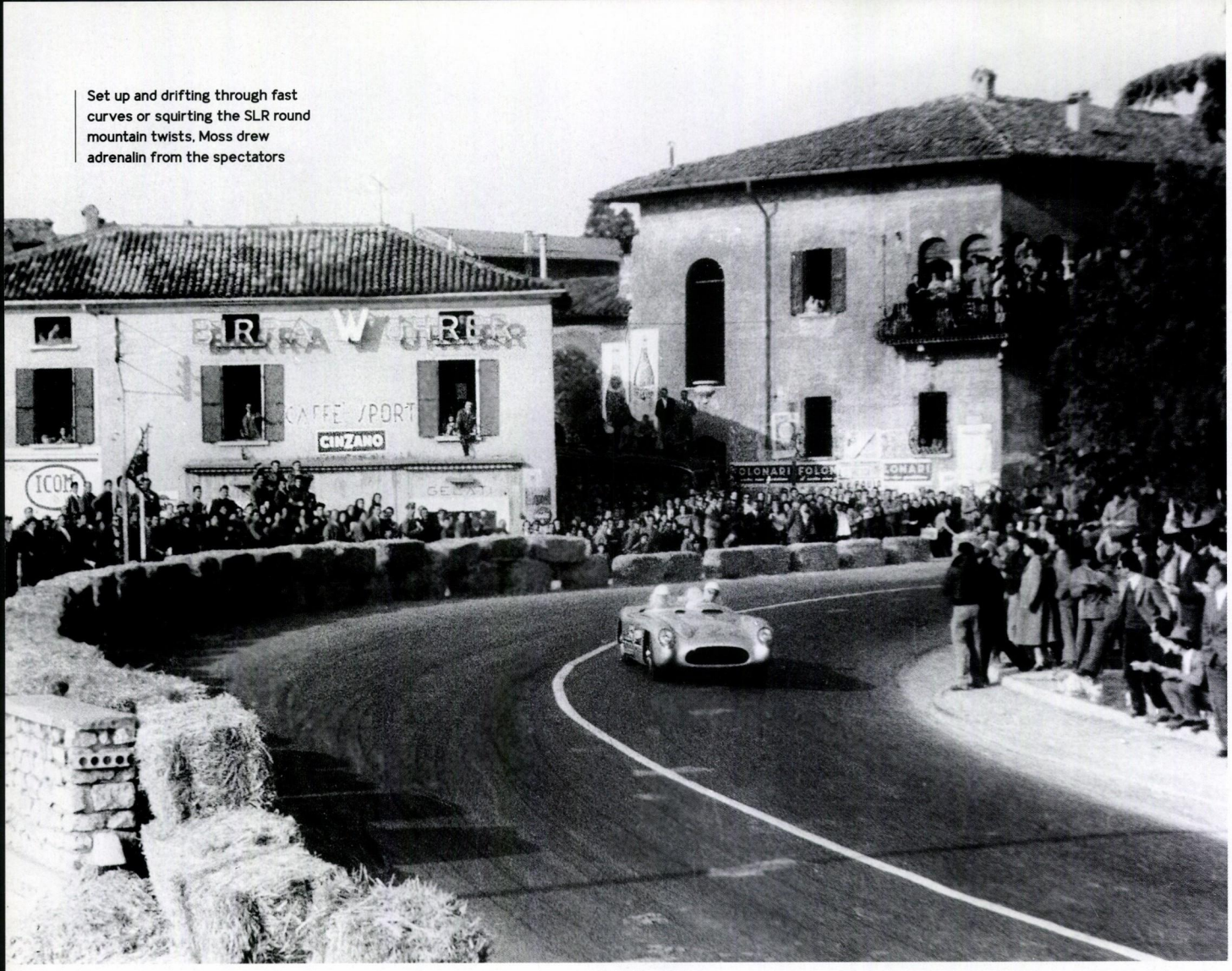
Merc poster boasts success: but where has Jenks gone?



Jenks and Moss at pre-race Hockenheim tests. They tried out an intercom system, but Stirling could not hear a word

Charlie Best, DaimlerChrysler

Set up and drifting through fast curves or squirting the SLR round mountain twists, Moss drew adrenalin from the spectators





Moss in typical relaxed, straight-armed pose. Fatigue was not an issue for this superfit driver

different. He's at ease, at home in the house he designed and built himself on the last bombsite in Mayfair. In the background, Lady Moss is ironing. The 50th anniversary of that brilliant day is looming large, and it's time to mine whatever untapped memory recesses we can find...

"Having tackled three Mille Miglia races with Jaguar – 1951-52-53 – I fully appreciated the enormity of the problem. You only had one chance to get it right, on every corner for 1000 miles, boy! After those three tries I really did regard it as a special challenge – a monumental challenge in fact. It was never just another race. And it was a specialist event in every way..."

The invitation to join Daimler-Benz for 1955 was some months ahead of him when at Pescara in August '54 Stirling took Jenks round the long road circuit in Maserati's hack A6GCS, "...just for a thrash. I immediately realised the little bugger's threshold of fear was enormously high. I had been seeing a lot of old Jenks around the circuits – he was always so picky and fearlessly critical, so that I took praise from him as praise indeed. It really counted. If he said to you 'good drive' then you really valued it...

"The prospect of a Mille Miglia with Mercedes was very exciting. From their travel itinerary and instructions, this plainly wasn't going to be anything like as amateurish as the way Jaguar had tackled it. Mercedes were laying on proper reconnaissance, a full squad of cars, mechanics and engineers – a military operation.

"They were the most efficient outfit I'd ever been with. They thought of everything, down to the tiniest detail. They didn't just send a couple of mechanics and leave you to get on with it.

"Jenks had ridden in the 1954 race in George Abecassis's HWM-Jaguar. He was keen to go again and had been talking with John Fitch, the American also signed up by Mercedes for '55. After that Pescara ride Jenks was dead keen to come with me, and [Alfred] Neubauer agreed if I was happy, especially since Jenks had been World



"He wasn't just another journalist." Moss gets even closer to Jenks than he did in SLR

LAT Miliarta Klemantaski

'We hit a bomb disposal truck in the SL. There was nothing I could do'

Sidecar Champion passenger. He had some previous form – he wasn't just another journalist.

"We put together full reconnaissance laps in a mixture of cars, Gullwing 300SLs, 220 saloons and then the first hack 300SLR, Jenks compiling his course notes all the time. We soon found the obvious – that corners which were flat out in a 220 were not flat out in an SL and if we attempted them flat out in the SLR we'd both be dead!

"On one lap I hit a sheep and telephoned Neubauer who asked, 'Were the other people hurt?'

"I said, 'There weren't any other people involved. I only hit the sheep...'

"And he roared, 'Ohhh – I thought you said you'd hit a Jeep!"

"We also hit a bomb disposal army truck which just turned left straight across my bows in the SL – nothing I could do. Both the SL and certainly the SLR drum brakes at low speeds were not that great.

"During the race, as we went by, we both »



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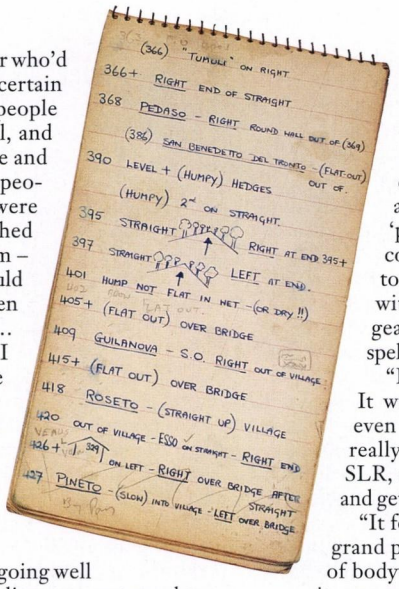


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waved to the garage owner who'd helped us. There were certain places where we'd met people or bought food or petrol, and you'd recognise the place and maybe spot some of the people. Actually the crowd were amazing. I always relished the interaction with them – it's surprising that one could do that, you know, even when you were at speed... but it's true. Whenever I could I'd wave back. The crowd often knew better than we did what was going on because they could see from the start-time numbers – and their knowledge of which cars had already gone through – who was going well and who wasn't. The radio commentary also kept tabs on the front-runners, so in some places they'd go berserk. One problem was that markers chosen during practice would often be hidden come raceday behind spectators.


(366) "TUMULI" ON RIGHT
366+ RIGHT END OF STRAIGHT
368 PEDASO – RIGHT ROUND WALL OUT OF (369)
(386) SAN BENEDETTO DEL TRONTO – (FLAT OUT) OUT OF
390 LEVEL + (HUMPY) HEDGES
(HUMPY) 2ND ON STRAIGHT
395 STRAIGHT
397 STRAIGHT
RIGHT AT END 345+
LEFT AT END.
401 HUMP NOT FLAT IN MET – (OR DRY !!)
405+ (FLAT OUT) OVER BRIDGE
409 GUILANOVA – S.O. RIGHT OUT OF VILLAGE
415+ (FLAT OUT) OVER BRIDGE
418 ROSETO – (STRAIGHT UP) VILLAGE
420 OUT OF VILLAGE – ESSO ON STRAIGHT – RIGHT END
426+ ON LEFT – RIGHT OVER BRIDGE AFTER STRAIGHT
427 PINETO – (SLOW) INTO VILLAGE – LEFT OVER BRIDGE

"They never seemed to mind at all that we were in a German car, despite some pretty fresh wartime memories. They might have been keener still if we'd been in a Maserati or Ferrari, but they were still very pro. Perhaps it was just the great noise our car made, and I suppose we must have looked pretty quick compared with what had gone by before..."

How did he react when he first saw the new 300SLR? "First impression, to be honest, was not too positive. It looked very big indeed for just a 3-litre sportscar, big and heavy, certainly when compared to something like an Aston Martin DB3S or even the Jaguar D-type.

"But when I got into it and started it up, that engine sound was just amazing. It's still electrifying actually, it just doesn't sound like a mere 3-litre. As a straight eight it makes a very different noise – hard-edged, a real racing engine, nothing 'production' about it. Of course it's very similar in layout to the W196 grand prix car, with the same back-to-front gearchange gate. Every detail spells proper engineering.

"But it was never easy to drive. It was never a 250F Maser, not even a 300S, it really wasn't. You really had to apply yourself to the SLR, consciously adapt to its mass and get used to its awkward gearbox.

"It felt much larger than its sister grand prix car – such a large expanse of bodywork – but on the open road it was really exceptionally fast, and very rewarding to drive.

"It wasn't agile, yet it would steer very nicely on the throttle – you could set it up very accurately into a corner, and I found I could make it nimble thanks to its power and torque delivery – squirt it, the back end would go out, and you'd balance it – so it was better in slow corners than medium-speed. But its inherent design made it notably stable through the really fast stuff.

"It was remarkably softly suspended, with long-travel suspension soaking up bumps and very good traction. The low-pivot swing axle suspension didn't tuck under, it would just bite very nicely and fire you out of corners.

"Only the brakes were, frankly, awful. They were always inadequate, especially since I was used to Jaguar's discs. So you had to leave a margin, but at least they remained 'consistently inadequate' and you trusted them to do the best they could, even if it wasn't up to the standards you had found in other cars.

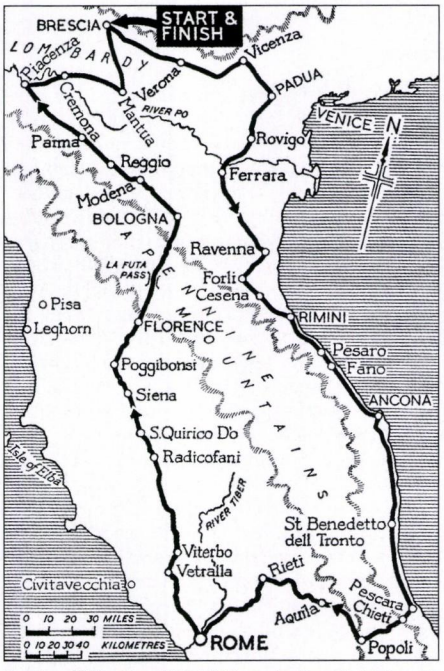
"So overall the SLR was an enormously fast car with inferior brakes, but crucially they were not inferior to the brakes on most of our closest rivals in that particular race. One just made allowances ...

"Above all, it just felt utterly bullet-proof. We just believed that if we didn't break it, it would never break on its own."

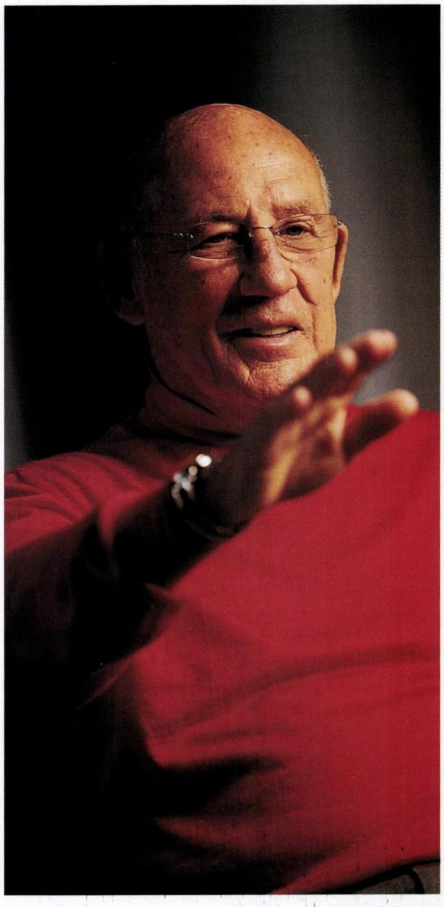
With its slant engine, the SLR's propshaft was offset to the left, passing under the driver's seat, with a broad clutch housing splitting the foot pedals wide apart, clutch tunnelled far across to the left, brake and throttle pedal across to the right. As on the Formula One W196s, this created an unusual splayed-legs driving position.

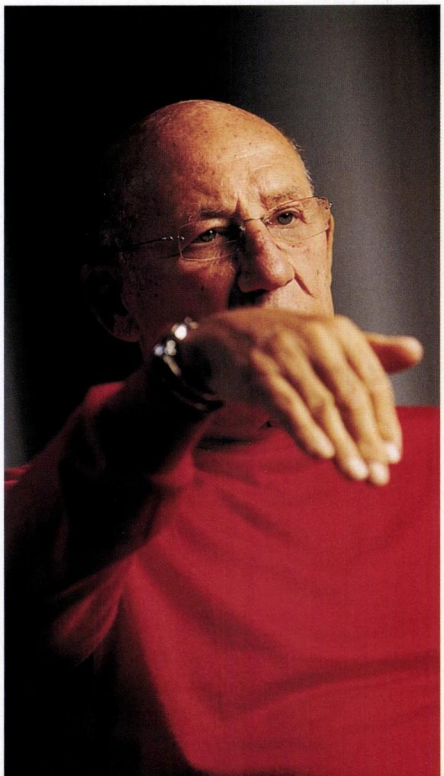
"Actually it was very comfortable. If you want to brace yourself when standing up, you brace your feet apart. Any g-load you can counteract. It's exactly the same in the SLR. The wrap-round seat was also very good, and of course we never even considered wearing seat belts, because of the fear of fire."

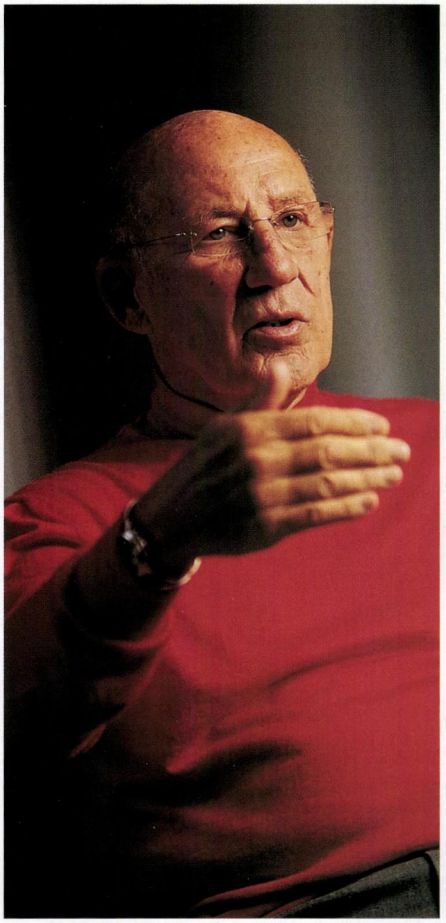
Jenks wrote in 1968: "Daimler-Benz offered us a full seat harness and when we said that we wanted to be thrown out if the car went over a cliff, or end-over-end, they said, 'We have a harness that comes undone when it is upside down'. We »

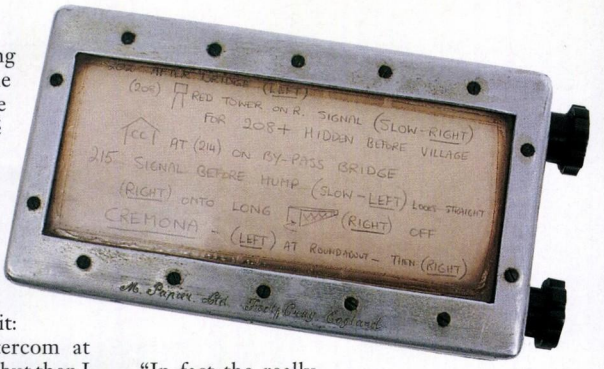


One lap, 1000 miles: Mille Miglia route, Brescia to Brescia

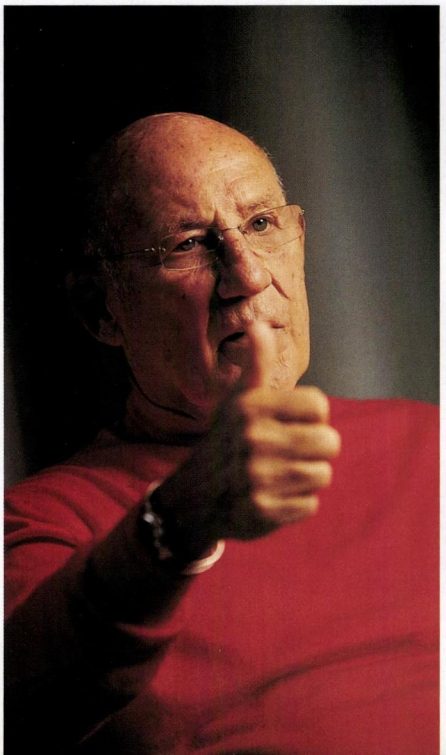

Above left: Jenks's notebook, directions compiled meticulously after reconnaissance laps. He then transcribed these notes on to the famous scroll used in the roller box. Above and below: Moss demonstrates Jenks's hand signals for crest severity


Charlie Best, Peter Spinney/LAT LAT





Above right: roller box shows directions close to Brescia finish. Neat drawings of landmarks, such as a bridge, complement notes. Right: box comes apart showing twin rollers, one to keep paper taut, one to move page on. Above: "go left!" Below: "OK!"



still did not use a seat harness, preferring to be able to escape in mid-air if the need arose, rather than stay with the accident. In the proposed SLR coupé that we were going to use in the PanAmericana Mexico race at the end of 1955 we were opting for a full harness, as there was no easy way out of the gull-wing coupé."

I asked Stirling about the communication systems that were tested to overcome the din in the SLR's cockpit: "I remember us trying out an intercom at Hockenheim. Initially it seemed fine, but then I said to Jenks, 'OK, let me try some flat-out laps and see how it works then'. And for a couple of laps I didn't hear a thing. When we stopped I asked him, 'What's the matter? You didn't say a word!' and he protested, 'Oh yes I did – I was talking to you the whole time!'"

Jenks himself later explained the phenomenon: "Everything worked well until he began to reach his personal limit round the corners and then he found that he used so much concentration through his eyes that his hearing faculties failed. Moss driving at eight-tenths could hear me clearly, at nine-tenths he was not sure and approaching ten-tenths he did not hear a word I said! Ten-tenths for Moss, not for you or me; we would have been at about twenty-five-tenths..."

Jenks took this as incontrovertible proof that rally drivers can never really be on the absolute limit, because if they were they would never hear their navigator's pace notes.

Stirling admits: "For me the Mille Miglia was the only race which made me nervous, because I never really knew the course. To try to go as near ten-tenths as you can without knowing the circuit is not confidence-inducing. Having Jenks beside me gave me a tremendous boost. I tell you, if he hadn't been there I would never have got anywhere near the average speed we did. Candidly, I also rather liked having someone alongside me to appreciate what I'd done!

"I'm very proud that he thought I'd done a pretty good job that day.

"At the top of the hill at the Goodwood Festival in 1995 we had just finished one of our commemoration runs in the SLR when I happened to glance down at my wristwatch. Jenks said, 'That reminds me of how I noticed you glance at your watch when we started the Florence to Bologna stretch, over the Futa and Raticosa Passes, and I knew you wanted to do it inside an hour so I rubbed my hands and thought, 'Cor, now I'm really going to see something…'

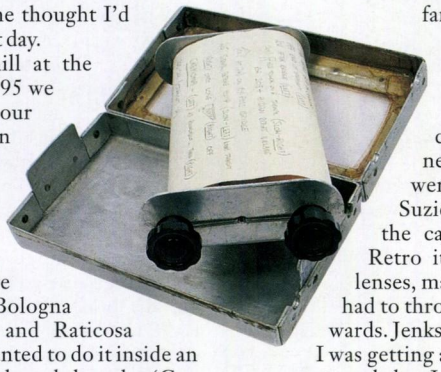
"I thought, '*Kee-rist*! I'd just been flat out for about eight hours and here was this wonderful little nutcase, wanting to see me go harder still!' When he told me that I had to laugh because it was so typically Jenks. His enthusiasm was just bottomless. I asked him once, if I'd invited him to join me in an MG rather than the SLR would he have accepted? And his answer was, 'No way! *I* could drive an MG, so being a passenger watching you drive it would have been terrifying!'

"In fact the really difficult sections were not the slow or medium-speed twists through the mountains, but the really fast high-speed stuff where we were running up around 140-170mph for long distances, many of the curves very deceptive. That's where it was really difficult to maintain an average of say 115-125mph, keeping the throttle open, and setting up and balancing the car. When you're travelling that fast on a public road, any mistake is major. In comparison the Futa and Raticosa were easy. Jenks's hand signals – flat, left, right, bumpy, slippery, brake hard, harder, we're both going to die – were absolutely invaluable.

"Lots of people crashed on the section soon after the start – but that tells you more about the drivers than about that part of the course. It was natural selection, weeding out the incompetent ones who didn't know where they were! From probably 800 starters, only around 60 would be competent."

And what about the physical stresses of that amazing 10-hour drive?

"I don't recall it ever getting worryingly hot in the SLR – not like the Vanwall in which I used to wear asbestos boots! No – the habitat there was warm, not really hot. It was a relatively cool day; we were very lucky to get no rain at any stage though it threatened some of the time.



"We always finished with the famous black faces and panda eyes. But I was never aware of breathing in that mixture of oil fumes and brake and clutch dust. Certainly it never crossed my mind we were inhaling this stuff – Suzie found when we shared the car in the Mille Miglia Retro it got onto her contact lenses, made her eyes run and she had to throw the lenses away afterwards. Jenks was getting a black face, I was getting a black face – you sort of accepted that Jenks always had a black face anyway, but it never bothered me.

"There was never a point in the race when I was aware of any discomfort or fatigue. And I never, ever blistered my hands. Never at all on both counts. You just used the steering wheel to present the car to the corners, and then turned it on the throttle. You've got to realise we were going bloody fast. We were passing people all the time. In the second control at Pescara we'd get a piece of paper telling our position at the previous control, Ravenna. So then we'd rush off »

Charlie Best, Peter Spinney/LAT

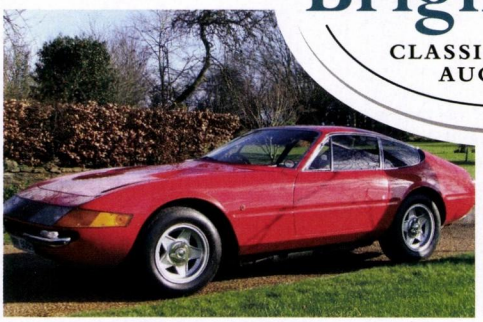
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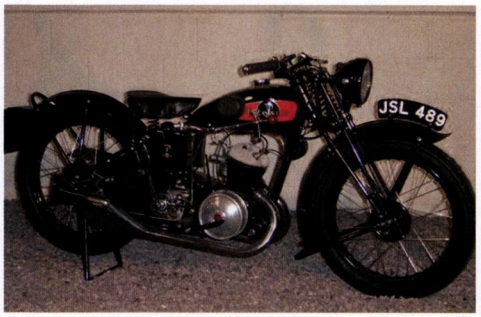


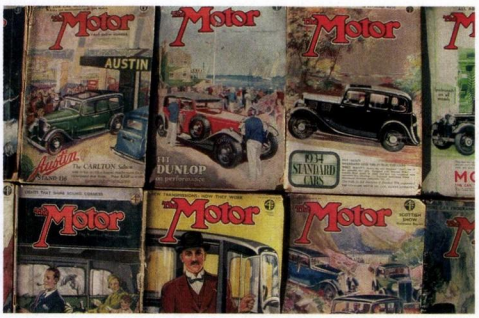
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uncertain whether we had retained that place, or improved upon it, or quite what was happening. So the pressure was just relentless.

"You just go absolutely as fast as you can, trying everywhere to save time. You see someone's gone off, and from his list of major rivals' numbers Jenks would know who it was. If it was a significant runner, well – thumbs up. And that would encourage me to drive faster to save still more. All the time that race was absolutely ON.

"When you're concentrating that hard, you become unaware of the passage of time... and of anything outside driving itself. I've been in rallies in which I thought, 'God, I feel tired', but never in the Mille Miglia.

"The worst news we got was that we were leading at Rome. That's because I am superstitious and the Mille Miglia saying was, 'First in Rome is never first home'. But with the crowds all along the roadside, so much of a fiesta feeling around you – it's a wonderfully uplifting sensation. You get an almost constant drip-feed of adrenalin. So fatigue doesn't come into it."

Apart from driving, dancing and 'the other', did you do anything to keep yourself fit?

"No. I ate anything I fancied, except on race-day I'd always have a light breakfast – scrambled eggs or something – but I was racing 57 times a year, driving three days a week. I never considered training, I didn't drink alcohol. Fitness just didn't enter the frame. I was naturally fit."

Jenks consulted an aviation medicine friend at the Royal Aircraft Establishment, Farnborough, because in initial reconnaissance he became car sick through looking down at his notes. The doc suggested a motion-sickness pill, adding, "It can cause drowsiness". No, that was unacceptable. Another pill was recommended, only known side-effect – constipation. "Aah," beamed Jenks, "now that could be a positive bonus."

Meanwhile, Juan Manuel Fangio had offered to share a magic pill of his own, something he had first been given by a medical student friend of his early hero Achille Varzi. This *Dynavis* pill had been intended to combat chronic thirst while racing, but Fangio found it also boosted stamina. Stirling: "Certainly in the first races that year in Argentina – run in terrible heat – the Old Boy had been the only one of us able to complete the distance solo. So when he offered us his magic pills (and that Mille Miglia was the only time he ever shared them) we accepted. I took mine, Jenks didn't take his.

"To this day, I've no idea if whatever that pill contained would be legal or illegal, accepted for sport or a banned substance. But at that time it was no issue. Dexedrine and Benzedrine were commonly used in rallies where you might have to drive for 36 hours. The object was simply to keep awake, just like wartime bomber crews.

"Anyway, I took mine and after we finished that night I noted in my diary, 'Fangio's pills are *fantastic*!'."

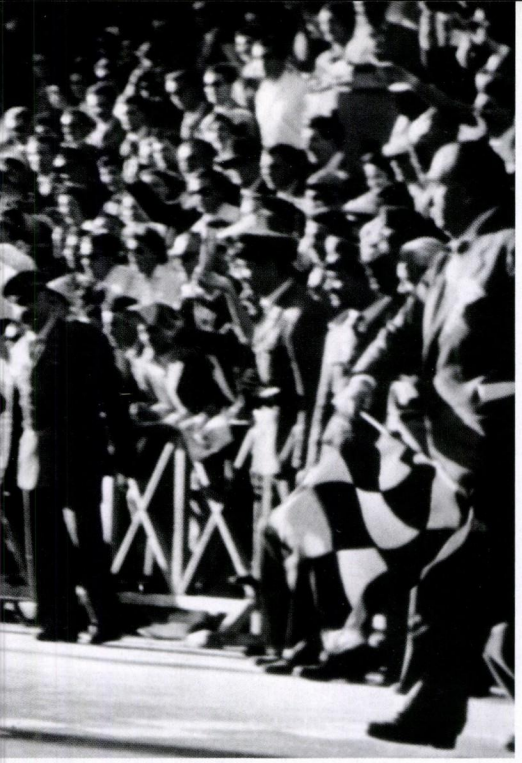
In fact, post-race, Stirling attended the victory celebrations, then left Brescia at 12.15am, accompanied by his girlfriend Sally Weston in his Mercedes 220 saloon, and drove right through that night, to breakfast in Munich, and then on to Daimler-Benz in Stuttgart by noon. After lunch with the directors – and having redesigned seats fitted to the 220 – he left at 5.15pm and drove





Above: Moss keeps his foot in across the line as Jenks raises both arms to acknowledge the cheers. In their minds victory was far from assured... but it soon would be (below). They celebrated victory, then Moss drove through the night to Munich, Stuttgart and Cologne

Keystone, Sorini Archive, LAT, Charlie Best



to Cologne by 9.15pm, when he and Sally finally took a hotel room for the night. He had been awake, and largely behind the wheel, without rest for at least 40 hours...

"Pre-race Jenks and I felt there was an outside chance we might win it. We thought that most probably Karl Kling – a Mille Miglia specialist – would win with either Fangio or ourselves second, and they both had the weight advantage of driving solo. Castellotti in the works Ferrari 4.4 was fantastically fast, Taruffi was the King of the Mountains, we had a lot to beat."

Clearest memories of the race – other than that banana?

"Hitting a hump-backed bridge about 70mph faster than we'd ever hit it in practice and becoming airborne for about 50 yards – freezing at the wheel to ensure we would land with the steering straight. And overtaking a twin-engined aircraft. That was a buzz.

"But frankly places at which I thought I knew

I remember Jenks pulling at his beard – a signal for, 'Cor, that was close'

the road became places where I made a mistake. Like at Pescara. I thought, 'Ah, I know this bit' so I committed the car into a blind corner and, dammit, they'd changed the layout between reconnaissance and the race, so we crashed through the straw bales. I remember Jenks flapping his hand or pulling at his beard – both signals for, 'Cor, that was close!'. Thereafter I really paid attention to his signals, made close by the steering wheel, just within my peripheral vision.

"I do vividly recall Castellotti passing us. Boy, that was a sobering thing. I thought we were going well when suddenly, 'My God, there's a red car in my mirror'. I let him go past, no point in holding him up, but following him it was obvious he could not possibly finish at the speed he was going. We could actually see his rear tyres leaving tread smeared onto the road.

"When we passed Kling's crash after Rome, his car up in the trees, our first concern was to hope he was all right. But even though he was a team-mate a big rival was out."

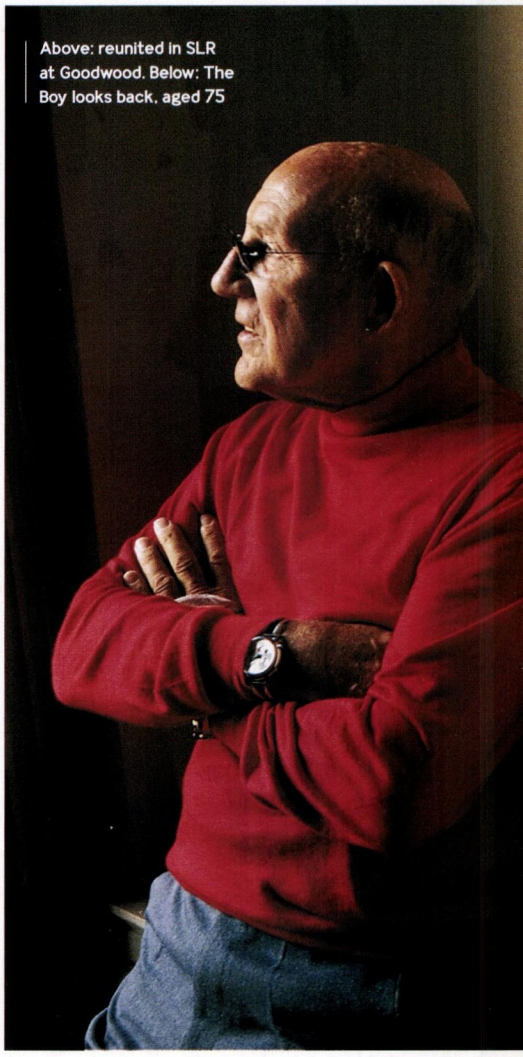
And can he now picture sections of the course, how it looked from that highly-charged cockpit? "Not really, no. I can picture whole sections of the Nürburgring or all of Monaco for example far more graphically than any section of the Mille Miglia. Though I tried to achieve ten-tenths everywhere I only sustained that for very short spells. It wasn't for want of trying, but for lack of absolute familiarity with the course.

"Although we did 1000 miles round the Mille Miglia I still ended up not knowing it. And that's why I cannot remember it. How could I remember something I never knew?"

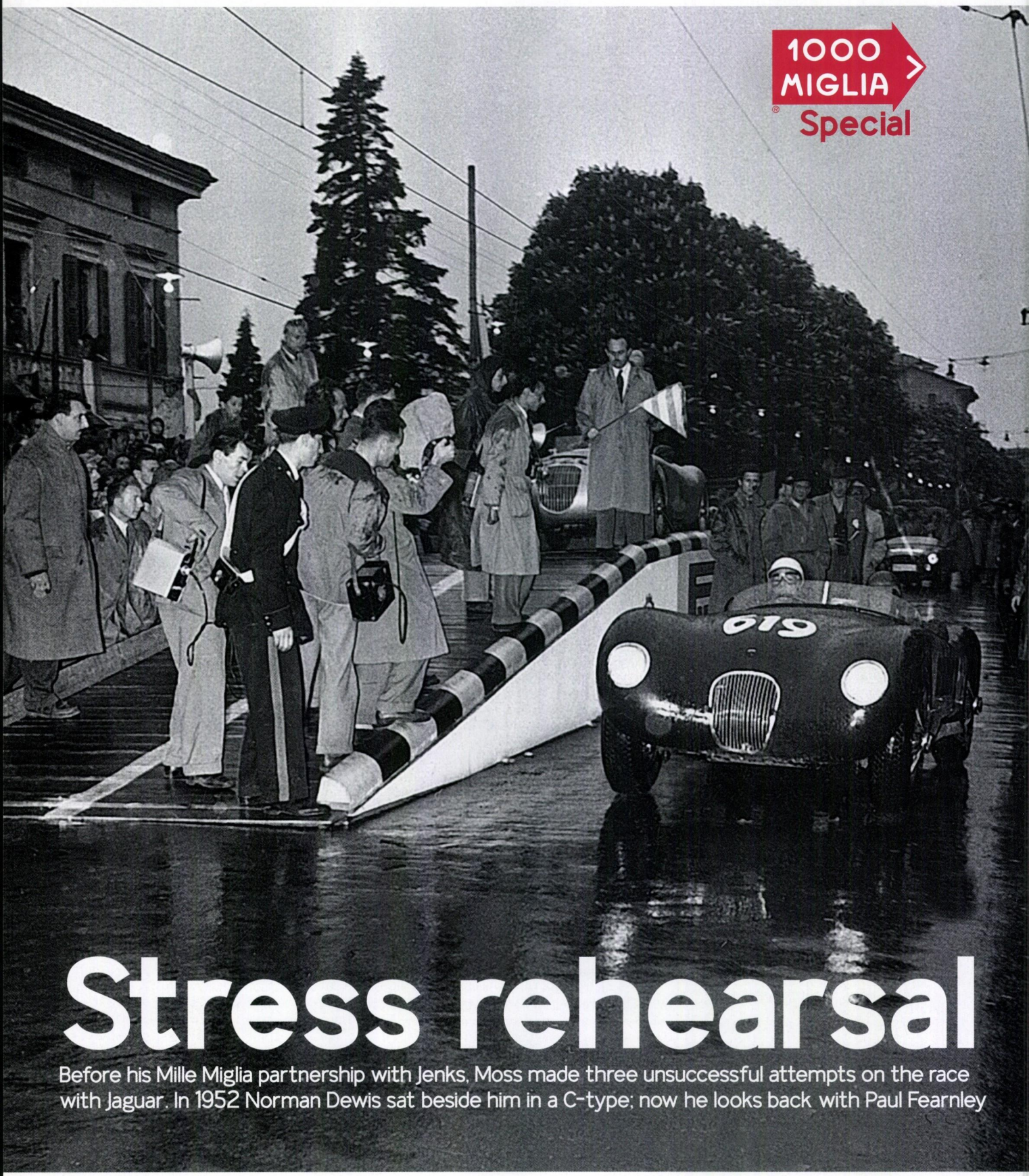
Know it or not, with the help of *MotorSport's* own DSJ, that day 50 years ago saw 'Golden Boy' average 97.9mph on everyday public highways and byways for more than 10 hours to win the world's greatest one-shot road race for Mercedes-Benz, and to write themselves indelibly into motor racing history. Something to celebrate, I think you'll agree. M







Above: reunited in SLR at Goodwood. Below: The Boy looks back, aged 75



Stress rehearsal

Before his Mille Miglia partnership with Jenks, Moss made three unsuccessful attempts on the race with Jaguar. In 1952 Norman Dewis sat beside him in a C-type; now he looks back with Paul Fearnley



Moss and Dewis splash away from Brescia start to 1952 '900 Miglia'

Mercedes had been practising for months: old lags Rudolf Caracciola and Hermann Lang and new boy Karl Kling had completed the 1000-mile lap 10 times each, running back and forth over its trickier sections. The first major event for the gull-winged 300SL, the 1952 Mille Miglia, was evidently a serious, serious business, and a dozen or more white-overalled mechanics glided over, under, in and around them.

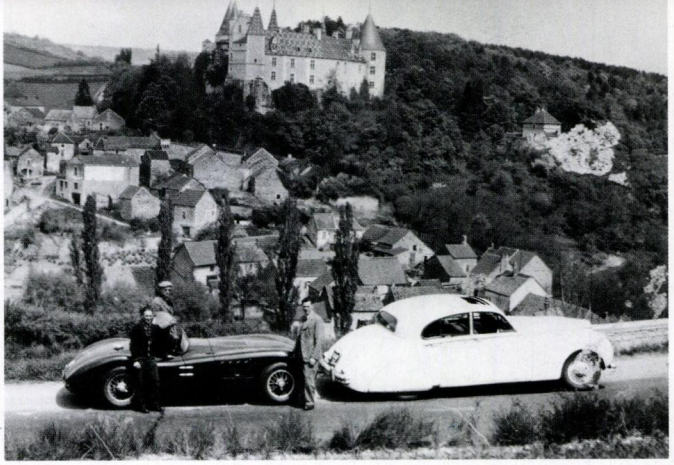
Ranged against the Mercs were 27 Ferraris, a seething mass of national pride and testosterone. Alberto Ascari was away trying to conquer Indy for Enzo, and Luigi Villoresi, winner of the previous year's Mille Miglia, had been ruled out by road-crash injuries. But the Scuderia was still a potent force: three-time victor Clemente Biondetti, Piero Taruffi (aka 'The Silver Fox'), the dashing Marzotto brothers, Vittorio and Paolo, the young charger Eugenio Castellotti – and the wine-glugging Biella industrialist Giovanni Bracco, the inspired eventual winner aboard the experimental 3-litre V12 250S coupé originally slated for Villoresi.

And Jaguar? It mooched into Brescia a couple of days before the start. Two cars: a C-type and a MkVII. Four men: Norman Dewis, Jag's chief development and test engineer, and Dunlop technician Harold Hodkinson togged up in the sports-racer; team boss, publicity manager and occasional racer Bob Berry and mechanic/fitter Frank Rainbow in the comfy saloon. The following day its star turn, a young and still-hirsute Stirling Moss, flew into town. And that was it.

"It took us just under two days to drive from Coventry," says Dewis, today a dapper, nifty-on-his-pins 80-something. "And they didn't have the Mont Blanc Tunnel in



British pairing avoided sharp ramp angles



Minimal Jaguar team drove from Coventry over Alps to Brescia; Norman Dewis on left

those days so we had to drive over the top – in five or six inches of snow. Hard work in a C-type."

The crew was welcomed, as all foreign entries were, into the villa of race founder Count Aymo Maggi. There wasn't much time to enjoy his hospitality, though, for this was a small team with a big plan.

Those innovative Dunlop disc brakes had worked in the controlled surroundings of MIRA, kept Moss out of trouble in a six-lap handicap at Goodwood, and seen Dewis safely around innumerable Alpine hairpins, but what they really needed was a true test – say, on the world's most incredible road race. The scrutineers couldn't quite believe it.

"They looked at the disc brakes and were astonished," says Dewis. "They had never seen anything like it. We told them it was a new development, a development of the aircraft principle that had been fitted to a car, and that it was working efficiently. Once they had seen its operation we got through all right."

With Le Mans just over a month away, legendary Mercedes team boss Alfred Neubauer had a good nosey around his rival's (no longer) secret weapon. It would be Jaguar, however, that left Italy running scared.

This was one of Dewis's earliest outings with the marque, having not long left Lea-Francis. It would be one of his most memorable, too, for he was to sit alongside Moss on the event. A very capable, occasionally works, driver himself, Norman is, by his own admission, not a good passenger. But he was prepared to make an exception on this occasion.

"I had first met Stirling in 1949 when we were both racing 500s," he explains. "We got on well and I knew what he was capable of: very fast, but very safe. Had it been anyone else I would have said no.

"In his turn, Stirling knew my capabilities. As well as the works cars, I looked after the Tommy Wisdom-owned Jaguars that he raced. He knew that I was very competitive and that I wouldn't treat the event half-heartedly."

But both men were acutely aware that this was unlikely to be enough. "Oh yes, our preparation wasn't anything like good enough," admits Dewis. "We hadn't driven around the lap once. We had made some alterations to the car – stiffer springs and rollbars, a full-width screen – and the C-type was a tough machine, perhaps better suited to the event than the D-type, but we both knew that we were up against it."

At 6.19am on May 4 – with a bar of chocolate (soon to melt), a flask of freshly-squeezed orange juice, a packet of Player's untipped, a set of plugs and points and a tool roll stuffed around them – Moss and Dewis rolled up to the start. But they did not mount the new-for-1952 ramp. "While we were waiting to go, a spectator came up and told us that the ramp's angles were too sharp and

'I knew Stirling was very fast, but very safe'

that cars were knocking off their exhausts or fouling their sumps on the road," explains Dewis. "So I told Stirling to start from alongside it. I shouted up to the flag marshals, gave them a signal and – after a bit of arm waving – they let us go."

It was pouring down, as it would for the first two hours, but things started well and some earlier runners – cars started at one-minute intervals – were picked off. But then the rear offside tyre threw its tread. Not long into the change, Karl Kling's 300SL sped past. It had started four minutes behind the Jaguar. Moss's mind began churning. His mood wasn't improved any when another Mercedes – Dewis reckons Lang's – passed them on a wind-blown, rain-swept straight »

Archivio Sorlini/Giorgio Nada Editore, DHT

Mille Miglia warm-up lap for Jenks



Not only was Denis Jenkinson *not* Stirling Moss's first Mille Miglia co-driver, but Stirl' wasn't Jenks's first Mille Miglia driver either. That honour fell to George Abecassis in 1954.

John Heath's partner in HW Motors, Abecassis, an ex-Aston Martin sportscar racer, agreed to 'show' Jenks around in his potent HWM-Jaguar. They were flagged away at 6.13am - the last of the 373 cars to start (left).

All went well until they reached Vicenza. Here a bad bump threw them wide on a corner and they smacked a kerb. Thereafter the car would wander along the straights at anything above 120mph. Despite this and the onset of heavy rain and a thick mist, they pressed on to the first major control, at Ravenna.

By this time the engine, unhappy at not running flat chat, had developed a misfire. This was traced to a problem with one of the Weber carburettors. The other problem, however, could not be fixed. That kerb had snapped the end off one of the telescopic shockers.

Already 10 minutes behind their planned schedule after just 200 miles, they called it quits.

not long after. That one had started seven minutes behind. Hmm.

After Pescara, the crews slotted right into the Appenines and towards Rome, via Popoli, Rieti and Terni. The C-type arrived in the capital, just over halfway at 576 miles, holding a creditable seventh place, 17 minutes behind the leading Mercedes of Kling. Its fuel tank had sprung a minor leak and the dampers were sagging, but its British crew was confident it could improve its position over the meat of the event: the ancient Via Cassia to Siena and the Futa and Raticosa passes between Florence and Bologna.

They actually dropped a place during the 140-mile section on to Siena. Less than 50 miles later, however, they were fifth, thanks to the retirement of the new leader – Taruffi's Ferrari 340 suffered a gearbox failure near Poggibonsi – and the second-fastest time on this section, just 23 seconds slower than Bracco, a man teetering between brilliance and madness on his day of days. On the twistier roads Moss was able to make his talent, and the disc brakes, count. His new stoppers were holding up well, perhaps aided by the cool, damp conditions, but they almost caused Moss's downfall.

The Jag had caught Caracciola and Moss was determined to turn the tables on Mercedes. "We got by him going into this very tight right up in the mountains," says Dewis. "He was braking and we shot past still flat. But Stirling left his braking too late and we went wide. We were right on the edge of this bit of road, no fence, and Stirling was on top of me almost, looking down. It must have been a good 100-foot drop. He shook his head and motioned that he wanted a cigarette." Dewis used up a box of soggy matches in getting it lit.

The drama wasn't over. The summits of both the Futa and the Raticosa were covered in low cloud. There had never been any suggestion of Dewis providing pace notes during the event, but his extra set of eyes was to prove useful now: "I knelt up on my seat, peered over the windscreen and shouted my instructions down to Stirling. We kept up a fair old pace that way."

> 'We were on the edge of a good 100-foot drop'

Indeed, they would probably have arrived in Bologna in third place, having been less than two minutes behind the amazing Lancia Aurelia GT of veteran Luigi Fagioli at the Florence control. And after Bologna only a fast, 140-mile run to the Brescia finish remained. But with the worst of it over Moss made the fatal error, understeering off and clouting a roadside stone on the descent to Bologna.

"It impacted across the steering and broke the rack off its brackets, sheared them off the subframe," says Dewis. "I tried to wrap it in place with a big roll of copper wire I had with me, but it was no use." They were out.

But the story was far from over. Back in Brescia, Moss sent a cable to Jaguar: "Must have more speed for Le Mans." This demand set in motion a sequence of events that kiboshed Jaguar's 24 Hours attack that year. A new low-drag body, complete with droopy nose, was fitted in order to keep up with the 300SLs along the Mulsanne Straight. It was an alteration that demanded a change in the C-type's cooling arrangements... All three works cars would boil dry and retire during their opening stints. It was a disaster that Dewis believes was caused unnecessarily.

"Yes, a Mercedes *did* pass us on a straight, but we were still accelerating at the time," he explains. "I'm confident that if the straight had been long enough we would have hauled him back in. I wasn't worried about it. But Stirling was.

"The team had already left for the Le Mans test day by the time I had repaired the car and driven it back, and when I got there they were already having trouble with the new cooling system. I asked why we had changed it and they said it was because Stirling and I had discussed the speed of the Mercedes on the Mille Miglia. But I hadn't spoken to him about it.

"I'm sure we would have won Le Mans that year if we'd left well alone. Mercedes won, but they set a conservative pace, slower than Stirling had predicted. He really shouldn't have dropped that bombshell when he did."

And he still owes Norman for a pair of Italian sunglasses!



C-type had little modification beyond stiffer springs; disc brakes a puzzle to officials

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Fitch came first?

Jenks wasn't the only navigator in the 1955 Mille Miglia using pacenotes. John Fitch explains to Hartmut Lehbrink where the basic idea came from

Stirling Moss's triumphant record-shattering lap from Brescia to Brescia deserves the limelight, the laurels and its special place in the history of the sport. But hardly less remarkable was John Fitch's fifth position in the same race. In a standard Mercedes 300SL coupé he finished the 1955 Mille Miglia just 83 minutes behind the winner, in the wake of four fully-fledged sports-racing cars. He also grabbed the class record by a full hour, *and* came within 3min 11sec of Alberto Ascari's overall winning time from the previous year in a Lancia D24.

How did this American, not exactly in the first rank of sportscar drivers, pull off such a result in a road car, behind the SLRs of Moss and Fangio, Umberto Maglioli's Ferrari 118LM and Francesco Giardini's Maserati A6GCS? There's no doubt that Fitch drove extremely well, but he also shared a secret weapon with car 722 – pacenotes. And if Denis Jenkinson and John Fitch had not originally planned to team up for the event, DSJ's famous roller-box might never have come about.

In late December 1954 the lanky American had driven to Stuttgart with journalist and Mercedes stalwart Günther Molter to discuss the next season with Alfred Neubauer. He had thoroughly enjoyed his exploits with the Untertürkheim outfit in a 300SL roadster at the 1952 Carrera Panamericana. Why not have an American on the Mercedes team, which might boost sales in the States if he did well in Europe? A couple of weeks later a wire arrived at Fitch's home in Lugano-Castagnola, not far from Rudi Caracciola's villa. Neubauer was offering him a works production 300SL in the Gran Turismo category of the Mille Miglia; otherwise the class was left to private entries led by Belgium's up-and-coming star, Olivier Gendebien.

> 'Fitch suggested writing the notes on one long strip'

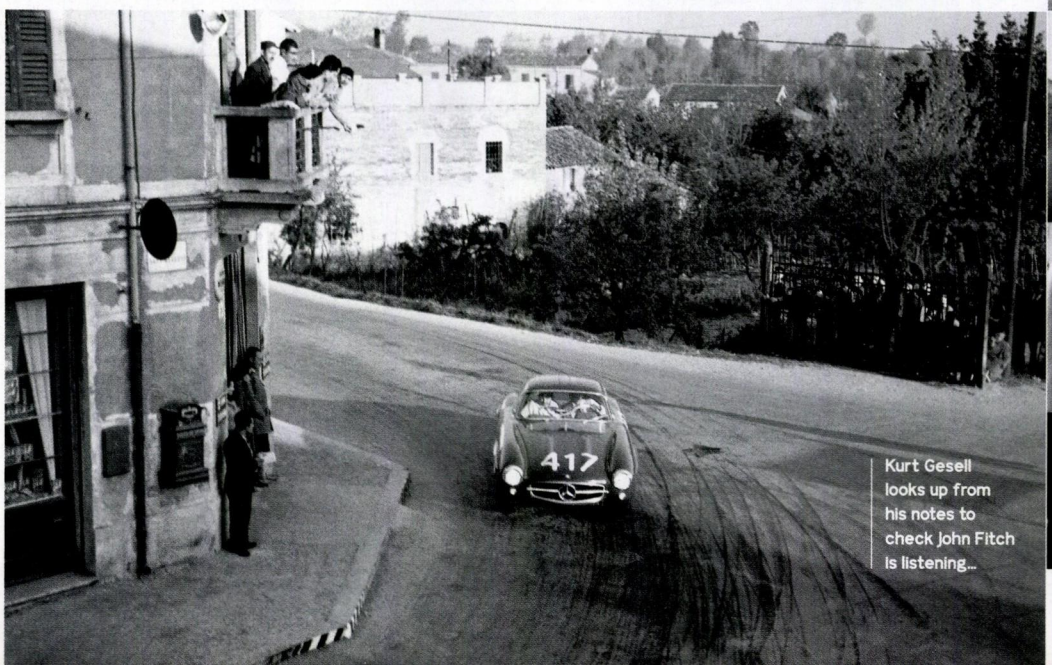
Before joining Moss, Jenkinson had discussed a navigating role with Fitch. Jenks's passion for the Mille Miglia, remembers the 87-year-old Fitch, made him extraordinarily good in his navigating job as he could graphically remember whole sections of the enormous single lap through Italy. During their discussions they had, however, acknowledged that many of the better Italian drivers such as Castellotti, Maglioli and Taruffi knew the roads like the backs of their hands. The only way a non-Italian could win was by employing a passenger, or navigator, to keep the driver informed of the road ahead and warn him of thousands of hazards by reading off detailed route notes.

In his new book *Racing with Mercedes*, Fitch states that he suggested these be written on one long continuous piece of paper and rolled up. This roll could then be mounted in a box with a take-up reel that could be wound on slowly, revealing the notes in order. "We went ahead on planning a 'navigational system' and spent a lot of time poring over large-scale road maps, as well as planning reconnaissance runs in his 1100cc Fiat," Jenks wrote. When he was asked by Moss to ride with him, he took the roll-of-paper idea along with the American's blessings. In his *MotorSport* feature (see supplement) Jenks says: "Fitch sportingly agreed it would be a good thing for me to try out our plans for beating the Italians with Moss as driver."

This of course left Fitch without a passenger for the race, so instead he took along the young German reporter Kurt Gesell, who had »



Above: locals enjoy straight-six noise. Below: Olivier Gendebien (left) congratulates Fitch after the American has beaten him to GT honours. Uhlenhaut is between them



Kurt Gesell looks up from his notes to check John Fitch is listening...







As they leave the ramp, novice co-driver Gesell has little idea ofwhat's to come

Sorini Archive, John Fitch Photo Archive

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been dispatched to cover the race first-hand for the Hamburg magazine *Sehen und Hören*.

Both Fitch and Gesell arrived in Brescia a week prior to the event and set out in a Mercedes 180D to practise on the course, as their dark Gullwing coupé, one of the first made, arrived only two days before the actual race. With a top speed of around 75mph the 180D was a poor substitute for the 300SL. The pair completed the entire route twice. After the second run Gesell, who was a complete motor racing virgin, said to Fitch, with his eyes wide: "John, I'm amazed. I don't see how you could have possibly driven any faster." The poor chap was to know better come race day.

Unlike Jenks, Fitch and Gesell did not use a roller-box. "Our navigation system was different," says Fitch. "Ours was just notes. We did not have the time and Kurt was not familiar enough with racing." They had graded the perils in four degrees – X-1 for careful, X-2 dangerous, X-3 very dangerous – all referring to the damage the car might be in for. X-4 was reserved for potential serious personal damage if the 300SL slid off the road. It was used about 30 times over the 1000 miles, Gesell resorting to additional exclamations to voice his ever-increasing fright, such as "Caution! Caution!", "Very dangerous!" or even yelling "Mein Gott!" (my God!) in his native German when he had come to the conclusion that his end was near.

The twosome started at 4.17am, taking things relatively easy before daylight on the outskirts of Verona because "night racing on unfamiliar roads was not my idea of fun," as Fitch puts it. The first occasion for Gesell to turn to his native tongue in panic came between Ancona and Pescara. It also uncovered an obvious weakness of the navigational system. The notes had been taken in normal traffic and even during the rush hour, so they did not allow for race conditions. Fitch recalls it vividly in his book: "We'd just come through a fast right hander at perhaps 120 and were drifting to the outside under control when a hump in the road sent us flying. It was the dreaded invisible vertical curve that killed [Felice] Bonetto in the Pan-Americana – one that is never discovered in practice when slowed by traffic. The drivetrain and wheels shuddered in the air as we sailed towards the outside of the curve."



Mille Miglia was a chance for Fitch to forget his exclusion from 1952 Carrera PanAmericana

'Gesell resorted to yelling "Mein Gott" in native German'

Although he backed off immediately, the car landed at a radical angle and shot across the road towards the opposite ditch. Frantic cranks to the steering wheel and the ensuing slides and counterslides, during which Fitch mistakenly thought the 300SL was under control, really shook its passenger up.

Things were not made better by the fact that a miss in the Mercedes' engine above 5000rpm, which had first worried Fitch shortly after Rimini, was occurring continually and earlier in the rev range during the second half of the race, the six-cylinder unit being practically powerless beyond 5000 revs on the high-speed final section between Bologna and Brescia. He had to make up for this by pulling out all the stops, shifting to higher gears at lower speeds, pushing harder, taking the corners faster and generally maltreating his brand-new mount as well as his despairing co-driver. In Rome they had been leading the GT class, while at the Florence control point a Mercedes mechanic poked a slip of paper through the vent window with the stunning message that they were a minute behind the Gendebien/Washer pairing in Siena. Much to Fitch's chagrin this had widened to 2min 20sec at Florence. This piece of information was passed through the window on yet another piece of paper at Bologna after he had stormed over the Futa and Raticosa passes in an all-out effort, to the tune of a frequent "Mein Gott – very dangerous!" from Gesell.

He need not have worried. The Belgian, who had started 11min after Fitch, arrived at Brescia some 17min later while Fitch and Gesell were still being treated to a raucous back-thumping, Neubauer, Rudolf Uhlenhaut and assorted Mercedes directors shouting their congratulations and hugging them both impulsively. It turned out that Gendebien had made an excursion off the road, bending the body of his own SL into a wheel. Its tyre had gone flat and had to be changed, and this cost him more than six minutes.

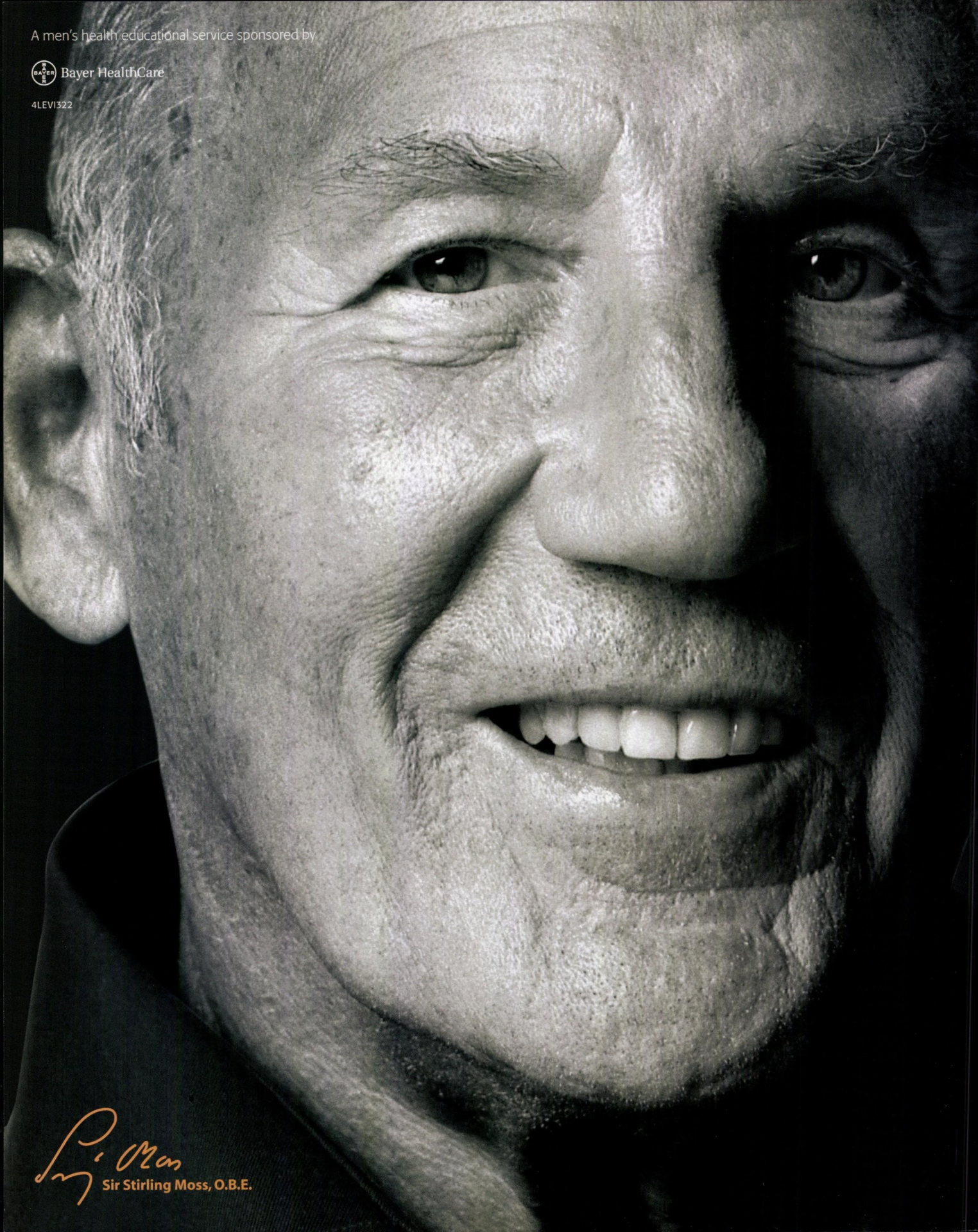
As to the missfire at high revs, Uhlenhaut explained that it had happened before in hot weather. Months later it was discovered that extreme engine heat was conducted to a fuel-supply valve, which then directed too much of the incoming fuel to the overflow line and back to the fuel tank. The valve was relocated and the problem was solved.

John Fitch, however, had scored an overwhelming achievement that left him "glowing with that bone-deep satisfaction that warms and relaxes both mind and body". M



As their 1000 miles ends, the crew still fear they've lost their class win

John Fitch Photo Archive


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GP WIN 1957 Grand Prix Pescara, Vanwall VW5

GP WIN 1957 Grand Prix Italy, Vanwall VW5

GP WIN 1958 Grand Prix Argentina, Cooper T43

GP WIN 1958 Grand Prix Netherlands, Vanwall VW10

GP WIN 1958 Grand Prix Portugal, Vanwall VW10

GP WIN 1958 Grand Prix Morocco, Vanwall VW5

GP WIN 1959 Grand Prix Portugal, Cooper T51

GP WIN 1959 Grand Prix Italy, Cooper T51

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Too much too young

Jackie Stewart billed Jan Magnussen as the next Senna. Then he sacked him. How could arguably the biggest talent of the 1990s have failed so dramatically in F1? Andrew Benson unravels the mystery

Jan Magnussen is under few illusions about his Formula One career. "I let myself down," he says, "and that always hurts. I planned to be world champion and it didn't happen."

In another life – or perhaps even in this one had history taken a different course – Magnussen's plan might have worked; certainly he would still be in grand prix racing now. Instead, Jackie Stewart sacked after just a season and a half a man he once described as "the most talented young driver to emerge since Ayrton Senna".

Ten years on from the Dane's F1 debut, it is still hard to comprehend. Stewart and his son Paul ran teams at most levels of motorsport for more than a decade and employed many of that era's most successful drivers, among them Juan Pablo Montoya, David Coulthard, Rubens Barrichello, Johnny Herbert, Gil de Ferran and Dario Franchitti. Magnussen, they insist to this day, could have outstripped them all.

"On pure speed," Paul Stewart says, "the only one who comes close to Jan is Rubens. Rubens is clearly a very talented driver, but on raw ability I would put Jan ahead of him. Jan had the potential to go beyond all that. You really believed it."

In equal machinery, Magnussen has beaten Barrichello, Giancarlo Fisichella, Ralf Schumacher and Jarno Trulli, who by the end of last month had 18 grand prix wins between them. He was stunning in the junior categories, won races in Germany's DTM touring car championship against a host of big names, and impressed some of those he worked with in a brief dalliance with the US-based Champ Car series. So when Magnussen joined Stewart Grand Prix at the start of 1997 it seemed merely the latest step in a preordained route to the very top.

Born in Roskilde, some 30 or so miles west of Copenhagen, on July 4 1974, it was soon obvious that Magnussen was unusually gifted. At the age of 11 he abandoned his first love – motocross – in favour of karts, not least because "it hurt less when you fell off". He won three world championships – two junior and one senior – by the time he was 16. Switching to cars, he won six of the last nine races of his debut season in British Formula Ford in 1992 before taking a sensational win at the Festival, despite starting his heat from the back, using the outside of the daunting Paddock Hill Bend as his favoured overtaking spot.

It was at Brands Hatch that weekend that this writer first met the 18-year-old Magnussen. I went on to follow his career more closely than almost anyone else. I reported on his brilliant F3 season in '94, was at the Norisring DTM race when he broke his leg in a scooter accident and covered all his grands prix.

I liked him immediately. In scruffy yellow overalls he was so obviously different from most other aspiring drivers, well-groomed and mouthing platitudes in their desire to please team owners and sponsors alike. For one thing, Magnussen did not have any sponsors. He was shy and monosyllabic, but direct and engaging. Short, with blonde hair and rosy cheeks, he looked barely old enough to hold a driving licence, but in the awning attached to the team's tatty motorhome was a young woman with a baby boy. This turned out to be his girlfriend and their son Kevin, born a couple of weeks before.

A comparatively low-key year in Vauxhall Lotus – he won 'only' four of the races – was followed by a move to Formula Three with Paul Stewart Racing in 1994. The ultra-fastidious Stewarts, all crisp white shirts and stiff collars, were not enamoured of Magnussen's haphazard approach out of the car, but they could, as F3 team boss Andy Miller points out, "see a spark that you can't teach" when he was in it.

Magnussen's achievements that year will likely never be matched – he won 14 of the 18 races – yet he saved his best drive for the end-of-season Macau Grand Prix.

He ruined his chances of overall victory in the two-heat event by crashing in qualifying and ending up 18th on the grid. By the end of the first race he was fifth. He won the second, passing Schumacher and Fisichella on the way.

Things have changed now, but during his early career Magnussen had a distinctly maverick approach to being a racing driver. He smoked, made no secret of his distaste for going to the gym and paid little heed to commercial niceties.

The stories are legion, among them an occasion during his F1 career when he was in the Czech Republic to promote the Ford Ka, which he had driven to a press conference. The inevitable first question was what he thought of the new model. "It's one of the worst cars I've ever driven," came the honest, if somewhat ill-advised, answer.

The problem – although it hardly seemed like one at the time – was that he was just too damn talented. He did not have to try – he just got into a car and blew everybody away. While other drivers hustled hard off track to keep their careers going, Magnussen's natural ability »



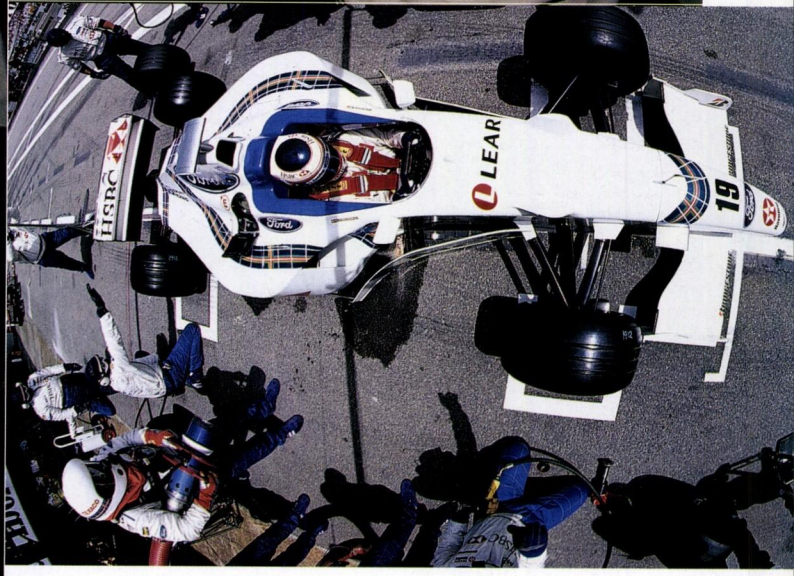




Main shot: Magnussen was all at sea with Stewart. Above: lone outing for McLaren at the '95 Pacific GP promised good things. Below: Jan and Rubens practice hand-to-mouth coordination. Bottom: just one point for JM during season and a half with Stewart - but Verstappen didn't do any better



LAT









Top: Magnussen was a karting superstar, taking three world titles before arriving in Formula Ford, in which he scored a memorable win at the '92 Festival (middle). Bottom: with Paul Stewart Racing Magnussen won 14 out of 18 F3 races in '94

LAT Karting magazine

meant opportunities came to him.

His F3 performances won him a test contract with McLaren, but he got very few F1 miles while spending two up-and-down years in the DTM with Mercedes in 1995 and '96. By now Magnussen's unconventional approach was beginning to cause him problems – people said he was unfit, that he did not work hard enough out of the car.

"The thing I remember about Jan," says McLaren principal Ron Dennis, "was that he never seemed to know why he wasn't quick, and he was the most disorganised grand prix driver I've ever known.

"I remember once we were at an airport. Jan had packed his passport into his suitcase and when he opened the suitcase to find it, it looked like it had been packed by a four-year-old. It looked like he'd gone round the room and just thrown everything into it – including the dirty washing. And none of his toiletries were in a bag.

"People like that are chaotic in their thinking. I thought, 'There's no way he's going to make it.'"

Even so, Magnussen made a highly accomplished F1 debut at the 1995 Pacific Grand Prix at Aïda in Japan. Before the race he had never done more than four consecutive laps in a McLaren. But, filling in at the last minute for a sick Mika Häkkinen, he finished 10th, right behind team-mate Mark Blundell.

"I caught him with a few laps to go," Magnussen recalls. "I should have had a go at him. Ron commented on it after the race, but I would have had to take a chance and it was important for me to show I could be sensible. In any other situation I would have found a way, but we weren't near the points, he was my team-mate and I didn't want to take him off, and it was my first race and it was very important for me to finish. Everyone was on at me about not being fit. And I just wanted to show everyone that I *was* fit."

Jackie and Paul Stewart always intended to employ Magnussen when they founded their grand prix team in 1997, but neither they nor he realised that his performance in Aïda disguised the fact that he was seriously ill-equipped for a full-time drive with a novice F1 team.

Magnussen, by his own admission, was "young and naïve" and not prepared mentally for F1. He had not yet realised that talent alone is not enough, nor that he lacked the experience to cope with the technical complexities of a grand prix car. Having signed a four-year contract, he neither realised how vulnerable

his position could be, nor how important it was to demand the changes he wanted.

Operationally, Stewart was a long way from being a top F1 team, and pre-season testing was a disaster. Barrichello, Magnussen's team-mate, had five years of F1 experience to fall back on. Magnussen did not.

"If it wasn't the car," remembers chief engineer Andy Le Fleming, "the engine was blowing up every five minutes. For someone who needed to learn as much as possible, it wasn't a reliable enough package."

Eventually Stewart set up a two-day test at Estoril before the start of the season for Jan to pound round and learn the car inside out.

He managed five laps before the front suspension broke, sending him into the wall at Turn 2 at more than 160mph. A suspension arm pierced the chassis and tore into Magnussen's overalls, mercifully only grazing his leg.

Magnussen believes now it was a mistake to accept the Stewart drive. "Looking back," he says, "I'm sure another season or two under Ron's guidance as test driver for McLaren would have been better. I'm not afraid to admit that I was very, very young – not only in years but also mentally. But then who is going to turn down an F1 race seat?"

For the first two thirds of that season Magnussen was always slower than Barrichello, usually by a considerable margin. With virtually no pre-season testing, he did not understand the car, nor could he pinpoint what he needed from it.



Magnussen switched to sportscars with Panoz. Here he wins in Washington DC in 2002

Some believe this was because he had never had to struggle before and so had never learned how to make a bad car better. "That's not completely incorrect," Magnussen says, "but I won't take the full blame for it. I was paired up with an engineer who, between us, we didn't make a good team. He wasn't a bad engineer – it just didn't work with me. I needed somebody who would at least try to get into my head and see what I was thinking. It was all about technology and engineering with him. At the time I saw that as less of a problem than it was."

Le Fleming agrees that Jan did not get the level of engineering support he needed. And, although the Stewarts tried to lift their struggling driver, some say they went about it the wrong way. In one infamous incident Jackie Stewart decided to take Magnussen for a driving lesson. "I've got loads of respect for Jackie," Magnussen says. "But driving a car now is very different from driving one 30 years ago.

"If you want to try to build up a driver, you don't take him to Oulton Park, force him to drive in a way that is unnatural to him and then advertise the fact that you went faster. I had to drive my own way to be fast. It made me look stupid. I couldn't believe it. I just thought, 'Why is he doing this to me now?'"

Magnussen says it was a shock to find himself struggling so much.

'Jan was the most disorganised grand prix driver I have ever known'

But late in the season, just when it seemed as if he would never get it right, it all came together.

"I got miles in the car – most of them in races – and got into a good rhythm," he recalls. "I got more and more comfortable and I got to a point with my engineer where it started to work. Everything started to come together and then my confidence started to build up."

At Spa he was impressive in wet but drying conditions. The momentum built with a strong performance at Monza, and then came Austria, where Barrichello and Magnussen qualified fifth and sixth.

"Rubens had been used to not registering Jan on his radar," Le Fleming says. "All of a sudden Jan was going quicker. Rubens would pull his belts tighter and then Jan would go quicker again. We thought, 'My God, he's got it. We might have something here.'"

For the rest of that year Magnussen looked like the grand prix driver he was expected to be, matching Barrichello everywhere before flat beating him at the final race of the season.

Le Fleming: "At the end of '97 he was pretty chuffed with the way the season had finished. He was fired up, saying he was going to work on his fitness because he had privately acknowledged that he didn't work on it enough. He said, 'You won't recognise me next year.' I thought, 'That's what we want.'

"But the '98 car was a complete shitbox, and when you've got a bad car it is the young, inexperienced guys that suffer. He was expecting to go straight into a car that was half-decent like at the end of the previous year and it was actually a step backwards and harder to drive.

"It was the first year of grooved tyres as well and there were so many factors that were different and he couldn't pinpoint where they came from, whether it was the tyres or the car or whatever. I mean, Rubens was struggling and he had a lot of experience to fall back on and he'd done most of the winter testing as well.

"I don't think what happened to Jan was Jan's fault. We all hoped for a better second year and we all wanted Jan to continue. It's unfair that he was sacked that year because the way that car was I don't think you could ever blame any of the drivers for not being able to drive it properly. Jos [Verstappen, who replaced Magnussen] didn't do any better so there you go."

When I read this analysis to Magnussen he was silent for a moment, before saying in a quiet voice: "That's the first time I've heard anything like that from someone at Stewart. It's a little bit hard for me to remember, but I think it was the same sort of pattern – not enough testing, and I remember getting lost. You know, 'Where is the problem?'"

The decision to sack Magnussen hit him hard – at 24 his life's dream was over. "I went back to Denmark and was ready to pack it all in," he says. "I was disappointed in myself, but also with people in F1. I thought about quitting. Then David Sears [Magnussen's manager] called me about testing in the US with Panoz.

"It wasn't something I really wanted to do but it was such a weird, wonderful car. I felt a good sense of team spirit; good people around me. I felt that people wanted me there. I wasn't just somebody they could f*** later on."

At Panoz he rebuilt his career as one of the world's best sportscar drivers. He and team-mate David Brabham beat the all-conquering Audis five times in three years – the only times the German cars ever lost in that period. Last year he won his class at Le Mans in a Chevrolet Corvette. He's driving for Chevy again in '05, alongside a Toyota deal in the Danish Touring Car series, which he won in 2003 for Peugeot.

"I didn't understand until I began working with Panoz that I was so unhappy in F1," Magnussen says. "I realised how much I enjoyed racing, and how little I enjoyed all the bullshit of F1. So I didn't try at all to come back to F1. That's not to say I wouldn't try it again.

"I really wanted to be successful, but I didn't know what I had to do to be successful. I've learnt that since then. But the more I thought about it the more I realised it wasn't only me. It was many things around me."

No one who has worked with Magnussen doubts he had the talent to become an F1 ace. Maybe he would have made it if he had come to it a little older and wiser – done some time in Indycars, say, like Montoya. For Le Fleming, though, it might not even have taken that.

"He's definitely a quick guy, and if you had somebody who was hard enough to beat him up about working at it then I think he could have done well. If somehow Jan had got a Williams drive in '97 or something, I think he'd be a bloody star." M

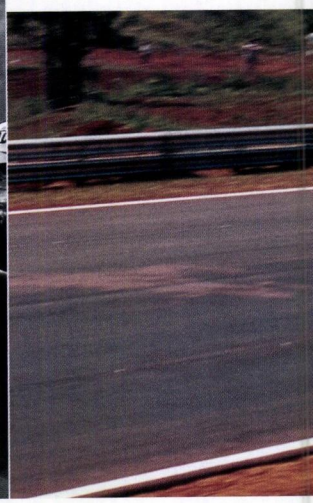
Andrew Benson is motorsport editor of www.bbc.co.uk/sport



Another race with Stewart, another DNF



Denny Hulme tastes the air, Road Atlanta '72. He took pole, but crashed out. "A number of cars flipped on the dip in the back straight when the air got under the nose, including Hulme," says Hayes. "They must have been doing over 180mph – my Alfa 1600 racer would hit 135 there 10 years ago!"



Can-Am fodder

Californian Jim Hayes sent this in for 'You were there'. But there was so much good stuff we *had* to give his Can-Am era shots three pages...

Revson again, this time at Road Atlanta in '72. This may be after retiring his McLaren with ignition failure

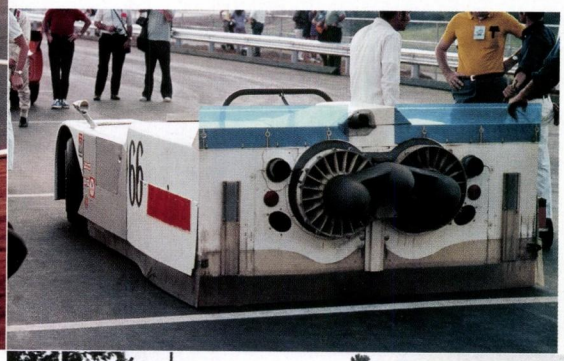
Road Atlanta '70. Right: Peter Revson's Lola T220 is driven back to the paddock by a crewman. Below right: Hulme returns his McLaren to the pits after an off in practice. "A lot of the track was still under construction," recalls Hayes. "That's the famous Georgia clay you can see there!"











Chaparral 2J 'sucker' car (driven by Vic Elford at Road Atlanta '70, left). "My favourite photos are of the 2J," affirms Hayes. Below, George Follmer (second in pic) wins at same track in '72 with Porsche 917K. Jim attended this race as a press snapper for a newspaper, hence use of black-and-white film

George Eaton (above) in the BRM-Chevrolet P154. The Canadian was, says Hayes, "from the second tier of drivers – obviously good but never in a top-tier car. It was, 'How fast do you want to go? How much do you want to spend?' Jim Hall [below taking second at Laguna Seca in '67 with Chaparral 2G] had more money than God! He was supported by GM and at the other end of the scale he was a brilliant engineer. The sport was in a transition from art to science"

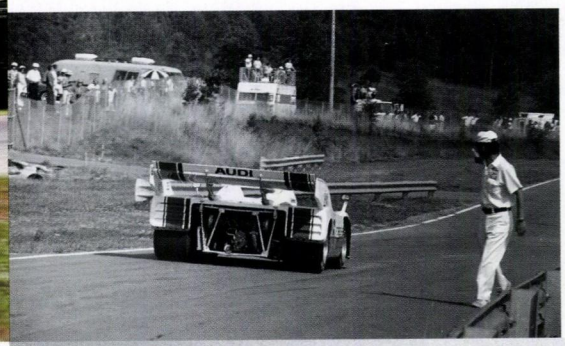






USRRC race, Mid-Ohio '68 (left). Mark Donohue (6) and Lothar Motschenbacher are on the front row in McLaren M6Bs, with Chuck Parsons's Lola (10) and Charlie Hayes (McKee-Olds) behind. "USRRC was an SCCA thing that petered out as Can-Am became big," says Hayes

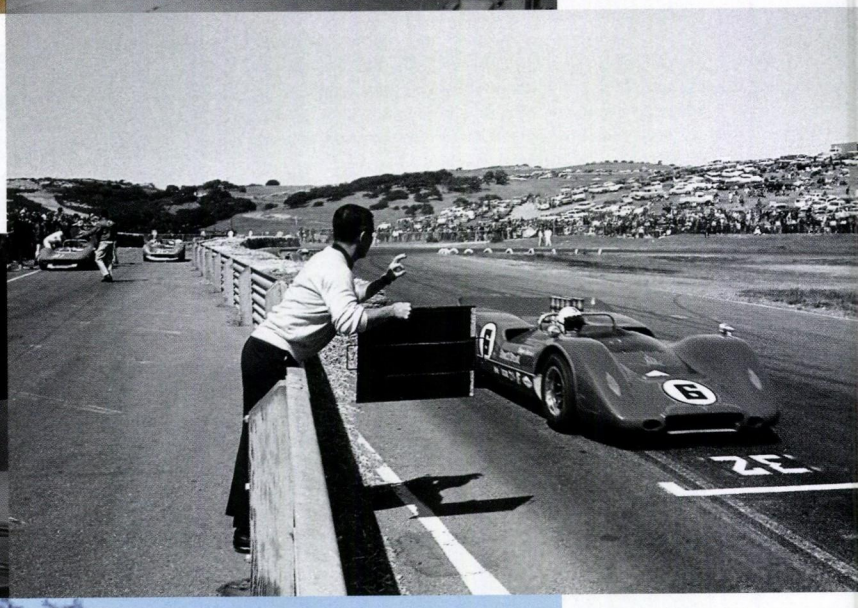




Follmer again in the Penske-entered Porsche 917. "Compared to the big-block cars you felt more than you heard," remembers Hayes. "The turbos muffled the thing down and it was amazing to watch how quiet and fast it was. It was unfussy - but so fast it was spooky"

Donohue (above) continues to win at Mid-Ohio '68. Below: big engines, big power. Bottom: orangemen on the march; the McLaren M8Ds of Peter Gethin (nearest camera) and Hulme line up at Road Atlanta '70. "Orange became the most feared colour in Can-Am," chuckles Hayes. "The cars were beautiful and they set the standard of what the Can-Am was all about. Can-Am was the right thing at the right time - there's been nothing like it in history and never will be"





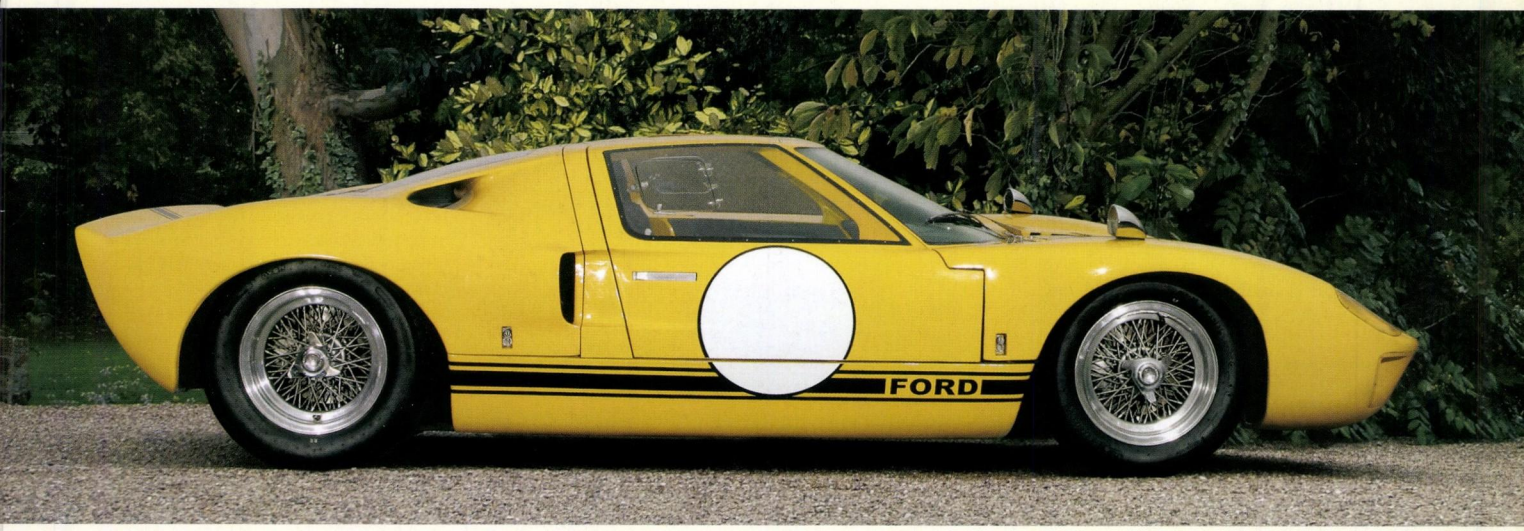


Roger Penske, for whom Jim worked as crewman, signals Donohue at Laguna Seca USRRC in '68: "I was a physicist and an astronomer. Being an astronomer was like being a priest, but instead of a vow of celibacy it was poverty. So I spent time as a hired-gun race mechanic"

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X-ray spec

Brabham BT52

Gordon Murray's rush job: and it wasn't just the car that was wired, he tells Keith Howard

For some, like Cosworth's Keith Duckworth, Formula One's turbo era was a crazy aberration. When F1's return to power had arrived in 1966, the rules included a provision for 1.5-litre forced-induction engines, the intention being to ease the transition to the new 3-litre normally-aspirated formula. Nobody exploited it at the time, but inexplicably it remained in the regulations until the temptation to seize on the ridiculous equivalence it enshrined became too great.

By the early 1980s the all-but-ubiquitous Cosworth DFV generated less than 500bhp. With its blown 1.5-litre M12/13 engine and trick fuel, BMW would achieve something over 1400bhp in qualifying trim during 1983 in the back of the Brabham BT52. Even Paul Rosche didn't know exactly how much power his four-pot made – it outstretched BMW's dyno.

Renault had pioneered the turbo in F1, and '83 was supposed to be the year it struck paydirt. The team was widely expected to win the constructors' championship, and Alain Prost his first drivers' title. But others on the grid were reading from a different script. In a three-way tussle with Ferrari and Brabham, the French team came away with nothing. Ferrari clinched the constructors' title by 10 points and Nelson Piquet pipped Prost by a mere two. Brabham might have taken the constructors' gong too, but for a grim year for Piquet's team-mate Riccardo Patrese, who amassed a mere 13 points to the Brazilian's 59.

Gordon Murray's BT52, which he talks about here, tends to be remembered principally for its fire-breathing BMW powerplant and the sour controversy that Renault kicked up over the engine and its fuel. FIA tests confirmed that both were perfectly legal but, as usual, when mud is being slung some of it sticks.

In fact the BT52 was remarkable for much more than being strapped to Munich's 'grenade'. At a time when an alarming hike in engine power was accompanied by major aerodynamic rule changes intended to take a large bite out of the downforce generated by ground effect, Murray – despite enormous time pressures – incorporated a number of significant design innovations. He also took the bold decision to eschew wind-tunnel testing, move as much weight to the rear of the car as possible to aid traction and forego many of the usual set-up adjustments.

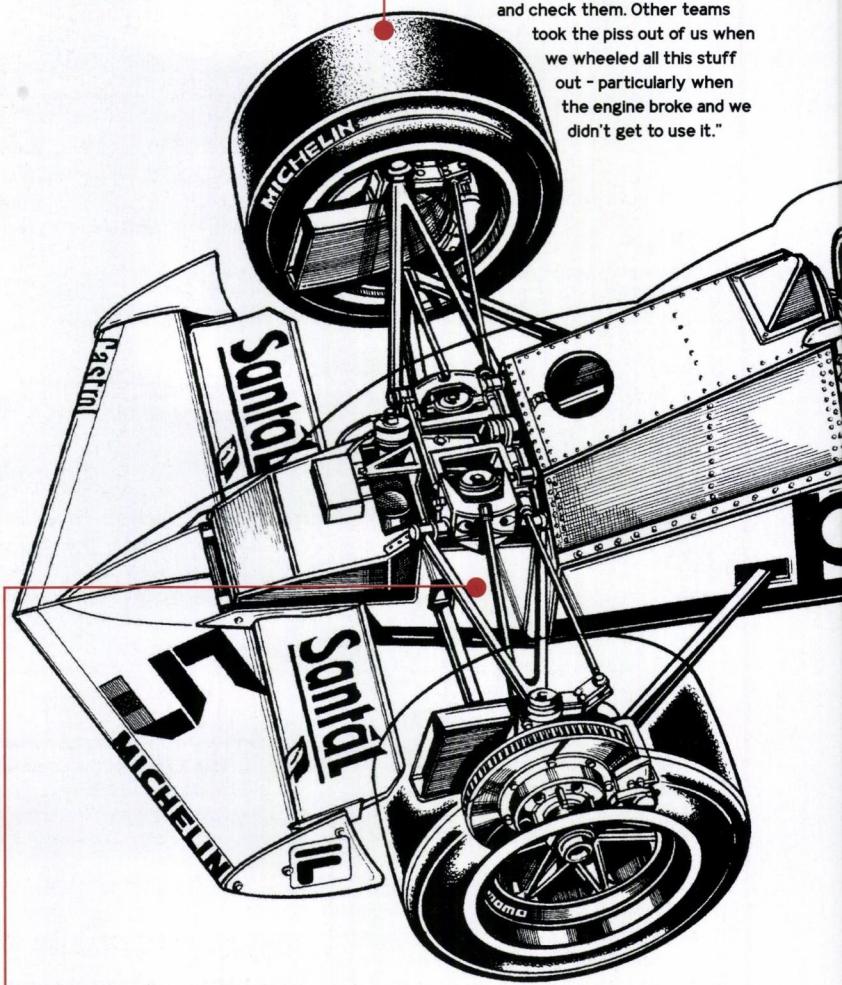
"It was the world's simplest GP car," he says. But, like all the best tools, no more complicated than needed to do the job.



Paolo D'Alessio, LAT

Montréal echoes to exhaust fireworks of BT52 and Munich's 'grenade'

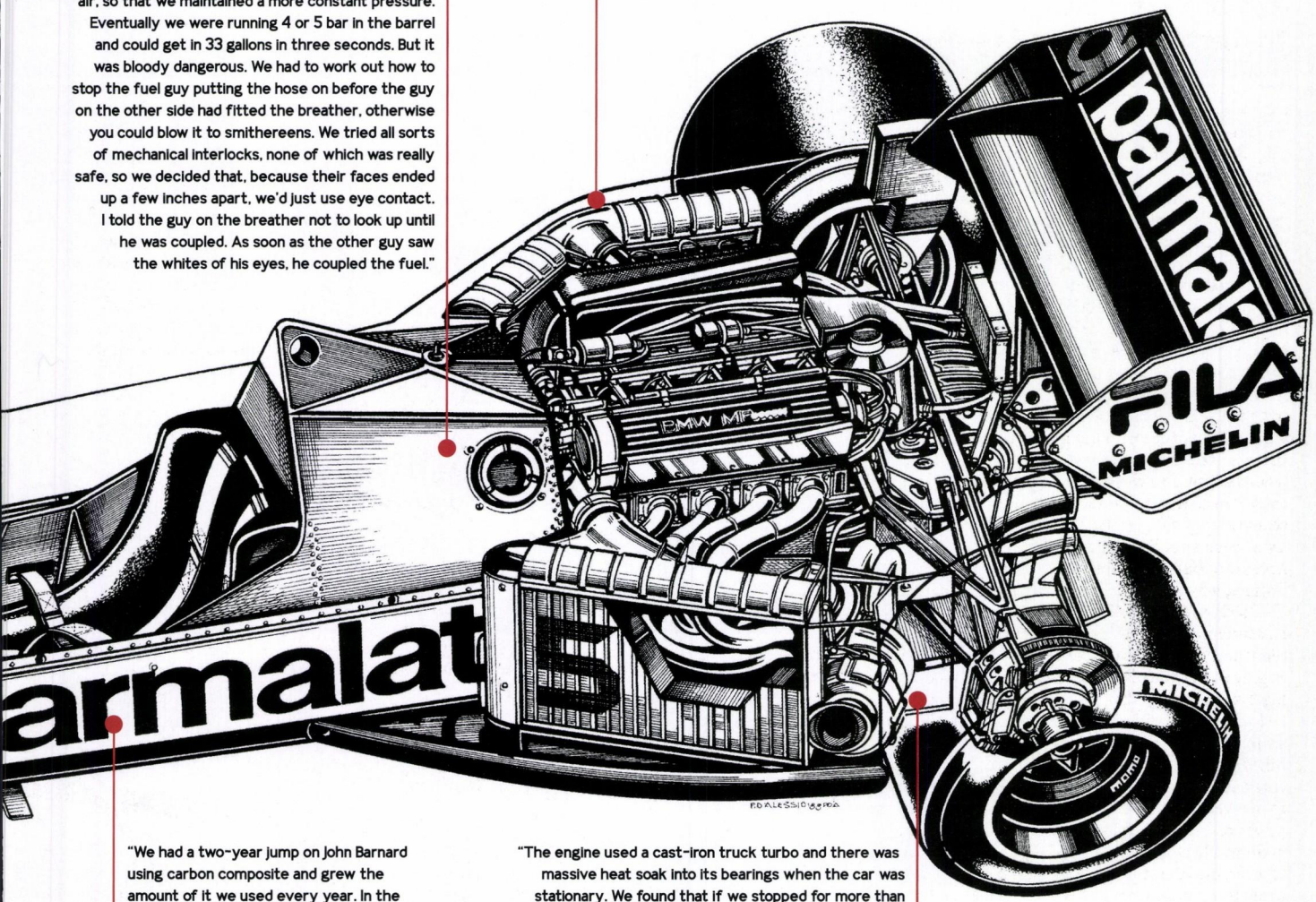
"Refuelling meant that you could run the car underweight for some of the race, which is why we usually used to run more than half the race distance before the pitstop – right up until the last race at Kyalami, anyway, where I switched just to confuse Renault. But I knew we had to find a way to get the tyres up to temperature before we put them on the car, otherwise it would take a lap or more after the stop to warm them and we'd fall back into the clutches of the following traffic. Michelin said there was no reason we shouldn't warm the tyres beforehand, so we developed a gas-fired tyre-warming oven that looked like a telephone box on wheels. We had to get the heated air circulating around the tyres and exhausting out of the top in a certain way so that they heated evenly. You also had to warm them quite slowly – if you went over temperature just once the compound went off. There were a couple of holes in the side so that the mechanics could prod the tyres and check them. Other teams took the piss out of us when we wheeled all this stuff out – particularly when the engine broke and we didn't get to use it."



"To make the car simple to rebuild, I designed a front module mounted on studs to the tub. It was a one-piece magnesium casting that took all the point loads apart from the rear lower leg – the brake-reaction arm – which went back to the dashboard area. You could build the front suspension, set it up off the car and replace it as a unit. There was no steering-rack housing: that was machined into the casting to save weight, something I copied on the McLaren F1 road car. The spring/damper units were held in place by a pin at the bottom, so you just had to flick back the rocker, remove the pin and pull the unit out. You could change front springs in about three minutes, and the rears were quick to change too."

"I reckoned that it wasn't worth stopping at the two street circuits, so the tank was designed to be just big enough to complete them. Elsewhere we had to get up to 35 gallons in very quickly. We thought it was easy: fill the refuelling container partly with fuel, partly with compressed air, and vent the tank. But even with a 3in hose and 1.5 bar pressure it still took too long, so we went up and up on hose size and eventually used two pressure vessels, one three-quarters full of fuel and the other just of compressed air, so that we maintained a more constant pressure. Eventually we were running 4 or 5 bar in the barrel and could get in 33 gallons in three seconds. But it was bloody dangerous. We had to work out how to stop the fuel guy putting the hose on before the guy on the other side had fitted the breather, otherwise you could blow it to smithereens. We tried all sorts of mechanical interlocks, none of which was really safe, so we decided that, because their faces ended up a few inches apart, we'd just use eye contact. I told the guy on the breather not to look up until he was coupled. As soon as the other guy saw the whites of his eyes, he coupled the fuel."

"I invented the race rear end with the 52, which a year later everybody copied. To make the car simple to work on, the engine, transmission and rear suspension were built up as a module off the car. I decided that we'd make it so self-contained that all the liquids were in there as well - something we backed away from in later years. This meant we could set up the rear suspension off the car in the workshop, and actually run the engine to go through the gears and check the clutch. So we had completely-tested race rear ends - intercoolers, radiators, everything - waiting to be mounted to the back of the tub. This meant our guys were finishing at six o'clock in the evening at the races, which really pissed off everybody else who was still hard at work! The 52 was basically a front-end module, a rear-end module and the tub in the middle."



"We had a two-year jump on John Barnard using carbon composite and grew the amount of it we used every year. In the 52 the tub was about 60 per cent carbon, 40 aluminium. It had a one-piece moulding for the complete fuel tank and the whole inside of the car down to the footwell, with another carbon panel over the top. The sides and bottom were aluminium. I didn't use carbon throughout because I was concerned about its crash behaviour. We had a minor accident at Monaco with the 49 and the carbon just shattered, after which I talked Bernie into doing a controlled crash test. We then started introducing Kevlar and using a different resin matrix, which toughened it up a bit. As we learnt more I used more, but I was cautious. Still, the 52 was the first car with carbon roll-over structures front and rear. We had to do quite a bit of work to get them to pass the FIA test."

"The engine used a cast-iron truck turbo and there was massive heat soak into its bearings when the car was stationary. We found that if we stopped for more than about 10sec the bearing would seize. As we had air jacks I took a bleed off the air line to a device called an air ejector which blew on to the bearing housing. As soon as you plugged in the air line for the jacks you got massive airflow over the bearing housing: problem solved."

DESIGN PROGRAMME AIDED BY EXOTIC SUBSTANCES

"The BT52 was designed in a haze of drugs," recalls Murray. "We had about three months to do it so I got some pills from the doctor to keep me awake. Right up to October '82 Bernie [Ecclestone] had been telling me skirts would be legal. As we were going to take such a radical step, using pitstops, I'd thought we'd get the 1983 cars finished three months early; we already had two BT51s completed. Then all hell broke loose: we had to design a completely new car. The BT52 was so radically different that, apart from the powertrain, I think the only major items we retained were the pedal cluster and the wheels. Everything else was new. Luckily we'd already completed all the hard work on the air jacks, special wheel nuts, tyre heaters and other stuff for the pitstops on the 51."

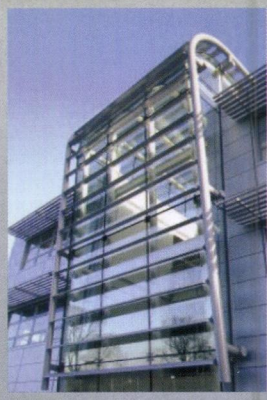
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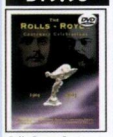
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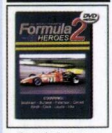
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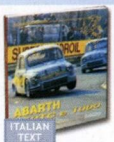
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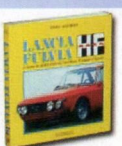
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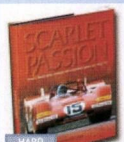


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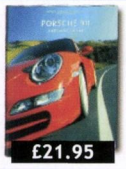
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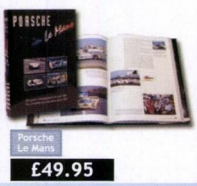




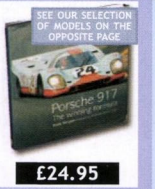
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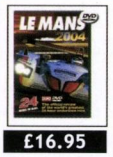


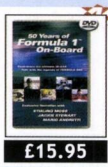




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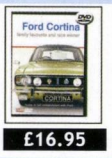
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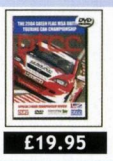
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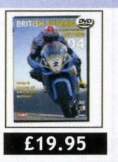
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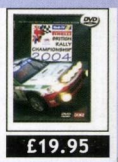
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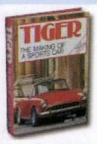
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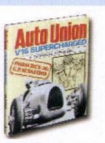
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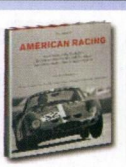








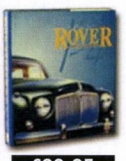


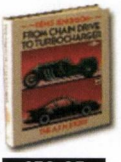




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Reo Grand

Ernesto Blanco and his Reo ruled the roost in Argentina for three decades. Richard Heseltine tells their story before playing in the dust

photography by Peter Spinney/LAT

When the legend becomes fact, runs the adage, print the legend. Take Ernesto Blanco and his maniacal Reo. Trawling through the historical archive which accompanies this car (a few newspaper clippings and a mildew-stained copy of *Corsa*), The Man in White is depicted as a spectral figure seemingly chased by the devil himself as he tore up Argentina's back roads in search of glory, a giant of a man who devoured five nutritious walnuts after each meal in the belief that they would build up his stamina. Aboard his Duesenberg-powered Indycar he had no equal, besting all-comers from the 1920s to the '50s.

Except not all of this is strictly true. Just the success bit. Born on March 13 1893, the altogether more modest (and shorter) Blanco began his competition career with bicycles before graduating to motorbikes and, at the dawn of the 1920s, to four wheels after purchasing a Reo (although the Argentinian concessionaire briefly replaced the middle vowel with an 'i' as Reo means 'criminal' in Spanish). Success was pretty much immediate, major victories including the 1926 ACA 12 Horas at the Circuito de Morón. But precisely where the car was built remains a mystery. What is certain is that he had two of them and this, the second car, never went anywhere near Indianapolis – it was built in Buenos Aires – nor did it feature Duesenberg power.

Speaking to *Corsa*, Macoco de Alzaga claimed: "Luis Viglione and myself designed the car one afternoon in 1930. We were trying to copy the 'Gold Seal Special' Chrysler of [Juan Antonio] Gaudino which was a gorgeous car. To be honest, the only virtue of the Blanco car was its looks. Unlike the Chrysler the Reo was a very big car with a high chassis."

Based on nothing more exotic than a Reo Royal Eight production car, the frame was stiffened and the flathead straight-eight moved further back in the chassis to aid weight distribution. The engine capacity was then enlarged to seven litres, the duo adding downdraught carburettors imported from US hot rod pioneer Ed Winfield which, according to de Alzaga, "were thought to be the best you could buy at the time. Now I realise that they would be the best for a small Fiat and not for the Reo. Still, it was a good engine and we managed to get 180-190bhp from it, an improvement [over the original 135].

"We were trying to copy the »

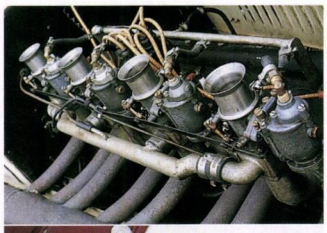




Main shot: Reo in flight. The car was rebuilt to the condition in which it last raced back in the mid '50s. Left: car running on skinny Dunlops during a Rafaela 500 race. It won in 1936 and '40

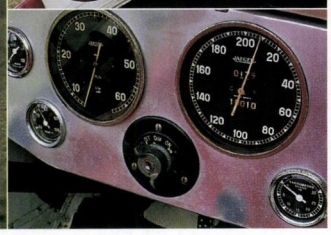

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Main shot: boat tail has hints of Bug' Type 35. From top: Winfield carbs "are better suited to baby Fiat"; car based on Reo production car; sparse ally dash; tacho reads to optimistic 6000rpm

Indianapolis type of car, as I had done with 'The Betty' of Benedicto Campos which was similar to a Miller. Problem was, the circuits in Argentina were very different to Indianapolis, which was smoother. Even so, there wasn't much competition for the car as it was so powerful. That is why it won so often."

And the Reo did just that, winning the arduous 1932 Gran Premio Argentino, a two-leg event that took in 960 miles of largely unpaved roads from Buenos Aires to Córdoba and back. A year later the prestigious ACA Premio Otoño fell to the Reo, but it was two years later that Blanco and his car's endurance were comprehensively tested as they vanquished rivals to win the Automóvil Club de Tres Arroyos – all 8845 miles of it. He would repeat this extraordinary feat in 1936, the same year he upset the odds to take the Rafaela 500 Miles race. Not expected to feature on the dust-compacted oval circuit, more commonly used for horse racing, he traded the lead with Carlos Arzani's 2.9 Alfa Romeo (a converted two-seater which set the fastest lap of 105mph, Blanco's best being 96) during a furious battle that led to journalists launching into hyperbole overload as they tried to describe the contest.

Quite aside from his sheer resilience in the heat of combat, Blanco's real forté was his finely honed mechanical sympathy. His great opponent Gaudino, talking to *Corsa*, expressed their differences in style: "It's true that he was a rival and we would argue, but outside of racing we were good friends and partners in many things. Most drivers used to race without caring for the consequences but Blanco had a very different way of competing. He used to really look after the car – to nurse it. For me that's not racing but he got such good results..."

Indeed. Despite his advancing years, he continued to campaign the Reo for decades, winning the Rafaela 500 Miles race once more in 1940, claiming the runner-up spot seven years later and third places in 1951 and 1954 – by which time he was near pensionable age. Blanco finally abandoned the Reo a year later. Not that retirement beckoned: he bought an Alfa and continued racing until shortly before his death in 1961. The car subsequently disappeared until the late '60s, when it was discovered languishing unloved in a field in rural Argentina. Fortunately its saviour, Roberto Vigneau, recognised its importance and, together with his father-in-law Busquet Serra, the car was rebuilt (as opposed to restored) to the same condition as it last raced, hence the wide track and gumball tyres. It's presently in the keep of a very enthusistic collector who read about the car as a child.

'Blanco finally abandoned the Reo in 1955'

If it's possible for an inanimate object to emit an aura, this one does, wearing its battle scars like a badge of honour. Blurry period images project a graceless and galumphing device, but in the metal it's glorious, being neither ugly nor pretty.

Yet it's with an air of trepidation that you approach driving this car. Perched on what passes for a seat, the original steering wheel fronts a simple dashboard formed from a sheet of aluminium and home to Jaeger instruments: the speedo reads to 200kph, the tachometer to an optimistic 6000rpm. The cockpit sides are cut away, slivers of daylight peeking through the panel gaps near your feet. Bodywork is in place, it seems, merely to keep you from getting pebble-dashed. Fat chance.

Once primed, the Reo erupts into life with a whirlwind of uncoordinated din, finally, reluctantly settling down to a lumpy idle. This ungodly bellow has to be heard to be believed. Loud is not the word. Select first on the three-speed dog-leg 'box, let up off the heavily burdened clutch, and under advisement you keep the revs well up, awkwardly whoops-a-daisying off the line as the rear Michelins redistribute a few tonnes of gravel.

The sheer amount of torque here is astounding. Change up at about 40mph and the Reo gets bogged down. Change back into first. Expecting some play in the steering, you're still forced to heave on two turns of lock just to keep it on the straight-ahead. Not that it »

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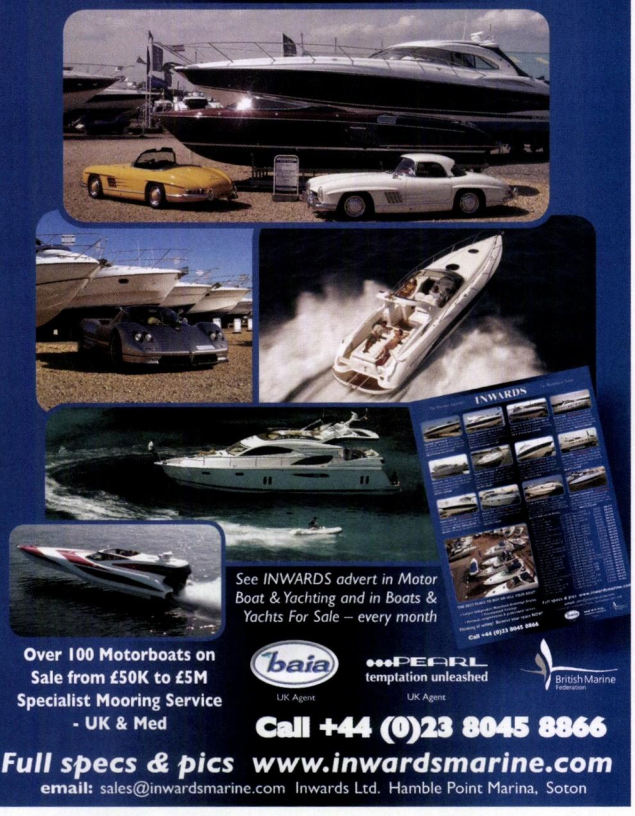
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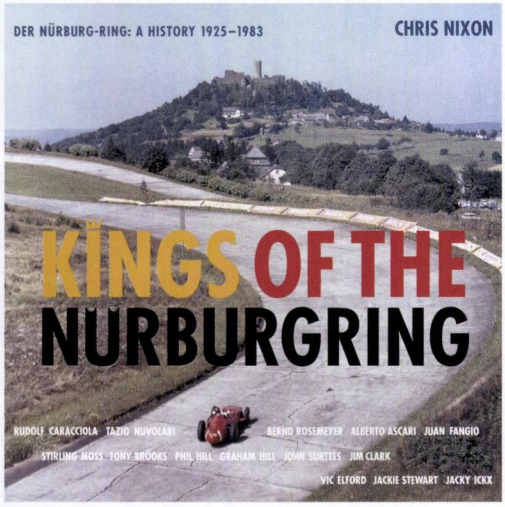
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Hudson hawked around mile ovals

It's all going wrong. Once known as 'The Miler' due to its success on one-mile sprint circuits, this wondrous Hudson has just given up the ghost after roughly half that distance, lost in a fug of smoke and shower of rust-coloured water erupting from the radiator. A shame, as it was fun while it lasted.

Like the Reo, it too was once one of Argentina's most hallowed pre-war racing cars, racking up column inches in the dailies as battles with Blanco's Reo captured the country's imagination. Typically its history is convoluted. Legend has it that the car was built in 1920, one of six machines prepared by the Hudson factory for an attack on the Indianapolis 500. Most local historians believe this legend is just that, reckoning that the car was built in Buenos Aires.

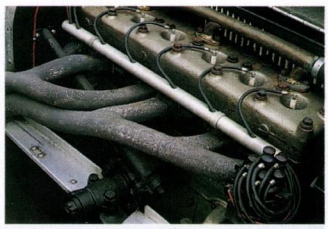
The Hudson's first recorded outing was in the Copa América race, driven to victory by Federico Serra Lima. Uruguay's Daniel Artagaveytía campaigned the car in the opening event on the La Tablada circuit (11 miles long around the outskirts of Córdoba city) on October 12 1923 and took the chequer. It then passed to Bernardo Duggan, who was similarly victorious with it.

But it was with Raúl Riganti that the Hudson proved its true worth. Born in 1893, 'Polenta' was one of Argentina's foremost drivers of the 1920s and '30s. Together with Ernesto Blanco and Italian-born Juan Antonio Gaudino, he formed a triumvirate of aces known as Los Tres Mosqueteros (The Three Musketeers) although success didn't stretch to international events. Three Indy 500 attempts resulted in just one finish: 14th in 1933 aboard his self-entered Chrysler.

Nevertheless, with the Hudson Riganti won the '24 Copa América (Blanco and his first Reo were fourth) and, two years later, he triumphed in the 500 Millas Argentinas with Blanco as runner-up. Then its history gets a little mired. Riganti is known to have raced three Hudsons and subsequent results are likely attributable to these later cars, this hard-charger competing into his 50s and surviving a horrific accident with Jorge Perin's Bugatti Type 35 at the Los Toboganes circuit in Esperanza in 1928. He died in 1970.

What is certain is that Riganti was a bit on the stumpy side. Trying to enshroud 5ft 9in of hack in the sparse cabin proves a feat of physical dexterity. It's worth the effort, though. Unlike the Reo, which looks every inch the hot rod, this 3-litre, straight-six monster appears to have been crafted with real care. From the beautifully sculptured flanks to the machined H-gate, the detailing on this car is a joy. By European standards the use of proprietary running gear might render it a mongrel, but there's an underlying pedigree here.

After 10 minutes' idling it's still in a decidedly grumpy mood. Mindful of the centre throttle and weedy rear drums (braking is by the exterior lever, the right pedal seemingly there for mere decoration), it takes off with some alacrity despite running on only four cylinders and then... Oh well.





Above: Hudson was once the car to beat on one-mile ovals in Argentina. Right: straight-six mounted quite low in the frame. Below: bodywork is well crafted from polished aluminium

'Each mile adds to your appreciation of Ernesto Blanco'

remains especially straight, each bump, camber change or twitch of the throttle launching it sideways in an instant. Yet the Reo remains pretty faithful with it. You can play with its attitude as long as your upper-body strength holds out. Walnuts or no walnuts, Ernesto Blanco must have had almost super-human reserves of vigour to drive this car at racing speeds over such long distances. On our dirt track the need for constant wheel twirling is as exhausting as it is exhilarating.

And despite the constant upgrades during the course of its competition career, there's predictably nothing as frivolous and unnecessary as servo assist to the four-wheel drums. Seemingly abyss-bound with every pump of the middle pedal, the secret to retardation, it would seem, is simply not to use the brakes until you're at about walking pace. You simply rely on the Reo's admittedly very impressive ability to traverse corners broadside to scrub off excess speed. What is surprising is the bump absorption from the massive leaf springs. Yes, you're often forced to cling to the wheel merely so as not to fall out, but it's nowhere near as bad as you might expect.

Nonetheless, each mile adds more to your appreciation of Ernesto Blanco. While his name might not be woven into the fabric of European motor racing lore, his efforts deserve veneration. In the words of Derek Smalls: "There's such a fine line between stupid and clever." You'd have to be altogether lacking in imagination to contemplate driving this car for days on end at racing speeds, especially on roads that are a stranger to tarmacadam. Yet in doing so, Blanco fired the imagination of others, one such as Juan Manuel Fangio, for which we should all be truly grateful.



Reo was cribbed off Chrysler Indycar

For your **eyes** only

A sportscar? No. It's a lost Audi rally car once shrouded in secrecy. Espionage by John McIlroy

It sits there, brooding, like some sulking schoolboy not allowed to play with his friends when he knows he could be the best striker on the pitch. Sporting a rear wing that makes the fearsome Pikes Peak Quattro E2 look tame and featuring curves which wouldn't have looked out of place on a Group C sports-prototype, this was to have been Audi's rallying future. A quiet corner of the company's museum in Ingolstadt houses this defiant statement from the same engineers who had brought such magic to the Quattro brand in the first place.

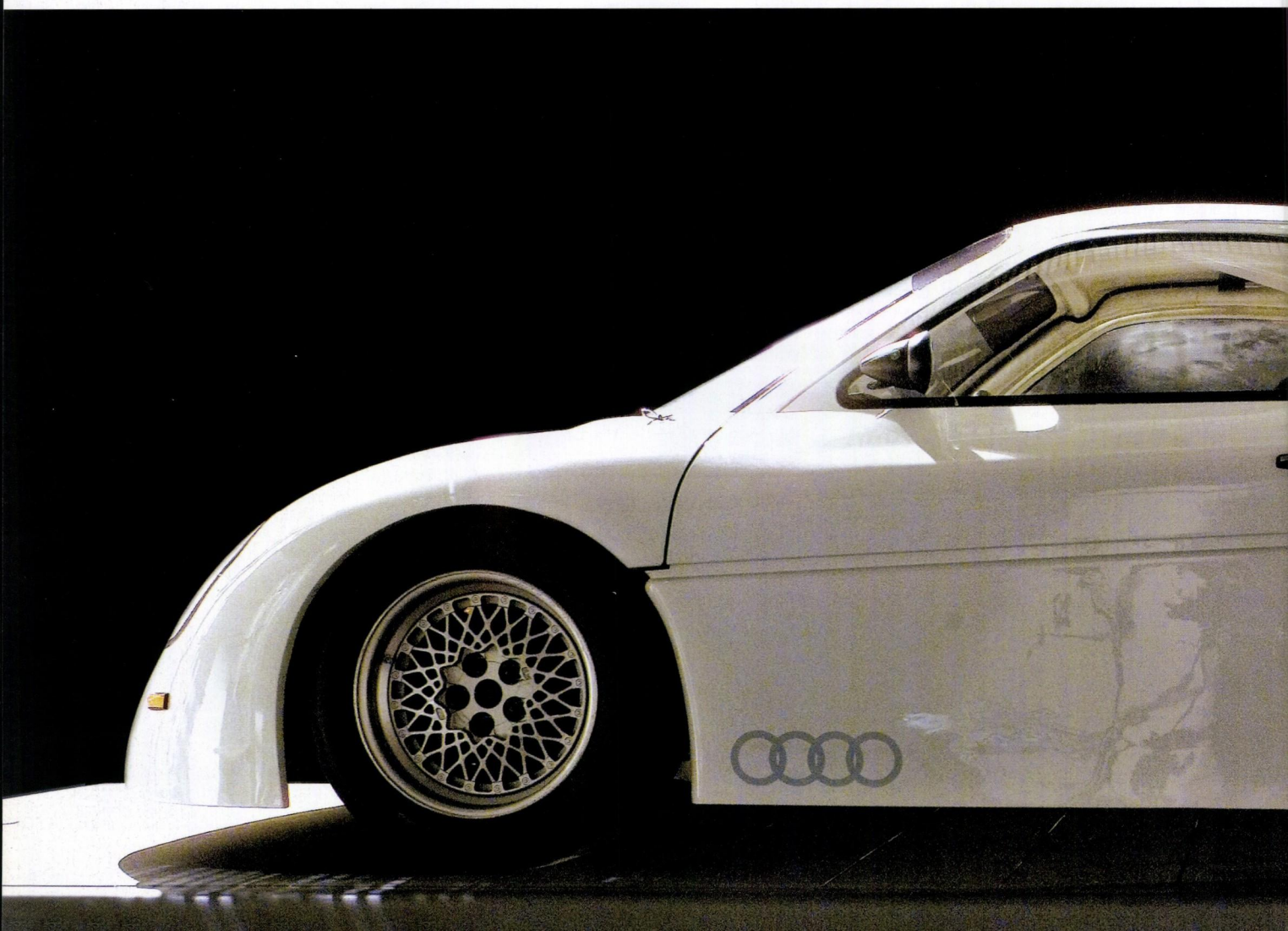
This was their answer to the Peugeot 205 Turbo 16 and Lancia Delta S4 – or rather it could have been. That is because the Group S Prototype is a car that was created against the wishes of the VW-Audi board, away from the official workshops in Ingolstadt and, if rumours are to be believed, without the knowledge of Ferdinand Piech, then the chairman of Audi. It's known as the Group S Prototype because it never had an official name. Because the car never officially existed.

Audi's attempts at mid-engined rally cars were as badly needed as they were secretive. The German manufacturer had stolen a march when it sneaked the four-wheel-drive Quattro in under the rule-makers' radar in 1980 and changed the sport's history. But within four years the idea of hanging the five-cylinder, turbocharged engine out over the front axle was looking increasingly old hat. Peugeot had the nimble mid-engined 205 T16 at its disposal, and on its day even the rear-wheel-drive mid-engined Lancia 037 could give the Quattro a bloody nose. The mid-engined Delta S4, with turbo and supercharging, was already in development.

Even as the marque secured the manufacturers' title in 1982, Audi team manager Roland Gumpert was aware that the Quattro would soon be fighting a losing battle. He knew that the advance of the mid-engined layout could leave the Audis just as exposed as their two-wheel-drive rivals had been two years earlier.

"When all the other competitors were coming with mid-engined cars designed only for rallying it seemed to me, as an engineer, to be unfair," says Gumpert. "We had created a rally concept that was based on a front-engined road car and it was now being compared to real, pure, mid-engined race cars. From a technical point of view they had to be quicker.

"We had some discussions in 1983 about which way we should go next but Ferdinand Piech wanted us to further develop the concept that was linked to the road car. The biggest problem with the Quattro was not the engine, which was very



Stefan Sauer. Martin Holmes

strong, but the weight distribution and the handling. So the easiest way to correct this was to create a shorter car. That was the Sport Quattro."

To call the Sport Quattro a quick fix would be inaccurate – because it didn't fix much. Improved power output mated to a nervous, twitchy chassis made for a real handful, and there was still plenty of understeer in slower corners. In fact it could be argued that the 1984 world champion, wily Swede Stig Blomqvist, did his title prospects no harm at all by sticking with the longer wheelbase of the 'old' Quattro A2 and avoiding teething troubles and lively handling as he racked up points.

The engineers in Ingolstadt had always suspected that a more radical solution would be required, however. "If the Sport Quattro was the first answer," says Gumpert, "the second one was that in the longer term it could only be mid-engined. So we started work almost at the same time, and by late 1984 we had a physical car ready to run."

Audi's superstar driver Walter Röhrl was equally keen to have a car that could compete with the sport's emerging talents. "We'd known for some time that the Sport Quattro was good on fast straights and fast corners," he says, "but the problem was the tight, slow corners – we had way too much understeer because there was too much weight in front of the axle. We saw from Peugeot that we needed to go mid-engined."

But by this point Audi Sport was not just under pressure on the stages. Audi had staked its reputation on the Quattro concept and it would mean a major backtrack in marketing terms to admit that front-engined wasn't good enough for competition. And although Piech gave tacit approval for the project, he didn't exactly go running to the VW-Audi board with a set of blueprints. Accordingly the car would have to be developed under previously unseen levels of security.

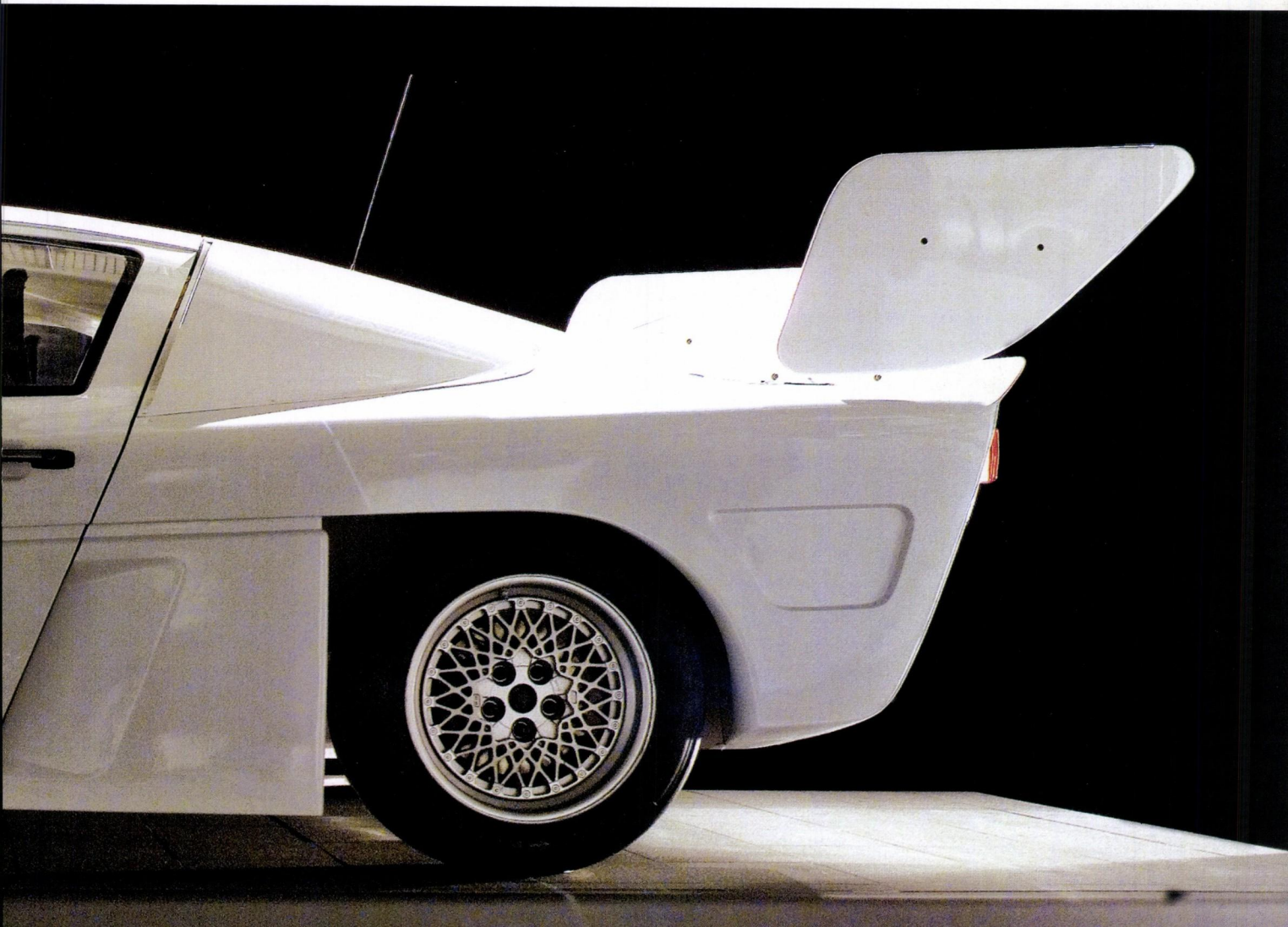
To achieve this Gumpert turned to the Cold War – or communist Czechoslovakia to be precise. Situated nearly 200 miles south of Prague and conveniently behind the Iron Curtain, the Desna test facility near Zlín had originally been conceived for Porsche, but with Audi ready to bankroll it further it became the unofficial home of the mid-engined Sport Quattro. Cars shipped in crates marked 'Kenya test' – to keep even the factory spies and mechanics guessing – began turning up in 1985, often alongside what would become the fully-winged Sport Quattro E2. And in return for the hard currency the locals constructed permanent workshops and obeyed police instructions to keep quiet. "I had a few good friends there," says Gumpert, "and the moment we went across the border we knew we were safe. We knew there wouldn't be any photographers or journalists hiding in the bushes." His confidence was well-placed – the Desna shots printed here (right) were taken by a local and did not surface until last year.

The mid-engined cars that tested looked nothing like the Group S »





Above: two shots of the mid-engined Audi at Desna tests. Quattro's squat looks are familiar, but that all changed with the Group S Prototype (below)



SIX OF THE BEST

Lancia D50 1:6th scale

hand built model by Patrice de Conto

Available through Grand Prix Models, £20,500



Yes, we know what you're thinking '£20,500 for a model car!?', but this is no ordinary miniature. French master craftsman Patrice de Conto has spent countless hours over the last 4 years researching and creating this amazing work of art. Approximately 10,000 components including 2,900 rivets go into each of these show stoppers and the attention to detail is staggering. Under the bonnet you will find a superbly realistic engine, complete with staining from overfilled fluids that will have you looking to check the levels. This realism continues throughout the model and you'll have to resist the temptation to climb into the cockpit and hit the starter button! The car modelled is that of Alberto Ascari from the 1955 Monaco Grand Prix. Production of this masterpiece is very limited with each model made to order, exclusivity is guaranteed.

Maserati 450S Costin-Zagato Le Mans 1957 1:24th scale

kit & hand built by Profil 24

PFL2432 (kit)/PFL2432PP (painted kit) /PFL2432M (built)

Available from Grand Prix Models, £85 (kit)/£125 (painted)/ £325 (built)



Profil 24 are leading manufacturers of easy to build kerbside resin kits, ideal for those who are new to modelling or perhaps haven't built a model for a decade or two! The kits consist of cleanly cast, well proportioned bodyshells, smaller resin castings, machined parts and photo-etched final details. The decoration such as race numbers and sponsors logos are on clearly printed decals. For those who want the challenge of building the model but lack the facilities or the confidence to achieve a good paint finish the entire range is available with pre-painted body shells, or if you prefer Profil will do all of the work for you and supply a fully finished model. The majority of the range covers subjects that have raced at Le Mans and range from slightly obscure subjects such as this Frank Costin styled coupe and the Matra 640 Choulet, to the legendary Porsche 917 and 962 machines. For any of these and a great many more 1:24th car kits, contact Grand Prix Models.

Ferrari 312B 1st French GP 1968 1:43rd scale

super-detailed hand built model by LP Creation

LPC025

Available from Grand Prix Models, £980



LP Creation's Pierre Laugier is one of Europe's leading exponents of the 1:43rd high detail hand built model. As a starting point he will take the best available kit of the subject in hand (in this case from French resin kit manufacturer Tenariv). Much of the original kit is then discarded to be replaced with scratch built components for the particular model. The custom made parts include exquisitely detailed engines, suspensions and cockpits, all fully plumbed and wired, and the superbly finished models are supplied with separate body panels so that all of this fine detail can be enjoyed. The car modelled here is that driven by the great Jacky Ickx to victory in the French Grand Prix at Rouen, a race run in treacherous conditions, there is also a Chris Amon British Grand Prix version available. There is a fine range of other Grand Prix and Can-Am racing cars from LP Creation. Contact Grand Prix Models for more details.

Lotus 59 F3 1st Rouen 1970 1:43rd scale

Painted resin kit & hand built by Axel'R

VHCK032 (kit) / VHCK032M (built)

Available from Grand Prix Models, £42.85 (kit) / £94.95 (built)



Axel'R is another range ideal for those new to model building, especially if you find the idea of the smaller 1:43rd models rather daunting. The main body castings of these well thought out kits are pre-painted, leaving simple assembly and detail painting before the application of clearly printed decals. For those who prefer to have the models ready made, the entire range is also available hand built. The subject here is one of many versions of the versatile Lotus 59 offered by Axel'R and accurately depicts the car with which James Hunt scored his first International victory, winning the Rouen F3 race in dramatic style from 18th on the grid! From the same maker there are also Lotus 59s in Formula Ford and Formula 2 specifications and they include many other subjects from the great British race car makers of the 1960s such as Chevron, Elva and Ginetta. A great range of very accessible models.

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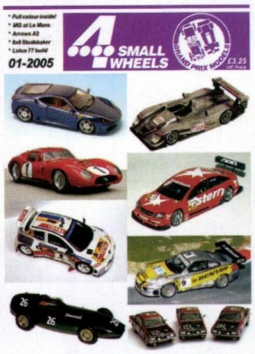
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Prototype – they resembled regular Sport Quattros, albeit with a tell-tale duct in the roof for engine cooling. Many of the mechanicals, including the five-cylinder motor, were lifted straight from the regular car. But Gumpert recalls: "It was pretty much quicker straight away. The engine was just as strong, of course, but the handling was much better just because of the weight distribution. We knew we had more work to do, but it did not take too many tests before we felt it was ready to allow Walter Röhrl behind the wheel."

Röhrl, the 1982 world champion, was by now the centre of Audi's rallying activities and, even though he had not driven the car at Desna, plans were quickly put in place for him to get a first run on a stretch of gravel road near Salzburg in Austria. Trouble was someone had tipped off the press and the media were crawling over the proposed site by the time the test team arrived. Petrified of blowing its thin veil of secrecy, Audi turned its trucks around and moved back across the border into Germany, where it found a few miles of (open) asphalt road in Bavaria.

There Röhrl would get his only taste of mid-engined Audi power. "I could tell straight away how much better it was," he recalls, smiling. "The road was just old asphalt – normal second-category roads, with a bit of twisty stuff and some fast sections. The impression I got was really good – as good as the Quattro Sport E2 straight away, in fact. Many times I've had cars which you have tested for 40 days to get to the same level as the old one. But this one was really impressive. The engine felt the same because it was just out of the Sport Quattro E2, but the handling made all the difference for me. It was so much better in the twisty stuff and it didn't get twitchy when the corners got faster.

"I remember the road wasn't too far back over the German border. They were so keen for me to try the car that they found the bit of open road, took out the car and we went for it. Nobody was expecting that, of course. But then after 40 or 50 kilometres I came over a brow and saw the police. I stopped and asked them, 'Why are you here? Did you know I was coming along this road?' and they said, 'No, we didn't know in advance. But we've heard you coming for the last 10 minutes!'

'It was as good as the Quattro Sport E2 straight away'

"They wanted to take a photo but I pleaded with them not to. So they said, 'Okay, Mr Röhrl, you can go and we won't take any pictures. But first we want to see you do a proper race start!' It was a good day."

But it wouldn't take long for the team's enthusiasm to be shattered. Unknown to Röhrl, a sole photographer had been tipped off on the revised test venue and a picture appeared in an Austrian magazine. The story put Piech in an extremely difficult position and instantly the entire project was in jeopardy. "We'd been teasing VW all the time with our rally successes and if we wanted to build and design a new concept then Dr Piech had to ask before the beginning of the work," says Gumpert. "And by this time Dr [Carl] Hahn at VW was already telling Piech that Audi should finish its sporting activities soon. Then in the newspaper he found out that instead of that we'd started with a new project. Directly against orders, basically..."

It didn't take long for the shockwaves to reach Audi Sport. Less than 48 hours after the photographs of the car appeared, all mid-engined rally machinery was dismantled right in front of Piech's eyes in the Ingolstadt workshops.

"I was so disappointed," said Röhrl, who stayed on with Audi to set new records at Pikes Peak and race in IMSA before jumping ship to Porsche's development team, with which he still works. "I only had one test with the car and did maybe 180 kilometres in total, but I knew even with that distance that it would have made Audi more competitive."

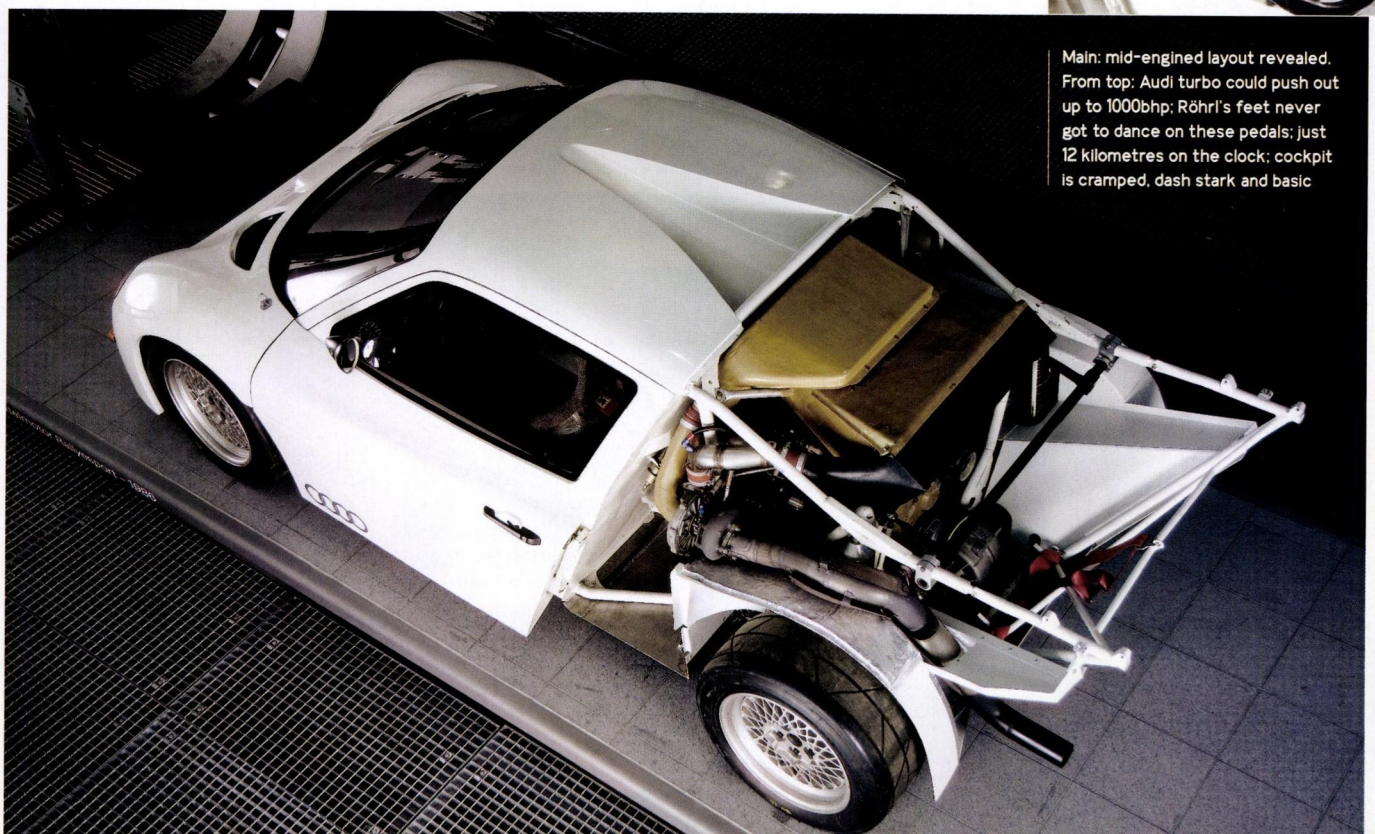
Work continued at Audi on »





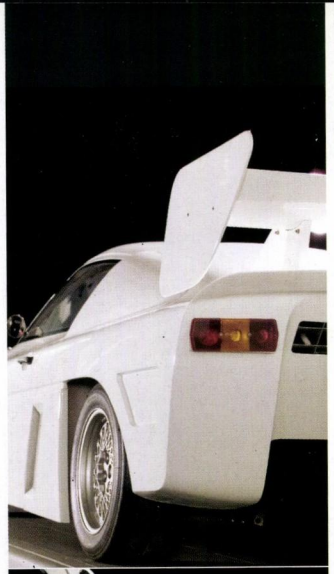


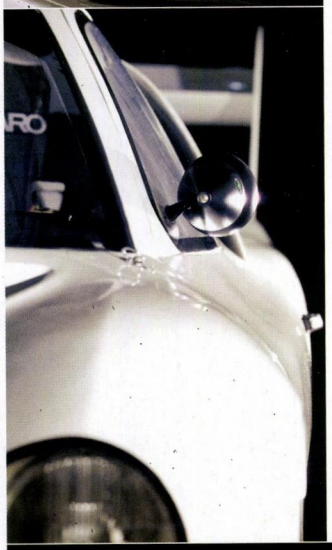




Main: mid-engined layout revealed. From top: Audi turbo could push out up to 1000bhp; Röhrl's feet never got to dance on these pedals; just 12 kilometres on the clock; cockpit is cramped, dash stark and basic

Stefan Sauer





the Quattro Sport E2 into early 1986, but the mid-engined concept had died as soon as the Austrian magazine had hit the newsstands. Or so it seemed. Several years after the death of Group B and the Group S category which was to have succeeded it, there emerged another mid-engined Audi rally car. Even now Gumpert is reluctant to divulge details beyond the fact that "more than one" was built, at least one was subsequently destroyed and that a surviving car – the Group S Prototype – is now in the museum. But unofficial sources say three examples existed – which leaves one car unaccounted for.

How on earth did any survive? "Let's say this – all of the cars that were *officially* built were destroyed. Dr Piech oversaw that personally," says Gumpert, who has recently moved into the sportscar business with his own Apollo concept. "But there was another car that was at an advanced stage that maybe wasn't official. Nobody even knew it existed. I think it was worked on somewhere else, maybe Neckarsulm [Audi's other production centre]. Perhaps we didn't even tell Dr Piech that it existed..."

A look around the car sitting in Ingolstadt's museum: the door is featherlight. A blend of glassfibre and other composites, it flexes through your fingers. Inside it's hard to see how Röhrl's gangly frame would have fitted under the low roofline. The switchgear is a mixture of bastardised Sport Quattro E2 material and one-off creations. And all the time you get the same chill through the spine that appears whenever you examine any Group B car and think of safety – the seat looks thin enough to spit through, those flexing doors allow lamentable side protection and a head-on collision doesn't bear thinking about.

The five-cylinder engine sits amidships, whopping turbo clearly visible, and when you consider that engineers had produced nigh on 1000bhp from these units the potential becomes evident. Sitting on asphalt springs, the prototype resembles a Le Mans racer rather than a rally car, but underneath there are extra pick-up points that would have allowed gravel suspension. There is no sign, however, of the PDK twin-clutch transmission that made occasional appearances on the Quattro Sport E2. One presumes that only so many parts could make it from Ingolstadt to the 'other workshop' without too many eyebrows being raised, and the PDK kit was rare enough to make it impossible to source for the secret project.

> 'All of the cars *officially* built were destroyed'

All the same, the thought of this little weight and this much power rocketing through 1980s roadside crowds is a terrifying prospect.

Röhrl is convinced that the Group S Prototype was never tested and the odometer, sitting pretty at just 12 kilometres, would indicate that he is correct. But as one old Audi engineer put it: "There was real excitement about this car because it was going to allow us to prove that we could have had the best car all along. We would have been better than the Peugeot, for sure – our engine was already the best and with a mid-engined design it would have been hard for them to have beaten us."

For now, though, it is a static exhibit in Ingolstadt, revolving gently as part of a display that hovers over new Quattro buyers who come to collect S4s and A3s direct from the factory. There are rumours, perhaps spurred on by this year being the 25th anniversary of the Quattro, that Audi is considering a restoration project that would allow the car to fire up its five cylinders once again, to perhaps take its mileage into treble figures and allow enthusiasts to see it move. Over 20 years after its creation, that seems to be the least that the Group S Prototype deserves. After all, showing it off in a museum is only telling half the story. M



Looks like a sports-prototype from these angles, above. But front profile is more kit car than rally supercar

Stefan Sauer

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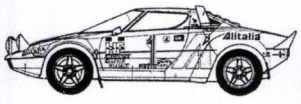
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A great all-rounder: Ruby prepares for USAC 100-mile race at Phoenix, '64. He starred on dirt ovals

Lloyd Ruby
A gem from the dirt

This quiet Texan went from midget racing to Indy, F1 and Le Mans. He talks to Harold Pace

Wichita Falls is a small, rustic Texas city just south of the Oklahoma border, and Lloyd Ruby has lived there most of his life – that is when he wasn't driving the wheels off everything from motorcycles to midgets, Ford GTs to Watson roadsters, Maseratis to NASCAR stockers and Lotus Formula One cars. In short he raced almost everything on wheels, and he raced them well.

Ruby, a quiet man with a mischievous twinkle in his eye, was born in 1928. By 17 he was racing Harley-Davidsons on the dirt tracks that dotted Texas and Oklahoma, winning much-needed prize money. Just as well – while his father's repair shop paid the bills, there was no change left for hobbies.

Ruby quickly progressed to midget racing, which was blossoming in the late '40s. His first racer was a homebuilt with a flathead Ford V8 owned by local businessmen Abe and Meyer Raben. Of his subsequent first drive in an Offy midget, Ruby remembers he "lucked out. The first time we ran it was at San Antonio. It was the Championship race and I accidentally won it."

He progressed to other teams, eventually landing a ride with Bob Nowicke, who ran a body shop in Chicago. Nowicke plugged him into a Kurtis-Offy and Ruby responded by winning 91 races and three championships in 1948 and '49. "We'd run every night, sometimes twice on Sundays," Ruby recalls. "He [Nowicke] would just turn me loose with it. I'd run Indianapolis on Friday night, then I'd tow to Chicago late that night. He had a garage and I'd pull in and go to a bedroom in his office and go to sleep. By the time I woke up he and his brother would have the car completely stripped down. They'd put in a fresh engine every week. We'd run there in Chicago Saturday night, then Sunday I'd take off again." Ruby towed and maintained the car himself on the road. Midget racing paid good money – he ranged from dirt tracks in Dallas to a board track in New York (and all venues in between) and began wearing the yellow straw Resistol cowboy hat that became his trademark.

Ruby won Oklahoma City Fairgrounds titles in 1950, '55 and '56 and headed East to run the lucrative Florida midget circuit, travelling and sharing lodging with another struggling Texan named AJ Foyt: "If I was doing good and he wasn't I'd loan him money. If AJ was doing good he'd loan me some." But by that time the era of the midgets was ebbing and Ruby began to look for other venues. He tried sprints and stock cars, but a sports-car ride changed his fortunes.

In 1957 Bobby Burns, a Wichita Falls businessman, had a shiny new

'If I was doing good I'd loan AJ money. He'd do the same'

Maserati 150S he wanted to race in the Sebring 12 Hours. His mechanic convinced him that Ruby was the driver he needed. Few start their road-racing careers with a paid ride at Sebring in a Maserati, but Ruby was up to the task. Unfortunately the car wasn't and it expired early.

But Ruby's growing reputation brought him to the attention of Ebb Rose, a Houston trucking company executive who owned a stable of midgets while racing Corvettes and exotica in SCCA races. First, Lloyd went to work for Rose and raced his midgets in USAC events. Then, in 1958, USAC started a professional road-racing series and Rose entered Ruby in a Maserati 300S. In '59 Rose added a 450S to the fleet and Ruby manhandled it to second in the championship.



Winning at Sacramento in USAC race, '64

Ruby also raced a 450S for Tennessee bottling tycoon J Frank Harrison. In 1961 Harrison upgraded his cache with a Lotus 18 Formula One car and, in '62, a Lotus 19 sportscar. His driver was a doubter at first. "I looked at that little old thing [the 19] and I thought, 'It might run through the turns but wait 'til I get to that straightaway!' I was wrong there too. That little old thing would run!" grins Ruby. At Laguna Seca in '62 he won one heat and finished a close second overall to Roger Penske's Zerex Special. In '63 a Ford 289cu in V8 replaced the Climax, a one-off body was fitted and Ruby drove it to a win in the Kent USRRC race. "It was a more powerful engine, but I wouldn't say it was any faster. It messed up the balance of the car."

Meanwhile, Ruby had taken the Lotus 18 to Watkins Glen for the 1961 United States Grand Prix. It was his first and only exposure to F1 racing and he didn't embarrass himself. After qualifying last on the grid, he worked his way up to 11th before a magneto drive failed. In '63 he put the 18 on the pole for a USAC race at Trenton, much to the consternation of the roadster drivers present, then battled for the lead with Foyt until the fragile Lotus 'queerbox' let him down.

Ruby's performances brought him to the attention of yet another Texan, Carroll Shelby, who was gathering a team for the Ford GT programme. He needed a teammate for the brilliant but prickly Ken Miles. Team members called the laid-back and affable Ruby and the intense and sarcastic Miles "the odd couple". Between driving stints Miles paced the pit wall, while Ruby would fall sound asleep. Much to everyone's surprise they hit it off, becoming close friends as well as a formidable driving team. "We liked the car set up the same way. The only thing I told him was, 'If it starts raining get your helmet!' I didn't like rain and he could run faster than anyone in the wet." The payoff came in 1965, when they »



Bob Tronolone LAT



Above: Ruby's '61 US GP ended in retirement. Main shot: Placing second at Riverside '59 in Maserati 450S

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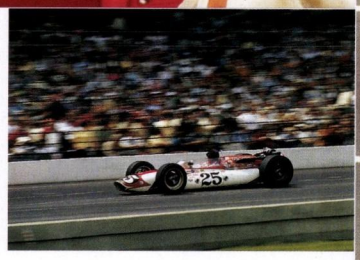
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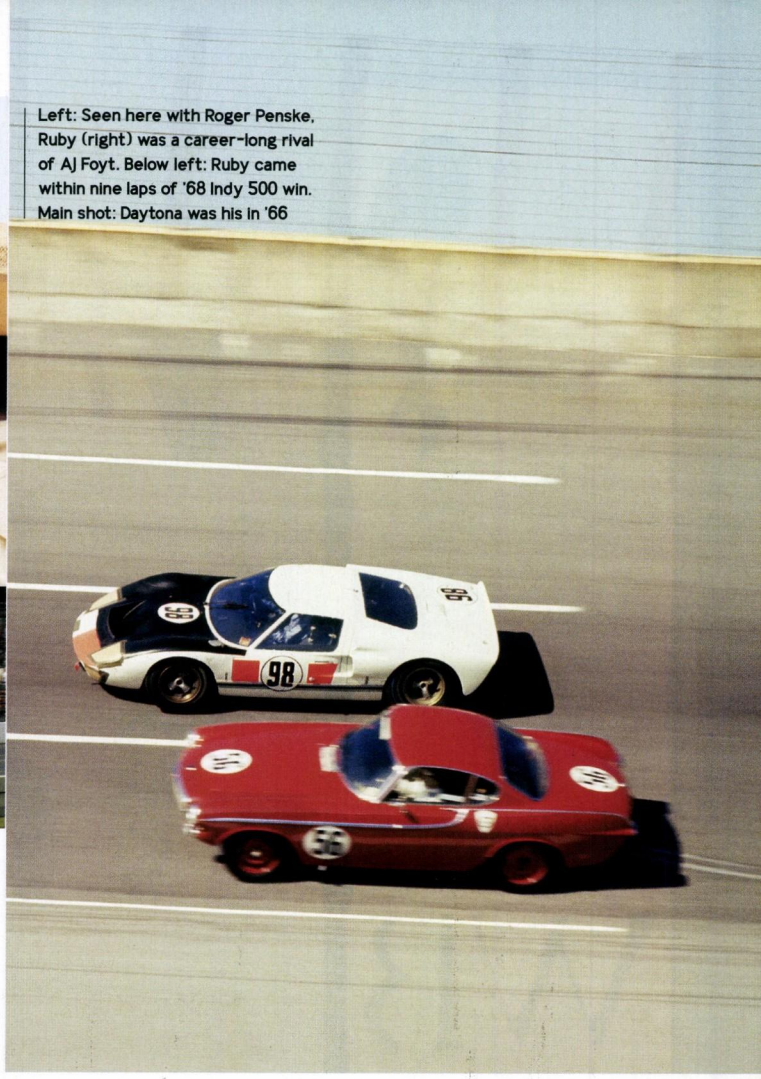


1956 Ferrari 625LM "Testa Rossa"

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Left: Seen here with Roger Penske, Ruby (right) was a career-long rival of AJ Foyt. Below left: Ruby came within nine laps of '68 Indy 500 win. Main shot: Daytona was his in '66

captured the hard fought Daytona 2000Km race in a Ford GT40.

The next season Miles and Ruby again conquered Daytona (now a 24-hour race) in a Ford GT MkII, then squeaked a win at Sebring in the one-off Ford X-1 roadster. Miles's death in a testing accident was a huge blow to Ruby, who still speaks in reverential terms of his former co-driver. In '67 he paired up with Foyt to take second at Sebring, but at Daytona the MkII he shared with Denny Hulme fell victim to gearbox woes.

At Le Mans Ruby and Hulme were in a new MkIV, but an accident put them out. Ruby was not sorry when the race was over: "Of all the tracks I have run on, Le Mans was my least favourite. You're going down that long straight – we were hitting 220mph – and you run into a fog bank and you can't see a damn thing. And about half the field are little cars that won't go 100mph and you're afraid you're going to hit one of them, but if you lift someone is going to get you in the rear."

Ruby's main target now became Indianapolis, where he eventually put in more than 75,000 race and test miles. His first 500 had been in 1960, when he drove a new Watson-Offy for JC Agajanian. "It was the only time in my career when I had a signed contract," says Ruby. He also has fond memories of the car builder: "AJ Watson was the kind of guy who could put on a white shirt, pick out his tools, crawl under a car and fix everything without ever getting dirty." He made the most of the opportunity, running as high as third and finishing seventh after running out of fuel with 11 laps to go.

In 1964 Ruby established his reputation with a fine third place behind Foyt and Rodger Ward (a scoring error may have deprived Ruby of second). Two years later Dan Gurney snapped up the Texan for his Eagle squad. For the first time Ruby led the 500, only for a cam to fail late in the race.

Ruby began driving cars built by his mechanic, Dave Laycock, and entered by his friend, Gene White. In '68 he had the race in the bag with nine laps to go when the coil went dead, dropping him to fifth. That was to become a recurring theme: Ruby often led, but mechanical maladies intervened each time.

An unusual modification proved terminal in 1973, when they were running a turbocharged Offy: "Laycock and I would always start the race by taking all the instruments

'Of all the tracks I ran, Le Mans was my least favourite'

off the car. If you lost oil pressure you would have to be looking right at the gauge when it happened to shut it off in time. And you might have a gauge go out and then you'd be spraying oil. So we just took them all out." Ruby didn't have time to look at them anyway, as he shifted by sound and track position. But the turbocharged engine was so much faster that he overrevved it and broke four valves. "That car was really quick. Boy, when that turbo came in you'd better have it straight!"

Probably Ruby's finest car was the works McLaren he drove in 1975, teamed with '74 winner Johnny Rutherford. The team was having teething trouble and was unable to sort the cars out. Lloyd convinced the McLaren crew to let him set up the car and things quickly improved, but unfortunately the Ruby 'luck' struck again. A mechanic, starting the engine on race morning as a final check, forgot to shut off the fuel system afterwards. Methanol drained into the cylinders and washed down the bores. Although the problem was caught before the race, the damage was done: Ruby was out on lap seven.

In 1976 and '77 Ruby ran second-string cars with nothing to show for it. The next year Gene White made arrangements to buy Danny Ongais's back-up car from the Parnelli team, but before they took delivery 'On The Gas' destroyed it in a testing accident. Parnelli offered another chassis, but ran out of engines before race day. White asked Ruby what to do next and got the reply, "Why don't we just quit?"

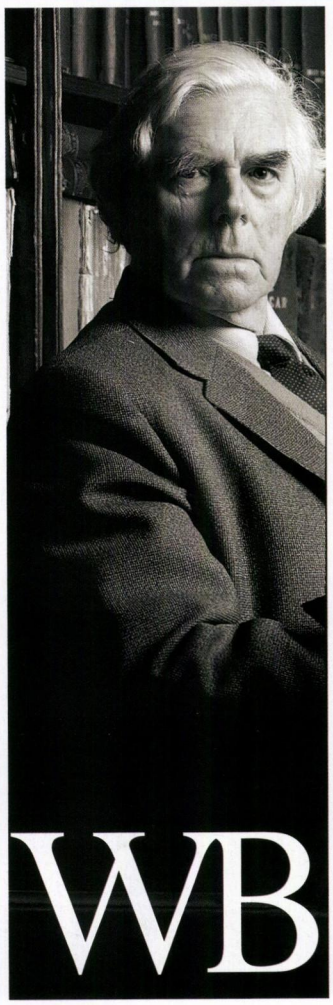
Getting out of racing wasn't easy the first year or so, but eventually Ruby became involved in oil drilling and had plenty to keep himself busy in Wichita Falls with Peggy, his wife of 52 years, and frequent golf games with Parnelli Jones.

Ruby has made two exceptions to his retirement. In 1993 he participated in the Fast Masters, a Jaguar PR fiasco involving the televised destruction of XJ220s by retired racers. By then aged 65, he was making a run on Bob Bondurant in one heat when the two cars touched, then spun out with terminal results. Bondurant was furious, but an unfazed Ruby was convinced he had added to the spectator interest!

In 2003 a similar event at Texas Motor Speedway put retired racers in small-scale replicas of Indy roadsters powered by 'bike engines. Ruby finished third, proving that the touch was still there.

Back in Wichita Falls, Ruby has a group of friends who meet daily in a converted repair garage to swap tales, play gin rummy, cook food and drink an ice-cold beer or two. For Lloyd Ruby, life is good. M

Bob Tronolone Murenbeeld/LAT LAT



WB



Staniland very nearly took Cobb's Outer Circuit record in his Multi-Union special

Remembering

A number of competitors both rode motorcycles and drove cars at Brooklands, such as Freddie Dixon, Vic Horsman, Wal Handley, Pat Driscoll, Bert Denly, Mike Couper and Charles Mortimer, etc. One of the truly outstanding ones was Christopher Stainbank Staniland, who was also a skilled pilot.

He was born in 1905, in Finchley, North London, of a previously Lincolnshire family which had lived at Abbey House, Keddington. His mother was a JP, whose husband was killed in action in 1915. When Brooklands Track was discovered they moved south to be near it. Staniland rode there first in 1923, winning a scratch race on a 248cc Velocette. A good start! The following year he won three times on an OHV 490cc Norton. Then in 1925 he joined Nigel Spring and Pat Driscoll to take a first and second place and long-distance records, and won the 200-mile sidecar race, still as a private owner, on a 588cc Norton, at record speeds.

Staniland then joined the RAF, and in 1930 was made a member of the High Speed Flight which prepared and flew the Schneider Trophy racing seaplanes. Still with Service rank, he joined the Fairey Aviation Company at its countrified aerodrome, since obliterated by the complex of Heathrow Airport. Following the resignation of Capt Norman Macmillan and the death of McMullin while flying a Blackburn Bluebird light aeroplane, Staniland took over the position of chief test pilot, testing and demonstrating such renowned aeroplanes and seaplanes as the Fairey Fox torpedo-bomber with a Curtiss engine, which caused consternation by being faster than the RAF's latest fighters.

Staniland had a narrow escape while he was spin-testing a Bristol-engined TSR1 biplane. At 14,000ft it refused to respond and he decided to bale out. The g-forces threw him back into the rear cockpit but he fought his way clear and watched the aeroplane crash at Langford. The story goes that, having discarded his 'chute, he walked back to see that the wreck was guarded. Two policemen had already got there and asked, as policemen do, if he had seen the crash. "Yes," replied Staniland, "I had a very good view of it."

He did not neglect motorcycle racing, winning the 1000cc Sidecar Handicap with the larger Norton, then having two easy first places and setting a few more records. Now riding professionally for J S 'Wooly'





Above: Staniland was a skilled test pilot. Below: CS always smart in white overalls





Winning at Phoenix Park in 1938 in the Multi-Union, his 8C Alfa-based machine

Chris Staniland

Worters on Excelsior machines, CS won a great many races. Worters also tuned his Bugatti.

His prowess as a bike rider can be judged by the fact that in the classes for which the BMCRC gave Gold Stars to those lapping Brooklands at over 100mph, Staniland gained these in 350, 500 and 750cc brackets, and by 1929 he had won four BMCRC 200-mile races. CS was now an RAF Flight Lieutenant, and had entered a Simmonds Spartan (G-AAGN) for the 1929 King's Cup Race.

From 1926 Staniland was racing solo and sidecar 'bikes and cars. He was second in his very first car race in his 2-litre straight-eight Bugatti with a lap at 103.3mph, and he then won the all-Bugatti Handicap for the Ettore Bugatti Cup and took two further third places and Class E records. In 1927 CS got a second and a third place and in 1928 in a supercharged 1½-litre Bugatti he won four times and had one second, gaining his 120mph badge. The following season CS was third in four races but the Riley in the Double-12 broke its crankshaft. The spectators admired this proficient, professional, fun-loving driver in his white overalls and matching linen helmet who in 1930 won in both a s/c Bugatti lined down to 1092cc (lap speed 111.67mph) and the 1½-litre Bugatti, broke more class records and was fourth in the 1931 Mountain Championship race. And he was fifth in the 1932 BRDC 500, sharing a Riley with Malcolm Campbell.

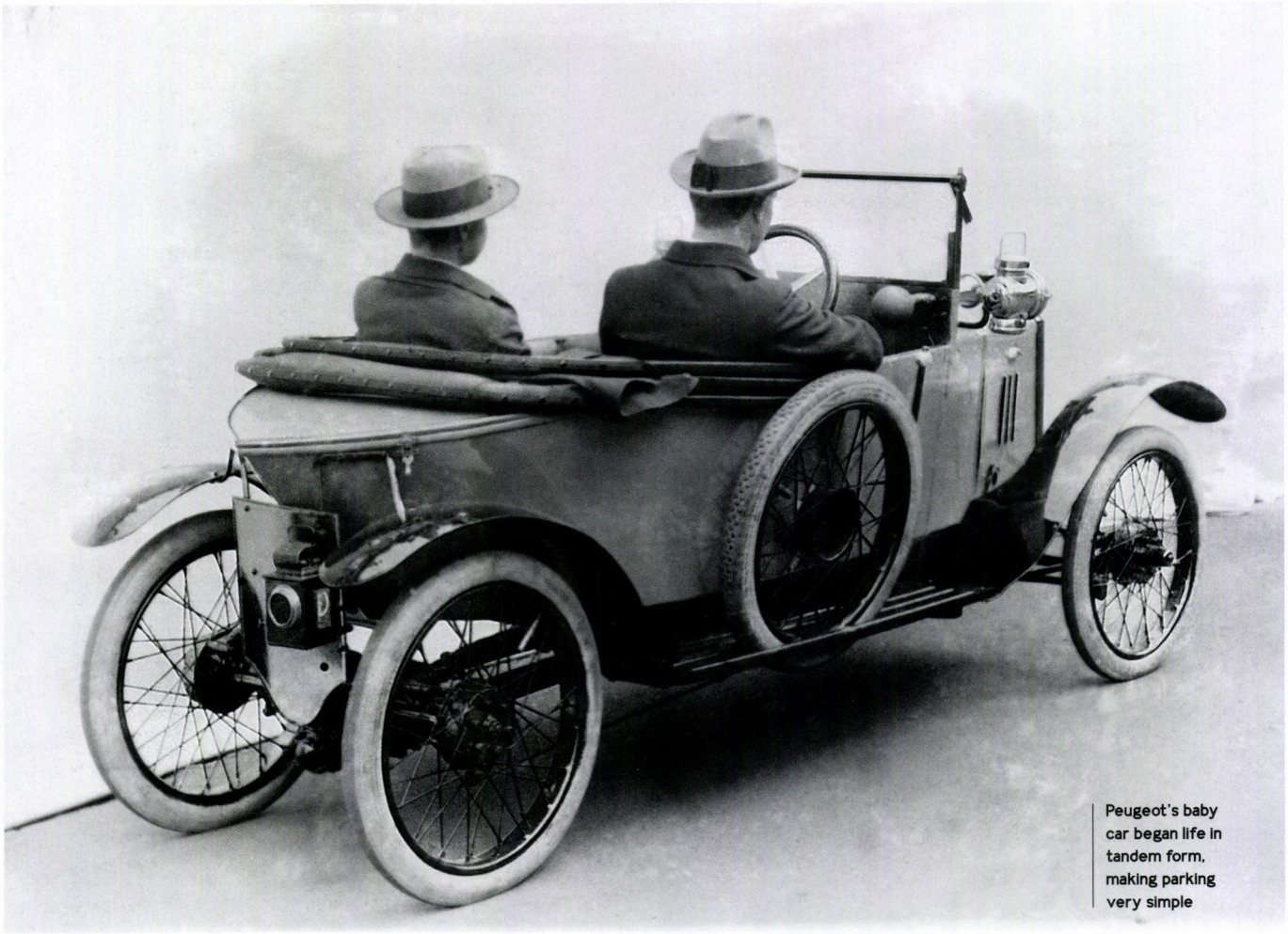
There was now less time for racing but CS shared one of the 4-litre Sunbeams with Campbell during the 1933 JCC International Trophy race until the supercharger drive failed, and in 1934 drove a T51 Bugatti in the Isle of Man and Dieppe road races, but it retired. His T51 also retired from the 1935 International Trophy, but at the Track he lapped at 133.16mph in the Gold Star Handicap in a 2.3 GP Bugatti. He also went out to Utah with Bert Denly to drive as part of George Eyston's team which took the 24-hour record to 140.42mph with 'Speed of the Wind'.

CS then acquired the ex-Sommer 2.9 Alfa Romeo but the differential failed in the British Empire Trophy race. Otherwise engaged in 1937, CS returned in 1938 for Dunlop's Brooklands Meeting and won the first outer-circuit race in his 'new' Multi-Union (a highly modified P3 Alfa), lapping quickest in the road-circuit handicap. In October he won again, with a 141.49mph lap and was second to Raymond Mays' ERA in the 10-lap Mountain Championship in the Multi-Union, a car as versatile as its driver. He also won a scratch race at Phoenix Park. At the final Track season Staniland rested the Multi-Union, ready for his attack on John Cobb's lap record. But the modified 3-litre Alfa Romeo engine was sick, so Cobb's speed in his 24-litre Napier Railton was unbeaten by 0.98sec.

At Donington Park he drove the Bugatti (two thirds), the Alfa Romeo and Mays' Riley Six. Staniland had driven in a total of five Ulster TTs, finishing first in class and fifth out of 19 finishers in Victor Riley's 1931 Riley 9 team.

This very versatile rider, driver and pilot was killed in unexplained circumstances on June 28 1942, testing a Fairey Firefly monoplane.

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Peugeot's baby car began life in tandem form, making parking very simple

The battle of the babies

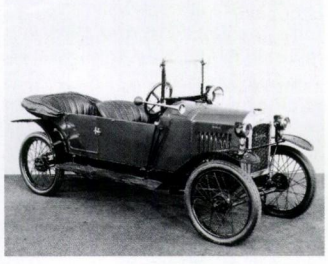
To cope with the post-WWI increase in the number of people able to indulge in the new motoring boom, an astonishing selection of cyclecars were on offer, many of them crude, among which one does not include the GN and Morgan three-wheeler. Some makers took halfway steps, with specifications combining those of both simple and conventional cars, of which the flat-twin air-cooled Rover Eight was one of the best.

However, a few manufacturers went for big-car technical make-up but baby-car proportions. Peugeot and Austin both took this line. This is no 'chicken or egg' problem; the long-established French company had its example out in 1919, whereas Austin's now immortal baby was not fully weaned until 1922.

There are some who believe that Sir Herbert Austin looked toward the Peugeot Quadrilette for inspiration; others disagree. After all, it was commonplace for manufacturers to look at other makers' cars in planning their own, from Rolls-Royce downwards, and we know that Herbert Austin had a Hudson Super Six to study while drawing up his Twenty.

Incidentally, I have no compunction about referring to the A7 in *MotorSport*. That erudite enthusiast Sandy Skinner once said that everyone should have at least one of these cars in their possession (we have four in the barn) and anyway, look at the very successful and prolonged history of these little cars in the fields of racing and record-breaking.

Those who cite the Peugeot's transverse front spring and its tiny four-cylinder engine as being likely to have influenced Pa Austin's



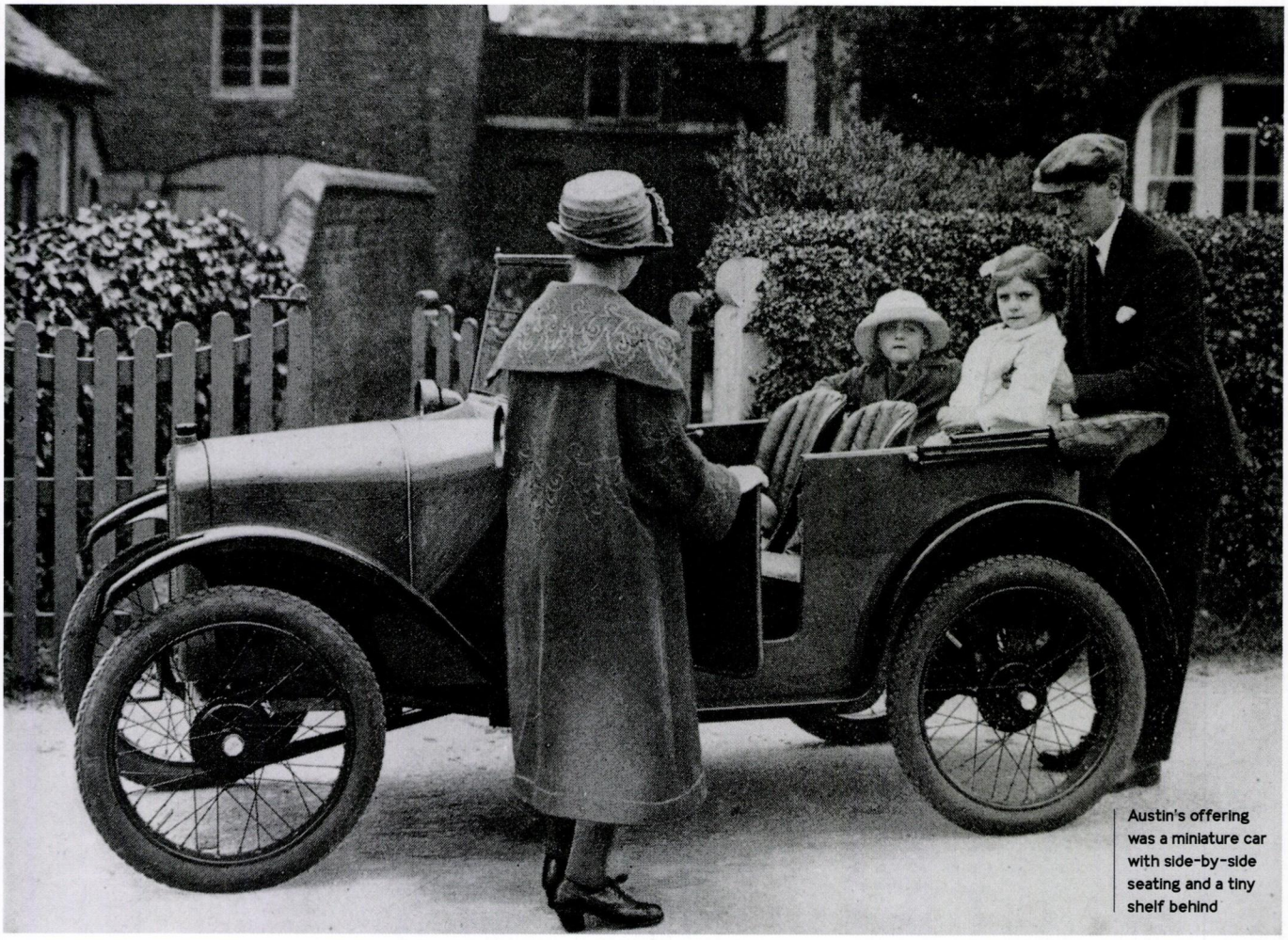
Narrow Pug track meant no need for diff

conception of his Baby might, in my view, have added the half-torque tube, half-open shaft transmission of the Quad. Indeed, this may have steered Austin, a racing driver himself in the pioneer days, away from crudity towards a proper small car in miniature. He said that this would spell the death knell of the motorcycle and sidecar and it did indeed partly do that, and brought devastation to those half-and-half productions, challenging even the admirable Rover 8.

Peugeot had raced a baby before the war, when it made the Peugeot Bébé under licence to Bugatti, this 850cc four-cylinder miniature car being another of Ettore's individual designs. But the Quadrilette was Peugeot's own. It was very ingenious, being tandem seated for two, and thus so very narrow that it could be garaged in a small shed or even in an alleyway between blocks of flats, like those found in the poorer districts of French towns.

To this end it had parallel punt-type side members whereas Austin went for side-by-side seating with a narrow shelf behind for luggage or two small children, and so used his distinctive channel-section A-frame.

By 1921 the Pug's tandem layout had been changed for conventional



Austin's offering was a miniature car with side-by-side seating and a tiny shelf behind

side-by-side seating, the passenger's seat set back, which the long-legged must have appreciated, and with a small locker behind the driver's seat. The Peugeot's wheelbase was 7ft 7in, the Austin's a mere 6ft 3in, though eventually increased to 6ft 9in.

Peugeot's Quad was intended for the 1919 Paris Salon but, for some reason never explained, it wasn't there. Whatever the problem, it was soon rectified, enabling demonstration cars to be stationed outside. The Quad's engine size, 50x85mm (667cc, £7 tax) may or may not have influenced Austin's 55x75mm (696cc), soon changed to 747cc (£8 tax) either for more power for the production cars or to compete in 750cc-class record bids and racing; we shall never know.

The Peugeot had a ball-bearing crankshaft, Austin used a ball and a roller bearing. Peugeot had big-end lubrication by trough, Austin used jet oil-feed to the big ends. The French baby's cylinder head was non-detachable, its two valve caps covering a pair of minute valves. Peugeot avoided a differential by having a 2ft 6in rear track, with a worm back axle incorporating the gearbox; Austin used a conventional bevel back axle. Peugeot increased its engine size to 51x88mm (719cc) from 1924 for the 7/12hp model, later named the 7/17.

It survived to 1929, needing by then a 7.25 to 1 top gear to row it along; the A7 managed with 4.9, later 5.25:1. Sir Herbert had led the way with four-wheel brakes, which would have been greeted as a notable innovation had they not been disappointingly ineffective. Peugeot didn't give its baby four-wheel brakes until 1928.

By 1925 Peugeot had a racing twin-cam version and was even experimenting with supercharging. At Monza Camuzet had set class records of up to 24 hours, but in 1927 Boyd Carpenter and Chase retook all but the 24 hours, with the twin Solex-carburettor A7 'Mrs Jo Jo'. Peugeot's supercharging experiments may have prompted Austin to follow suit, claiming to get 43bhp at 5000rpm to the French company's 42bhp at 5600rpm.

Perils of photo-fakery

Lots of motor racing history is being written nowadays, but beware of what some photographs appear to be telling you. Jenks, who described himself as an enthusiast, not a journalist, warned me of this. He pointed out a picture of a Bentley stuck onto a cut-out of the Le Mans pits, another of a T59 Bugatti with left-hand steering (as its race number was 1, the print could be reversed without the number giving things away) and a left-hand-drive TT Talbot when both cars had RHD. In this picture the number had been touched up to show the winner's number.

He told me also of a shot of an Alfa Romeo 159 with its supercharger on the right, and another showing a 250F Maserati with left-hand carburettors. Told of this, those responsible said it simply could not happen, and never with colour printing! I could see DSJ's eyebrows rise and his beard turn white.... Especially when he discovered a picture of Whitney Straight's 2½-litre Maserati cornering at Brooklands Fork hairpin followed by an exactly similar car, both drivers wearing exactly the same helmets. A scissors-and-paste fake, of course.

I had proof of this when I once ordered a fine shot of two famous cars on the Brooklands banking, to frame for my study, but was supplied with a fine print of - just the banking. The cars had been cut out and stuck on, as with those Maser twins! All of these counterfeit pictures appeared in top motor magazines, but I will be decent and won't name them.

To emphasise how easily misleading errors can happen, DSJ told me about sitting beside Patrick Head, the Williams designer, on an aeroplane when he noticed that Head was reading his magazine upside down.

"Are you alright?" asked DSJ. "Yes," came the answer, "but the picture of the new Brabham gearbox is upside-down". In this case I will be honest - it was in *MotorSport*, but this was long ago, in 1979.

LAT



Dixon's 'Red Mongrel' single-seater in the 1933 '500'. Note the radiator cowling flipped open

Speed in the dock again

I have sometimes wondered where owners of cars costing six figures and capable of speeds of around 200mph can enjoy the top pace of their costly possessions – or do they buy them for their other qualities? Whatever, the high top speed must surely appeal; and remember, years ago a good E-type Jaguar would do 150mph.

The *Daily Mail* has answered my curiosity about where such pace can be tested, reporting that the driver of a Porsche 911 Turbo had been timed by a police radar gun at 173mph between junctions 8 and 9 of the M25 (approximately six miles).

This caused Brigitte Chaudhry of Roadpeace to say that this was totally reckless and that it was a miracle that no one was killed or injured.

She was not in the car, so how does she know? Without in any way condoning law-breaking, it does seem to me that if the fast lane of the motorway was visibly clear all the way ahead, and as the Porsche's speed was such that no other vehicle would catch it from the middle lane and try to cut dangerously in front of it, and as pedestrians, foolish or otherwise, are prohibited from motorways, her criticisms were quite unjustified.

Foolish, yes; defying the legal speed limit, yes, but criminally dangerous? The case was thrown out of court, the Porsche driver not called to give evidence. But this did not stop the Roadpeace lady from contributing her opinion to the prevailing war on motorists...

Dixon's 'Mongrel' unleashed

I have a special liking for cars built for track racing. Because Brooklands was used for such events for so many years, the 'Mountain' and Campbell road circuits (from 1930 and 1937 respectively) calling for hard braking and good acceleration, pure outer-circuit cars abounded. I am not proposing which was the best, but I do find Freddie Dixon's Riley Nine 'Red Mongrel' high on my list.

After racing Rileys in the TT, Freddie decided to build a single-seater for the 1932 BRDC 500 Mile Race only 32 days before the event.

He set about this with his usual exacting standards. Jonas Woodhead made quarter-elliptic back springs to FD's specifications; they were anchored inside the chassis side-members and to a normal back axle by simple anchorages in order to avoid welding. Only two cross-members braced the chassis, but the engine, supplied by Percy Riley, was specially mounted.

A 22in wide stressed-skin body was fitted, and to reduce drag Dixon's mechanic Les Ainsley was given the unenviable task of counting the holes in a normal Riley radiator. Dixon then enclosed the rad entirely, except for a 22x1¼in base opening, the cooling area equal to a normal one. The rear track was reduced to 3ft and a 30gal tank made up and held down by steel straps.

The cockpit was so cramped that a handlebar control replaced a steering wheel, and Dixon sat on motorcycle saddle springs strung across the chassis. The spare TT engine was given an SU carburettor for each cylinder, with Freddie's secret special mounting and throttle arrangement. It gave 70 (later 77) bhp at 6000rpm on 11:1 compression, and 14mpg of alcohol fuel.

Finished just in time for the '500', it is a fallacy that Freddie drove it illegally from Macclesfield to Brooklands – it had temporary mudguards and numberplates.

Dixon had a terribly hard ride in the '500' and was glad when the petrol tank began to leak. However, with the compression now raised to 13.5:1, he took long-distance Class G records up to the 200km mark at 110.67mph in pouring rain – timekeeper 'Ebby' asking "how long will you run?" and getting the answer "until the bloody thing bursts."

In the 1933 '500' a faulty piston stopped the 'Mongrel', and again in the International Trophy race, now with four-wheel brakes, but it was second in a BARC race with a lap of 113.19mph. In '34 'Mongrel' had two wins, but in the British Empire Trophy the plunger oil pump failed. It was not seen again after that.

Prima donna of the track

Lady racing drivers have gained praise in recent times, with the book *Fast Women* and my own references to their achievements in *MotorSport*. Not so well recorded has been the race and rally story of Nancy Mitchell. Denis Jenkinson referred to her as the *prima donna* of the 1956 Mille Miglia, in which she drove the whole race herself, never having seen the course before, in pouring rain behind a tiny aeroscreen in an MGA. She came fifth in class, the only all-women equipe to finish, her passenger Pat Faishney.

Gilberte Thirion, the Belgian girl driving on her own in a Renault Dauphine, beat many male drivers, and Annie Bousquet in a Triumph TR2 was so cold and stiff she could not get her keep-awake pills from her pocket or change gear in the later stages of the race.



Nancy Mitchell, a successful race and rally driver in the '50s, with some of her prizes

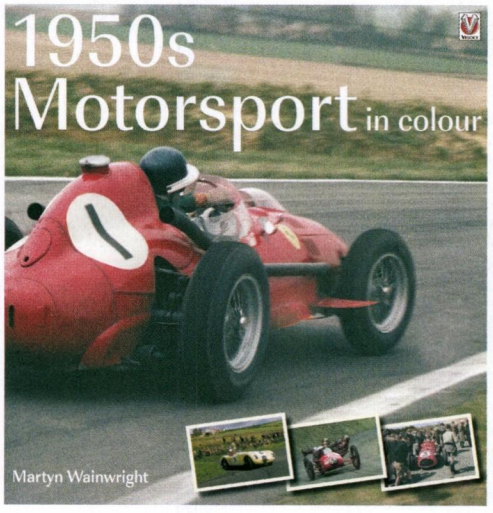
Those were the days...

Among the motoring and motor racing books from Veloce Publishing, apart from their histories of cars from AC to VW, are those devoted to competition.

Of these I have enjoyed *1950s Motorsport in Colour* by Martin Wainwright, with its wide range of photographs of British racing from a period of which we are used only to seeing black-and-white shots.

Also very useful as well as being fine pictorial records of the events described are *Motor Racing at Brands Hatch in the Seventies* by Chas Parker, *The Brighton Speed Trials* by Tony Gardiner, concentrating on the 1960s to the '80s but listing all the car FTDs from the event's beginnings in 1905, and *Motor Racing at Goodwood in the Sixties*, also by Gardiner. The colour illustrations in these books are of absolute top quality.

Austerity Motoring from Armistice until the Mid-Fifties by Malcolm Bobbitt, featuring low-cost motoring through the first half of the 20th century, is another tonic for those who like recalling the motoring of those days. Indeed, Veloce combines these welcome 'look back' books under the label 'Those Were the Days'.



Enduring love of the 911

The Porsche 911 in all its manifestations has been an extremely popular car, as Denis Jenkinson used to remind readers of *MotorSport*. To endorse this, Motorbooks has published *Porsche 911 – Enduring Values* (ISBN 0 7603 2121 5, £24.99) in an English edition, suitable for coffee tables with sturdy legs. In 157 large pages it depicts all manner of illustrations intended to enhance love for the 911.

Authors Jutta Deiss, Elmar Brümmer and Reiner Schloz have called up every kind of publicity puff. In one instance the 911 is likened to a lady's black dress, and we are told that a 911 is tuned to six beats in the bar and also appeals to the human senses of touch and smell, 220 workers under Detlev Hans taking deep breaths in the factory to ensure that a Carrera's 'saddlery' has the desired scent.

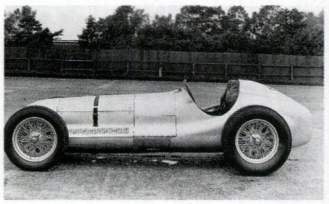
A girl with splendid legs has her car's door open, presumably before closing it to enjoy inhaling. Readers are reminded that while Daddy is selecting his new Porsche, his son may ride home on a Porsche bicycle, with a Porsche computer game strapped on behind, and that a 911 owner is 'lord' of a car ahead of its time yet owing a debt to tradition. And it goes on... But Stefan Warter does his best with the photographs...



Maybe I am an old-fashioned fool but I dislike the use of 'sat' for 'sitting' - "we were sat in the front row", for example. So dismay overwhelmed me when I was made to say in March's Lancia story that a Lancia Kappa had push-rods 'sat' within the block. Not in my write-up, it didn't; they were 'set' therein.

They were LGOC (London General Omnibus Company, not LGDC) 'buses which were used as troop carriers on the Western Front in 1914-18. Open-top, solid-tyred B-types, often with their civilian drivers.

Jenks wanted me to run in *MotorSport* a monthly series of 'Gone for Ever' racing cars, quoting a FN-BMW raced in the TT, then converted into the single-seater F2 OBM, the Alfa Bimotore which became the Alfa-Aitken, an 1100cc Maserati which turned into the Appleton Special, Mays's TT Vauxhall emerging as the Vauxhall-Villiers, and several Specials which lost their originality, like the twin-JAP-powered Fuzzi which changed into the Ford V8-engined Fuzzi II, and of course the P3 which ended up as the Multi-Union (below). DSJ was also, by 1979, unhappy about four more replica 250F Maseratis, two more such Dino V6s and D-type Jags, and a 'new' Bimotore Alfa.



Why do cars have to be 'sexy'? The latest to be so described is the newest Maserati, and TV advertisements emphasise the situation. A car can be attractive, beautiful even, but it seems an unhealthy trend to stand admiring the lines of your car, and perhaps hoping your neighbours will do likewise, when what you should be doing is enjoying driving it. If I had such a car that would be my aim. It is none of my business as to for what purpose you employ a car, especially by those who have old-fashioned parents and cannot afford hotels. The term motorsport covers everything from F1 to a limousine with blinds drawn - one of our readers once sent us a letter describing what he could accomplish in his Austin-Healey Sprite... But this doesn't mean the car has to look 'sexy', an idea never expressed in older times.

ALAN

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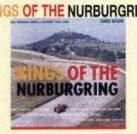
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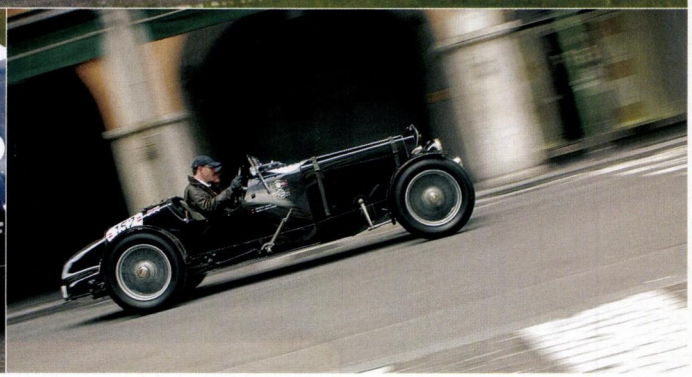
WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT

Edited by Paul Lawrence







Reports

Robin Hood Stages; Top Hat Castle Combe; BRDC Sportscars **P96**

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Aintree revival dealt a blow; big guns ready for Tour Britannia **P98**

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Jeff Bloxham, Jim Houlgrave, Maurice Volmeyer



Watts on way to first rally win - Tiger's probably quicker than his BTCC Peugeots

FAST TIMES
KEEP TRACK OF ALL THE ACTION

Watts puts his Hood up

Robin Hood Historic Rally | Mar 12-13

Debut British Historic Rally Championship category victories for Patrick Watts/Elgan Davies and Dominic Frattaroli/Wyn Thomas, along with a storming performance from Gareth Lloyd/Ryland James, were the major stories of the Robin Hood Historic Rally.

The opening round of the Armajaro MSA BHRC pitted 80 crews against the Nottinghamshire gravel, with three stages in the dark of Saturday evening and a further seven on Sunday.

For historic category victor Watts it was a first win after only five rallies in his Sunbeam Tiger. The fact that he topped the Porsche 911s of Steven Smith/John Nichols and Dessie Nutt/Geraldine McBride in the process made it a remarkable result for the former BTCC racer.

"It was a Tiger event," said Watts after storming the long straights and square junctions that typify the region. Overheating worries were Watts's biggest concerns, but he duly reached the finish with 24sec in hand over Smith. With his post-historic Escort not ready, Smith borrowed a 911 from Steve Perez for the weekend and learned quickly in his pursuit of Watts.

Countless times the Datsun 240Z of Frattaroli has seemed on target for post-historic victory, only for his customary bad luck to strike. This time it all came together and he scored a hugely popular victory after throwing down the gauntlet in the dark of Saturday evening.

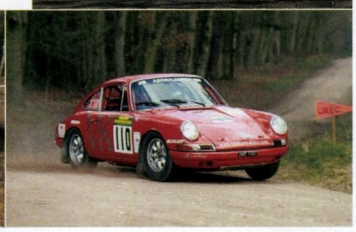
It was never easy, as David Stokes and Ian Oakey mounted a dogged pursuit in their Escort Mk1. A high-speed overshoot cost them time in the dark, but the gap came down throughout Sunday and only a final stage push from Frattaroli settled the result. Nick Whale/Sally Wood (Porsche Carrera RS) and Ray Bellm/Mark Solloway (Escort Mk1) completed the top four.

Lloyd and James (below) were the class of the Classic category, but had to keep pushing in their Escort Mk2 as the Mk1 of Richard Lepley/Ian Bevan held the gap to a scant 11sec.





Wholly Frattaroli: 240Z was class winner



Steven Smith learned fast in borrowed 911



Pearson (left) fends off Walker's Lotus

PEARSON'S LISTER STARTS YEAR ON TOP

BRDC | Silverstone | Mar 19

The opening double-header for the BRDC Historic Sportscar Championship delivered two wins at Silverstone for Gary Pearson's faithful Lister-Jaguar workhorse. But, in a brace of thrilling contests, the 2-litre cars of Graeme Dodd (Cooper Monaco) and Philip Walker (Lotus 15) pushed Pearson every inch of the way.

In the opener, Walker took the fight to Pearson after Dodd dropped away. But the Lister was running woefully short of brakes later in the race and Pearson was not optimistic for the second event.

After a mighty three-way battle, an early red flag after a slick of oil went down gave Pearson his chance as the race was halted four laps early. "I don't think I could have stopped Philip this time," admitted Pearson.



Mallory: Westmoreland's Lotus in front

WESTMORELAND IN LEICESTERSHIRE

750MC | Mallory Park | Mar 20

Barry Westmoreland claimed first honours as the Historic Formula Junior Championship opened at Mallory Park. Westmoreland made much of the running in his Lotus 22, but had to deal with a concerted mid-race challenge from Steve Smith (Cooper T59).

Smith, in his beautifully rebuilt machine, had to work ahead of Simon Armer (Cooper T59) and Paul Smeeth (Lotus 22) before he could set off in pursuit.

Backmarkers cost Westmoreland badly and Smith pounced, only to lose his brief lead when he missed a gear at Shaw's and allow his quarry to escape once more.

Bacon fries them as track greases

BRSCC | Castle Combe | Mar 28

A beautifully paced performance from Andy Bacon and Leo Voyazides secured Top Hat spoils at Castle Combe as a 30-car field of pre-66 historic touring cars made a fine spectacle at the Wiltshire track.

"The brakes worked perfectly all the way through," said Bacon after handing over the Ford Falcon more than midway through the 60-minute race. Voyazides did the rest, although the gap to the pursuing BMW 1800 of Nick Whale and Richard Shaw needed watching. As Voyazides eased his pace, Shaw hurled the BMW around to get within five seconds at the flag. In the opening stages Whale had taken the fight to the American V8 contingent, but lost time when elbowed aside in some fierce battling.

A lengthy pit stop with a clutch problem put the Paul Ingram/Chris Chiles Ford Mustang out of contention for victory, but they worked back to third at the flag. Meanwhile, David Clark and Richard Oldworth also had a spell in the lead in their Falcon until the engine let go.

Clark and Oldworth took their ex-Chris Amon Elva Mk8 to its second win in two days in the Cloth Cap race, in which they were easily the class of the field. Despite an early spin, they cruised home 50sec up on the father-and-son pairing of Grahame and Oliver Bryant (AC Cobra) on an increasingly oily track.

Early challenges from the Wren Classic entries of Mike Furness/Steve Farthing (Lotus 23B) and Chris Sharpe/Neville Prest (Elva Mk7) faded, while a lengthy pitstop checking for a suspected puncture dropped the Shaun Lynn/Jackie Oliver Ford GT40 back to fourth behind the Marcos of Allen Tice.

Adam Crowton clinched the Oldies but Goldies pre-60 race in his Lotus Elite after countering a persistent chase from Roy Chamberlain's Triumph TR2. In the early laps Jim Prentice (Volvo Amazon) and Ivan Dutton (Alvis Grey Lady) took the battle to the sportscars, but later faded into third and fourth.

Dave Thomas claimed the inaugural 'Groovy Baby' race for '70s Saloons in his Ford Capri. Simon Arber led early on in his Alfa Romeo Giulia before he went off at Tower, but recovered to take second.



Top Hat start, and Andy Bacon uses his Ford Falcon's grunt to beat the Cortinas away

OFF THE BLOCKS

CARS YOU THOUGHT YOU'D NEVER SEE AGAIN

Lotus 80



"It came in three boxes; I bought it unseen," says Sid Hoole of the Martini-liveried Lotus 80 that he has just restored ready for use in the Thoroughbred Grand Prix Championship this season. It is expected to make its racing return at Hockenheim in late April, only the fifth race in the car's history.

Chassis 1 - of only two built - was used by Mario Andretti in 1979 for four races before being consigned to a private collection. More recently it was shunted heavily when being tested in the US and two corners were wiped off the car. Hoole bought it from Murray Smith after the tub had been repaired in America. "It has taken five years of my life," says Hoole. "I didn't know what I was taking on!"

The support of Classic Team Lotus has been central to the rebuild of the car. Importantly, CTL was able to supply many of the components that needed replacing and also repaired the long one-piece bodywork section that had been partially shattered in the accident.

"We hardly had to re-make anything as we put the car back together," admits Hoole. "Everything is different to the 79, but Classic Team Lotus had a lot of parts available. The tub was okay so I was lucky with that. It is very original." Chassis 2 remains with Classic Team Lotus.

"I've restored it to the best spec they arrived at in period," said Hoole after a shakedown (above) at Donington recently. "We're now just doing the final jobs, including making the rear wing. I'm proud to think we've got there, but at times I never thought we would!"

Inside line



JULIUS THURGOOD

Top Hat Racing founder

What are Top Hat Racing's principles?
Top Hat Racing was founded eight years ago to give better value for money for competitors. We run it as a commercial entity, we don't flog dead horses and we don't turn up with eight-car grids. It is funded purely on race-entry fees and it now holds its head above water.

Will this be your best season so far?
I think in all-round terms, in being able to offer competitors variety, 2005 will be our best year yet. But we're not giving up club meetings. I'm adamant about keeping events like Castle Combe and Mallory Park. The competitor is a client and we treat them accordingly. A lot of people miss out on that. We've now got 2000 active competitors on the database and about 1000 of them will race with us this year.

How's the Donington Festival looking?
It should be a fantastic meeting. We're delivering the most brilliant race weekend and competitors do like to see people in the stands.

Why did you move to Appendix K cars only for Top Hat races?
Historic saloons were getting out of control again. The move to Appendix K has shaken the basket a bit. But more cars have been converted to Appendix K than we have lost. We had 35 entries for Castle Combe and they were all proper FIA-spec cars. We look for the good of the majority.

What else is on the horizon?
There is a very strong possibility of a 24-hour race in 2006 for teams of pre-65 sports and GT cars...

Mike Hall, Whittle Photographic, Jeff Bloxham, Steve Jones, Steve Havelock, Mick Walker, Lnzi Smart

DATA LOGGER

KEEP TRACK OF ALL THE ACTION

Big names and bigger guns expected for Tour Britannia road/rally rebirth

GT40s could rule Britannia

Adrian Newey, Chris Chiles, Ray Bellm and John Hugenholtz are among potential winners to have recently entered Tour Britannia.

A number of exotic sports-racers are now pledged for the event, which comprises a mix of races and asphalt rally stages in a four-day event from September 5-8.

Chiles, a twice winner of comparable events in France, Spain and Italy, intends to enter his Chevron B8, subject to resolving some tyre issues. Alternatively he has an Austin-Healey 3000 or a Ford Mustang available. "I think it's a great idea and it should be a really good event," says Chiles.

Newey, Bellm and Richard Meins will all campaign Ford GT40s, while Hugenholtz has entered his Shelby Mustang GT350 and Italian Pietro Silva is bringing his De Tomaso Pantera to the event. Among the earlier cars will be the Allard J2 of former Group C2 driver James Shead, now fully restored after its major accident at Brands in the hands of his father Don.

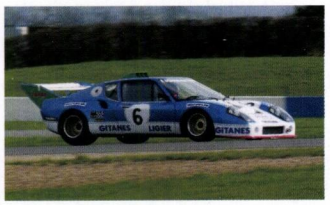
Ted Williams, meanwhile, has entered the thunderous ex-Mike Knight Chevrolet Corvette, the car raced at Goodwood by BTCC star Jason Plato. "Tour Britannia is the main reason I bought the car," says Williams of the 500bhp monster.

Event boss Fred Gallagher is delighted with the response and reports he has received around 50 entries to date. Each grid will comprise 26 cars to fit in with track capacity at Cadwell Park, and Gallagher is aiming to fill three grids (78 cars) for the competition element of the event.

Another group of cars will contest the touring event, which will run largely to a regularity format.



Adrian Newey's GT40 is one of three entered for the Tour Britannia revival



Fabulous Ligier JS2 will be out on Tour Auto

LIGIER JS2 RETURNS

Paul Knapfield will contest the Tour Auto in the ex-Jacques Laffite Ligier JS2, having had the car rebuilt over the past 12 months.

In 1974 the 3-litre V6 JS2 was eighth at Le Mans with Laffite and Alain Serpaggi and second in the Tour de France. Laffite later owned the car for around 20 years until Knapfield bought it from him. In period it was also raced by Henri Pescarolo and Jean-Pierre Beltoise, but was last used on the 2000 Tour Auto when Jean-Claude Andruet led until the final race.

Knapfield shook the car down at Donington Park recently and was impressed. "Out of the box it is really nice," he said of the car, which remains in period Gitanes livery.

WHAT LOLA WANTS

The ex-Sid Taylor Lola T70 Mk3B will return to racing in the hands of Frank Sytner after a complete rebuild.

Chassis 138, now returned to the white-and-green colours of Taylor, has not been raced since it was crashed at Le Mans in 2002. The car has a long history: it was raced by drivers such as Brian Redman and Frank Gardner for Taylor's squad, subsequently campaigned in the 1970 Springbok series by John Love and later raced by Mike d'Udy in Britain.

Now fully rebuilt by Simon Hadfield, the car will be raced by Sytner in World Sportscar Masters events, starting at Pau in May.

SUNBEAMS FOR TT

The Sunbeam that won the 1914 Tourist Trophy on the Isle of Man is the star entry for the TT Centenary Run over the 52-mile road course on the island on Saturday September 10.

The car, raced by Kenelm Lee Guinness in the 600-mile race in 1914, will be driven by Nick Pellett.

The 3.3-litre Sunbeam will be reunited with the other two works cars for the occasion as Neil Corner and Brian Moore take their machines to the island. It is thought that the three cars have only been gathered together twice before in 91 years.

ELVA GOES AGAIN

An Elva 100 Formula Junior that spent all of its life in the US made its European debut in March during the opening round of the AMOC Historic Formula Junior

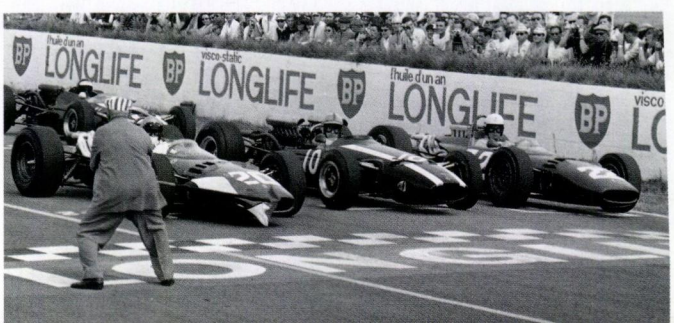
Reims to be celebrated with demos

The history of the Reims grand prix circuit will be celebrated with demonstration runs on the famous French circuit over the weekend of July 2/3.

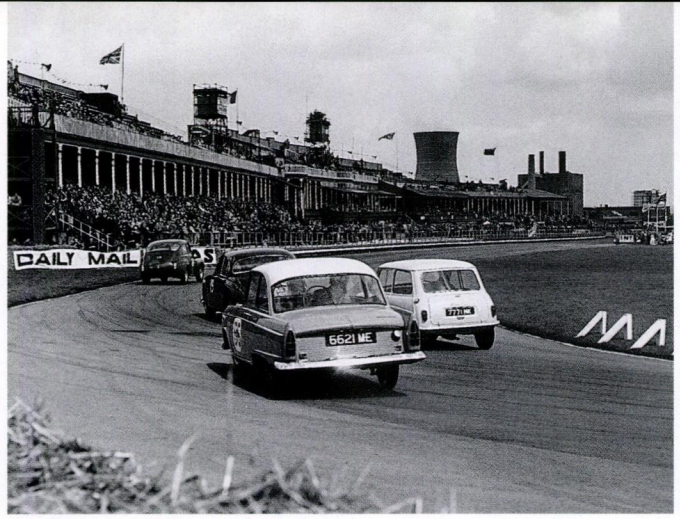
The organisation 'Les Amis de Circuit Reims-Gueux' has been trying to create a retrospective event for many years, but has been hindered by the problems associated with closing a major public road. Those obstacles have now been overcome and the five-mile track will again host racing cars.

With a history dating back to 1925, Reims was the only circuit to host the French GP both before and after the war. It was basically a triangle of closed public roads, and high-speed slipstreaming races were common. The last GP to be held at Reims was on July 3 1966, when Jack Brabham won in his own BT19.

Now, 39 years later to the day, the circuit will be honoured. A gathering of classic cars, parades on the circuit and guest appearances by some famous drivers will mark the circuit's place in grand prix history.



1966 GP, Reims. Demos expected in July



A new grandstand for horse racing means original Aintree circuit will now be unusable

AINTREE HOPES ARE DASHED

Work on a new grandstand due to start this month seems to finally signal the end of hopes to bring the grand prix circuit at Aintree back into competition use. The new grandstand, sited for the benefit of spectators at horse-race meetings, will entail the excavation of the former Tatts Corner on the GP circuit and will, therefore, make the original circuit unusable.

Although the grand prix layout was closed in 1964, there has been a series of bids to take the venue back to its glory days by reopening the full circuit. In November 2004 a Festival event ran at Aintree with a selection of classic racing cars completing demonstration laps of the three-mile track, and hopes were high that racing might one day return.

But with planning permission granted and work set to commence on the new stand, Tatts Corner will be gone. "We were told originally that this development would not affect future use of the grand prix circuit, but the excavation will make the use of the full circuit impossible," said Mike Ashcroft of the Aintree Circuit Club.

Championship at Mallory Park.

John Tweedale, who previously raced in the HSCC's Classic Racing Car Championship, has imported the car and now plans to tackle some of the major European races in 2006 after a learning season this year.

Tweedale had wanted to find a US-built Huffaker, but discovered the 1959 Elva in Texas in race-ready trim. Initially it ran with a DKW engine, but was later converted to BMC power.

OSCA BRAVO

British racer Tony Bailey has acquired a rare Osca MT4 for use in HGPCA drum-brake sportscar races this season.

The 1953 car has a Targa Florio and Mille Miglia history and retains original scrutiny seals on the steering column.

Initially built with a 1.1-litre Osca engine, the car gained a 1.5-litre Alfa Romeo unit in 1958 and still runs in this configuration.

Bailey first saw the car when previous owner Paul Grant raced it at the Coys Festival at Silverstone in 2002. "That's when I fell in love with it," admitted Bailey.

SILVERSTONE REDUX

The Silverstone International Historic Festival will have a new name and support from Bonhams for an 18-race programme over the weekend of July 30/31.

The 'Silverstone Classic' will feature six decades of grand prix cars from the HGPCA, Grand Prix Masters and Thoroughbred Grand Prix bodies.

In a bid to attract fans admission prices have been set at a low level. If booked in advance, adult admission on either day is only £10. Nine races are planned on both Saturday and Sunday.

MARCH ON PURLEY

The March 742 in which David Purley started the 1974 European Formula Two Championship is back in Britain to race in the hands of Ian Jacobs.

He obtained the March in a part-exchange deal for his Martini F3 car with Frenchman Alain Prat, who spent six years rebuilding the 742 after it had spent much of its life competing in French hillclimbs. Purley only raced chassis 30 a couple of times before switching to a Chevron.



'Brave Dave' Purley's March back in action

NEWS IN BRIEF

Historic FF1600 racer Chris Sharples has been elected chairman of the Historic Sports Car Club. He replaces Nicholas Overall, who stood down after holding the position for a decade. Sharples has recently retired from the post of marketing director at Unilever.

The sixth and final Group C/GTP date for 2005 has finally been confirmed. The series will now conclude at Estoril over the weekend of October 8/9. It will be the first time that the cars have raced at the Portuguese track since they were current.

German racer Peter Wuensch will race in both TGP and GP Masters this season in the ex-Jody Scheckter Wolf WR2 previously raced by '60s Formula Junior star John Fenning. The car is now being tended by Hall & Hall and recently had a shakedown at Donington (below).



A year after badly damaging the car at Mallory Park, Steve Smith returned to the track with his Cooper T59, now immaculately rebuilt. Smith has reinstated the Formula Junior car's original Scuderia Filipinetti livery, as it was raced by Roland Boddi in 1962/63. The Swiss crashed the car at Lake Garda in '63. Smith plans a full season and hopes to be invited to Goodwood.

2004 TGP champion Rodrigo Gallego is switching cars and classes for his title defence. The Portuguese racer has forsaken his March 761 for a Class D Minardi M185, the car with which the popular Italian constructor entered F1 20 years ago. Joining the series is Rowland Kinch in the ex-Riccardo Patrese/Jochen Mass Arrows A1, while Janine Payne, partner of TGP regular Richard Eyre, steps up with an A4.

Chris Alford, recently elected vice-chairman of the HSCC, will be racing in Euro F2 this season in one of six cars from the team of Oskar Christensen. Alford will race the March 762 run by Swiss ace Christian Fischer in 2004, starting at German GP track Hockenheim on April 24.

The lucky reader who has won a trip for two to this year's Mille Miglia is John Litchfield of Kingsbridge, Devon. Our competition was run in association with Club Volante (www.clubvolante.com).

HAMMER DOWN

Racers that are going, going, gone



The date for the Sotheby's At Ferrari sale has been changed from Monday, May 23 to Tuesday, June 28. It will be held in the Ferrari Logistics Building in Maranello. Although a definitive list of cars expected for the factory-sanctioned sale has yet to be announced, the Scuderia itself will be parting with an F2004 (above) and the Maserati MC12 which took the FIA GT win at Oschersleben last year. Call 020 7293 6000 for more information.



March's Artcurial auction of the Jean 'Beurlys' Blaton collection saw mixed sale results with many lots remaining unsold. Star of the event for many was the ex-Elio de Angelis Lotus 93T (above), complete with its Renault EF1 engine, which the Italian raced at Paul Ricard and Spa. Chassis 001 fell slightly short of the original 70,000 Euros estimate: it went for 66,716 Euros including commission as the hammer fell. In the same sale, the ex-Stefano Modena Jordan 192 (below), minus its Yamaha OX99 V12, failed to sell, despite the lowly 30,000 Euros estimate. The same, too, for a Ligier JS43.

Of the many sportscars, the fabulous ex-Alboreto/Ghinzani Lancia LC1 *barchetta* in Martini livery made an impressive 110,796 Euros (including commission) although the former Team Surtees Lola T160 failed to sell, as did the March 847 Can-Am car. A McLaren M8C with period Interserie history made 89,352 Euros. More esoteric entries included the bizarre Ferrari F40-based 'Blaton prototype' that failed to reach its 160,000 Euros reserve, while a Ferrari 348 TB GT racer similarly remained unsold.



LAT: Mick Walker, Steve Jones



Michael Schryver returns in Lotus 18 for HGPCA round

Matra V12 to add spice in F1 street race

Pau | May 14/15

With a wonderful line-up of races and a gloriously historic atmosphere, the fifth Grand Prix Historique de Pau is the first major international race weekend of the season.

The French street circuit, tucked in the foothills of the Pyrenées, will echo to the sounds of a 19-race programme that includes pre and post-war grand prix cars, single-seaters, sports, GT and touring cars.

Star billing is taken by the opening two races of the season for the Grand Prix Masters series. Having scored a famous double in 2004, Peter Williams will be bidding to maintain his striking Pau form in his ex-Ronnie Peterson March 761, but two real hard-chargers will have their own ambitions: Frank Sytner (Penske PC3) and Duncan Dayton (Brabham BT33) are both clear contenders, while German Peter Wuensch could go even better than second place last year now that he has traded his Brabham BT37 for a Wolf WR1.

A massive spectacle for fans, including the highly partisan locals, should be the return to racing of the Matra MS120 of Abba Kogan. If the car is race-ready, the wail of the V12 around the street circuit will alone make the trip worthwhile. Kogan may also tackle the opening World Sportscar Masters races in his Matra MS670 – just to send the crowd into a complete frenzy!

Both Sytner in his Lola T70 and Dayton (Brabham BT8) are also doubling up in the sportscar races, while Paul Knapfield makes his series debut with his stunning Ligier – another likely local favourite.

More headline races include the HGPCA contingent, split at 1961, with Michael Schryver likely to resume his awesome pace from 2004 in his Lotus 18. Meanwhile, a fabulous Jochen Rindt Formula Two Trophy field will recreate the Pau F2 races of the late '60s and early '70s. Classic Formula Three, Classic FF1600, Formula Junior, touring cars and a 90-minute Gentlemen Drivers race all add to the spectacle of a fine event.

Don't miss Moss/Mass

Mille Miglia Retrospective | May 19-22

From an entry of 780 the organisers of the Mille Miglia Retrospective have selected an incredible field of 375 cars spanning the 30-year history of the famous Italian road race.

For three days, starting in the evening of Thursday May 19, the regularity rally will take the crews on a faithful recreation of the 1000-mile route, starting and finishing in Brescia.

Inevitably, Stirling Moss and the Mercedes 300SLR that he and Denis Jenkinson took to victory in 1955 will be the star attraction as the 50th anniversary of that famous win is celebrated. This time Moss will share the car with Jochen Mass in what is said to be the car's last appearance at a motorsport event. From the finish of the Mille Miglia the car, still numbered '722', will return to the Mercedes museum.

In 1955 Moss averaged almost 100mph, but the pace in 2005 will be rather more gentle as the competitive element of the Mille Miglia is restricted to 38 regularity sections.

Thursday's evening route will take the field from Brescia to Ferrara, while on Friday the cars head for Rome and finish the day with an 18-mile run through the streets of the capital city. Saturday's leg heads back north to Brescia, visiting the historic Piazza del Campo in Siena and then climbing the famous Futa and Raticosa passes shortly after visiting Florence.

The entry is packed with famous cars reflecting the event history from 1927 to 1957. Double World Rally Champion Miki Biasion (Lancia Aurelia) and Bentley president Franz-Josef Paefgen (1930 Bentley) are among an entry drawn from 35 countries. The Mille Miglia-winning Ferraris from 1951 and '52 are both entered, along with drivers such as Jacky Ickx, Cesare Fiorio, Prince Leopold von Bayern and Italian politician Luciano Magnalbo.



"What do you mean you forgot your roller box?" Maserati 150S of Bianchi/Rupolo in '04

First British race for Pre-War Sports

Donington Park | May 1/2



Frazer Nash Super Sports will feature



Cloth Cap action: Steele's HWM-Jaguar

The UK debut of the Motor Racing Legends Pre-War Sports Car Series is just one of the highlights of the Coys Top Hat race weekend at Donington Park on Sunday/Monday May 1/2.

A fine entry is expected for a pair of races. Notable among the field will be the Alfa Romeo Monza of Bill Ainscough and James Baxter, who were among the pacesetters in 2004. Better known for his hillclimb prowess in the Frazer Nash single-seater, Baxter has adapted quickly to racing the Monza.

Their rivals include Chris Chilcott in his rapid Frazer Nash Fast Tourer, Roger Saul's Alfa Romeo P3 and Richard Frankel's Bentley TT. Add in a number of European-based racers and the double header will be a star attraction.

The full gamut of Top Hat races will be in action, headlined by the Pre-66 Historic Touring Cars. The season opener at Castle Combe on Easter Monday featured a 30-car grid and some great racing as the American V8s took on the best of the smaller cars. Having truly taken the fight to the victorious Falcon of Andy Bacon and Leo Voyazides, Richard Shaw and Nick Whale have promised more giant-killing at Donington. "We'll have another go at them at Donington; the circuit suits our car," pledged Shaw of his BMW 1800 straight after the Castle Combe race.

With packed grids for the Cloth Cap pre-66 sports and GT race and the 'Oldies but Goldies' race for pre-60 sports and saloons, the Top Hat movement will be at the centre of the action.

Another big attraction will be the twin Gentlemen Drivers series for GT/sportscars and sports-racing cars. Both fields are hugely oversubscribed for the mini-enduro races. Over sprint distances will be Lurani Trophy Formula Junior and HGPCA drum-brake sportscar races.

Admission each day is £10, with racing from 1pm on Sunday and 12 noon Monday.



Derek Bell Trophy will be at Croft: this is Tim Barry's F5000 March-GA at Donington

HSCC stays on the boil

Silverstone/Croft | May 8/21

Two race meetings in the space of three weekends in May will keep the pressure on the drivers and teams chasing season-long championships from the Historic Sports Car Club.

On Sunday May 8 the club is at the helm at Silverstone, while on Saturday May 21 the HSCC will head north to the Croft circuit in North Yorkshire for the first time in more than five years.

The race line-up for the brace of single-day meetings is similar, although the Derek Bell Trophy skips Silverstone and the slot is taken by races for Formula Junior and Jaguar XKs. The club is working hard to take a strong entry to Croft as it seeks to develop the Darlington venue into a regular part of the HSCC season.

Sure to deliver some of the best action are rounds of the Historic Racing Saloon Register and Historic FF1600 Championships. First blood went to Dan Cox (Ford Anglia) and Neil Fowler (Lola T200) respectively at Donington. But Fowler has no title ambition this season, and that's good news for Nelson Rowe and Nigel Bancroft (Crosslé 20Fs) and Jason Minshaw (Merlyn Mk20A).

Cox will be new to the challenge of Croft, but will rise to that having taken a confidence-boosting win in the season opener. Charles Barter (Datsun 240Z) and Laurence Bailey (TVR Griffith) are the Roadsports benchmarks and in Classic F3 Steve Maxted has added series newcomer Alex Ames to his list of major rivals.

Finally, a race for the Derek Bell Trophy at Croft means the return of Formula 5000 to Yorkshire after a long absence.

HEAVEN IN DEVON FOR VSCC HILLCLIMB

Wiscombe Park | May 8

Rolling Devon countryside, a spring Sunday and an eclectic line-up of mainly pre-war cars. It's the start of the VSCC hillclimb season at Wiscombe Park!

Wiscombe is the traditional jumping-off point for the VSCC hillclimb calendar and a typically strong entry is assured.

One of the most welcome entries is that of Dorset's Pete Candy in his Riley Special ('The Rat'), with both driver and car now fully recovered from their dreadful accident at Cadwell Park last June. Duncan Pittaway's thundering 8.2-litre GN Vitesse will thrill the fans as he attacks the hill in exuberant style.

So too will Chris Williams in the 24-litre Napier Bentley, which is a vast handful on the Wiscombe hairpins. At the opposite end of the scale is the screaming supercharged Austin 7 of Michael Fitzmaurice. Practice runs start at 9am, with timed runs from 1.30pm.



Alfa Romeo attacks Wiscombe hillclimb

RACE PROGRAMME

Check out where the action is

APRIL

When & where: 23 SILVERSTONE
What: The VSCC racing season starts
Admission: £10
Timetable: Qualifying from 9am, racing from approx 1pm
How to get there: Off the A43, five miles south-west of Towcester, Northants

When & where: 24 SILVERSTONE
What: BRDC Historic Sportscar Championship race on the GP circuit
Admission: £10
Timetable: Qualifying from 9am, racing from approx 1pm

When & where: 26-30 FRANCE
What: The Tour Auto runs for five days between Paris and Biarritz
Contact: www.tourauto.com

MAY

When & where: Apr 30/May 1 MID-WALES
What: Round three of the British Historic Rally Championship
Timetable: Historics start at 11am (Sat)
How to get there: Based at Llandrindod Wells, with stages on the Epynt ranges

When & where: 1/2 DONINGTON PARK
What: A full weekend of historic racing
Admission: £10
Timetable: Qualifying from 9am, racing each day from approx 1pm
How to get there: Just off the M1 and A42, adjacent to East Midlands airport

When & where: 7-10 MODENA (I)
What: The Cento Ore Classic

When & where: 8 WISCOMBE PARK
What: Opening VSCC hillclimb of season
Admission: £12
Timetable: Timed runs from 1.30pm
How to get there: Six miles south of Honiton in Devon, signposted from A375

When & where: 8 SILVERSTONE
What: All the HSCC race championships
Admission: £10
Timetable: Qualifying from 9am, racing from approx 1pm

When & where: 14/15 PAU (F)
What: Grand Prix de Historique

When & where: 19-22 ITALY
What: Mille Miglia Retrospective

When & where: 21 CROFT
What: A full day of HSCC racing
Admission: £10
Timetable: Qualifying from 9am, racing from approx 1pm
How to get there: Five miles south of Darlington, just off the A167

Maurice Vaneyer, Jim Hougrave, Steve Havelock, Charlie Wooding, Steve Welsh



Airborne Tiger: no surprise to those who followed the spectacular Watts in his BTCC days

Patrick's Tiger feat

Patrick Watts is the new star of historic rallying, reports Paul Lawrence

Patrick Watts's press-on approach made him a star of one-make racing in the 1980s and a cult hero in the British Touring Car Championship in the '90s. Now, after a break from the sport, he's taken to historic rallying like a duck to water.

"I'm loving it," says Watts, who now has five events in the Armajaro MSA British Historic Rally Championship under his belt. The most recent of them, the season opener for 2005, netted a first victory for his thundering Sunbeam Tiger on the Robin Hood Forest Stages in Nottinghamshire. The fact that he inflicted a defeat on the seemingly invincible Porsche 911 of reigning champion Dessie Nutt made the result all the more significant.

"It's gone full circle really," says Watts. "I got into racing because I enjoyed fiddling around with mechanical things. I'd built up my Tiger in the early '90s as a road car and I just wanted to have some fun."

The desire to join the BHRC ranks followed an article he read in which Ray Bellm extolled the enjoyment to be had on the stages.

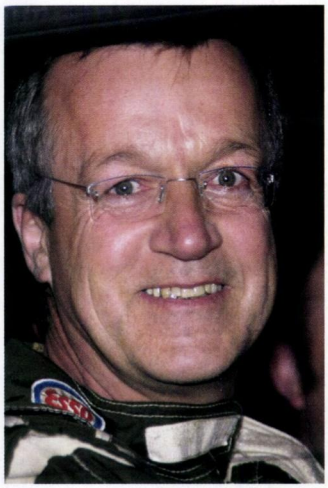
"Rallying has taken me back to what I was doing in the late 1970s," says Watts, who does much of the preparation on the Tiger, just as he did on his Mini Seven racer as a young hopeful.

"When I was a kid I used to watch Mini racing at Brands. My heroes were Chris Tyrrell and Steve Hall," he recalls. "Then I was competing against them. I started in Mini Sevens; a very competitive series. If you won it you got a 1275GT."

He duly progressed through the Metro Challenge and then got his big break with Austin-Rover: "They asked me if I wanted to be a works driver in the BTCC. I think I would have been champion in 1984 if Austin-Rover hadn't pulled out over eligibility wrangles on the TWR Rovers. The Roger Dowson Metro side got involved and we were withdrawn from the championship."

So Watts went back to one-make racing, where good prize funds and a road car for the champion allowed him to make some money out of racing: "The one-make stuff was great because everybody had equal machinery – you weren't competing against open cheque books."

After racing in Group N for Peugeot, he finally returned to the BTCC, but it was initially with Mazda: "Des O'Dell at Peugeot said to me, 'Patrick, I've got some good news and some bad news. The bad news is that you're not driving for us in the BTCC. The good news is that we've got Robb Gravett!'"



'I said, "Call it a quarter of a mile before a junction so I can start this slowing-down business!"'

After five seasons with Peugeot, the BTCC career ended in '98. Watts had a brief stint in Australian Super Touring before concentrating on running his business. Finally, 12 months ago the Tiger was ready for rallying and he arrived at the 2004 Robin Hood as a complete novice: "I started with Nick Leston as my co-driver, who knew his way down to the local pub. And we got lost on the way to the first stage. But now I've got Elgan Davies co-driving."

Two months later Watts was setting fastest stage times over the daunting tarmac roads of the Epynt ranges in mid-Wales. "Everybody reckons the Tiger has got a lot of power, but it's only about 245bhp," says Watts, "and the discs are about the size of a kart's. When we went to Epynt, Elgan would call a 90 left about 80 yards before the junction. I said, 'Call it 80 yards plus a quarter of a mile so that I can start planning this slowing-down business!'"

But the rallying bug had bitten. Watts is back for more in 2005 and even has another, lighter Tiger under construction: "The thing about rallying, compared to racing, is that two or three extra brake horsepower isn't going to win you a rally. It's very enjoyable and no one is trying to get your drive!"

Mike Hailey

MotorSport

Right to roam in the paddock

You can pay hundreds of pounds to watch the British Grand Prix and still not get close to the cars. At HSCC race meetings, for a few pounds you can get right up close to the cars and chat to the drivers, just like it was in the 1960s!

In the sixties, at F1 meetings at Aintree, Brands Hatch, Silverstone and Oulton Park, it was easy for spectators to visit the paddock and see the cars and drivers at close quarters. Clark, Hill and Brabham were not hidden away in motor homes and their cars were in the open for all to see.

That principal still exists today at HSCC race meetings, where a friendly paddock atmosphere encourages spectators to meet the drivers and get a really good look at the cars. Paddock access is usually free of charge, once general circuit admission of typically £10 - £12 has been paid.

At any HSCC race meeting, there are some great cars to see. At the season opener at Donington Park on Easter Sunday, the paddock was full of cars with a fantastic sporting heritage. Cars like the ex-Peter Gethin Formula 5000 Chevron B37, an ex-Rolf Stommelen Brabham BT30, an ex-Clay Regazzoni Tecno, the ex-Chris Amon Elva Mk8, an ex-David Purley March 742 and a 1953 Osca with a fantastic history including the Mille Miglia and the Targa Florio.

So, if you like wonderful race cars and you want to get really close to them, then pencil some HSCC dates in your diary right now!

On Saturday 21 May the HSCC will be at the Croft circuit near Darlington in North Yorkshire for the first time in six years. There will be a full race programme including F5000 and F2 cars in the Derek Bell Trophy, gaggles of Jaguars, Lotus Cortinas, Alfas, Minis, Imps and Anglias fighting for position in the Historic Racing Saloon Register Championship and the prospect of heart-stoppingly close racing from the Historic Formula Ford 1600 Championship.

On the weekend of July 23/24 the HSCC returns to the Brands Hatch Grand Prix circuit for the Historic Superprix. This is a weekend of mighty horsepower. In the Orwell Supersports Cup, earth shaking 8-litre McLaren, March and Lola Can-Am sports cars will compete against nimble 2-litre Chevrons and Marches. This is the only time in 2005 that you will see these cars in Britain. Stunningly fast Group C/GTP Porsches, Jaguars and Nissans will recreate the Brands Hatch rounds of the 1980s World Sports Car Championships. The programme also includes fifties and sixties Grand Prix cars, sixties sports cars and rounds of all the HSCC championships.

Just one week later on July 30/31 is the Silverstone International Historic Festival. Put together by the HSCC team on behalf of the BRDC and Silverstone Circuits, Formula 1 features very strongly. Entries are anticipated from cars spanning six decades of Formula 1 in what may prove to be the largest collection of Grand Prix cars ever assembled at a single race meeting. As many as 80 F1 cars will be central to an 18-race programme.

Over the Bank Holiday weekend of August 28/29, the HSCC is in Cheshire for the Oulton Park Gold Cup. Oulton Park was the home circuit for the Bolton-based marque, and this year the event will celebrate 40 years of Chevron. The aim is to invite owners of cars, factory staff and past drivers to the biggest ever Chevron reunion. A dedicated Chevron race is planned, and as well as a full HSCC race card there will be feature races for sports racing cars of the fifties, sixties and seventies

For more details on the HSCC, contact Executive Director, Grahame White at the club office on 01327 858400 or visit the website at: www.hscc.org.uk







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Storming Norman!! © Jim Wood

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Longstone Tyres will be at the following VSCC events in 2005.

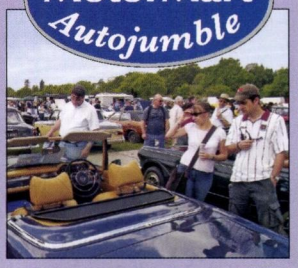
23rd April	Silverstone	10th July	Elvington Sprint
1st May	Curborough	24th July	Mallory Park
28th May	Oulton Park	6-7th August	Prescott
12th June	Cadwell Park	3-4th September	Donington
3rd July	Shelsley Walsh	24th September	Loton Park

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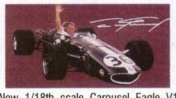
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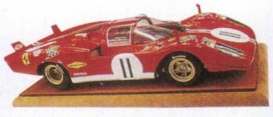


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Ferrari 712M Mario Andretti Can-Am 1971 - £278
Ferrari 365 GTB/4 Daytona - Pozzi Le Mans 72 - £260
Lancia D24 Winner Pan Am 63 & M/Miglia 64 - £295
Ferrari 330 LM Winner Le Mans 1962 - £295
Ferrari 312 PB Winner Sebring/Daytona 72 - £275
Ferrari 330 P4 Coupe Le Mans 1967 - £392
Ferrari 250 TR/61 Winner Le Mans 1961 - £295
Ferrari 312 PB Longtail Le Mans 1973 - £273
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Ferrari F1/2003 Schumacher - £349
Ferrari 512S Sunoco Le Mans 1971 - £340
Alfa Romeo 33/2 Daytona/Le Mans 1968 - £320
Ferrari 330 P4 Spyder Winner Daytona 1967 £392
Ferrari F1/126 CK Winner Monaco 81 Gilles Villeneueve - £392
Lancia D24 Fangio Winner Panamericana 1953 - £295
Ferrari 375 F1 Gonzalez 1st Ferrari victory Silverstone 1951 - £295
Lancia - Ferrari D50 Fangio or Collins 1956 - £359
Ferrari 512S NART Daytona 1971 - £340
Porsche 935 Moby Dick / Martini Le Mans
Maserati 250F 1957 Fangio - £320
Alfa Romeo 158 Forina/Fangio 1950
Ferrari 250TR 60 Le Mans Winner 1960
Ferrari 312 V12 ICKX 1968
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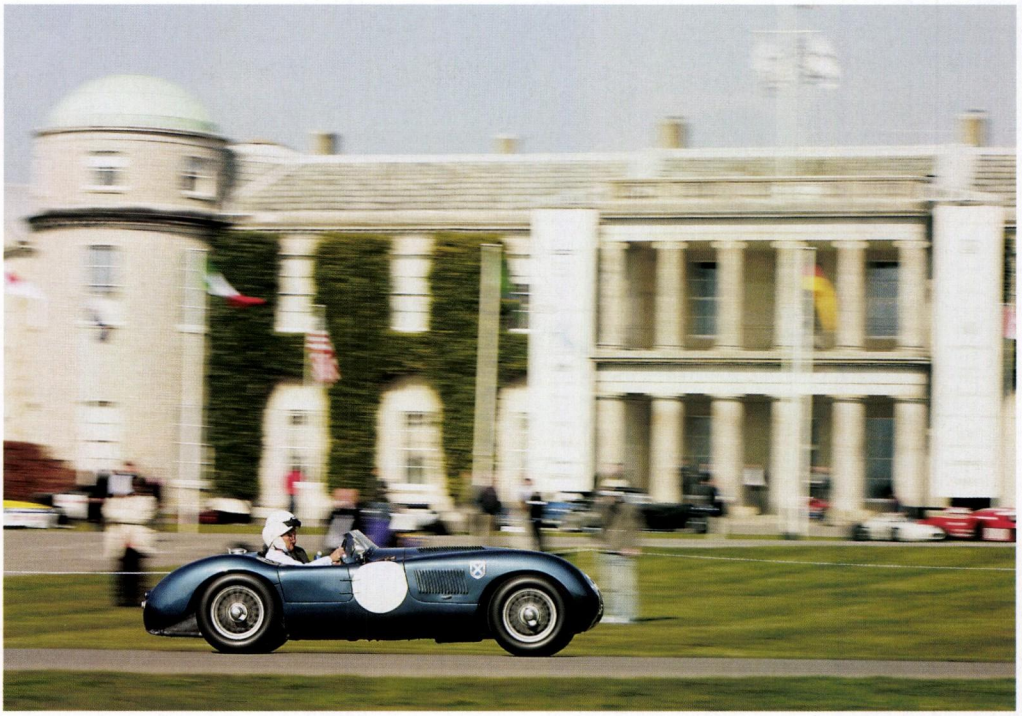
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A chat with an ex-GP winner brightens up Mrs Pye's day as Marcus ponders financial ruin in a Rugby model shop



Moss in Ecurie Ecosse C-type in front of Goodwood House on Press Day. Expect more of the good stuff at this year's Festival

GOODWOOD: The Festival of Speed preview day dawned gloriously sunny, which might have sent Lord March's local meteorological pundits scurrying anxiously to consult their seaweed. In the early days of the event, inaugurated in 1993, conditions on Press Day were often inversely proportional to June or July. But, in a year when we've had shirtsleeves weather in early March and bitter cold at Easter, anything could happen.

One delightful aspect of the launch party is the social prior to our host's briefing. As we gathered in Goodwood House's yellow drawing room, overlooking June's hillclimb course, it was splendid to see Sir Stirling Moss looking fit following another bout of back surgery.

Fifty years after his Mille Miglia victory for Mercedes-Benz, Stirling was demonstrating the first replica of Denis Jenkinson's ingenious pacenote roller, which he is to market via his website in a run of 722 (at £722 apiece), to mirror the 300SLR's start time and number. Fascinated, my wife had a demo and wants one. Then Fiona became engrossed in a long conversation with Jochen Mass, one of Goodwood's greatest fans and somebody with a real passion for the sport. Far too pleasant, she opined, to have been a grand prix driver. Even in a bygone era.

RUGBY: Model racing cars became a childhood passion with me when my godfather bought me a Solido Chaparral 2F on which the high wing tilted when the rear suspension was depressed to its bump stops. The big collection went to sustain my house purchase, but the bug lingers.

On a recent trip to Rugby, therefore, I sought out Midland Racing Models, run by BRDC member Mike Coombe. Nestling in an arcade, it's a tiny shop, dominated by a big man. And it is crammed, floor-to-ceiling, with treasures.

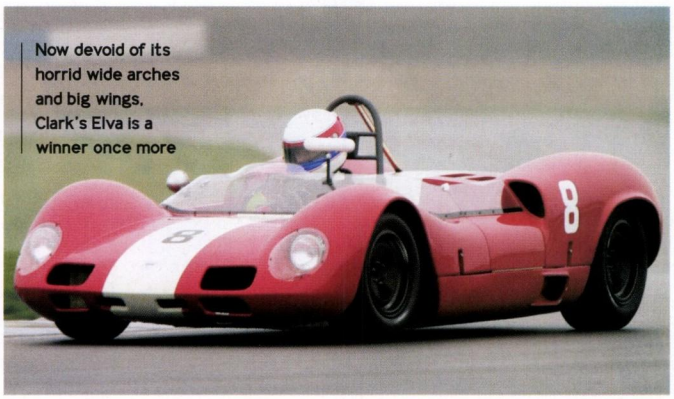
Having commissioned a 1/43-scale replica of the ex-Keke Rosberg 1977 Formula Two Chevron B40 I co-own (paint and glue never did mix with my sausage-like fingers) and picked up some rare kits for pals with the real thing, I delved into Mike's fascinating racing history.

An Elva Courier, registered VGN 111, got him started in '62, but his job in the Rootes Group's competition department was the key to graduating via an ex-Le Mans Sunbeam Alpine to one of the works rally Tigers. He bought AHP 289B for a song: "The sales chit said scrap, but the boss helpfully made sure it had a new engine first."

An ex-Mike Crabtree lightweight Lotus Elan and a thuggish Cooper T66 – a '63 Formula One relic with a Ford V8 engine shoehorned in for the first year of F5000 in '69 – followed, before he acquired an ex-Sid Taylor Lola T70 for international sportscar events.

When the thunderous big bangers were outlawed in favour of a 3-litre formula, Mike ran a DFV-engined March developed by Kim Argyle before bowing out of driving due to increasing costs.

The model emporium, which also markets exclusive large-scale F3 cars for current teams, maintains Coombe's interest and contact with many friends. I thoroughly recommend a visit, even if my wallet is thankful I left my first so long!



Now devoid of its horrid wide arches and big wings, Clark's Elva is a winner once more

DONINGTON: Frank Nichols's Elva Mk7 sportscar is familiar territory, as I raced Stuart Tizzard's last year. My first proper look at the rarer 1965 Mk8 model, however, was when David Clark's sat naked of bodywork, inboard front suspension akimbo, on trestles in Simon Hadfield's workshop.

The genuine chassis 80/03 was barely recognisable when it arrived last summer. Early in its life it was exported to the Canary Isles, where it evolved into a steroidal caricature of itself for hillclimbing. In its last guise it was powered by a wailing BMW M3 straight-six rather than the proper Bavarian SOHC 'four'.

Now restored to original, with a body of beautiful proportions, it is possibly the most attractive two-seater of its era. Longer, wider and more slippery than its predecessor, it's also well balanced and incredibly quick. Easter Monday's Cloth Cap enduro victory at Castle Combe (when Richard Oldworth shared the car) was more telling than the previous afternoon's debut win as an invited entry in the HSCC's Classic Sports series. Keep your eye on this car. It will eat Lola T70 Spyders for breakfast... M

LAT: Charlie Wooding

Alfa Romeo Tipo 33TT12









Period Race History

1974		
Monza 1000kms	3rd	Facetti/de Aldamica
Nurburgring 750kms	9th	Merzario/ Redman
Imola 1000kms	2nd	Strommelen / Reutman
1975		
Mugello	2nd	Merzario/ Ickx
Dijion 800kms	1st	Merzario/ Lafitte
Monza	1st	Merzario/ Lafitte
Spa 1000kms	2nd	Merzario/ Ickx
Enna 1000kms	1st	Merzario/ Mass
Nurburgring	1st	Merzario/ Lafite
Watkins Glen 6hrs	2nd	Merzario/ Andretti
Targa Flora	1st	Merzario/ Vaccarella



The Autodelta / W.K.R.T. 1975 World championship winning car Chassis No 008.

This very successful car has a comprehensive racing history, having won at Monza, Dijion, Enna, Nurburgring and the Targa Flora it has been piloted by some great names such as Merzario, Ickx, Lafite, Mass and Andretti.
Owned and raced by Autodelta and then WKRT (Willibert Kauhsen Racing Team) in the midd 1970os until it was sold in 1984. The car was effectively retired to the ownership of a private collection until the end of 2002 but it did run at the Goodwood Festival of speed in 1999, and we returned with the car in 2004 to the obvious delight of an enthusiastic crowd.

Invoices and documentation of the cars ownership along with letters and verification certificates are supplied with the car. In June of 2002 the engine was rebuilt and the suspension components checked. We have had a recent engineers report carried out on the car for the prospective buyer.

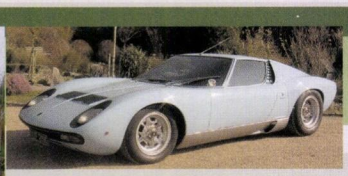
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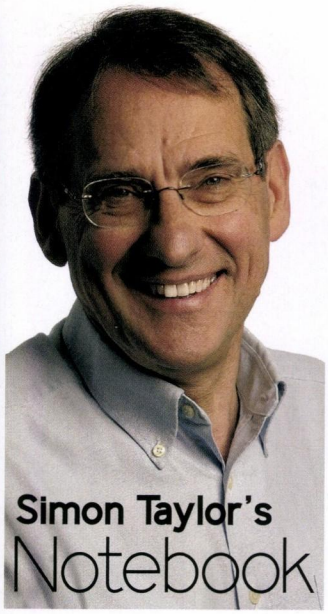


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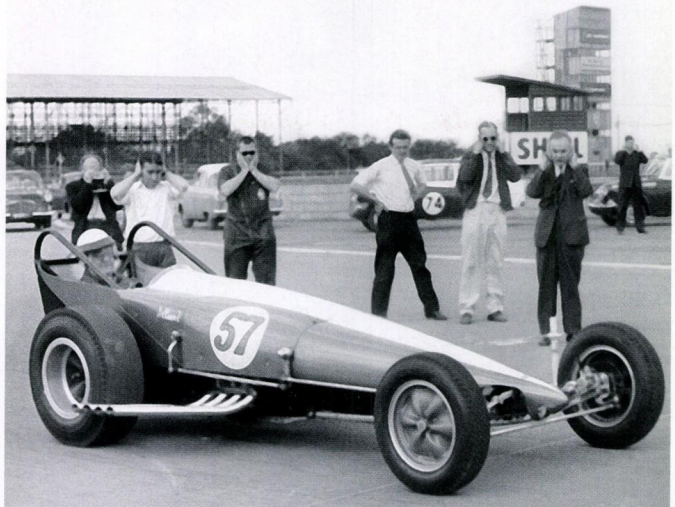
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Simon Taylor's Notebook



Drag racing's first steps in Britain were hesitant, but 40 years on it enjoys its own keen following

Left: Sydney Allard deafens Silverstone onlookers with his pioneering dragster in 1962. Below: Tony Nancy's elegant rear-engined rail was a star visitor at the first British Drag Festival in 1964

What fascinates me about all types of four-wheeled activity is not how different they are, but how much, deep down, they are really the same. Motorsport snobs have no time for drag racing: crude American V8s in clumsy home-made chassis; can't go round corners; like watching noisy paint dry. But, being open-minded about such things, I recently spent a day at an English drag meeting. I found it full of engineering talent, sportsmanship, friendly people and – in some cases – real bravery.

I first saw dragsters thundering side by side down a quarter-mile strip more than 40 years ago, on a hot summer's Saturday night in Michigan, under floodlights, in front of a happy, vociferous crowd who looked like extras off the set of *American Graffiti*. I'd never seen, or heard, anything like it in all my 19 years, and I was hugely impressed.

But in the cold English climate the magic has always been harder to generate. That great sportsman Sydney Allard, British Hillclimb Champion, Monte Carlo Rally winner and maker of V8 cars with more horsepower than roadholding, tried hard to pioneer the sport over here. He built a Chrysler-powered dragster for straight-line sprints such as the Brighton Speed Trials and won the British Sprint Championship in 1962. He tried to popularise low-cost drag racing with the Allard Dragon, a miniature rail with supercharged 1498cc Ford engine. A few were sold, but rails without V8s aren't much fun and the Dragon never really caught on.

Wanting the UK to see the real thing, Allard promoted the British Drag Festival, with American stars. Don Garlits did 8.09sec/197mph at Blackbushe in 1964, with Buddy Cortines making 7.74sec/201mph at Woodvale in 1965. The British establishment curled its collective lip: John Bolster wrote "chromium plate has no place on a racing car". But in *MotorSport* Denis Jenkinson, who always championed anything that involved going fast with courage and ingenuity, was very supportive and competed with his own BSA motorbike and a borrowed Allard Dragon. WB wasn't convinced. With a shudder he quoted a Sunday paper's piece about "asphalt eaters putting juice through the jug to lay a batch" and "pilots in gourd guards coping with big rompers as the slugs oscillate in a do-or-unglue attempt" – and went off to watch a VSCC rally in Wales.

The 1964 Drag Festival had fine weather, but the 1965 version was blighted by rain. By then Sydney Allard was already a sick man, and his death from cancer at only 56 came the following year. British drag racing went on through a prolonged and inconsistent gestation, with tracks and promoters waxing and waning. Eventually a former USAF airfield in Northants called Podington rose above the rest. Its promoters felt its name sounded rather humdrum for a drag strip and, in an effort to add a Californian zing, christened it Santa Pod.

The speeds have soared since the 1960s. In the USA the top boys now achieve low fours for the standing quarter, with terminal speeds of more than 300mph. That's 0-300 in 4sec – hard for those of us raised on 0-60 times to comprehend. Sub-fives have been done in the UK too, where the cars can be every bit as sophisticated as in the USA.

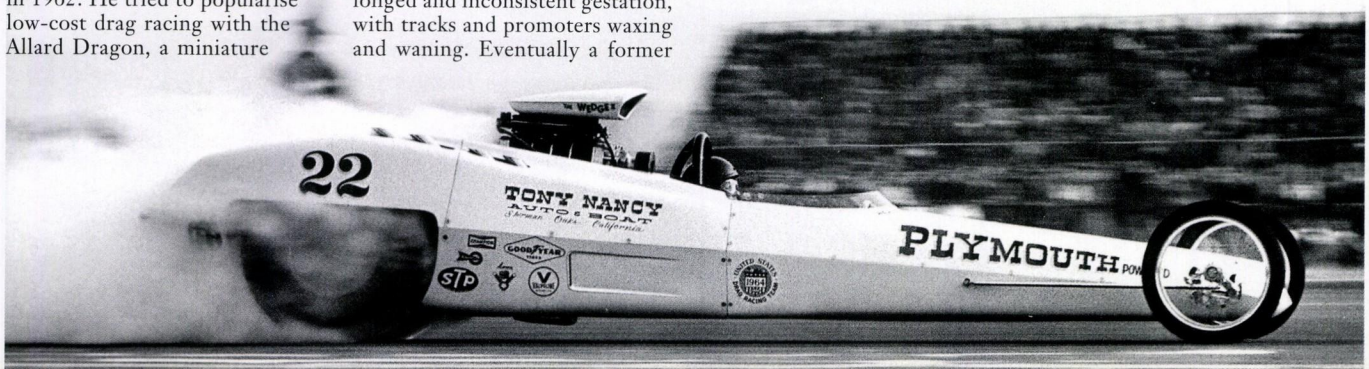
A Pro Fuel dragster runs on nitro-methane which is simultaneously injected both sides of its huge supercharger. Ten gallons of the stuff, at £55 a gallon, is used in that quarter-mile, and for those few seconds power outputs of more than 6000 horsepower are claimed. After every single run the engine is torn down in the paddock and pistons, bearings and rods are replaced. So in a busy weekend, with four runs, the engine will be completely rebuilt three times for a cumulative racing distance of one mile. It puts Max Mosley's efforts to increase F1 engine life into a new perspective.

The sight, and sound, of two of these monsters exploding off the line side by side defies description. As they come to the line the crowd goes quiet. Abruptly, the cars are engulfed in flames and smoke and, with a noise like World War Three, simply disappear over the horizon. Then the noise of the crowd takes over, whooping and buzzing as they absorb the electronic figures that flash up over the finish line.

There are innumerable classes which are hard for the newcomer to understand – Top Methanol, Super Gas, Altered, Modified, Sportsman – but the standards of workmanship and preparation are almost universally wonderful. The cheery, relaxed paddock, with work on the cars going on all around, reminded me strangely of a VSCC meeting and couldn't be further from F1's po-faced gulag. The so-called Funny Cars – dragsters with paper-thin lift-off bodies that ape the shape of a specific road car, with pretend grille, lights and bumpers beautifully airbrushed on – are almost as fast as the Pro Fuel rails. At the other end of the scale there's the delight of a very standard-looking, road-registered VW Beetle, still with its air-cooled flat-four but now 2.4 litres and supercharged, doing the standing quarter in under 12 seconds, with a terminal speed of 122mph.

All this may well not be your cup of tea, but your education isn't complete until you've seen a big drag meeting at least once. Now filed away in my motorsporting memory bank is the sight of Martin Hill's Fireforce 2, powered by a 5000 lbs/thrust Pratt & Whitney aircraft engine. A jet-powered car takes longer to get under way than an axle-driven dragster, so his elapsed time, at 5.793sec, was some way from fastest of the day. But he crossed the finish line at a dumbfounding 336.1mph.

I hope that, in Another Place, Jenks and Sydney were watching. They weren't motorsport snobs – and they would have loved it.



both LAT


12



Parting Shot

UNITED STATES GRAND PRIX, WATKINS GLEN, 1980
Alan Jones doesn't look like he's heading to victory here, but 59 laps later the new World Champion's Williams crossed the line in front. Following him off is Andrea de Cesaris, while Elio de Angelis and Didier Pironi take the conventional route.
photograph by Murenbeeld/LAT

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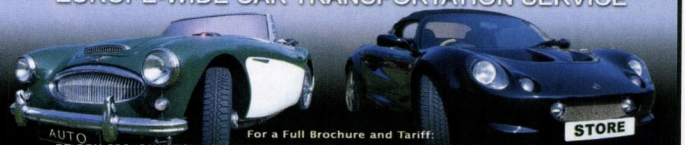
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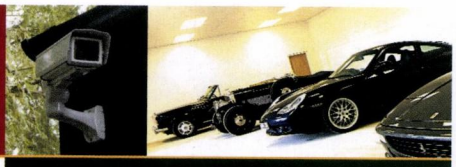
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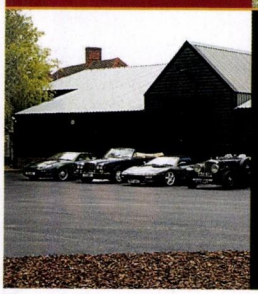
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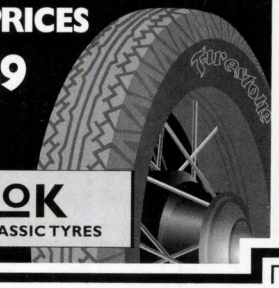
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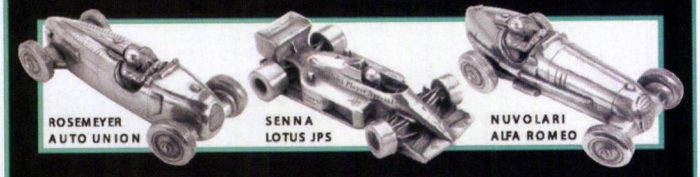


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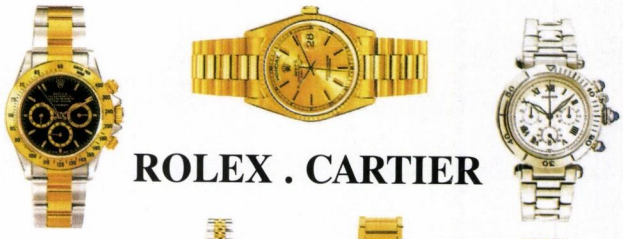
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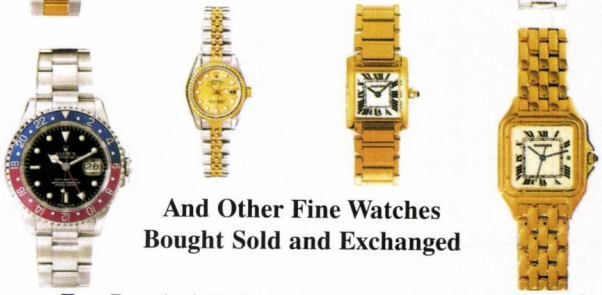
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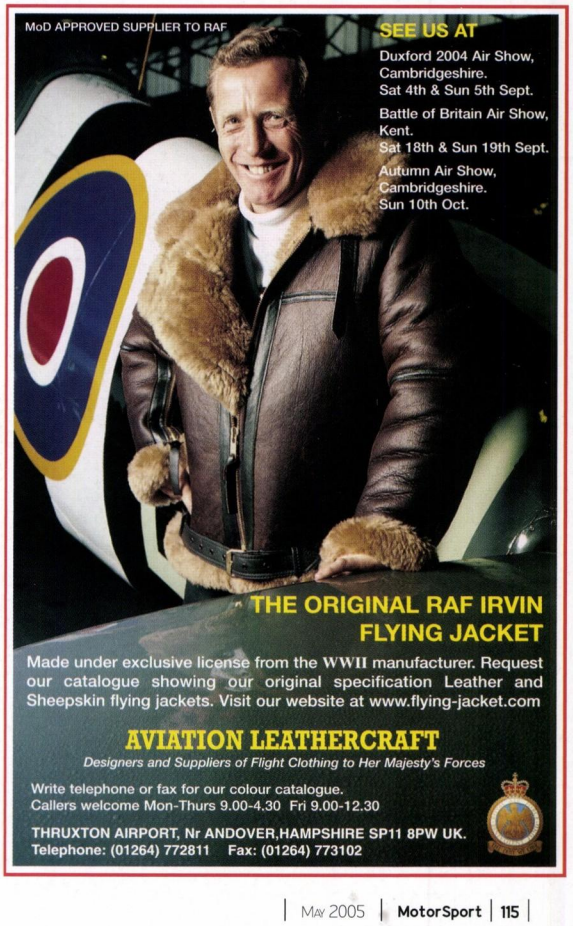
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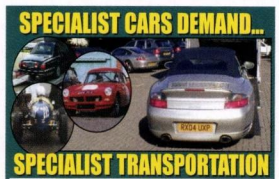
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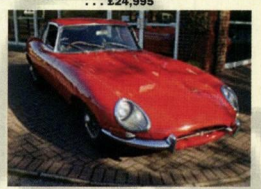
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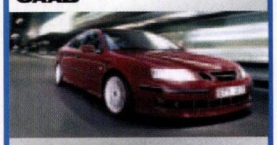
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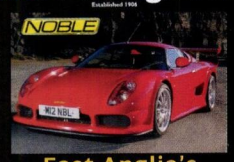
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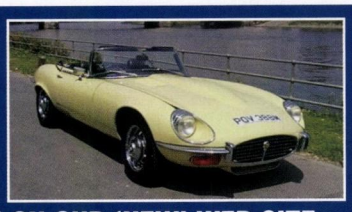
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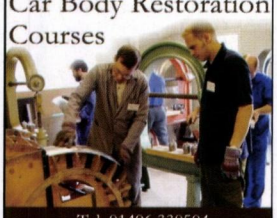
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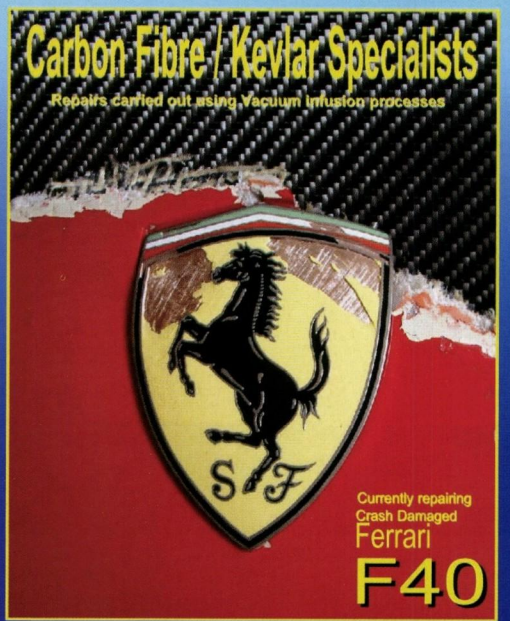
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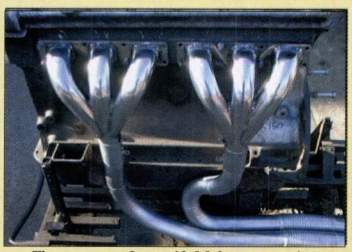


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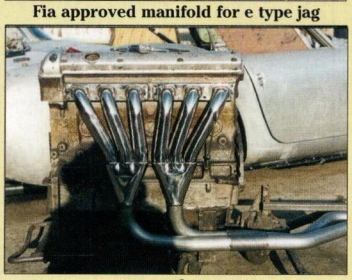
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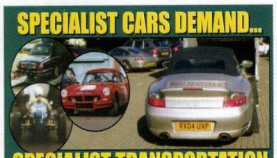
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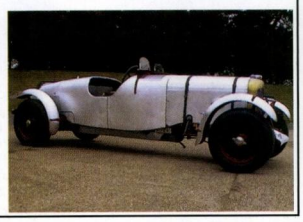
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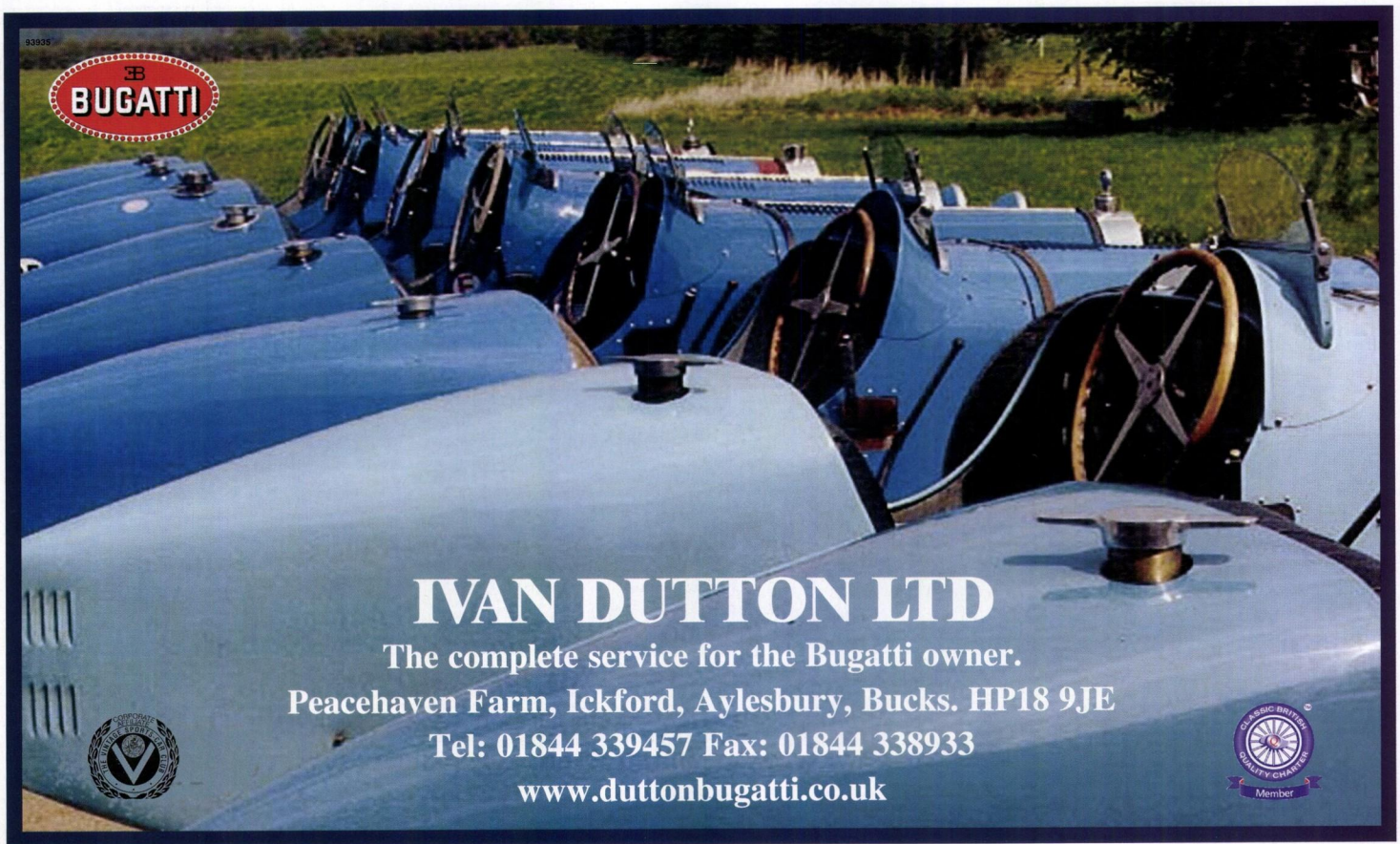
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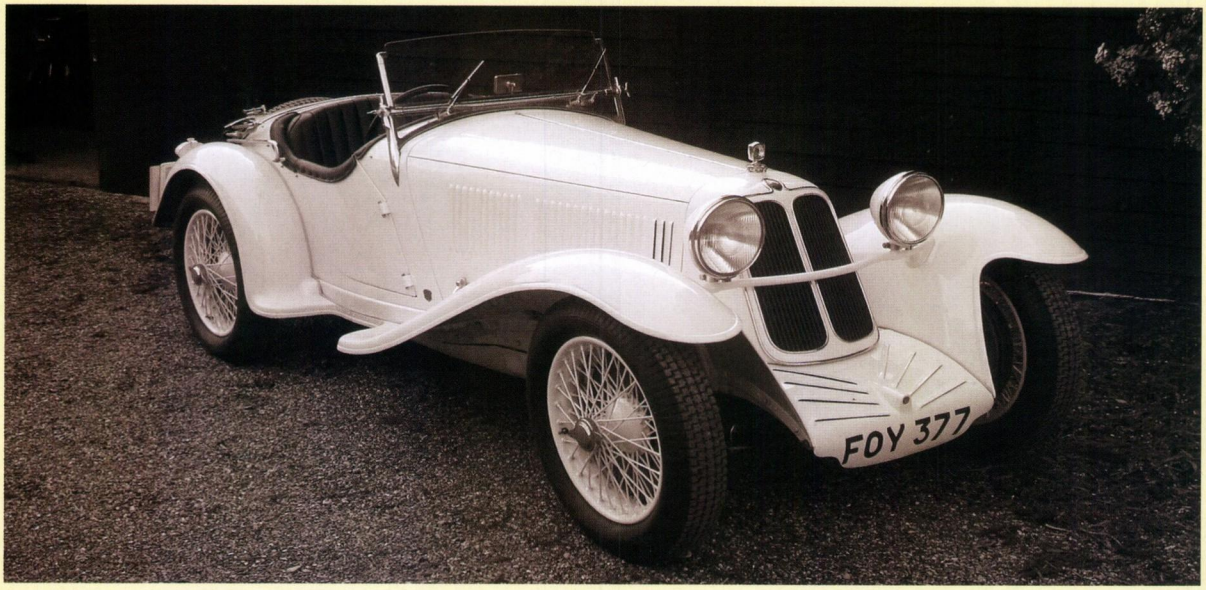
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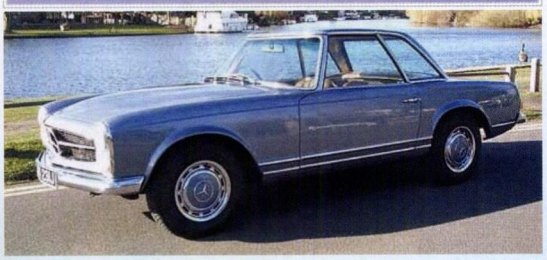
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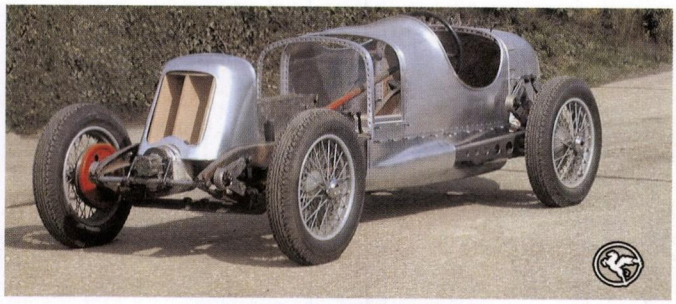
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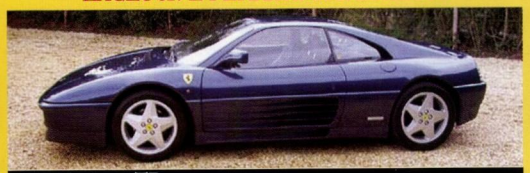
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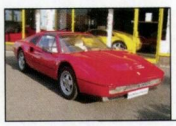
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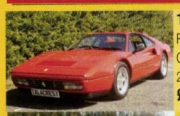
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1999 355 GTS
Argento Nurburgring with Bordeaux hide, Bordeaux carpets, climate control, adjustable suspension, ABS, power steering, twin airbags, alarm/ immobiliser, trakbak, carbon kick plates, leather head lining, radio/minidisc player 15,300 recorded miles. **£57,990**

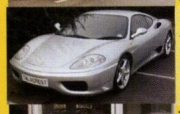




1987 Ferrari 328 GTB
Rosso Corsa with Black Hide, Red Carpets, Air Conditioning, Rear Aerofoil, Radio/Cassette, V8 3.2 Litre 270 BHP, 4 owners from new, 9,600 recorded miles.
£34,990



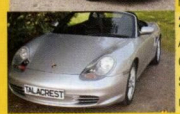
1990 Testarossa
Rosso Corsa with Magnolia Hide, Red Carpets, Air Conditioning, Electric Windows, Electric Wing Mirrors, Sigma Alarm/Immobiliser, Kenwood Radio/Cassette/Multi CD. 15,414 recorded miles. **£37,990**



2000 360 Modena F1
Argento Nurburgring with dark blue hide, dark blue carpets, climate control, ABS, ASR, central locking, adjustable suspension, painted callipers, twin airbags, F1 paddle shift, sports gearbox setting, radio/ cassette, multi cd 22,400 recorded miles. **£74,990**



1993 348 TS
Grigio Titanio with Grey Hide, Black Carpets, Climate Control, ABS, Electric Windows, Pioneer Radio/Cassette/6 x CD, Sigma Alarm, 1 of Only 261 UK RHD Cars, 15,600 recorded miles.**£32,990**



2002 (52) Porsche Boxster (Facelift) 2.7
Arctic Silver with Black Hide, Black Carpets, Climate Control, Tracker, Power Roof, ABS, Power Steering, Electric Seats, 17" Alloys, Wind Deflector, Radio/CD. 1 owner from new, 12,700 recorded mile. **£28,990**

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360**	£275	£690	N/A	£990	£390	N/A
355**	£275	£540	2.7 Motronic £840. 5.2 N/A	5.2 Motronic £840. 2.7 N/A	£790	N/A
348* MONDIAL T*	£275	£540	£1,235 #	£540	£795	£395
308* 328* Mondial QV* Mondial 3.2*	£260	£440	£1,155 #	£440	£345	£395
F40*	£295	£595	£1,290	£695	£550	£495
TESTAROSSA**	£295	£575	£675	£1,545	£790	£495
512 TR & M **	£295	£575	£675	£1,545	£990	£495
456**	£295	£790	2.7 Motronic £1,890	5.2 Motronic £1,890	£745	£675
GTA	£295	£1,322	£2,422. 5.2 N/A	£2,422. 2.7 N/A	£745	£675
550** 575**	£295	£790	N/A	£890	£745	N/A
400 412	£345	£845	£845	£1,845 #	N/A	£875

* Cam belts every 2 years ** Cam belts every 3 years # Valve clearances included



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1961 AUSTIN HEALEY 3000 BJ7 FIA RACE CAR. Built by Dennis Welch Motors to the ultimate long distance race spec. Dark Blue with Silver hard top, every tweak possible, raced in all European & UK FIA events with tremendous success. Race ready for this season, a front-runner in the right hands, could not be replicated for less than £80K.RHD - £49,995



1959 ASTON MARTIN DB 2/4 MK3. Peony Red with Black hide, O/D, disc brakes, twin spot lamps, dual exhaust, CWW, radio. A very low mileage example, A.M. Concours winner 89 points, last owner since 1988, undoubtedly one of the finest examples available, the ultimate DB series and in my opinion a sound investment.RHD - £54,995



1989 SERIES BENTLEY EIGHT. Dark Metallic Blue with Magnolia hide. Three owners, 60K with FSH, elec seats, windows, mirrors & aerial, climate control, alloy wheels, cruise control, badge bar & chrome grill. Just serviced, superb condition and outstanding value.RHD - £13,995



1961 JAGUAR 3.4 MK2 AUTO. 1lady owner until 2000. 58K warranted documented miles. CWW, PAS, radio. Unblemished Opalescent Maroon with Blood Red hide. Cars of this quality & pedigree rarely come onto the open market.Virtually as it left Browns Lane.£23,995.RHD - 23,995



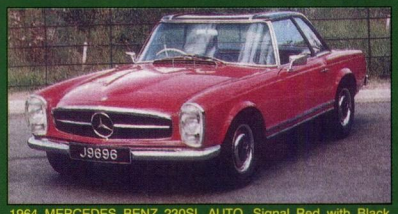
1979 TALBOT SUNBEAM LOTUS. Black over Silver, Grey cloth. Rebuilt some years ago using the last genuine factory shell, ZF gearbox, LSD, uprated adjustable susp, quick rack, oil cooler, blue printed engine, catch tank, fire ext. Very little use, only the odd hill climb; now's your chance to make a serious rally car, impeccable condition.RHD - £8,495



1974 JENSEN INTERCEPTOR MK3 CONVERTIBLE. Royal Blue with Tan hide & Dark Blue mohair hood. Restored in 2001 at a cost in excess of £70K. Power hood, air con, elec windows, mirrors & locking, S4 front spoiler, CD music system, alarm. Interceptors are so underrated and represent excellent value for money.RHD - £29,995



1961 DAIMLER DART SP 250. Ivory with Geranium hide. 2 owners, the last since 1968, 79K miles, totally restored to the highest of standards, wire wheels, hard & soft tops, adjustable steering column, full bumpers with over riders, Motolita wheel, unleaded head. Hard to find a better example.RHD - £23,995



1964 MERCEDES BENZ 230SL AUTO. Signal Red with Black hide. 70K miles from new with FSH, ex-Jersey, equipped with PAS, factory hard top in Black, radio, tonneau cover etc. It would be hard if not impossible to find a better example, be quick!RHD - £28,995



1959 MGA 1600 ROADSTER. O.E.W. with red hide, a ground up restoration, completed to the highest of standards. Wire wheels, unleaded head, tonneau cover, etc.Would please the most critical.RHD - £15,995



1934 MGPA 2 SEATER. Red with Dark Brown hide. Total restoration including balanced engine with new block, superb attention to detail, walnut dash, mileage recorder, semaphore etc. Less than 500 miles since completion, loads of early history. Reg No MG 3497. Very hard to find in this condition.RHD - £19,995



1998 AC COBRA SUPERBLOWER. Finished in Midnight Blue with full Red hide. Two owners, 20K miles, FSH. Equipped with roll hoop, cat 1 alarm, Halibrand wheels, stone guards, twin overtaking mirrors etc. An impeccable example of this very rare AC factory built supercar.RHD - £52,995



1990 TVR 350i. Sebring White with Blood Red hide piped Cream. 27K miles with full service history, CD player, cross spoke alloy wheels, tubular manifolds etc. Unblemished condition, this ultra low mileage example is a potential major concours contender.RHD - £9,995

1965 FRUA JAGUAR 3.8 COUPE. '66 Geneva Show car, Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 90/95 costing in excess of £100K to the highest standards. Unique styling exercise by Frua, never taken up by Jaguar. I know not why, maybe due to cost of production; absolutely stunning; 'unrepeatable' £59,995

1968 JAGUAR E-TYPE SERIES 2 ROADSTER. Carman Red with Black hide & Black mohair hood. A superbly well restored example with uprated shockers, comp CWW, unleaded head, reclining seats etc, ready for the summer £39,995

1966 AUSTIN HEALEY 3000 BJ8. Colorado Red with Black hide. CWW, O/D, alternator, radio, CD, door mirrors. Ground up restoration with photographic record by marque specialist. A most outstanding example of the best Healey £31,995

1953 MGTF 1250 SPORTS. Signal Red with Tan hide. Ground up restoration carried out a few years ago to the highest standards, boot rack, tonneau cover; exceptional £23,995

1963 TRIUMPH ZEST 2 LITRE TRI CARB. Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine & all syncro gearbox. Sebring White with Red hide. Restored to the highest standard by marque specialist at enormous cost. Unique & stunning £21,995

1963 JAGUAR 3.8 MOD MK2. Metallic Burgundy with Red hide, uprated and equipped with PAS, CWW, coil over rear suspension, unleaded head, reclining seats, 4 pot callipers, Koni shockers, Motolita steering wheel, music system, all synchro overdrive gearbox. In extremely original condition and superb to drive £18,995

1965 SUNBEAM TIGER SERIES 1A. Speedwell Blue with Black hide. Uprated engine, T10 gearbox, Minilite wheels, Koni shockers, extra instruments; a very well restored example in excellent condition. One we have sold before £18,495

1968 TRIUMPH 2000 MKI. White with Red trim. Prepared for historic rallying using the best of components in a superb shell. Works type dash, competition seats, overdrive, Motolita wheel, adjustable suspension, minilite wheels, spot lamps, reversing light. Could not be replicated for double this figure.....£15,000

1965 TRIUMPH 2000 MKI RACE CAR. Built/developed over 15 yrs by Carlow Eng, 250 BHP, dry sumped, C/R gearbox, LSD, rose jointed susp, front/rear ventilated disc brakes, long range fuel tank. Donington 1.23, eligible for Swinging 60's Series; definite front-runner. Fresh engine just fitted, whole car fully prepared, cost in excess of £80K to build. Vast amount of spares, the cheapest historic race car you are likely to find; road registered £11,995

1957 MGA 1500 ROADSTER. Chariot Red, Black hide, period radio, door mirrors, heater. Total restoration 10yrs ago, used sparingly since. Nice example, realistically priced. £11,495

1969 MGB 1.8 ROADSTER. Trafalgar Blue with Black hide, mohair hood, CWW, stainless steel exhaust. A very well restored example, realistically priced £9,995

1978 MGB 1.8 ROADSTER. BRG with Grey hide. A very well restored example, unleaded head, walnut dash, wood rimmed steering wheel, minilite wheels, uprated instruments etc. Over £12K spent on restoration & upgrades. Outstanding value £4,995

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2005 BENTLEY 54. BENTLEY CONTINENTAL GT Coupe in Moonbeam with Beluga top roll and carpets. Portland hide interior. 19" split rim alloys. Many extras only 48 miles. **£123,950**



2002/51 CORNICE CONVERTIBLE. Finished in Masons Black with Magnolia interior, piped. Black hood and carpets. FSH. Immaculate condition. **£196,950**



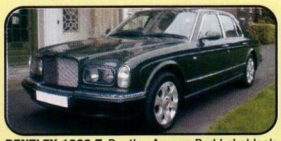
2001 Y BENTLEY ARNAGE RED LABEL. finished in Mulberry with Cotswold interior,piped in Beluga. FSH. Totally immaculate condition. **£77,950**



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BENTLEY 1999 T. Bentley Arnage Red Label lookalike. Finished in Verdant Green with Cotswold interior. Low mileage. FSH. Immaculate .....**£53,950.**



BENTLEY 1999 T. Bentley Arnage Red Label look alike. Finished in Verdant Green with Cotswold interior. low mileage. FSH. Immaculate condition. **£56,950**



1997 P. BENTLEY TURBO RL MK IV. Finished in Racing Green with Sandstone interior. Known to us for 4 years. FSH. Outstanding condition. **£33,950**



1997 P BENTLEY CONTINENTAL. Finished in Peacock Blue with Parchment interior. FSH. Mulliner style wing vents. 18'' alloys. Racing Grille. Immac. **£67,250**



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BENTLEY 1996 MDL. Bentley Brooklands in Sherwood Green with Natural interior. Service history. Outstanding condition. **£29,999**



ROLLS 1996 N. Silver Spur. Finished in Royal Ebony with Silverstone interior. Only 48000 miles. FSH Electric rear seats. Immaculate throughout. .....**£37,950.**



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1993 K. BENTLEY TURBO R MK III. (Floor change) Active Ride. Finished in Fern Green with Cream interior. Birds eye maple inlays. Immaculate **£25,950**



BENTLEY TURBO R MKII ACTIVE RIDE 1992 (J). Finished in tudor red with soft black interior, fitted with 17" alloys, service history, immaculate condition .....**£22,950.**



1990 G BENTLEY TURBO R MK II. Active Ride in Midnight Blue. Silverstone interior. 17'' Alloys. Picnic tables. 17'' Alloys. Immaculate condition. **£19,250**



BENTLEY 1990 G. Bentley Mulsanne S MK II. Active ride finished in College Blue with French Navy interior. History. Immaculate condition. **£18,950**



BENTLEY 1990 G. Bentley Mulsanne S. MK II Active ride. Finished in Balmoral Green with Parchment int. CD-Multiplay. History. Outstanding.....**£18,950.**



1989 F. BENTLEY TURBO R ABS EFI. Finished in Cobalt Blue with Parchment interior, piped. 17'' alloys. Immaculate condition throughout. **£18,950**



1989 F. CORNICHE CONVERTIBLE SERIES II. Finished in Dark Oyster with Parchment hood and interior. 1 owner. FSH. Immaculate condition. **£54,250**



1988 E. SILVER SPUR ABS EFI. Finished in Cobalt Blue with Champagne interior. Picnic tables. 2 owners, FSH. Immaculate condition **£17,650**



1986 C. CORNICHE CONVERTIBLE. SERIES II. LHD. Finished in Magnolia with Natural interior. Dark Brown Mohair hood. Low mileage FSH. Immac. **£42,950**



ROLLS ROYCE SILVER SPIRIT 1986 (C). Cotwold Beige with cream interior, service history, low mileage, outstanding condition **£15,950**



RR CAMARGE 1980 V. Camargue. Finished in Peacock Blue with Magnolia interior. Complete restore costing £22000. 17" Alloys. Immaculate condition. .....**£28,950.**



1979 T. SILVER SHADOW SERIES II. Finished in Fern Green with Spruce interior. A very smart car. History. Outstanding value at only **£11,950**



1964 B. BENTLEY S III. Finished in Smoke and Sage with Spruce interior. 2 owners since 4 years old. History. Superb condition..... **£24,950**

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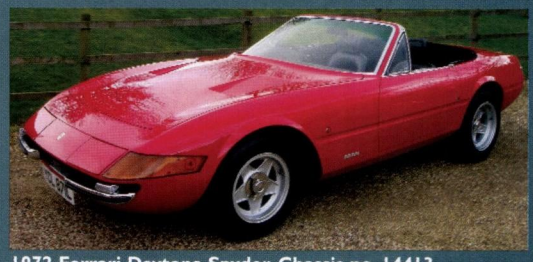
Duncan Hamilton driving Jaguar D-Type OKV1 to second place, Le Mans 1954



1955 Ferrari 410 Sports Spyder, Chassis no. 0598
0598 CM was piloted by **Juan Manuel Fangio** and **Eugenio Castellotti** before being sold to John Edgar of the USA, in whose care it achieved notable success at the hands of **Carroll Shelby**, **Phil Hill**, **Richie Ginther** and **Masten Gregory**. This is one of the most significant ex-Works Ferrari sports cars to be offered on the open market for many years. £POA.



1959 Ferrari Dino 246 GP car, Chassis no. 0006
This magnificent Grand Prix car was reconstructed by Graypaul Motors in 1972 using many original important components such as engine, transmission, brakes, suspension etc. 270 bhp. Full FIA papers. This car has been campaigned throughout Europe for many years with notable success. Perfect for the 2005 season. £POA.



1972 Ferrari Daytona Spyder, Chassis no. 14413
Red with black hide. RHD. This car was converted to a Spyder by Brian Angliss at Autokraft. The car has been beautifully restored and has 9"-wide rear wheels fitted. The car also has the added bonus of being equipped with a Ferrari 365GT 2+2 power steering unit. The car is in stunning overall condition. £POA.



1965 Ferrari 275 GTS, Chassis no. 7203 GT
Rosso corsa with tan hide interior. Chassis no. 7203 GT has covered under 25,000 miles and is the 48th of only 200 275 GTS's built. The exceptional condition confirms the car having had a very thorough restoration and a recent total retrim. Fitted with the optional Borrani wire wheels, this supremely elegant left-hand drive 275 is available now, complete with UK registration. £137,500.

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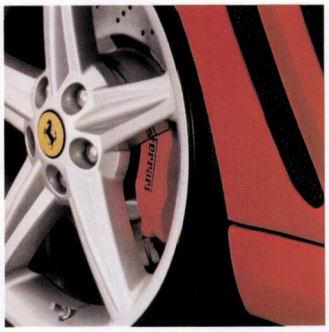
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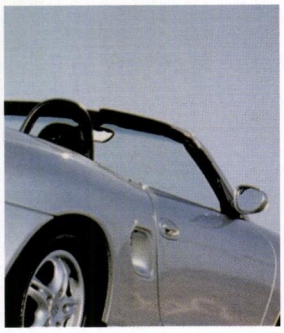
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2001 911 GT3 ARCTIC SILVER 5,000 miles
Black leather, comfort model, ali kit

GT2

2003/03 911 GT2 MIDNIGHT 6,000 miles
Black leather, ali kit, Bose

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2003 911 TURBO SEAL GREY 7,000 miles
Black leather, carbon pack, sat nav, park assist, 1 owner

2003 911 TURBO POLAR SILVER 8,000 miles
Black leather, sunroof, uprated radio CD, Liptronic lights, Bose

2002 911 TURBO ARCTIC SILVER 10,000 miles
Black leather, PCM, PSM, computer, heated seat, Bose, litronic lights, white dials, park assist

2003 996 C4S MIDNIGHT BLUE 14,000 miles
Grey leather, PCM, PSM, computer, white dials, 18in alloys, bose, sunroof, litronic lights

2003 996 C4S ARCTIC SILVER 7,000 miles
Black leather, PSM, computer, park assist, sunroof, litronic lights, mem seats

2003 996 4S OCEAN BLUE 19,000 miles
Dark Blue leather, White dials, sunroof, sports seats, sports exhaust, uprated radio, CD

2002 996 4S TIP ARCTIC SILVER 16,000 miles
Grey leather, sunroof, uprated radio CD, Liptronic lights, Bose

CABRIOLET 996

2004 996 CABRIOLET SEAL GREY 6,000 miles,
Black leather sports seats, 18in alloys, Bose heated seats, ali pack

2000/01 996 C4 CABRIOLET ARCTIC SILVER 28,000 miles
Black leather, PSM, al pack, uprated radio/CD

1999 996 CABRIOLET ARCTIC SILVER 43,000 miles
Blue leather, White dials, 18in alloys, heated seats, ali pack

1999 996 CABRIOLET POLAR SILVER 51,000 miles
Blue leather interior, PSM, Xenon lights

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2002/3 996 COUPE MET BLACK 8,000 miles
Black interior, sports exhaust sunroof, 18in alloys

2003 996 COUPE OCEAN BLUE 15,000 miles
Blue leather, 18in GT3 alloys, switchable sports exhaust, Bose

2002 996 COUPE OCEAN BLUE 21,000 miles
Natural hide, PSM, climate, Bose, al pack, 18in alloys, ruffled leather

2002 996 COUPE M BASALT BLACK 13,000 miles
Grey leather, 18in alloys, computer, ali pack

2001/02 996 COUPE C4 TIP OCEAN BLUE 30,000 miles
Savanna leather, cruise, computer, PSM, park assist, memory seats, sunroof

2001 996 COUPE C4 TIP ARCTIC SILVER 17,000 miles
Black leather, cruise, computer, PSM, 18in alloys, sunroof

1999 996 C4 COUPE TIP OCEAN BLUE 28,000 miles
Grey leather, PSM, cruise, litronic lights, 18in alloys, al pack, park assist, ruffled leather

1999 996 COUPE METALLIC BLACK 24,000 miles
Black leather, sat/nav, climate control, computer, PSM 18in wheels

1998 996 COUPE TIP MIDNIGHT BLUE 37,000 miles
Black leather interior, climate, cruise control

993

1998 993 COUPE 4S ARCTIC SILVER 26,000 miles
Blue leather, computer, white dials, 18in wheels, sunroof, climate

1997 993 COUPE 2S ARCTIC SILVER 46,000 miles
Blue leather, sports seats, 18in wheels, GT3 pack, carbon kit

1996 993 TURBO 4 POLAR SILVER 57,000 miles
Black leather interior incl Turbo S, carbon fibre, sunroof, 18in wheels

1997 993 TARGA TIP ARCTIC SILVER 38,000 miles
Blue leather interior, climate control, split rim alloys

1994 993 COUPE TIP 30,000 miles
Classic Grey leather, sports seats, sunroof, computer

1993 911 CABRIOLET BLACK 73,000 miles
Linen leather, sports seat, alarm, immobiliser, CD

1990 911 CABRIOLET RED 56,000 miles
Linen leather, sports seats, computer, full service history

BOXSTER

2003 BOXSTER S METALLIC BLACK 7,000 miles
Savanna int, climate, driving lights, computer

2002 BOXSTER GUARDS RED 15,000 miles
Black leather, PSM, 18in alloys, Bose, White dials, ali pack

2002 BOXSTER S SILVER 9,000 miles
Boxster Red ltr interior, sat nav, climate, Xenon lights, White dials

2001 BOXSTER S LAPIS BLUE 19,000 miles
Grey leather, climate, 17in alloys, uprated radio CD

2001 BOXSTER S ARCTIC SILVER 14,000 miles
Metropole Blue leather trim, CD, 17in alloys

2001 BOXSTER 2.7 OCEAN BLUE 17,000 miles
Savanna leather, 17in alloys, hardtop, c/c computer, sp/wheel

1999 BOXSTER 2.5 ARCTIC SILVER 29,000 miles
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Crema hide interior, stunning Rosso coachwork

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Black Yellow seats with Yellow inserts

2001 360 SPIDER MAN RED 6,000 miles
Crema leather, 19in sport wheels, wind deflecter, uprated alarm/immob, embossed headrests

2002 360 MODENA F1 RED 7,000 miles
Crema int, Crema ltr, Red carpets, liptronic lights, radio, CD, alarm

2000 360 MODENA F1 TDF BLUE 14,000 miles
hide leather, suspension switch upgrade, CD package

1998 355 GTS F1 RED 20,000 miles
Crema leather, uprated radio CD, recent service

1988 355 SPYDER F1 RED 22,000 miles
Crema leather, climate, upgraded

1992 348TS BLACK 9,000 miles
Black leather trim, climate control, 2 owners

1991 TESTAROSSA RED 5,000 miles
Crema leather, Red carpets, CD player

1991 TESTAROSSA RED 17,000 miles
Black hide, Red carpet, uprated sound system

1985/6 MONDIAL COUPE QV RED 54,000 miles
Crema, Red carpets, air con, sunroof, good history

1985 MONDIAL COUPE RED 36,000 miles
Black interior, Black carpets, air con, sunroof, excellent history

1998 MODEL LAMBORGHINI ROADSTER 24,000 miles
Burgundy, cream leather, full history

jaguar/AC

1967 E-TYPE 4.2 ROADSTER 1.25 SILVER 54,000 miles
original RHD, factory hard top, concours

1963 E-TYPE 3.8 ROADSTER AZURE
concours, show winner, superb provenance

1998 AC COBRA SUPER BLOWER RED 6,000 miles
Black leather, ex Coca Cola car

1936 4.25 PILLARLESS COUPE
Gurney Nutting, one owner 30 years

1998 DIABLO ROADSTER BURGUNDY 24,000 miles
Cream leather, sat/nav, 19in alloys, DVD/CD, ex Motor show car

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1985 BENTLEY MULSANNE TURBO, Lagoon Blue with Champagne Leather, Blue Dash Top And Blue Carpets. 63000 miles Only with FSH. Sold By Us To its last Two Owners (10 Year Period) Without Question One of The nicest You will Find, Stunning £14,950



1974 JAGUAR XJ12L. 5.3 Old English white with blue leather trim 26000 miles only. Best we have seen. Please look at our website for full photos etc.....£12,950



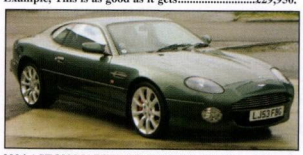
1964 Mercedes 220 SEB Convertible, Auto. horizen blue with Grey Leather Trim, and blue mohair hood.Restored to concours winning condition, and the best we have ever seen. Please contact us for more details etc. .....£45000.



JAGUAR C-TYPE-REP BY PROTEUS (plus upgrades). 3.8 tuned engine, 4 speed box with overdrive etc. Alloy & GRP construction, correct in every way. Please see our website for full details.....£36,950



1995 PORSCHE 911 (993) CARRERA 2. Grand-Prix white with Grey Leather, Alloys, Aircond, ESR. 69000 FSH, Mint Example, This is as good as it gets.....£29,950.



2004 ASTON MARTIN DB 7 VANTAGE, (Rare 6 Speed Manual)Aston Racing Green, Full Charcoal Leather, With Wood Trim. 19" Alloys, Red Calipers, Sports Exhaust, Air-cond, Tracker, Sat Nav and CD. Factory warranty, 2500 Miles As Brand New.....£82,950

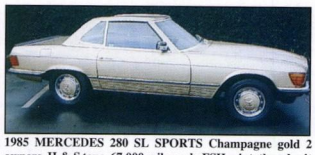


1957 ROLLS-ROYCE SILVER CLOUD I. sage over Velvet Green with Magnolia Leather, Original RHD Example with PAS, and original Radio, 72000 Miles Only, Very Interesting history, Superb In all Respects, ...£29950



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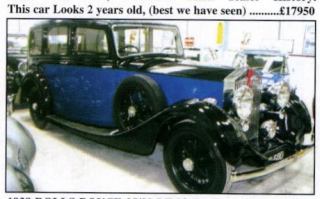
(MARTIN J DALY) Est 1979



1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this £15,950



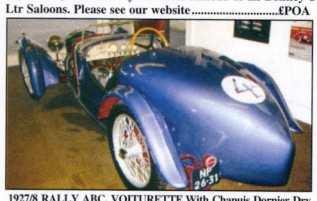
1990 Marcedes 500SL (W129).Silver with Blue leather, alloys, aircond, criuse,power hood, hard-top. Music, 90000 Miles with Full, Mercedes Main dealer History. This car Looks 2 years old, (best we have seen) £17950



1938 ROLLS-ROYCE 25/30 LIMO By H J Mulliner. Black over Oxford Blue Over Black, Blue Leather to the Front, and Tan Cloth To the Rear, (with Division) last Owners Circa 32 years, Restored to Concours Standards, (Famous First Owner) The Best we Have Ever Seen.....£ POA.



1931 Bentley 8 LTR (by Mulliner). First Production model # (YF5001). Historically the most famous of all Bentley 8 Ltr Saloons. Please see our website.....£POA



1927/8 RALLY ABC. VOITURETTE.With Chapuis Dornier Dry Sump Le-mans Engine.In Private Collection for many years, Has just been fully Re-commissioned, to a very High standard. Thought to be one of Two in Existence of this Specification. A unique Opportunity to acquire a very rare motoring Treasure. .....£ POA.



1978 (Oct) ASTON MARTIN V8 VANTAGE (OI) Manual. Finished in goodwood Green with Magnolia leather, alloys, air-cond, etc. Recent mechanical restoration work by HWM. Superb and totally sound, 48000 miles with extensive history file. Excellent Value at .....£39950.



1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only.....£19,950

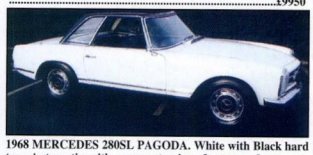
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1984 SCIMITAR GTE 6A AUTO.Champagne with full black leather piped, PAS, full Electric Pack, Minilite Alloys, 46000 Miles Only with Full History, This is the Nearest to a brand-new Example you will Find. Stunning £9950



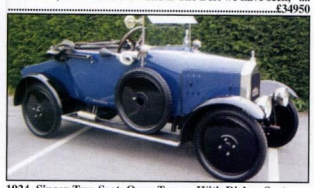
1968 MERCEDES 280SL PAGODA. White with Black hard top. Automatic with power steering, 3 owners from new. 91,000 miles, original interior and perfect hood a superb and original motorcar (hard to find like this, see our website) £26,950



1969 JAGUAR E-TYPE 4.2 FHC S2. RHD, Finished in special Order Ecossie Blue, With Red Leather Trim, chrome Wire wheels, Stainless Exhaust, and Upgreades. Restored To A very High standard By its Last Owner, And taken to Le Mans Last Season, Stunning £32,950



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1924 Singer Two Seat, Open Tourer With Dickey Seat. Royal Blue With Black Trim, Superb Mint Example Very Seldom as Good as this , Please see our Web-Site....£12,950.



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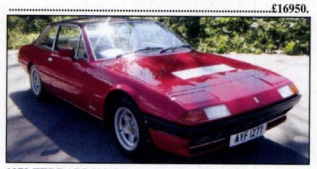
1937 ROLLS-ROYCE WRAITH Sports Alloy Body Saloon By Park-ward. (original Factory Experimental Car) Very Famous, and Important Example, Please See our Web-site or Contact Us for Full Details etc. .....£44,950.



1973 Aston Martin V8 MK1 auto. Finished in Tankard grey, with mulberry leather trim. alloys, air-cond, etc. original English Uk matching numbers car, fortune spent in recent years. Nice honest,example and superb value at .....£24950.



1951 MORGAN PLUS 4 ROADSTER, Royal blue with black trim and hood. stainless steel Exhaust, Last owner many years, superb original Example, wonderfull History, Structure A1. Drives as it should, The best we have seen .....£16950.



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1963 Alfa Romeo Giulia 1600 Sprint (101 series). Farina rosso/blue interior.Very nice all round usuable condition.Taxed and M.O.T'd.Ready to go.....**£9,450**



1969 Alfa Romeo 1750GTV (Mk1).Yellow ochre/Black interior. Bodywork restored and mechanical recomissioning carried out. Webasto style sunroof fitted **£9,750**



1974 Alfa Romeo 2000 GTAm replica based on 2000 GTV bodyshell. Works arches and fitted 8"x 13"wheels. Full roll cage, race seats and harnesses. Eligible for GTA challenge races or use for hillclimbs, sprints, track days. Road registered. **£11,750**



1972 Alfa Romeo 200 GTV. Piper yellow/Black interior. Restored 1995/96.Recent cylinder head rebuild and fast-road cams. Superb condition.Fitted rare Campagnolo alloy wheels. .....**£8,750.**



1964 Alfa Romeo Giulia Sprint GT,GTA style bodywork.Full race and dry sumped 2 litre engine,c/r gearbox and l.s.d rear axle.Andrew Thorogood prepared.Extensive race history and has competed in H.R.S.R events and Top Hat series.Spare wheels and tyres.....**£15,850.**



1965 Alfa Romeo Giulia Sprint GT.Latest Appedix K papers.Fully race prepared.New Fabricage 6 point roll cage,Ridgard seats etc.Can be used in European events,Top Hat,H.R.S.R etc.....**15,450.**

Coupe

1970 Alfa Romeo 1300 GT Junior (step-front). Rosso/black interior.GTA style bodywork.Fitted 2 litre engine,brakes and l.s.d rear axle..Handling kit and 6Jx14 wheels.Huge fun but scruffy.Great for track days **£5,500**

1972 Alfa Romeo 2000 GTV Dutch Blue/mushroom beige interior.Webasto sunroof.Bodywork restored 1998/9 including 3 piece sills etc.All work documented.Period alloy wheels fitted **£9,450**

1973 Alfa Romeo 1600 GT Junior. Grigio Chiario Met./Black interior.12 months M.O.T, good mechanical condition, good project to use for the summer **£4,250**

1973 Alfa Romeo 2000 GTV Rosso Amaranto/tan interior. Superb restored car. Enhanced with suspension handling kit, Koni shock absorbers etc **£7,750**

1974 Alfa Romeo 2000 GTVSE Bianco/Black cloth interior. Very original immaculate condition and one of nicest I have driven. **£7,950**

Spider

1967 Alfa Romeo Duetto. Rosso/black interior, new black mohair hood. Absolutely one of the best available, concourse condition. Just fitted rebuilt and blue-printed engine £14,250

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1971 Alfa Romeo 1750 Spider (Kamm-tail). Bianco/Black interior. Low mileage and superb condition **£9,750**

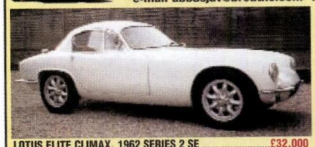
1978 Alfa Romeo 2000 Spider. Farina Blue/Black interior. Recent suspension work and Koni shock absorbers. Ready for summer use. **£7,450**

1978 Alfa Romeo 2000 Spider, Farina Rosso/black interior, black mohair hood.Fitted 5 spoke period Cromadora alloy wheels.4 owners form new and 70,000 miles.This is not your average spider. .....**£12,750.**

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Mike Abbas

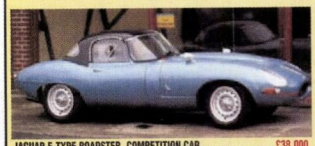
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MORGAN 4/4, 1956 SERIES 2 MODEL.....£12,000



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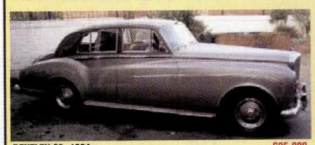
LOTUS 22 FOR FURTHER DETAILS PLEASE CONTACT ME. £35,000



LOTUS 20 FORMULA JUNIOR, 1961 .....£30,000



LOTUS SUPER 7 TWIN CAM SERIES 2, 1968 .....£18,500



BENTLEY S3, 1964 .....£25,000

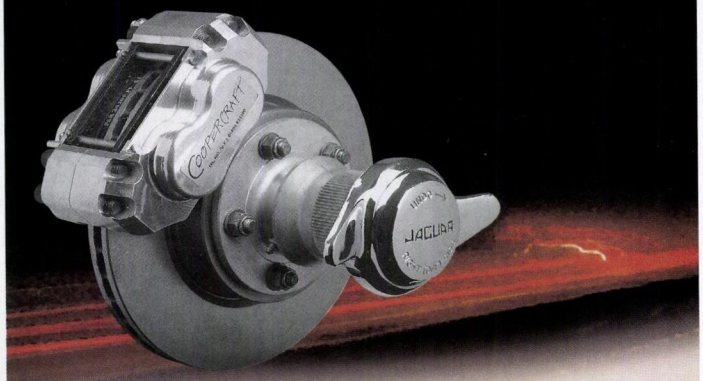
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Chassis number BB49LC59905, Body: Left Hand Drive Saloon

Recently over a period of eight years this left hand drive ex-works Escort has been fully restored to the original specification. It is now exactly as it was when the factory team engineers at the Ford Competition Department built it for the East African Safari Rally. Since then the car has probably completed less than 1000 kilometres,

The car still has the original five speed ZF gearbox with tall gearing for the long and often flat out safari stages. The correct Atlas axle is equipped with a 5.1:1 final drive ratio and limited slip differential. The beefed up suspension struts, heavy-duty springs and competition shock absorbers should be able to soak up any forest stages with ease. The twin servo assisted disc brakes (all round) have an adjustable bias box to accommodate fine tuning of left foot braking. The Minilite magnesium wheels are understood to be the originals.

Inside the car has a full roll cage and all the rally goodies, switches and gauges to be found in an ex- works Escort. The body shell is excellent and is finished in works white. The Lotus-Ford twin cam four cylinder motor, which is in excellent order, is much modified and of 1840cc capacity.

The car was professionally inspected in March 2003 by Philip Squires and was described as a perfect example and correct in every detail. He added that it was a pleasure to view a car so original in today's market.

A car with this provenance would be welcome on any historic rally and at £47,500 should not be missed.

Delahaye 135M

Drophead Coupe by Chapron,Chassis 49304

This is a rare opportunity to own one of the greatest of all French post vintage Grand Touring cars.

Passenger car production ceased with the outbreak of World War 2 and unfinished cars were stored in the outskirts of Paris until the cessation of hostilities. Due to its pre-war chassis number, this car is believed to be one of those rare examples as the documentation shows it being registered in Holland in 1948. Post war cars all carried an 8000 series chassis number.

The car entered the Dutch National Museum van de Automobiel at Driebergen in 1956 where it remained for over four decades. A photograph of this actual car is shown in The Beaulieu Encyclopaedia of the Automobile to depict an original Chapron bodied Delahaye.

The present owner purchased this wonderfully original car in 2000 and commissioned a complete restoration. As part of this 5000 man-hour "No Expense Spared" project, the engine was rebuilt to Grand Prix specification, including a new aluminium cylinder head carrying triple carburettors. Race prepared crankshaft, camshaft, connecting rods and pistons were fitted and balanced en masse with the flywheel.

Now in Concours condition and finished in light blue over dark blue wings, this lovely car is ready for showing or long distance rallies.

Price. Far less than the cost of restoration! Please ask.

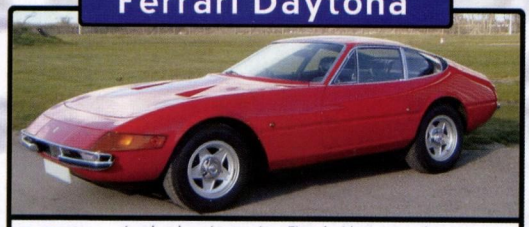
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Ferrari Daytona



1971 Just had major service. Fitted with sports exhaust. Drives particularly well. Interesting history. **£P.O.A.**

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2000
Stunning black / black / ebony woodwork. Bespoke specification. 32,000 miles, 2 owners. Full Bentley history. Pristine Condition.
£112,750



Mercedes 280 SL

1969
Massive history file from original bill of sale to the present. Not a typical example, Exceptional condition in all respects
£25,950



Bentley Turbo RT



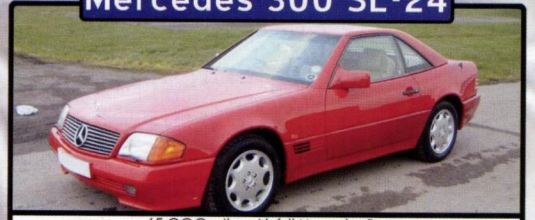
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Mercedes 320 CLK



2000
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Mercedes 300 SL-24



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For more information (including the above cars' driving impressions) visit

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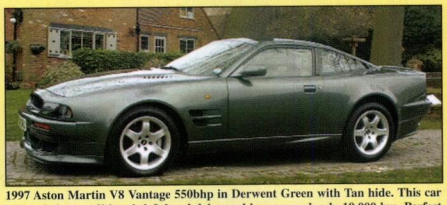
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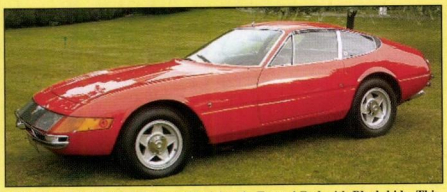
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1988 Aston Martin V8 Vantage Volante in Suffolk Red with Magnolia hide piped Red. Fitted with X Pack specification, Red carpets, Ronal wheels and 5 speed Manual gearbox. An excellent example with low mileage from new and full Aston Martin service history. £69,950



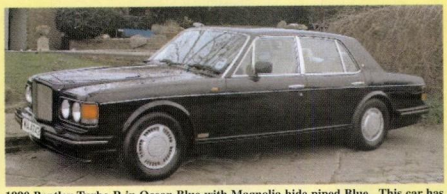
1997 Aston Martin V8 Vantage 550bhp in Derwent Green with Tan hide. This car is in pristine condition, is left hand drive and has covered only 19,000 km. Perfect throughout. £75,000



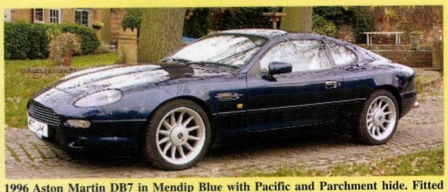
1971 Ferrari 365 GTB/4 Daytona Plexiglass in Ferrari Red with Black hide. This vehicle is in excellent condition and comes with considerable Ferrari service history. A rare car with 60,000 miles. £69,950



2000 Aston Martin DB7 Vantage in Galloway Green with Tan hide and Green carpets. Factory options include Burr Elm, premium Audio system, sports steering wheel, heated front screen, Parktronic, GT seat conversion, sports exhaust and Tracker. This is a one owner example which has covered only 18,000 miles and has full Aston Martin service history. £56,950



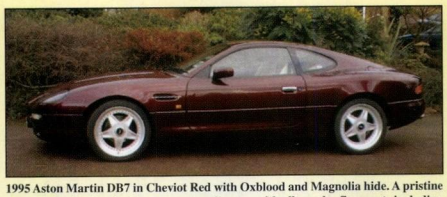
1990 Bentley Turbo R in Ocean Blue with Magnolia hide piped Blue. This car has only covered 66,000 miles from new and comes with full service history. Fitted with all usual refinements. £14,995



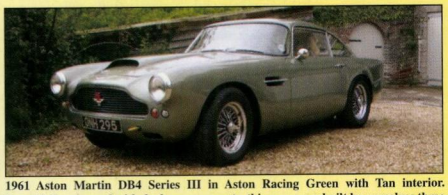
1996 Aston Martin DB7 in Mendip Blue with Pacific and Parchment hide. Fitted with completely refurbished alloys and new tyres all round. It has automatic transmission and air conditioning and comes with complete Aston Martin service history. Only 56,000 miles from new and sensibly priced at £34,950



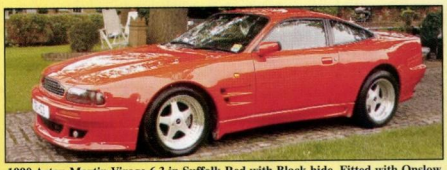
1967 Austin Healey 3000 Mark III Phase II in British Racing Green with Black hide. This car has been the subject of a recent complete re-paint and is fitted with overdrive and 72 spoke wire wheels. It drives extremely nicely and is sensibly priced at £23,950



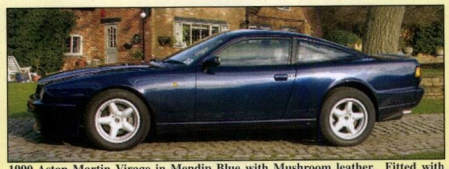
1995 Aston Martin DB7 in Cheviot Red with Oxblood and Magnolia hide. A pristine example having just had two owners and comes with all usual refinements including CD auto changer, Parktronic, air conditioning and electric seats. The car has automatic transmission and full Aston Martin service history. 50,000 miles. £34,950



1961 Aston Martin DB4 Series III in Aston Racing Green with Tan interior. Beautifully trimmed with dark green carpets, this car was rebuilt by ourselves three years ago. Fitted with 6" x 15" chrome wires, 4.2 fast road engine with high lift cams and three 2" su's, oil cooler, Kenlow electric fan, catch tank, competition suspension, standard seating and two leather trimmed Cobra race seats. Curborough Sprint Class Winner 2004, Wiscombe Hill Climb Class Winner 2004. Ready for immediate use either for road or competition. £74,950



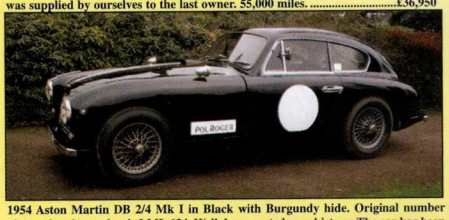
1990 Aston Martin Virage 6.3 in Suffolk Red with Black hide. Fitted with Onslow Grey carpets edged in Black, this car has been highly modified to include 6.3 engine, 4 speed Automatic transmission, ABS, immobiliser, 18" split rim OZ alloys, Alpine radio cassette and CD. This car has Vantage coachwork, wider wheel arches, front and rear lamp modifications and comes with full service history and was supplied by ourselves to the last owner. 55,000 miles. £36,950



1990 Aston Martin Virage in Mendip Blue with Mushroom leather. Fitted with automatic gearbox, power steering, air conditioning, heated electric seats, Volante alloys and stereo system. Service history, excellent value. 31,000 miles.....£26,950



1969 Aston Martin DB6 Mk I in Fiesta Red with Magnolia hide and Red carpets. Fitted with chrome wire wheels, Manual 5 speed gearbox and has a fairly comprehensive history file dating back 14 years. In 1991, the car had a complete restoration when the body was removed from the chassis and a complete rebuild carried out. This is a very attractive example and is sensibly priced. £54,950



1954 Aston Martin DB 2/4 Mk I in Black with Burgundy hide. Original number plate - chassis number is LML 634. Well documented race history. The car has been racing for approximately 30 years and has been a Class Winner many times. Will provide lots of pleasure to a new owner. Please telephone for further details £34,950



1955 Aston Martin DB2/4 Mk I in Fiesta Red with Black hide. Restored by ourselves in 1989/90 and has had little use since. Chrome wire wheels, Manual 4 speed gearbox, in very nice condition and sensibly priced. £29,950



1957 Aston Martin DB2/4 Mk II in British Racing Green and Silver. Owned by a valued customer for many years with service history with ourselves and Four Ashes Garage. A very nice 50's sports car. £29,950



1972 Ferrari 365 GTC/4 in Blue Sera with Black hide. This is a beautiful example which has a total service history from day one. Recently had the benefit of coachwork refurbishment and £16000 was spent recentlyon a major overhaul. Fitted with alloy wheels, electric windows and air conditioning. £39,950



1980 Aston Martin V8 Oscar India in Silver with Blue hide. This car comes with considerable history and is a 3 owner car. Recent works include refurbished alloy wheels and a full service. £26,950

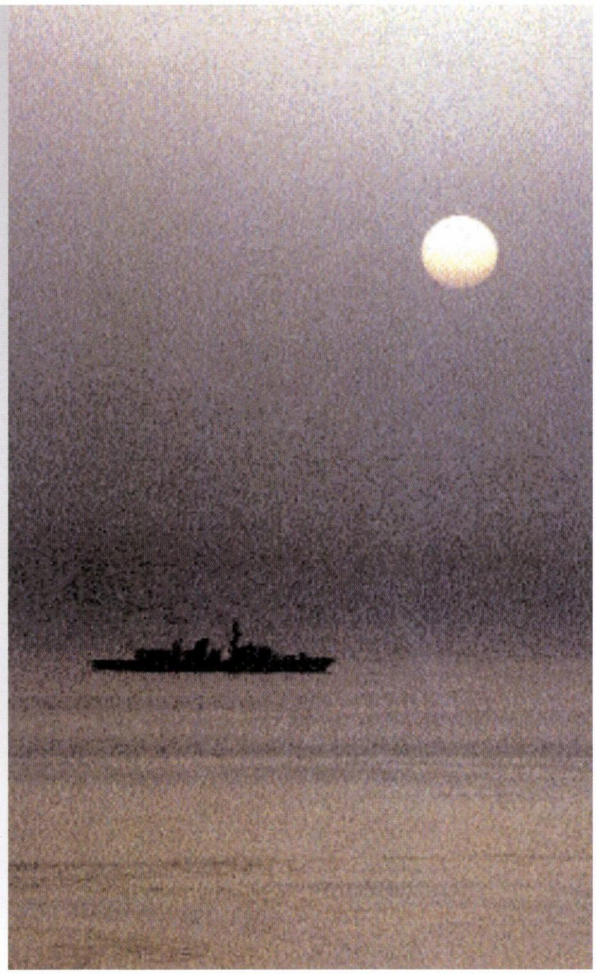


1990 Aston Martin Virage Race Car in Grey. An opportunity to start racing with the Aston Martin Ownes Club at very reasonable cost. This Virage, which was first registered on 4th June 1990, would race in the Standard Class and is in very nice condition throughout. Fitted with a full roll cage at a cost of £6,000, full fire eater system, Cobra race seat and new 4 point race belts in Red. Sensibly priced at £28,950

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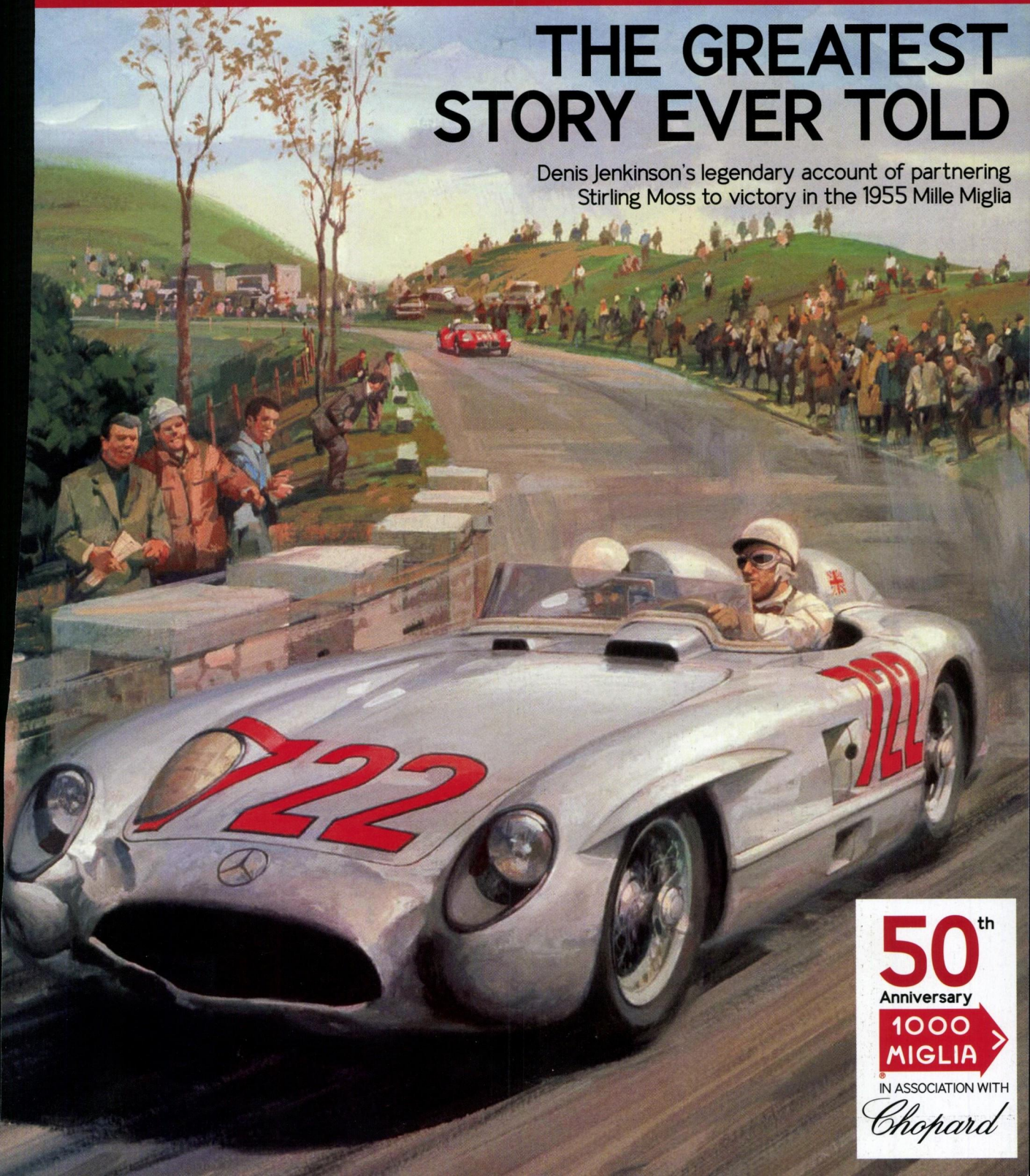
Saturday, 11 June 2005

CHRISTIE'S

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MotorSport

A free supplement with May 2005 issue



THE GREATEST STORY EVER TOLD

Denis Jenkinson's legendary account of partnering Stirling Moss to victory in the 1955 Mille Miglia

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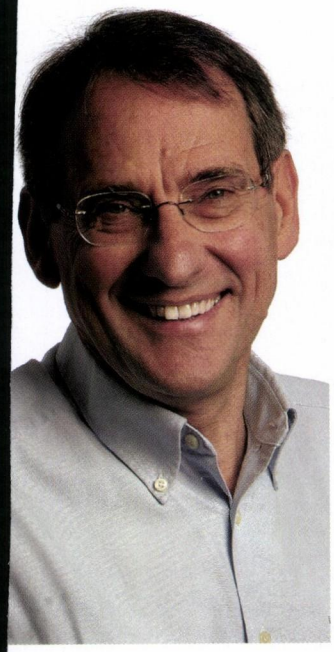
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FOREWORD BY SIMON TAYLOR

Denis Jenkinson is, by common consent, *the* finest motor racing writer. For five decades generations of *MotorSport* readers found themselves transported to the very heart of the sport that he understood so supremely well. He took them not just to the very edge of the track and into the pits, they also went with him to the back of the garages to chat with the mechanics, to the dinner table with the drivers and their girlfriends, to the factories as still-secret cars were being built. And, on a few historic occasions, he even took them into the cockpit. His story of Stirling Moss's record-breaking Mille Miglia win 50 years ago stands as one of the best pieces of car writing ever.

So much of what Jenks wrote was outstanding, whether he was describing a minor race in Belgium or gossiping about the Modena workshops. His style was simple and direct. He just wrote what happened as he saw it and passed his own opinions on what he had seen.

His small frame stands head and shoulders above other race reporters because of his particular mix of attributes: he trained as an engineer, so he really understood the cars; he had scratched a living in Europe as a motorbike racer and then as a professional sidecar passenger, winning the world championship with Eric Oliver in 1949. So he understood absolutely the psychology of the racer: he recognised true will to win, because he was a racer himself. He was fearless, which went with total honesty and an uncompromising individualism, so he was impervious to PR-speak and commercial pressures. If he thought a driver's performance was second-rate, he said so. And he was dedicated: he lived alone, travelling season-long around Europe as part of the racing circus that was his life. No detail escaped his notice and everything was analysed with fierce intelligence and trenchant opinion. All this meant he held the respect of the drivers and the team bosses.

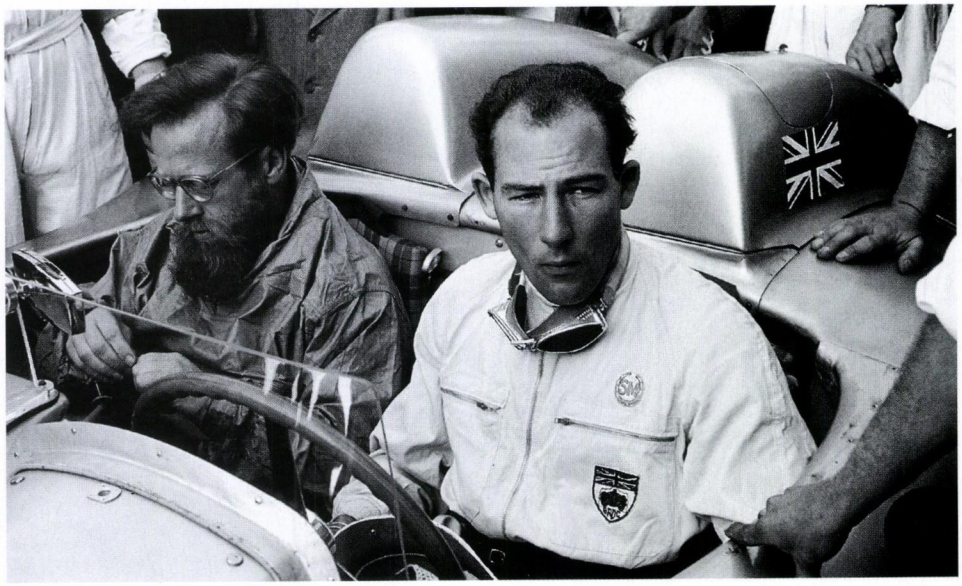
But none of this would have been anything without his passionate enthusiasm. He was always ready to be critical, but would rejoice at the sight of fine racing in any era.

After the Mille Miglia, Jenks stayed on in the Albergo Brescia, writing in his room. There was the *MotorSport* event report to do first – a detailed 4500-word story with full results. Quite how he managed to soak up all the facts when he had been otherwise occupied during the race is a mystery. Then there was his 1500-word *Continental Notes* column. Finally he got stuck into the personal account of his race beside Stirling Moss, 10,000 words of it, writing in his hotel room for two days and well into the night. As always his copy was handwritten on lined paper, folded into an envelope, stamped and posted. Then he pointed his Porsche 356 south to cover the next weekend's race, the Naples Grand Prix.

The effect on posterity of a foul-up by Italy's postal system does not bear thinking about. But happily the envelope arrived at *MotorSport*'s cramped London office.

This is what it contained...

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Pensive before the off: Stirling is pressed and neat - complete with monogram - while Jenks is distractedly unkempt

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Cover painting by Michael Turner

On May 1st motor racing history was made, for Stirling Moss won the 1,000-mile Mille Miglia, the first time that this has been achieved by a British driver, and I had the very great privilege of sitting beside him throughout this epic drive.

But let us go back to the beginning, for this win was not a fluke on the spur of the moment, it was the result of weeks, even months, of preparation and planning. My enthusiasm for the Mille Miglia race goes back many years, among the reasons being the fact that it is permissible to carry a passenger, for this event is for all types of road-going cars, from family saloons to grand prix-type racing/sports cars, and when I had my first taste of the lure of the Mille Miglia as a competitor last year, with Abecassis in the HWM, I soon set about making plans for the 1955 event.

Regular MOTOR SPORT readers will remember that last year I enthused over a little private dice that Moss gave me in a Maserati, and at the time I mentioned to him my desire to run in the Mille Miglia again. Then in September, whilst in discussion with the American driver John Fitch, we came to the decision that the only way a non-Italian could win the Mille Miglia was by applying science. At the time he was hoping to be in the official Mercedes-Benz team for the event, and we had long talks about ways in which the driver could use a passenger as a mechanical brain, to remove the responsibility of learning the circuit. When it is realised that the race is over 1,000 miles of ordinary, unprepared Italian road, the only concession to racing being that all traffic is removed from the roads for the duration of the race, and the way through towns is lined with straw bales, it will be appreciated that the task of one man learning every corner, every swerve, hummock, gradient, brow and level crossing is nigh impossible. Even the top Italian drivers, such as Maglioli, Taruffi and Castellotti etc, only know sections of the route perfectly, and all the time they must concentrate on remembering what lies round the next corner, or over the next brow.

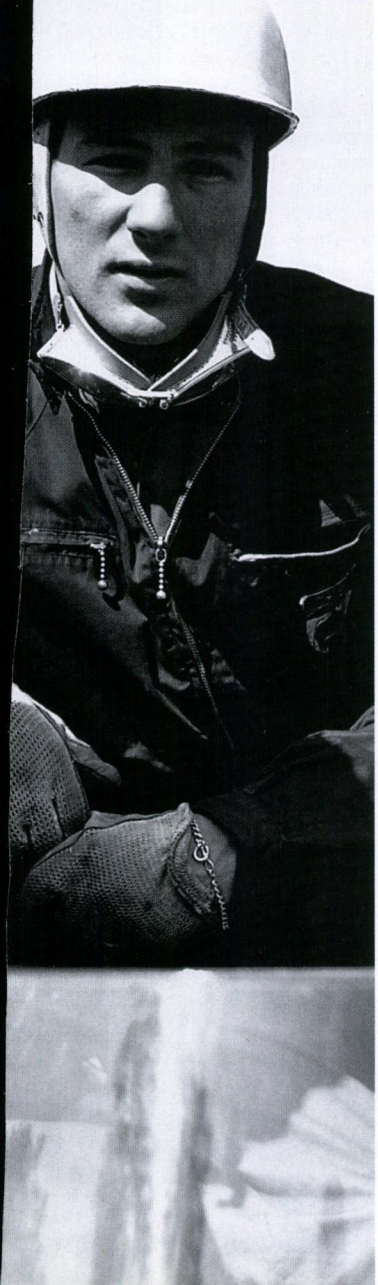
During the last winter, as is well known, Moss joined the Mercedes-Benz team and the firm decided



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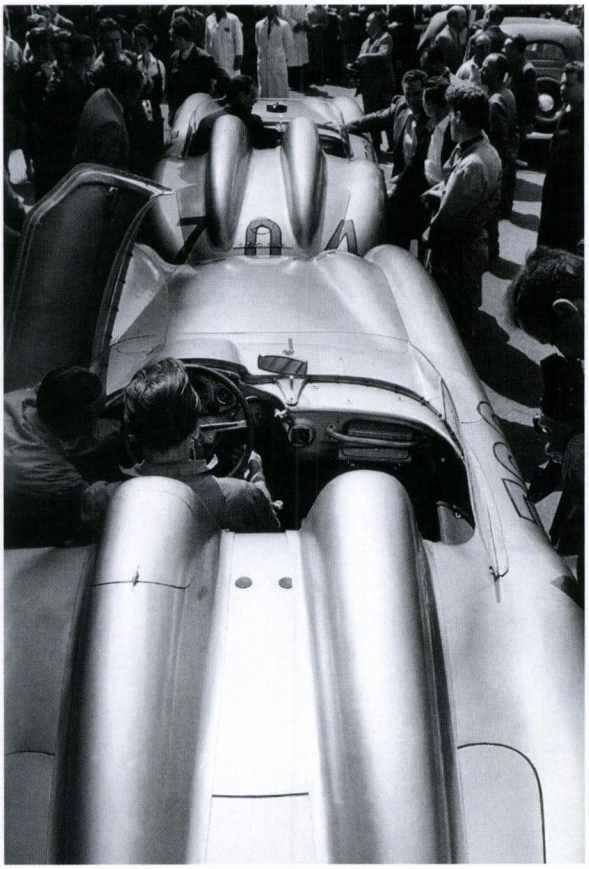
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Left: Jenks was able to take his camera with him at the slightly less intense test sessions. Below: Moss's 300SLR awaits scrutineering. Ahead is the sister car of Hans Herrmann

that it would not be possible for Fitch to drive for them in the Mille Miglia, though he would be in the team for Le Mans, so all our plans looked like being of no avail. Then, just before Christmas, a telephone call from Moss invited me to be his passenger in the Mille Miglia in a Mercedes-Benz 300SLR, an invitation which I promptly accepted, Fitch having sportingly agreed that it would be a good thing for me to try out our plans for beating the Italians with Moss as driver.

When I met Moss early in the New Year to discuss the event I already had some definite plan of action. Over lunch it transpired that he had very similar plans, of using the passenger as a second brain to look after navigation, and when we pooled our accumulated knowledge and ideas a great deal of ground work was covered quickly. From three previous Mille Miglia races with Jaguars Moss had gathered together a good quantity of notes, about bumpy level crossings, blind brows, dangerous corners and so on, and as I knew certain sections of the course intimately, all this knowledge put down on paper amounted to about 25 per cent of the circuit.



Early in February Mercedes-Benz were ready to start practising, the first outing being in the nature of a test for the prototype 300SLR, and a description of the two laps we completed, including having an accident in which the car was smashed, appeared in the March MOTOR SPORT. While doing this testing I made copious notes, some of them rather like Chinese due to trying to write at 150mph, but when we stopped for lunch, or for the night, we spent the whole time discussing the roads we had covered and transcribing my notes. The things we concentrated on were places where we might break the car, such as bumpy railway-crossings, sudden dips in the road, bad surfaces, tramlines and so on. Then we logged all of the difficult corners, grading them as "saucy ones", "dodgy ones" and "very dangerous ones", having a hand sign to indicate each type. Then we logged slippery surfaces, using another hand sign, and as we went along Moss indicated his interpretation of the conditions, while I pinpointed the place by a kilometre stone, plus or minus. Our task was eased greatly by the fact that there is a stone at every kilometre on Italian roads, and they are numbered in huge black figures, facing oncoming traffic.

In addition to all the points round the course where a mistake might mean an accident, and there are hundreds of them, we also logged all the long straights and everywhere that we could travel at maximum speed even though visibility was restricted, and again there were dozens of such points. Throughout all this preliminary work Moss impressed upon me at every possible moment the importance of not making any mistakes, such as indicating a brow to be flat-out when in reality it was followed by a tight left-hand bend. I told him he need not worry, as any accident he might have was going to involve me as well, as I was going to be by his side until the race was finished. After our first practice session we sorted out all our notes and had them typed out into some semblance of order, and before leaving England again I spent hours with a friend checking and cross-checking, going over the whole list many times, finally being totally certain that there were no mistakes. »

both DaimlerChrysler

On our second visit to Italy for more laps of the circuit we got down to fine details, grading some corners as less severe and others as much more so, especially as now we knew the way on paper it meant that we arrived at many points much faster than previously when reconnoitring the route. On another lap I went the whole way picking out really detailed landmarks that I would be able to see no matter what the conditions, whether we had the sun in our eyes or it was pouring with rain, and for this work we found Moss's Mercedes-Benz 220A saloon most useful as it would cruise at 85mph and at the same time we could discuss any details.

Our whole plan was now nearing completion. We had 17 pages of notes and Moss had sufficient confidence in me to take blind brows at 90-100mph, believing me when I said the road went straight on, though he freely admitted that he was not sure whether he would do the same thing at 170mph in the race, no matter how confident I was. He said he'd probably ease it back to 160mph for, though that 10mph would make no difference to the resulting crash if I had made a mistake, it comforted him psychologically! Throughout all this training we carefully kept a log of our running time and averages, and some of them were positively indecent, and certainly not for publication, but the object was to find out which parts of the 1,000 miles dropped the overall average and where we could make up time, and our various averages in the 220A, the 300SL and the 300SLR gave us an extremely interesting working knowledge of how the Mille Miglia might be won or lost.

Our second practice period ended in another accident and this time a smashed 300SL coupé, for Italian army lorries turn across your bows without warning just as English ones do. Rather crestfallen, we anticipated the rage of team-chief Neubauer when we reported this second crash, but his only worry was that we were not personally damaged; the crashed car was of no importance; these things happened to everyone and anyway their only interest was to win the Mille Miglia, regardless of cost.

Leaving Italy for another brief respite, we both worried out every detail we could think about, from every aspect, the car, the route, our hand signals – for we could not converse in the [noisy] 300SLR – any emergencies that might arise, anywhere we could save seconds, details of our own personal comfort which would avoid fatigue, and so on. We lived and breathed Mille Miglia day in and day out, leaving no idea untried. The joy of all this was that Daimler-Benz were doing exactly the same things on the mechanical side, supervised by engineers Uhlenhaut, Kosteletzky and Werner, while the racing department were working unceasingly and Neubauer was worrying out every detail of the race organisation in Italy. We were putting all our efforts into this race, knowing that they were negligible in comparison with those of the factory.

After Easter we went out to Brescia for our third and final practising session, the technical department, with [fellow 300SLR drivers Karl] Kling and [Hans] Herrmann, having already made an extra one. During their practice period they had thrashed the prototype car up and down the section from Rome to Florence, for this part of the route was the hardest. There are



Moss and Jenks at the Brescia start, with their 7.22am getaway seconds away. The 300SLR's designer Rudolf Uhlenhaut (behind the policeman on the right) appears confident of success. Team boss Alfred Neubauer stands stately guard at the rear of the ramp



One thousand miles to go - much of them lined like the first, with rows of madly enthusiastic locals

few straights, but all the time the car is averaging nearly 100mph, the chassis being subjected to strains from every possible angle, and as the 58-gallon petrol tank would be full when leaving Rome, this part of the route would be the most likely on which a breakdown would occur.

By now our details of the route were perfected and I now wrote them all down on a special sheet of paper 18 feet in length. Moss had had an alloy case made, on the map-roller system, and for our final practice I employed this machine, winding the paper from the lower roller to the upper one, the notes being read through a Perspex window, sealed with Sellotape in the event of the race being run in rain. A complete lap in a 300SL was done as a sort of dress rehearsal, this car being ideal as it had a maximum of nearly 140mph, good acceleration, and was a very good approach to racing conditions, while at the same time we could speak to each other if the need arose, though normally all our conversation was done by hand signals, there being about 15 to cover every aspect of conversation.

During this dress rehearsal we employed an amusing technique in the more deserted parts of the route, especially in the mountains, where I kept an eye on the approaching road out of the side windows, and even out of the rear one on mountain hairpins and, by continually shouting "Yes" while the road was clear, Moss could have a real go at "nine-tenths" on the section of road just in front of him, certain in the knowledge that no traffic was approaching, for it must be remembered that all our practice was being done on normal Italian roads, open to the public. This technique, while being amusing to us, was also useful to Moss as it meant he could get the feel of the road surface conditions at racing speeds. By now the Mille Miglia date was approaching and all round the 1,000 miles we saw more and more signs of growing enthusiasm, while the police were beginning to leap off the pavement, stop the traffic and wave us on over crossroads with excited cries of "*Mille Miglia – via*" and, of course, the Italian populace were leaping straight up into the air with joy as Moss fought the sliding SL through many of the corners. It was interesting that the average English enthusiast would turn his head and look if he saw a 300SL being really motored, whereas Italians, from errand boys to bank managers, will spontaneously leave the ground and spin completely round, with excited waves, at the same sight and then rush to another point in the hope of getting a further glimpse of the speeding car. We completed our third practice period without any crashes, though the "hack" SLR decided to give up the ghost while we were having a final run in it, and this one had done the equivalent of at least six Mille Miglias in the hands of Moss, Fangio, Kling and Herrmann, the four drivers for the race.

A week before the event we went to Stuttgart to try out the actual car we were using in the race, and several laps of the fast Hockenheim circuit convinced us that we had a truly magnificent 3-litre sports car under us, the eight-cylinder fuel-injection engine giving well over 290bhp on pump petrol, and the car geared to give a maximum of »

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The Chopard "Mille Miglia GMT 2005" chronograph

The "Mille Miglia GMT 2005" is a chronograph equipped with a self-winding chronometer-certified movement. It has a power-reserve of approx. 46-hour. The silver coloured dial features highly readable sporty black counters and is equipped with a tachometric scale for reading off speeds of between 60 and 240 km/h. The watch has a 12-hour counter at 6 o'clock, small seconds at 9 o'clock, a 30-minute counter at 12 o'clock and a 1/4th of a second chronograph hand. The time in a second time-zone is indicated by the 24 hour scale, engraved on the bezel. The glare-proof cambered sapphire crystal ensures perfect readability of the dial equipped with luminescent dots and numerals. The "Mille Miglia GMT 2005" comes with a natural black rubber strap with 1960s Dunlop Racing tyre-tread motif and is water-resistant up to 50 metres.

A limited and numbered series of 2005 pieces in steel (ref. 16/8994) will be available for sale as of May 2005. A second series of 250 pieces in 18-carat rose gold (ref. 16/1260) will also be offered. This new timepiece, eagerly awaited by collectors, will carry the famous red arrow race emblem.





The Chopard "Mille Miglia Racing Colors" collection

The dials of the "Mille Miglia Racing Colors" chronographs carry the colours assigned by the "Grand Prix" regulations to each racing-country at the beginning of the 20th century : red for Italy (Rosso Corsa), dark green for England (BRG), blue for France (Vintage Blue), light grey for Germany (Silver Racing) and yellow for Belgium (Speed Yellow). The "Mille Miglia Racing Colors" are fitted with a mechanical self-winding movement, chronometer certified. Their case is in titanium with a tachometric scale engraved on the bezel. These chronographs are produced in a limited and numbered series of 1000 per dial colour. Ref. 16/8915/101

The Chopard "Mille Miglia Jacky Ickx 6/24" chronograph

Issued in a limited numbered series of 1000 in steel and 250 in rose gold, this chronograph is equipped with a chronometer-certified mechanical self-winding movement. Its dial features 3 silvered counters : a 60-minute counter at 9 o'clock, small seconds at 3 o'clock, and a world exclusive 24-hour counter at 6 o'clock. This watch is dedicated to Jacky Ickx, one of the great names in automobiles sports. Jacky Ickx is especially famous for his performances in the "Le Mans 24 Hours" race. With six wins in Le Mans, he has long since earned his place on the racing driver's honour roll. The back of the watch carries the signature of the champion as well as two crossed chequered flags symbolising his victories on the Le Mans circuit. Ref. 16/8934





The Chopard "Mille Miglia Gran Turismo" watch

Newcomer in the Mille Miglia collection the "Mille Miglia Gran Turismo" is equipped with a chronometer-certified mechanical self-winding movement. The case is in stainless steel and is water-resistant up to 50 metres. The watch comes either with a natural black rubber strap with 1960s Dunlop Racing tyre-tread motif or with a stainless steel bracelet. Ref. 15/8955

1000 MIGLIA

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170mph at the peak revolutions of 7500rpm, though we were given no ultimate limit should the car wind itself over this downhill. On this SLR the seats were made to measure for us, being cut-and-shut just like a tailor would make a suit, while every detail in the cockpit received our personal attention, and anything was altered to our desire without question. When we finally left the racing department at 5pm on Tuesday April 26th, we had the pleasant feeling that we had just left an organisation that knew no limit to the trouble they would go to in order that we might start the Mille Miglia with everything on our side.

Next day we flew to Brescia and when we went round to the garage in the evening the cars were already there, having been driven down in the fast racing lorries overnight. We were now satisfied with almost everything we could think about; we had practised wheel-changing over and over again, in case we had tyre trouble, and I would add that we impressed the Mercedes-Benz mechanics by changing a rear wheel in 1min 25sec from stopping the car to starting off again, including getting the tools and spare wheel out of the boot and putting everything back again. We had practised fitting the temporary aluminium aero-screens that went in front of the Perspex screen should it be broken by a stone – Mercedes-Benz engineers remembered how Hermann Lang was nearly suffocated at 170mph at Donington Park in 1938 when his windscreen was broken. We had tried changing plugs; we had studied the details of the pipes of the fuel-injection, the petrol pumps, various important parts of the wiring system, how the bonnet catches worked; we were given spare ignition keys, shown where the numerous small spares were stored should we stop by the roadside with minor trouble; and by the end of the week we felt confident we could give of our best in this toughest of races, lasting for more than 10 hours over every type of road condition, over mountains and through cities, for 1,000 miles.

On the Friday before the race we did a final test on the nearby *autostrada*, to try out some windscreen modifications to improve the airflow along the cockpit sides. Also Moss tried out a new mechanism fitted to the gear-change that would prevent him from changing from second gear to fifth gear. The gear-gate is exposed, with first left-forward, second centre-rear, third centre-forward, fourth right-rear and fifth right-forward. Being used to four-speed gearboxes, Moss was occasionally going across the gate from second to fifth, and when he told the engineers about this the racing department set to and designed, drew and made an entirely foolproof link-mechanism that fitted on the top of the gate and would prevent this. He mentioned this on Tuesday afternoon and on Friday morning the new parts arrived in Brescia and he was trying the mechanism out before lunch – at such speed does a true racing department work.

For the week before the race I had been going to bed extremely early and getting up extremely early, a complete reversal of my normal life, for to suddenly get up at 6am gives me a feeling of desolation until well past mid-morning. Moss had been employing similar tactics, so that when we went down to the start at 6.30am on the morning of May 1st we were both feeling ready for anything.

All the previous week a truly Italian sun had blazed out of the sky and reports assured us that race-day would be perfectly dry and hot, so we anticipated speeds being very high. I had a list of the numbers of all our more serious rivals, as well as many of our friends in slower cars, and also the existing record times to every control point round the course, so that we would have an idea of how we were doing. We had privately calculated on an average of 90mph – 2mph over the record of Marzotto – providing the car went well and the roads were dry. Mercedes-Benz gave us no orders, leaving the running of the race entirely to each driver, but insisting that the car was brought back to Brescia if humanly possible. Moss and I had made a pact that we would keep the car going as long as was practicable having decided in practice at which point we could have the engine blow up and still coast in to the finish, and how many kilometres we were prepared to push it to the finish, or to a control.

At Ravenna, Pescara, Rome, Florence and Bologna there were Mercedes-Benz pits, complete with all spares, changes of tyres should it start to rain, food, drink and assistance of every sort, for in this »

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A besuited Moss gets ready to sample the new gear-selection mechanism. He liked it and kept it – but Jenks dumped that peak

Klemantaski

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race there are no complicated rules about work done on the car or outside assistance; it is a free-for-all.

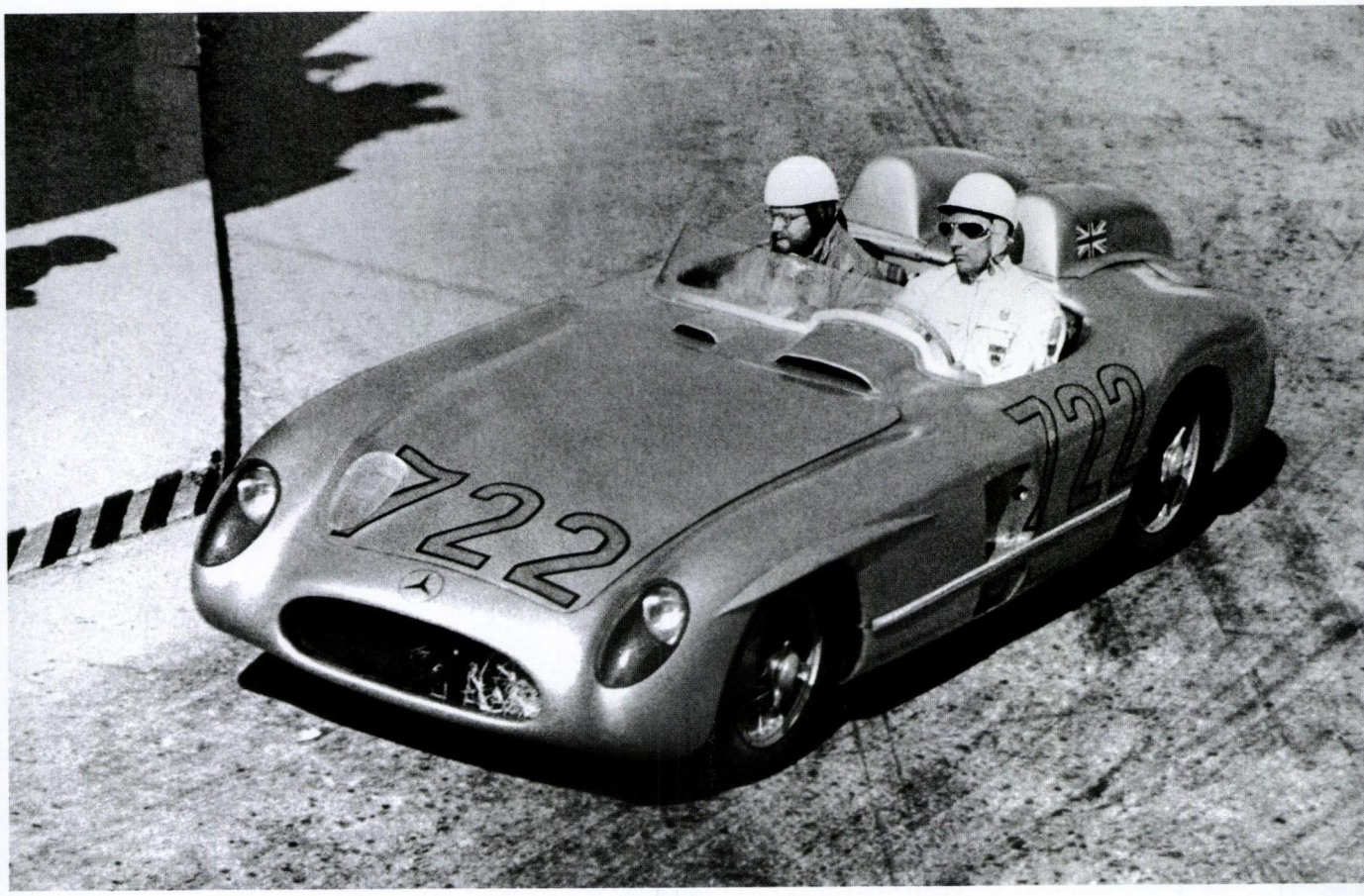
The enormous entry had started to leave Brescia the previous evening at 9pm, while we were sleeping peacefully, the cars leaving at one-minute intervals, and it was not until 6.55am on Sunday morning that the first of the over-2000cc sportscars left. It was this group that held the greatest interest, for among the 34 entries lay the outright winner of this race, although many of the 2-litre Maseratis and smaller OSCAs and Porsches could not be overlooked. Starting positions were arranged by ballot beforehand and the more important to us were: Fangio 658, Kling 701, Collins (Aston Martin) 702, Herrmann 704, Maglioli (Ferrari) 705; then there went off a group of slower cars, and Carini (Ferrari) 714, Scotti (Ferrari) 718, Pinzero (Ferrari) 720, and then us at 7.22am. There was no hope of seeing our team-mates, for they left too long before us, as did Maglioli, but we were hoping to catch Carini before the end. Our big worry was not so much those in front, but those behind, for there followed Castellotti (Ferrari 4.4-litre) 723, Sighinolfi (Ferrari 3.7-litre) 724, Paolo Marzotto (Ferrari 3.7-litre) 725, Bordoni (Gordini 3-litre) 726, Perdisa (Maserati 3-litre) 727 and, finally, the most dangerous rival of them all, that master tactician Taruffi (Ferrari 3.7-litre) 728. With all these fast works Ferraris behind us we could not hang about in the opening stages, for Castellotti was liable to catch us, and Sighinolfi would probably scrabble past us using the grass banks, he being that sort of race driver, and Marzotto would stop at nothing to beat the German cars, so if we didn't press on straight away there was a good chance of the dice becoming a little exciting, not to say dangerous, in the first 200 miles.

Neubauer was ever-present at the start, warning Moss to give the car plenty of throttle as he left the starting ramp, for Herrmann had nearly fluffed his take-off; he also assured us that we could take the dip at the bottom of the ramp without worrying about grounding. The mechanics had warmed the engine and they pushed the car up onto the starting platform to avoid unnecessary strain on the single-plate clutch, one of the weak points of the 300SLR. The route-card which we had to get stamped at the various controls round the course was securely attached to a board and already fitted in its special holder, the board being attached by a cord to one of my grab-rails to avoid losing it in the excitement of any emergency. We both settled down in our seats, Moss put his goggles on, I showed him a note at the top of my roller device, warning him not to apply the brakes fiercely on the first corner, for the bi-metal drums needed a gentle application to warm them after standing for two days.

Thirty seconds before 7.22am he started the engine, the side exhaust pipes blowing a cloud of smoke over the starter and Sig. Castegnato and Count Maggi, the two men behind this great event, and then as the flag fell we were off with a surge of acceleration and up to peak revs in first, second and third gears, weaving our way through the vast crowds lining the sides of the road. Had we not been along this same road three times already in an SLR amid the hurly-burly of morning traffic, I should



Something roadside catches Jenks's eye. Moss wore tinted goggles to combat the rising and setting sun



Even before its impact with the hay bales of Padova and Pescara, the 300SLR's grille has collected some straw

have been thoroughly frightened, but now, with the roads clear ahead of us, I thought Moss could really get down to some uninterrupted motoring. We had the sun shining full in our eyes, which made navigating difficult, but I had written the notes over and over again and gone over the route in my imagination so many times that I almost knew it by heart. One of the first signals was to take a gentle S-bend through a village on full throttle in fourth gear, and as Moss did this, being quite unable to see the road for more than 100 yards ahead, I settled down to the job, confident that our scientific method of equalling the Italians' ability at open-road racing was going to work. At no time before the race did we ever contemplate getting into the lead, for we fully expected Fangio to set the pace, with Kling determined to win at all costs, so we were out for a third place, and to beat all the Ferraris. Barely 10 miles after the start we saw a red speck in front of us and had soon nipped by on a left-hand curve. It was car 720, Pinzero, number 721 being a non-starter. By my right hand was a small grab-rail and a horn button; the steering was on the left of the cockpit, by the way, and this button not only blew the horn but also flashed the lights, so while I played a fanfare on this Moss placed the car for overtaking other competitors. My direction indications I was giving with my left hand, so what with turning the map roller and feeding Moss with sucking sweets there was never a dull moment.

The car was really going well now, and on the straights to Verona we were getting 7500 in top gear, a speed of 274kph, or as close to 170mph as one could wish to travel. On some of these long straights our navigation system was paying handsomely, for we could keep at 170mph over blind brows, even when overtaking slower cars, Moss sure in the knowledge that all he had to do was to concentrate on keeping the car on the road and travelling as fast as possible. This in itself was more than enough, but he was sitting back in his usual relaxed position, making no apparent effort, until some corners were reached when the speed at which he controlled slides, winding the wheel from right to left and back again, showed that his superb reflexes and judgment were on top of their form.

Cruising at maximum speed, we seemed to spend most of the time between Verona and Vicenza passing Austin-Healeys that could not have been doing much more than 115mph and, with flashing lights, horn blowing and a wave of the hand, we went by as though they were touring. Approaching Padova Moss pointed behind and I looked round to see a Ferrari gaining on us rapidly, and with a grimace of disgust at one another we realised it was Castellotti. The Mercedes-Benz was giving all it had, and Moss was driving hard but taking no risks, letting the car slide just so far on the corners and no more. Entering the main street of Padova at 150mph we braked for the right-angle bend at the end, and suddenly I realised that Moss was beginning to work furiously on the steering wheel, for we were arriving at the corner much too fast and it seemed doubtful whether we could stop in time. I sat fascinated, watching Moss working away to keep »

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ontrol, and I was so intrigued to ollow his every action and live very inch of the way with him hat I completely forgot to be cared. With the wheels almost on ocking-point he kept the car traight to the last possible fraction f a second, making no attempt to et round the corner, for that vould have meant a complete spin nd then anything could happen. ust when it seemed we must go ead-on into the straw bales Moss ot the speed low enough to risk etting go the brakes and try taking he corner, and as the front of the ar slid over the dry road we went *ump*! into the bales with our left- and front corner, bounced off into he middle of the road and, as the ar was then pointing in the right irection, Moss selected bottom ear and opened out again.

All this time Castellotti was right ehind us, and as we bounced off he bales he nipped by us, grinning ver his shoulder. As we set off after im, I gave Moss a little handclap f appreciation for showing me just ow a really great driver acts in a difficult situation.

Through Padova we followed the 4.4-litre Ferrari and on acceleration we could not hold it, but the Italian was driving like a maniac, sliding all the corners, using the pavements and the loose edges of the road. Round a particularly dodgy left-hand bend on the outskirts of the town I warned Moss and then watched Castellotti sorting out his Ferrari, the front wheels on full understeer, with the inside one off the ground, and rubber pouring off the rear tyres, leaving great wide marks on the road. This was indeed motor racing from the best possible position, and beside me was a quiet, calm young man who was following the Ferrari at a discreet distance, ready for any emergency. Out of the town we joined an incredibly fast stretch of road, straight for many miles, and we started alongside the Ferrari in bottom gear, but try as the Mercedes-Benz did the red car just drew away from us, and once more Moss and I exchanged very puzzled looks. By the time we had reached our maximum speed the Ferrari was over 200 yards ahead, but then it remained there, the gap being unaltered along the whole length of the straight. At the cut-off point at the end we gained considerably, both from the fact that we knew exactly when the following left-hand corner was approaching and also from slightly superior brakes. More full-throttle running saw us keep the Ferrari in sight, and then as we approached a small town we saw Castellotti nip past another Ferrari, and we realised we were going to have to follow it through the streets until there was room to pass. It was number 714, Carini, so soon, and this encouraged Moss to turn right round the outside of the Ferrari, on a right-hand curve, confident from my signals that the road would not suddenly turn left. This brief delay had let Castellotti get away from us but he was not completely out of sight, and after waving to Peter Collins, who had broken down by the roadside before Rovigo, we went into that town at terrific speed. Straight across the square we went, where in practice we had had to go round the island; broadside we left the last right turn of the town, with the front wheels on full opposite lock and the throttle pedal hard down.

Traffic islands that had to be negotiated on practice laps could now be ignored with impunity. Nirvana!

Castellotti was in sight once more – but out on the open roads he was driving so near the limit that on every corner he was using the gravel and rough stuff on the edges of the road. This sent up a huge cloud of dust, and we could never be sure whether or not we were going to enter it to find the Ferrari sideways across the road or bouncing off the banks and trees, for this sort of hazard a scientific route-navigating method could not cope with. Wisely, Moss eased back a little and the Ferrari got ahead of us sufficiently to let the dust clouds settle.

Along the new road by the side of the River Po, we overtook Lance Macklin in his Austin-Healey and he gave us a cheery wave, and then we went through Ferrara, under the railway bridge, over the traffic lights and down the main streets and out onto the road to Ravenna. All the way along there were signs of people having the most almighty incidents, black marks from locked wheels making the weirdest patterns on the road, and many times on corners we had signalled as dangerous or dodgy we came across cars in the touring categories lying battered and bent by the roadside, sure indication that our grading of the corner was not far wrong. To Ravenna the road winds a great deal and now I could admire the Moss artistry as he put in some very steady "nine-tenths" motoring, especially on open bends round which he could see and on those that he knew, and the way he would control the car with throttle and steering wheel long after all four tyres had reached the breakaway point was a sheer joy, and most difficult to do justice to with a mere pen and paper. Approaching the Ravenna control I took the route-card board from its holder, held it up for Moss to see, to indicate that we had to stop here to receive the official stamp, and then as we braked towards the "CONTROLLO" banner across the road and the black-and-white chequered line on the road itself, amid waving flags and numerous race officials, I held my right arm well out of the car to indicate to them which side we wanted the official with the rubber stamp to be. Holding the board on the side of the cockpit we crossed the control line, bang went the stamp, and we were off without actually coming to rest. Just beyond the control were a row of pits and there was 723, Castellotti's Ferrari, having some tyre changes, which was not surprising in view of the way he had been driving.

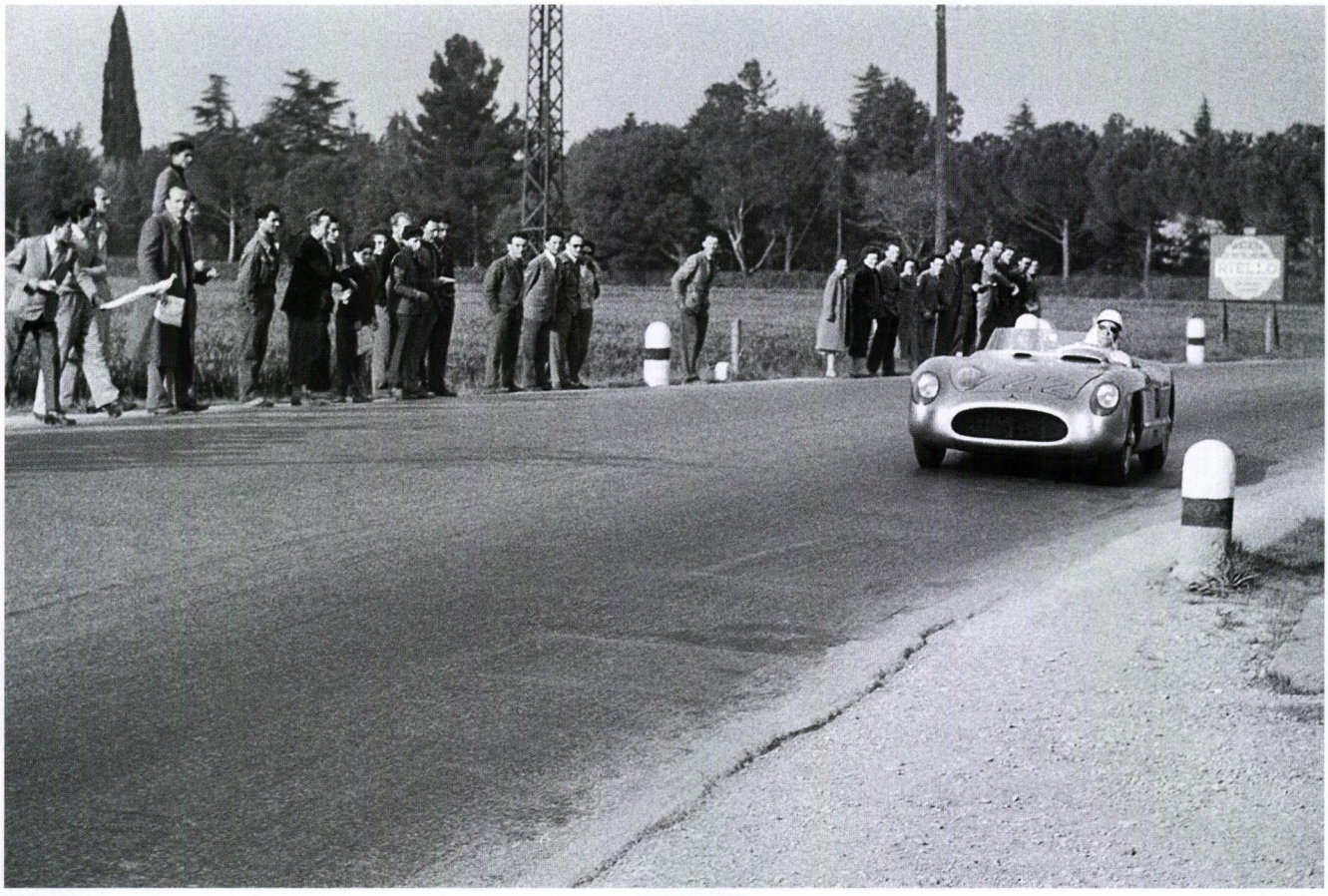
With a scream of "Castellotti!" Moss accelerated hard round the next corner and we twisted our way through the streets of Ravenna, nearly collecting an archway in the process, and then out on the fast winding road to Forlì. Our time to Ravenna had been well below the old record but Castellotti had got there before us and we had no idea how Taruffi and the others behind us were doing. Now Moss continued the pace with renewed vigour and we went through Forlì, waving to the garage that salvaged the SL we crashed in practice, down the fast winding road to Rimini, with another wave to the Alfa Romeo service station that looked after the SLR that broke its engine. I could not help thinking that we had certainly left our mark round the course during practice. Ever since leaving the start we had had the rising sun shining in our eyes and now, with the continual efforts of sideways "G" on my body, my poor stomach was beginning to suffer and, together with the heat from the gearbox by my left buttock, the engine fumes and the nauseating brake-lining smells from the inboard-mounted brakes, it cried "enough" and what little breakfast I had eaten went overboard, together with my spectacles, for I made the fatal mistake of turning my head sideways at 150mph with my goggles lowered. Fortunately I had a spare pair, and there was no time to worry about a protesting stomach for we were approaching Pesaro, where there was a sharp right corner.

Now the calm, blue Adriatic Sea appeared on our left and we were on the long coastal straights, taking blind brows and blind bridges at our full 170mph, and I chuckled to myself as I realised that Moss was not lifting his foot as he had threatened. We were beginning to pass earlier numbers very frequently now, among them some 2-litre Maseratis being driven terribly slowly, a couple of TR2s running in convoy, and various saloons, with still numerous signs of the telling race pace: a wrecked Giulietta on the right, an 1100cc Fiat on the left, a Ferrari coupé almost battered beyond recognition and a »



Early in the race: 722 is still pristine and Moss looks relaxed, his confidence in Jenks increasing by the mile

Klemantaski, LAT



Italy's preponderance of roadside markers allowed Jenks to keep his place in the notes

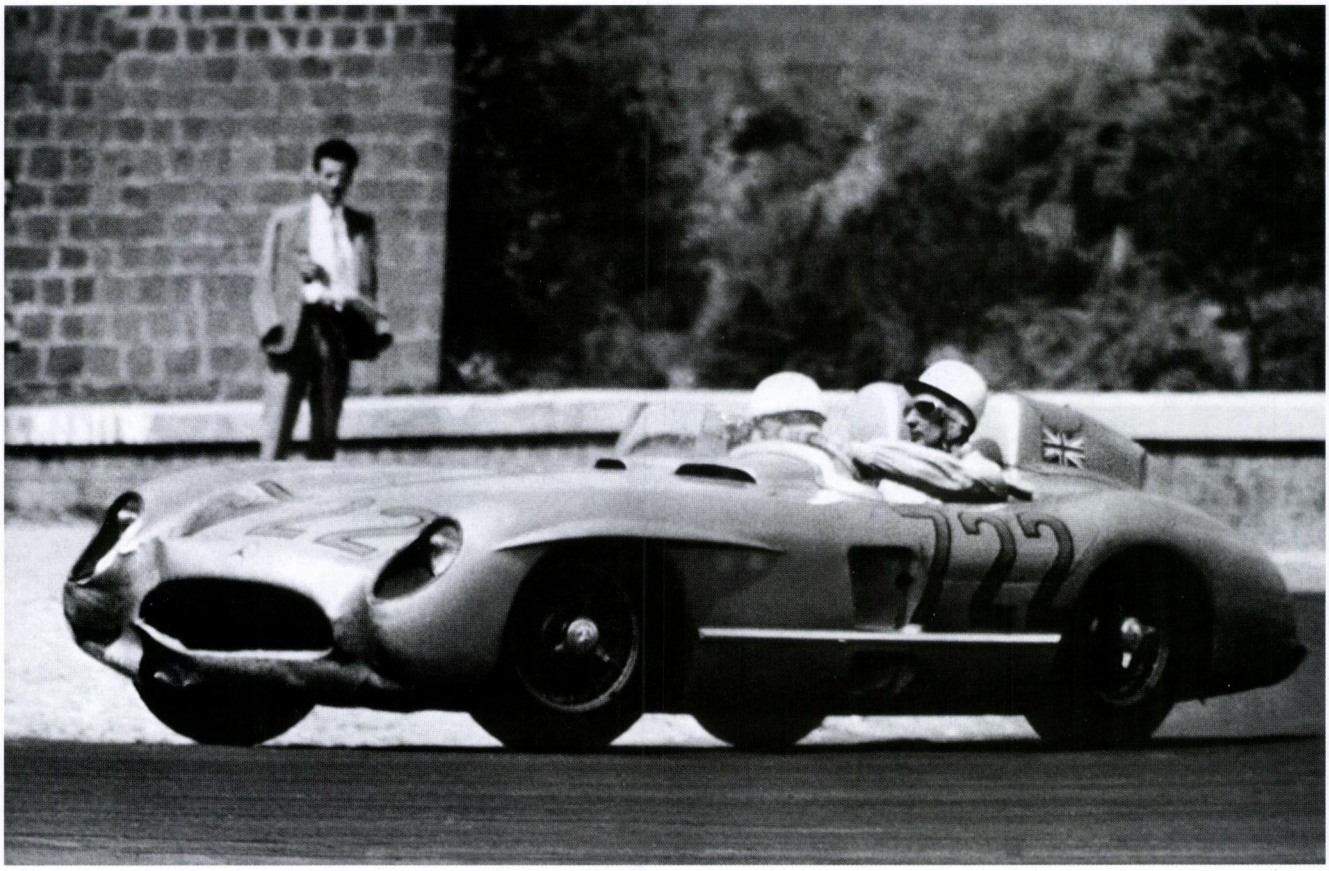
Renault that had been rolled into a ball. Through Ancona the crowds were beautifully controlled, barriers keeping them back on the pavements, and we were able to use the full width of the road everywhere. Up the steep hill leaving the town we stormed past more touring-car competitors who had left in the small hours of the morning while we were still asleep. All this time there had been no signs of any of our close rivals. We had passed the last of the Austin-Healeys, driven by Abecassis, a long way back, and no Ferraris had appeared in our rear-view mirror.

It was a long way down to the next control point, at Pescara, and we settled down to cruising at our maximum speed, the car giving no impression at all of how fast it was travelling until we overtook another competitor, who I knew must be doing 110mph, or when I looked sideways at the trees and hedges flashing past us. It was now mid-morning and the sun was well above us but still shining down on to our faces and making the cockpit exceedingly hot, in spite of having all the vents fully open. Through the dusty, dirty Adriatic villages we went and all the time I gave Moss the invaluable hand signals that were taking from him the mental strain of trying to remember the route, though he still will not admit to how much mental strain he suffered convincing himself that I was not making any mistakes in my 170mph navigation. On one straight, lined with trees, we had marked down a hump in the road as being "flat-out" only if the road was dry. It was, so I gave the appropriate signal and with 7500rpm in fifth gear on the tachometer we took off, for we had made an error in our estimation of the severity of the hump. For a measurable amount of time the vibro-massage that you get sitting in a 300SLR at that speed suddenly ceased, and there was time for us to look at each other with raised eyebrows before we landed again. Even had we been in the air for only one second we should have travelled some 200 feet through the air, and I estimated the "duration of flight" at something more than a second. The road was dead straight and the Mercedes-Benz made a perfect four-point landing and I thankfully praised the driver that he didn't move the steering wheel a fraction of an inch, for that would have been our end. With the heat of the sun and the long straights we had been getting into a complacent stupor, but this little "moment" brought us back to reality and we were fully on the job when we approached Pescara. Over the level crossing we went, far faster than we had ever done in practice, and the car skated right across the road, with all four wheels sliding, and I was sure we were going to write off some petrol pumps by the roadside, but somewhere "the boy" got control again and we merely brushed some straw bales and then braked heavily to a stop for the second stamp. Approaching this point I not only held the route-card for the driver to see, but also pointed to the fuel filler, for here we were due to make our first refuelling stop. However, I was too late, Moss was already pointing backwards to the tank himself to tell me the same thing. Just beyond the control we saw engineer Werner holding a blue flag bearing the Mercedes-Benz star and as we

stopped everything happened at once. Some 18 gallons of fuel went in from a gravity tank, just sufficient to get us to our main stop at Rome, the windscreen was cleaned, for it was thick with dead flies, a hand gave me a slice of orange and a peeled banana, while another was holding a small sheet of paper. Someone else was looking at the tyres and Moss still had the engine running. On the paper was written, "Taruffi, Moss 15 seconds, Herrmann, Kling, Fangio" and their times; I had just yelled, "Second, 15 seconds behind Taruffi" when I saw a uniformed arm trying to switch off the ignition. I recognised an interfering police arm and gave it a thump, and as I did so Moss crunched in bottom gear and we accelerated away as hard as we could go. What had seemed like an age was actually only 28 seconds!

Over the bridge we went, sharp right and then up one of the side turnings of Pescara towards the station, where we were to turn right again. There was a blue Gordini just going round the corner and then I saw that we were overshooting and with locked wheels we slid straight on, *bang* into the straw bales. I just had time to hope there was nothing solid behind the wall of bales when the air was full of flying straw and we were up on the pavement. Moss quickly selected bottom gear and without stopping drove along the pavement, behind the bales, until he could bounce down off the kerb and continue on his way, passing the Gordini in the process. As we went up through the gears on the long straight out of Pescara, I kept an eye on the water temperature gauge, for that clonk certainly creased the front of the car and might have damaged the radiator, or filled the intake with straw, but all seemed well, the temperature was still constant. There followed three completely blind brows in quick succession and we took these at full speed, the effect being rather like a switchback at a fair, and then we wound and twisted our way along the barren valley between the rocky mountain sides to Popoli, where a Bailey Bridge still serves to cross a river. Along this valley I saw the strange sight of about 50 robed monks, with shining bald pates, standing on a high mound and waving to us as we went by with a noise sufficient to wake the devil himself. Up into the mountains we climbed, sliding round the hairpins with that beautiful Moss technique I described two months ago in MOTOR SPORT, and then along the peculiar deserted plateau high up in the mountains we held our maximum speed for many kilometres, to be followed by a winding twisting road into Aquila, where up the main street the control was dealt with while still on the move. We certainly were not wasting any seconds anywhere and Moss was driving absolutely magnificently, right on the limit of adhesion all the time, and more often than not over the limit, driving in that awe-inspiring narrow margin that you enter just before you have a crash if you have not the Moss skill, or those few yards of momentary terror you have on ice just before you go in the ditch. This masterly handling was no fluke; he was doing it deliberately, his extra special senses and reflexes allowing him to go that much closer to the absolute limit than the average racing driver and way beyond the possibilities of normal mortals like you or me.

On the way to Rome we hit a »



Post-thuds: SLR bears the scars of its Padova (left) and Pescara (right) impacts. This sturdy machine took them in its stride

Klemantaski, Keystone

level crossing that had been just "bumpy" in the SL and smooth in the 220A; the resultant thud threw us high out of our seats into the airstream, and with a crash we landed back again, nearly breaking our spines, but the Mercedes-Benz suspension absorbed it all without protest and there was no feeling that anything had "bottomed" unduly severely. This sort of thing had happened three or four times already, for our route-noting was not infallible, and it seemed unbelievable that nothing broke on the car each time. Although we occasionally saw a train steaming along in the distance we never came across any closed level crossings, though if we had we had a remedy. In practice we had tried lifting the barrier, Italian gates being two long poles that lower across the road, and found that the slack on the operating cables was just sufficient to allow the car to be driven under the pole, much to the annoyance of the crossing-keeper. However, this did not arise and down into the Rome control we had a pretty clear run, being highly delighted to overtake Maglioli soon after Rieti, he suffering from an arm injury received in practice and a car that was not going well. With a grin at each other we realised that one of our unseen rivals was now disposed of, but we still had Taruffi behind us on the road, and no doubt well ahead of us on time, for all this ground was local colour to him. Coming down off the mountains we had overtaken Musso driving a 2-litre Maserati and, as we had calculated that we were unlikely ever to catch him if we averaged 90mph for the whole race, we realised we must be setting a fantastic record speed, but as Taruffi had been leading at Pescara his average must be even higher.

The last six miles into the Rome control were an absolute nightmare: there were no corners that needed signals, and we would normally have done 150-160mph, but the crowds of spectators were so thick that we just could not see the road and the surface being bumpy Moss dared not drive much over 130mph for there was barely room for two cars abreast. It seemed that the whole of Rome was out to watch the race, and all oblivious of the danger of a high-speed racing car. While I blew the horn and flashed the lights Moss swerved the car from side to side and this had the effect of making those on the very edge leap hastily backwards, thus giving us a little more room. The last mile into the control was better organised and I was able to show Moss the control card, point backwards at the fuel tank and also at the fibre disc wired to the steering column which had to be punched at this control. "Bang" went the stamp and we then drew into the Mercedes-Benz pit and switched off the engine; this was our first real stop since leaving Brescia nearly three and a half hours ago, and our average speed to this point was 107mph, the average to Pescara having been 108mph, the mountain section causing it to drop from there to Rome.

As we stopped Moss leapt out to relieve himself, I felt the car rise up on the jacks and heard the rear hub nuts being beaten off, the windscreen was cleaned and a welcome shower of water sprinkled over me, for I was very hot, very tired, very dirty, oily and sweaty and must have looked a horrible sight to spectators. The fuel tank was being filled, someone handed me a drink



Right to the end Moss kept his foot hard in, crossing the line at over 100mph and still not sure if he had won

of mineral water and an orange, and offered a tray of sandwiches and cakes, but I felt incapable of eating anything firmer than a slice of orange. A hand appeared in front of me holding a sheet of paper and I snatched it and read, "Moss, Taruffi, Herrmann, Kling, Fangio" and the time showed we had a lead of nearly two minutes. Bump went the car as it was dropped down off the jacks, and with a lithe bound Moss was into the driving seat again and as we took the hairpin after the control I managed to yell in his ear, "First by more than one minute from Taruffi" and then the noise of the exhaust and wind prevented any further words. On the next bend we saw a silver Mercedes-Benz, number 701, well off the road among the trees and badly wrecked. We knew it was Kling and exchanged long faces with each other, wondering how badly hurt he was, but this had no effect on Moss and he now began to put everything he knew into his driving, on this most difficult section, while I had to concentrate hard in order to give him warning and signals of the approaching road conditions, for this was indeed a difficult section for both of us. Past Monterosi we waved to the Agip service station where we had a sheep-killing accident in practice, and then we sped on our way through Viterbo, sliding this way and that, leaving the ground on more occasions than I can remember, yet all the while feeling completely at ease, for such is the confidence that Moss gave me. Round the corners I never ceased to marvel at the superb judgment with which he weighed up the maximum possible speed at which he could go, and just how far he could let the car slide without going into the ditch or hitting a wall or rock face. Now there was the continual hazard of passing slower cars, though it must be recorded that most of them gave way splendidly, keeping one eye on the mirror. Just after Acquapendente I made my first and only mistake in navigating, that it was not serious is why you are reading these words now; having just given warning of a very dodgy right-hand bend I received a shower of petrol down my neck and I was looking round to see what had happened when we arrived at another similar corner, and I missed the signal. Fortunately Moss had recognised the corner, for he knew many parts of the course extremely well, and after seeing that the petrol was coming from the filler due to surge, I looked back to see an irate Moss face saying very rude things at me and shaking his fist, all the while cornering at a fantastic speed. How serious the fuel surge was I did not know, and as the exhaust pipes were on the side of the car I decided it would be all right and said nothing to Moss, as he appeared not to have received any of the spray. For the next 10 or 15 miles I received this gentle spray of fuel, cooling in the enormous heat of the cockpit, but a little worrying in case it got worse. Up the Radicofani Pass we stormed and the way the car leapt and slithered about would have really frightened me had I not already had a lot of experience of its capabilities and of the skill of Stirling Moss; as it was I sat there and revelled in the glorious feeling of really fast motoring. Over the top of the pass we swept past a saloon car competitor, into a downhill right-hand bend followed by a sharp left-hander. Now, previous to this Moss had been pointing to the front of the car and indicating that a brake was beginning to grab on occasions, and this was one of them. Without any warning the car spun and there was just time to think what a desolated part of Italy in which to crash, when I realised that we had almost stopped in our own length and were sliding gently into the ditch to land with a crunch that dented the tail. "This is all right," I thought, "we can probably push it out of this one," and I was about to start getting out when Moss selected bottom gear and we drove out – lucky indeed! Before we could point the car in the right direction we had to make two reverses and as we accelerated away down the mountainside I fiddled about putting the safety catch back on the reverse position of the geargate, while we poked our tongues out at each other in mutual derision.



Confirmed as victors, Jenks and Moss embark on the day's toughest journey: through the jostling crowd

At the Siena control we had no idea of whether we were still leading or not, but Moss was quite certain that Taruffi would have had to have worked extremely hard to catch him, for he had put all he knew into that last part of the course, he told me afterwards. Never relaxing for an instant he continued to drive the most superb race of his career, twirling the steering wheel this way and that, controlling slides with a delicateness of throttle that was fairy-like, or alternatively provoking slides with the full power of the engine in order to make the car change direction bodily. The now dirty, oily and battered collection of machinery that had left Brescia gleaming like new was still answering superbly to his every demand, the engine always being taken to 7500rpm in all of the gears, and on one occasion to 8200rpm, the excitement at that particular instant not allowing time for a gear change or an easing of the throttle, for the way Moss steered the car round the sharp corners with the back wheels was sheer joy to experience.

On the winding road from Siena to Florence physical strain began to tell on me, for with no steering wheel to give me a feel of what the car was going to do my body was being continually subjected to terrific centrifugal forces as the car changed direction. The heat, fumes and noise were becoming almost unbearable, but I gave myself renewed energy by looking at Stirling Moss who was sitting beside me, »

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1000 MIGLIA
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completely relaxed, working away at the steering as if we had only just left Brescia, instead of having been driving for nearly 700 miles under a blazing sun. Had I not known the route I would have happily got out there and then, having enjoyed every mile, but ahead lay some interesting roads over which we had practised hard, and the anticipation of watching Moss really try over these stretches, with the roads closed to other traffic, made me forget all about the physical discomforts. I was reminded a little of the conditions when we approached one corner and some women got up and fled with looks of terror on their faces, for the Mercedes-Benz, dirty and oil-stained and making as much noise as a grand prix car, with two sweaty, dirty, oil-stained figures behind the windscreen, must have looked terrifying to peaceful peasants as it entered the corner in a full four-wheel slide. The approaches of Florence were almost back-breaking as we bounced and leapt over the badly maintained roads and across the tramlines, and my heart went out to the driver of an orange Porsche who was hugging the crown of the steeply cambered road. He must have been shaken as we shot past with the left-hand wheels right in the gutter. Down a steep hill in second gear we went, into third at peak revs, and I thought, "It's a very brave man who can unleash nearly 300bhp down a hill this steep and then change into a higher gear." At speeds up to 120-130mph we went through the streets of Florence, over the great river bridge, broadside across a square, across more tramlines and into the control point. Now Moss had really got the bit between his teeth, nothing was going to stop him winning this race, I felt; he had a rather special



look of concentration on his face and I knew that one of his greatest ambitions was to do the Florence-Bologna section in under one hour. This road crossed the heart of the Apennines, by the way of the Futa Pass and the Raticosa Pass, and though only just over 60 miles in length it is like a Prescott Hill-Climb all the way. As we got the route-card stamped, again without coming to a rest, I grabbed the sheet of paper from the Mercedes-Benz man at the control, but before I could read more than that we were still leading, it was torn from my grasp as we accelerated away among the officials. I indicated that we were still leading the race, and by the way Moss left Florence, as though at the start of a grand prix, I knew he was out to crack one hour to Bologna, especially as he also looked at his wristwatch as we left the control. "This is going to be fantastic," I thought as we screamed up the hills out of Florence. "He is really going to do some nine-tenths-plus motoring," and I took a firm grip of the "struggling bar" between giving him direction signals, keeping the left side of my body as far out of Moss's way as possible, for he was going to need all the room possible for his whirling arms and for stirring the gear lever. Up into the mountains we screamed, occasionally passing other cars, such as 1900 Alfa Romeos, 1100 Fiats and some small sportscars. Little did we know that we had the race in our pocket, for Taruffi had retired by this time with a broken oil pump and Fangio was stopped in Florence repairing an injection pipe, but though we had overtaken him on the road we had not seen him, as the car had been hidden by mechanics and officials. All the time I had found it very difficult to take my eyes off the road. I could have easily looked around me, for there was time, but somehow the whole while that Moss was really dicing I felt a hypnotic sensation forcing me to live every inch of the way with him. It was probably this factor that prevented me ever being frightened, for nothing arrived unexpectedly, I was keeping up with him mentally all the way, which I had to do if I wasn't to miss any of our route marking, though physically I had fallen way behind him and I marvelled that anyone could drive so furiously for such a long time, for it was now well into the Sunday afternoon.



All smiles after 1,000 miles. Neubauer hugs his grimy heroes as Uhlenhaut (left) looks on approvingly

At the top of the Futa Pass there were enormous crowds all waving excitedly and on numerous occasions Moss nearly lost the car completely as we hit patches of melted tar, coated with oil and rubber from all the other competitors in front of us, and for nearly a mile he had to ease off and drive at a bare eight-tenths, the road was so tricky. Just over the top of the Futa we saw a Mercedes-Benz by the roadside amid a crowd of people. It was 704, young Herrmann, and though we could not see him we waved. The car looked to be undamaged so we assumed he was all right.

Now we simply had to get to Brescia first. I thought, "We mustn't let Taruffi beat us", still having no idea that he had retired. On we went, up and over the Raticosa Pass, plunging down the other side in one long series of slides that to me felt completely uncontrolled but to Moss were obviously intentional. However, there was one which was not intentional, and by sheer good fortune the stone parapet on the outside of the corner 'stepped back' just in time, and caused us to make more rude faces at each other. On a wall someone had painted "*Viva Perdisa, viva Maserati*" and as we went past in a long, controlled slide, we spontaneously both gave it the victory sign and had a quiet chuckle between ourselves in the cramped and confined space of our travelling hothouse and bath of filth and perspiration. On another part of the Raticosa, amid great crowds of people, we saw an enormous fat man in the road, leaping up and down with delight; it was the happy body-builder of the Maserati racing department, a friend of Stirling's, and we waved back to him.

Down off the mountains we raced into the broiling heat of the afternoon into Bologna, along the dusty tramlined road, with hordes of spectators on both sides but here beautifully controlled, so that we went into Bologna at close on 150mph and down to the control point, Moss doing a superb bit of braking judgment even at this late stage in the race, and in spite of brakes that were beginning to show signs of the terrific thrashing they had been receiving. Here we had the steering column disc punched again and the card stamped, and with another grand prix start we were away through the streets of Bologna so quickly that I didn't get the vital news sheet from our depot. Now we had no idea of where we lay in the race, or what had happened to our rivals, but we knew we had crossed the mountains in 1hr 1min, and were so far ahead of Marzotto's record that it seemed impossible.

The hard part was now over, but Moss did not relax, for it had now occurred to him that it was possible to get back to Brescia in the round 10 hours, which would make the race average 100mph. Up the long fast straights through Modena, »

DaimlerChrysler

Reggio Emilia and Parma we went, not wasting a single second anywhere, cruising at a continuous 170mph, cutting off only where I indicated corners or bumpy hill-brows. Looking up I suddenly realised that we were overtaking an aeroplane and then I knew I was living in the realms of fantasy, and when we caught and passed a second one my brain began to boggle at the sustained speed. They were flying at about 300 feet filming our progress and it must have looked most impressive, especially as we dropped back by going round the Fidenza by-pass, only to catch up again on the main road. This really was pure speed, the car was going perfectly and reaching 7600rpm in fifth gear in places, which was as honest a 170mph plus as I'd care to argue about. Going into Piacenza, where the road doubles back towards Mantova, we passed a Citroën bowling along merrily, having left Brescia the night before, and then we saw a 2-litre Maserati ahead which shook us perceptibly, for we thought we'd passed them all long ago. It was number 621, Francesco Giardini, and appreciating just how fast he must have driven to reach this point before us we gave him a salutary wave as we roared past, leaving Piacenza behind us. More important was the fact that we were leaving the sun behind us, for nice though it was to have dry roads to race on, the blazing sun had made visibility for both of us very tiring.

Through Cremona we went without relaxing and now we were on the last leg of the course, there being a special prize and the Nuvolari Cup for the fastest speed from Cremona to Brescia. Though the road lay straight for most of the way, there were more than six villages to traverse, as well as the final route card stamp to get in the town of Mantova. In one village, less than 50 miles from the finish, we had an enormous slide on some melted tar and for a moment I thought we would hit a concrete wall, but with that absurdly calm manner of his, Moss tweaked the wheel this way and that and caught the car just in time, and with his foot hard down we went on our way as if nothing had happened.

The final miles into Brescia were sheer joy, the engine singing round on full power, and after we had passed our final direction indication I put my roller-map away and thought, "If it blows to pieces now we can carry it the rest of the way." The last corner into the finishing area was taken in a long slide with the power and noise full on and we crossed the finishing line at well over 100mph, still not knowing that we had made motor racing history, but happy and contented at having completed the whole race and done our best.

From the finishing line we drove round to the official garage, where the car had to be parked up and Stirling asked, "Do you think we've won?" to which I replied, "We must wait for Taruffi to arrive, and we don't know when Fangio got in" – at the garage it was finally impressed upon us that Taruffi was out, Fangio was behind us and we had won. Yes, won the Mille Miglia, achieved the impossible, broken all the records, ruined all the Mille Miglia legends, made history. We clasped each other in delirious joy and would have wept, but we were too overcome and still finding it hard to believe that we had won. Then we were swept away amid a horde of police and officials, and the ensuing crush amid the wildly enthusiastic crowds was harder to bear than the whole of the 1,000-mile grind we had just completed.

Our total time for the course was 10hr 07min 48sec, an average of more than 157kph (nearly 98mph), and our average for the 87 miles from Cremona to Brescia had been 123mph. As we were driven back to our hotel, tired, filthy, oily and covered in dust and dirt, we grinned happily at each other's black faces and Stirling said, "I'm so happy that we've proved that a Britisher can win the Mille Miglia, and that the legend 'he who leads at Rome never leads at Brescia' is untrue – also, I feel we have made up for the two cars we wrote off in practice." Then he gave a chuckle and said, "We've rather made a mess of the record, haven't we? Sort of spoilt it for anyone else, for there probably won't be another completely dry Mille Miglia for 20 years."

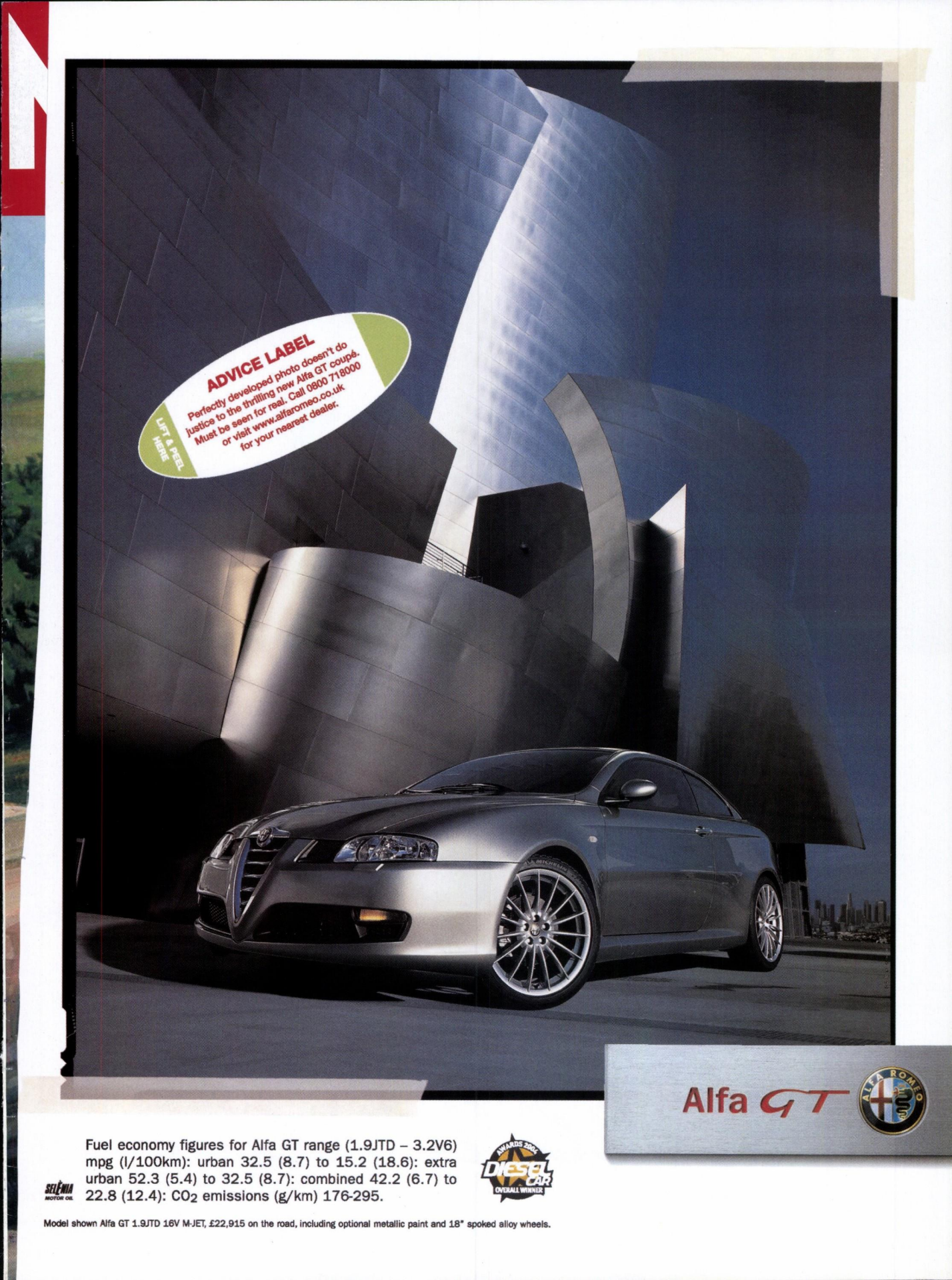
It was with a justified feeling of elation that I lay in a hot bath, for I had had the unique experience of being with Stirling Moss throughout his epic drive, sitting beside him while he worked as I have never seen anyone work before in my life, and harder and longer than I ever thought it was possible for a human being to do so. It was indeed a unique experience, the greatest experience in the whole of the 22 years during which I have been interested in motor racing, an experience that was beyond my wildest imagination, with a result that even now I find extremely hard to believe.

After previous Mille Miglias I have said, "He who wins the Mille Miglia is some driver, and the car he uses is some sportscar." I now say it again with the certain knowledge that I *know* what I'm talking about this time. – **DSJ**



Getty Images

The gifts shower in. Journalist Peter Garnier of *The Autocar* (top left) waits for his quotes. Garnier would go on to navigate Moss on the Tour de France



Fuel economy figures for Alfa GT range (1.9JTD – 3.2V6) mpg (l/100km): urban 32.5 (8.7) to 15.2 (18.6): extra urban 52.3 (5.4) to 32.5 (8.7): combined 42.2 (6.7) to 22.8 (12.4): CO_2 emissions (g/km) 176-295.

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