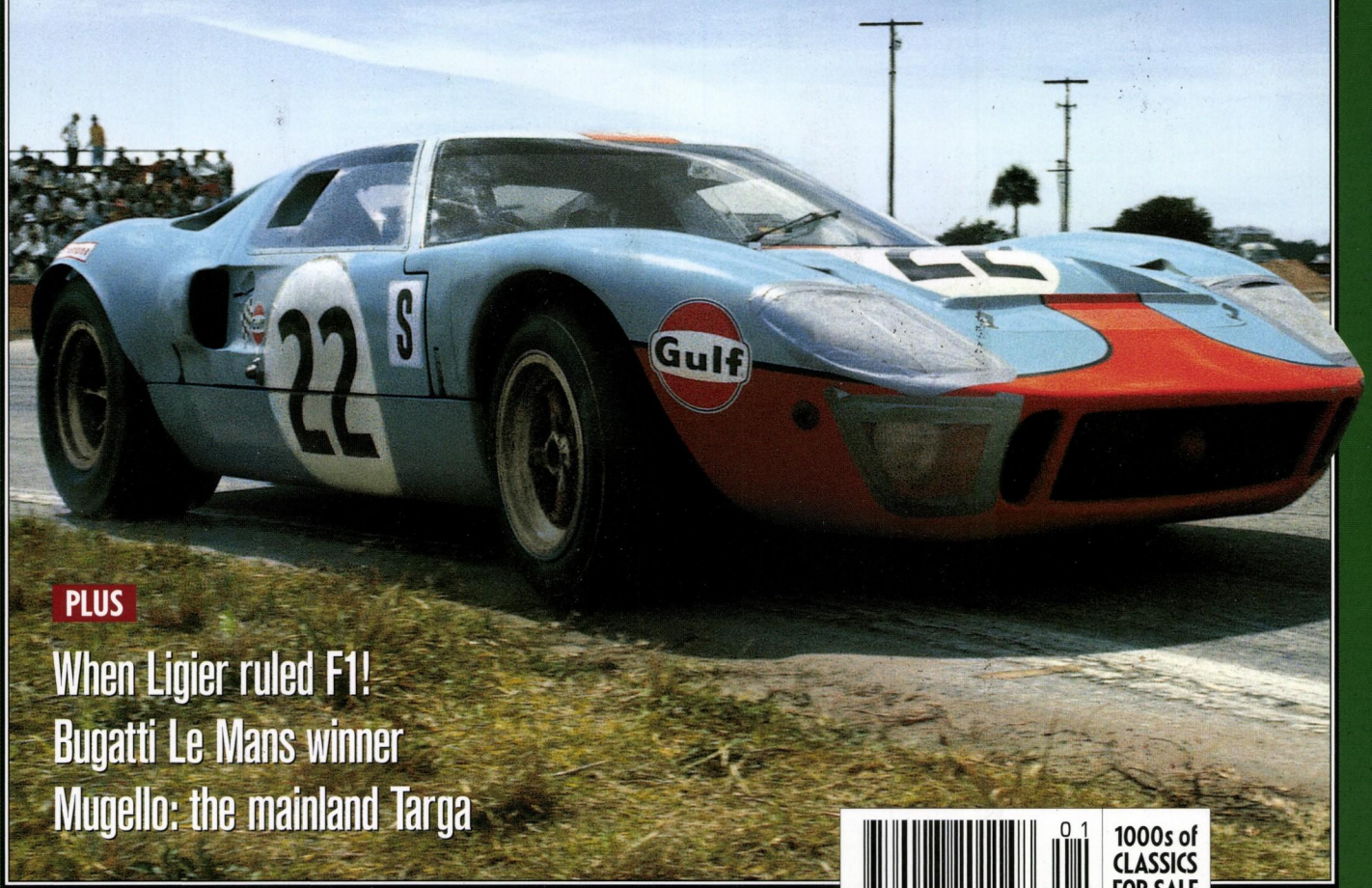
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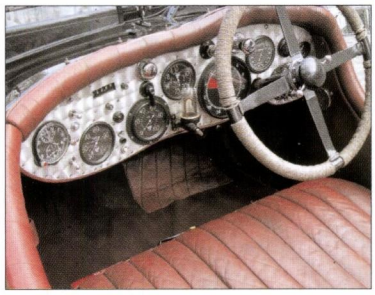
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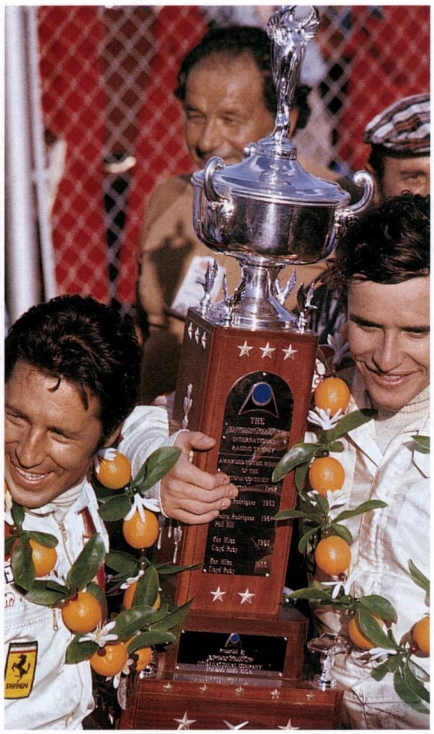
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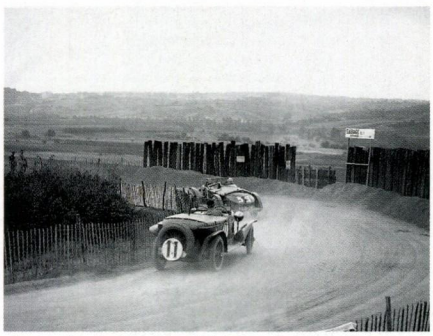
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LAT, DPPI, Malcolm Griffiths/LAT & John Ross

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editorial



WHEN EXACTLY WAS THE GOLDEN AGE OF SPORTSCAR RACING? EVERYONE HAS A different answer. Was it when Jaguar and Aston Martin took on and beat the Italian factories in the 1950s? Then there is Ford's invasion in the mid-60s with the mighty GT40 against Ferrari. Or, for sheer, no-holds-barred velocity, it's hard to match the Porsche 917 and Ferrari 512S models of the early '70s. And if manufacturer involvement is the key then, by the late 1980s, the Group C formula stands as the zenith of endurance racing.

Whichever era is closest to your heart, what each of these periods has in common is that the cars were contesting a true world championship, attracting the most famous marques and great drivers. There has been no world title since 1992, and it is no coincidence that no period since registers as a contender for the mantle of 'the golden age'.

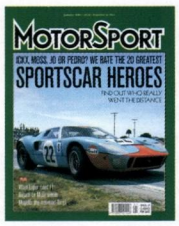
So, when the debate began in this office as to whom should be considered for our top 20 greatest sportscar drivers (page 31), 1992 seemed a natural cut-off point. And yet this excludes a man with five Le Mans victories. Where would Tom Kristensen rank against Moss and Ickx?

'For sheer, no-holds-barred velocity, it's hard to match the Porsche 917 and Ferrari 512S'

All racing categories have their peaks and troughs, but sportscar's current low is a long one.

Yet there are still manufacturers interested in endurance racing. With the announcement of Aston Martin's return to racing with the DB9 (page 16), there is further evidence of a movement by some of the most prestigious marques towards GT racing. By the end of 2004 there will be factory-supported cars from Aston, Maserati, Ferrari and Lamborghini on the track. If Porsche can be added to this list, you have a line-up to rival any decade of sportscar racing. But, at present, these cars will not be gunning for overall honours at sportscar racing's centrepiece, the Le Mans 24 Hours. That will be won by an out-dated, but faster, prototype. But what's more alluring – a Maserati or a Courage?

We all know that motorsport's powers that be are focused on Formula One. But surely a concerted effort of co-operation between the FIA, Le Mans and these powerful manufacturers could produce a contender for another golden age.



Sportscar maestro Jacky Ickx in GT40, Sebring '69

Gordon Cruickshank
Deputy Editor

Letters from Readers

Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middx TW11 8RT, Great Britain.
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The Editor reserves the right to edit all letters

PICTURE PERFECT

SIR,

Your October edition struck a personal chord with me through those wonderful pictures of Oulton Park, and in particular of the saloon car event at the 1969 Gold Cup.

This was the first time I saw Roy Pierpoint's magnificent red Camaro, and to see the banana-shaped carcass of the car in the paddock after a huge off at Clay Hill was positively heart-breaking at my tender age. I seem to recall seeing Pierpoint himself with a heavy dressing applied across his nose!

Obituaries are always poignant, but it would be quite wrong for any true enthusiast to not have paused for a moment at the news of Tony Rudd's passing. To my mind, along with people such as Colin Chapman, Ken Tyrrell and the Coopers, he was one of the reasons why motorsport here in Great Britain is blessed, and precisely why the Goodwood Revival and Festival of Speed meetings will remain on my agenda.

My final observation is on Joseph Ehrlich, who passed away recently. In the time-honoured tradition of underfunded motor racing projects, it was Dr Ehrlich's Formula Three projects of the early 1970s that gave drivers such as Jody Scheckter and Ian Flux early outings. Ehrlich may have been an 'interesting' individual to get along with, but he was amongst those 'one off' constructors who made motor racing so fascinating – and led to so many of us being captivated for ever.

MIKE GARDENER, BISHOPS CLEEVE, CHELTENHAM

STAR LETTER

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UNSIGHTED AT CLEARWAYS

SIR,

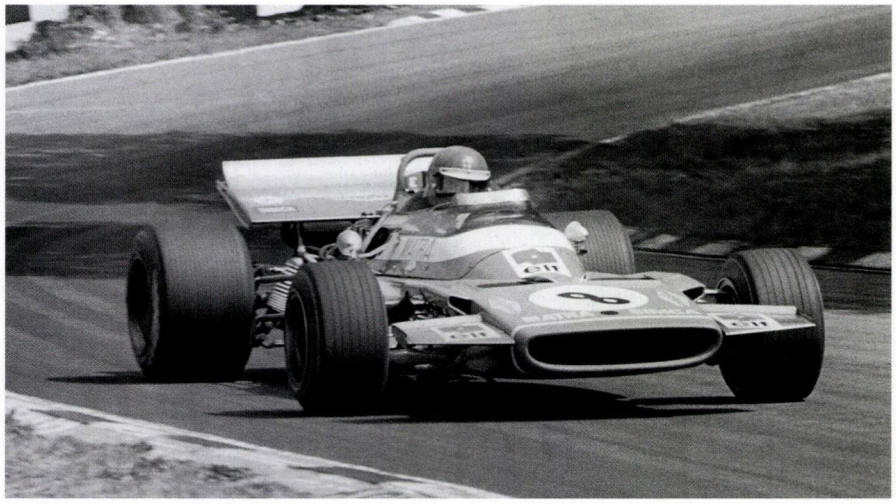
Your editorial in December about the sight and sound of the Silver Arrows at Donington rang a bell with me. I still get a buzz from seeing and hearing a modern F1 car, so I visit Silverstone for qualifying – but nothing I've seen or heard recently compares with my experiences during the days of grands prix at Brands Hatch in the late 1960s and early '70s.

We would station ourselves at Clearways, and after the deafening race start (all the exhaust pipes were pointing straight back at us), we got a glimpse of the cars at Bottom Bend before they disappeared from view. The commentator at Hawthorn's would see them briefly and then he, too, would lose them. Even now I get goose bumps recalling the distant sound of engines growing louder through the woods before the explosion of noise just before they took the bend. 'Our' commentator would be as excited as us as he saw the race order for the first time. This sense of anticipation remained throughout the race, as there were frequent battles for position – and, of course, overtaking was actually possible then.

I recall an incident during the 1970 British Grand Prix. Henri Pescarolo was driving a Matra hastily rebuilt after his French Grand Prix shunt. We took bets on how long it would be before this pristine car would be 'reworked' by its driver. Sure enough, shortly after half-distance, he lost it on the entrance to Clearways, thumped the bank under our noses and then spun back out into the middle of the grass run-off area, minus a couple of wheels.

Marshals got there immediately (Pescarolo was okay), but then Dan Gurney appeared on the grass, his McLaren having also spun on the approach to Clearways. The grass was slightly damp, and steeply cambered towards the banking. I will never forget our moment of terror as the McLaren disappeared from view between the wrecked Matra and the bank; marshals were running for cover and the crowd gasped. But then Gurney reappeared, having managed to avoid the bank, the wreck and the marshals, and eased the car back onto the track with gentle twitches of the wheel. My father turned to me and said, "Now, that is *true* car control..." and the crowd clapped in relief. I'm not sure that many others would have got away with it.

There is no doubt that it's much easier to follow F1 these days, and I'm not complaining: getting to Brands took us five hours (no car!), and in 1970 we actually had to wait until we got home to find out whether Rindt had been confirmed as the winner.



LAT

Pescarolo in rebuilt Matra MS120 – before causing a nervous Clearways moment in the 1970 British GP

I confess, though, that during qualifying for this year's British GP I dozed off in the grandstand, such was the 'spectacle' of engines screaming so high that they made the cars look slow along Hangar Straight. There is something to be said for the element of surprise and, both aurally and visually, Clearways used to do it for me every time.

NICK PLANAS, BRACKLEY, NORTHANTS

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COMING OF AGE

SIR,

Bill Boddy's irascible comments in the December edition about certain vehicles in the Brighton Run are hardly fair.

I'm the first to acknowledge Mr Boddy's encyclopaedic knowledge of old cars, but his criticisms, I feel, fall a little short of his normal high standards. The owners of the 1904/05 cars are not knaves or scoundrels; I am sure they recognise that their vehicles are 'on the cusp' and need to be investigated further. The dating committee of the VCC may be erudite and distinguished but that does not make them infallible. I am personally aware of one such car and to me the evidence that it is pre-1905 is strong – but I admit there is a scintilla of doubt.



Elizabeth Bennett

Brighton Run is ever more popular – but contentious

There must be very few of these 'cross-over' vehicles and it would seem eminently sensible, indeed just, to allow them to participate in the Run while their history is being investigated, particularly where the VCC dating committee cannot prove incontestably that these cars are not pre-1905.

There is much in life which is short of certainty, and these owners should be allowed the benefit of the doubt, if only because the VCC dating committee's position on these cars is not proven. Perhaps they could run with a letter P after their entry number – construed as 'Possible' to the VCC and 'Probable' to the more enthusiastic owners.

TONY BROOKES, VIA E-MAIL

I accept Mr Brookes' opinions, but perhaps he should direct his doubts to the MSA. One hopes there will not be a flood of 1904/05 vehicles to swell the already splendid number of veterans which grace this wonderful occasion; but if there are, why 'grandfathers'? They are Edwardians under VCC rules, surely? The new category was not dated in the Run programme, but presumably all would be accepted by Mr Brookes as 1905 cars until redated? Which is what their original regulations implied. – **WB**

* * * *

FAMILY FORTUNE

SIR,

It was something of a shock to see the Cromard Special in November's magazine, but a pleasant one.

The car was raced in F2 from 1950-52, mainly by my father Basil de Mattos, though he is not the person in the car in your 'mystery' photo. I don't pretend to have great knowledge of the car, but my father did me some stories about it – mainly about its unreliabilit, although, when running, it had reasonable performance for a British car of the time.

My father was the sales director of Laystall Engineering for many years and originally worked with Bob Spikins, who built the car.

The car itself, now with an earlier, less streamlined front end, is residing at Auto Salon in Singen, Germany. The asking price is a bit much to restore it to the family!

BRIAN DE MATTOS, BERKHAMSTED, HERTFORDSHIRE

Continental Notes

JENKS ON USA, 1970

LAST SEASON THE CSI HOPED FOR A 'WORLDWIDE Formula for Racing', an all-embracing capacity limit of four litres for Formula One, Sports and Prototype racing, American single-seaters and Can-Am. While Europe was in favour, the Americans decided they were not, so the 'Worldwide Formula' has been dropped.

Europe had a great deal to gain, for America offers some interesting activities. Where else can a driver attain really high racing speeds? With stock cars lapping Daytona at 190mph, the American racer is a man apart for sheer speed – and power, for USAC racing allows turbocharging and Can-Am permits engines up to eight litres. The money spent on turbines, four-wheel drive and special materials must be enough to keep a European team running for a whole season. Then there are huge sums to be won by the successful driver. It is no surprise that everyone wants to join in the American type of racing.

'The American racer is a man apart for sheer speed – and power'

In return, we in Europe have little to offer the Americans, except tradition and the chance to race on circuits which make their imaginations boggle. They have nothing like Spa, the Nürburgring, Monte Carlo or the Targa Florio but, equally, we have nothing like Indianapolis, Daytona, Michigan or the Bonneville Salt Flats.

The idea was rather one-sided, so it is no surprise it has not come about. – **Yours, DSJ**



LAT

"Equally, we have nothing like Indianapolis..."



Michael Cooper

'Seppi' and 'Jo Bo' await a slice of the Master's action

MEDIUM-RARE PICTURE

SIR,

In the reprint of *Continental Notes* in October, Jenks mentioned the party held during the Italian GP weekend in 1967. I also attended this function, which was held outside Milan and, if my memory is correct, organised by the Jolly Club. Your readers may be interested in the photograph of Fangio serving Jo Siffert and Jo Bonnier. He also served me! It was a wonderful evening.

In the November issue you mentioned Dan Gurney wearing a face mask 'borrowed' from his hotel. I took a photo at Eau Rouge during the 1965 Belgium GP which clearly shows the word 'laundry' printed across Dan's face-covering. As usual, I was standing maybe a little too close to the track at probably one of the greatest and most difficult corners in the world.

MICHAEL COOPER, THE MICHAEL COOPER ARCHIVE

* * * *

BUCKLING DOWN

SIR,

A few additional details regarding Bill Boddy's article recalling his exploits with Derek Buckler.

In 1949, to make a car built around a spaceframe available direct to the public was unique, and Derek is credited with being the first manufacturer to do so, as well as with starting the kit-car industry to benefit from tax exemptions.

The name Airflow was only given to the first car, then dropped in favour of the name Mk5. (There was no Mk1 to Mk4, a ploy to make people think he had been in production for years.)

Derek's own car was known as the Buckler Colonial. Its LM Ballamy-type front axle was Derek's own design and gave excellent road-holding.

As for Derek's fears of people copying his designs, the Buckler Register often receives photos of frames for identification.

The Exeter trials were those held in 1949 and '50, both recorded in MOTOR SPORT. Bill's original account of Derek's mishap with the wall was a little kinder; he wrote that "a wall stepped out in front of Derek" and referred to the weather. As for cornering quickly, in '51 Derek held the class records at Bo'ness and Rest and be Thankful hillclimbs.

It's reputed that Derek won more than 200 awards with his car before it was retired.

BRIAN MALIN, BUCKLER REGISTER, RUGBY

TOKEN RESPONSE

SIR,

I write regarding the photo accompanying the piece on Dieter Quester's only grand prix in the November issue: the second car pictured is being driven by Ian Ashley, but it's a Token, not a Trojan.

Ian was asked to try the car after several drivers had attempted to qualify it with no success. He found it a bit of a mess but, after testing, not only did he qualify it, he finished in Germany and Austria.

He also tested for Surtees and could have had the drive, but was committed to racing a Formula 5000 car in the Oulton Park Gold Cup – and won.

Ian did continue in F1, for teams including BRM and Hesketh. He has since raced everything from 'bikes to Indycars and is still competing today – in sidecars! And he tells me he's not had so much fun since his F5000 days.

GORDON TYLER, GRANTHAM, LINCOLNSHIRE

* * * *

DOWNTRODDEN DUNDROD

SIR,

After a year of Irish anniversaries, such as Ards and Athy, it appears that one has been overlooked. In autumn 1953 the inaugural British round of the World Sportscar Championship was held – at Dundrod, north of Belfast.

The circuit featured in Paul Fearnley's excellent article in October 2000, but would it be possible to reprint your contemporary race reports?

The entry lists read like a *Who's Who* of 1950s motor racing: Moss, Collins, Hawthorn, Brooks, Salvadori and Rolt; Ascari, Fangio, Trintignant, Musso, Behra, von Trips and Shelby. Even Colin Chapman and a young Jack Brabham were there.

Sadly, Dundrod today sees only two-wheel sport (the recent Ulster GP saw the lap record rise to over 128mph!). Only rarely is a 'Festival' organised here, and any nostalgia always seems to focus on Ards.

If I may make a further request: is there any possibility of expanding your research to the likes of Gregory, Castellotti or Maglioli, who were all Dundrod visitors? From a later decade, perhaps Ken Miles or Scarfiotti could be featured?

PETER CURRY, BELFAST

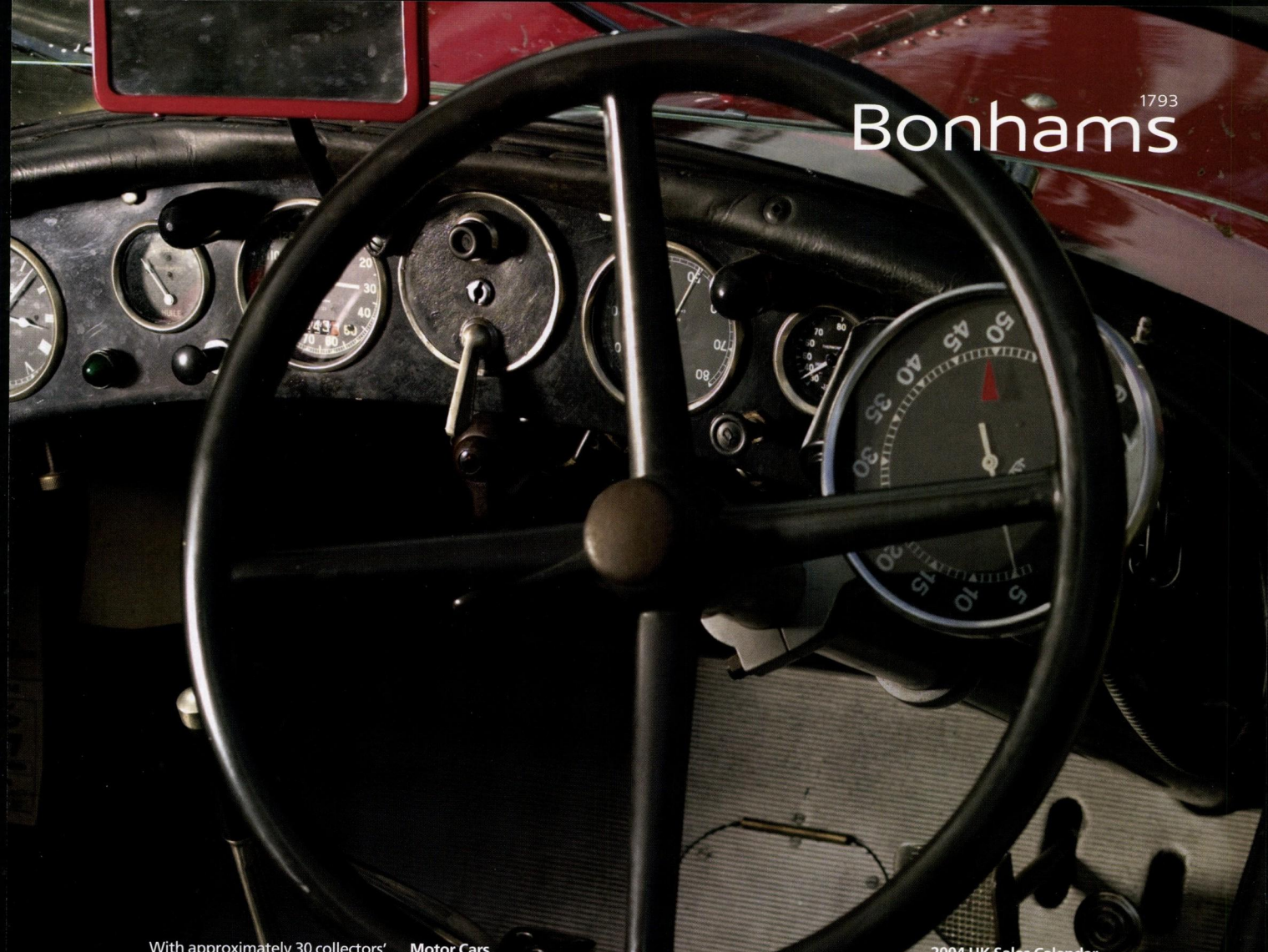
We touched on Castellotti in February '98, and I am sure we'll get around to the others you mention. – **Ed**



LAT

Is it time for Dundrod to host a major revival event?

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25 June	Goodwood Festival of Speed, Chichester, Sussex
18 July	Summer Vintage, Henley on Thames
3 Sept	Goodwood Revival, Chichester, Sussex
11 Sept	Beaulieu Autojumble, National Motor Museum
17 Oct	Classic & Motorcycle Mechanics Show, Stafford
3 Nov	Great Yorkshire Showground, Harrogate
6 Dec	Olympia, London

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MOTOR SPORT

A winning partnership for the 2004 racing season

Motor Sport and the Historic Sports Car Club have joined forces for the 2004 season to highlight the superb programme of racing from the club dedicated to cars primarily from the 1960s and 1970s.

In 2004, Motor Sport magazine will be the associate sponsor for the Derek Bell Trophy races run by the HSCC and will be encouraging both prospective racers and spectators to support the club's extensive race programme. In addition, Motor Sport will be presenting end of year awards for the Derek Bell Trophy and HSCC members will be able to subscribe to the magazine at specially discounted rates.

Formed nearly four decades ago, the HSCC has blossomed in recent seasons and now has an extensive championship portfolio spanning from road-going sports cars to classic F1 and F5000 cars. In between are sports-racing cars, saloons, Formula Ford and other single-seaters.

Throughout its racing activities, the HSCC is focussed on delivering value for money racing in a sporting atmosphere, with careful control on car specification and driving standards. As a club run by people with a passion for the sport, the HSCC is the perfect place for anyone looking to start racing in a period car of any type.

The tie-up with Motor Sport will turn the spotlight onto the Derek Bell Trophy, the HSCC's series of races for a glorious diversity of 1970s single-seaters using slick racing tyres. From Classic F3 cars, to Formula Ford 2000, Formula Atlantic, Formula 2, Formula 5000 and Formula 1, it is a great spectacle. Indeed, so popular is the Derek Bell Trophy that it may well be sub-divided into more than one race at certain venues in 2004.

HSCC chairman Nicholas Overall, is delighted with the new partnership between the club and the magazine. "I did some F5000 races in the early 1970s with a Surtees TS8, so the Derek Bell Trophy has a special attraction for me!"

Overall is determined to see the club build on the runaway success of the 2003 season, which was typified by big grids and close racing. "2003 was a wonderful season in terms of entries, so we're obviously doing what our customers want," he says.

But it is not only the racers that are flocking to the HSCC. More than ever in 2003, race fans were supporting the club's programme and not just at the high-profile events like the Brands Hatch Historic Superprix and the Oulton Park Gold Cup. Those events will be repeated in 2004, along with a major event at Silverstone, to complement other race meetings at Donington Park, Snetterton, Cadwell Park and Castle Combe. A trip to Spa during the Classic Six-Hour meeting in September will also be offered to HSCC racers.

So, from whichever side of the tyre wall you enjoy your motorsport, make sure the HSCC features prominently in your 2004 plans. Big grids, close and sporting racing and a great atmosphere come as standard at race meetings run by the Historic Sports Car Club.

For more details on the HSCC, contact Executive Director, Grahame White atthe club office on 01327 858400 or visit the website at: www.hscc.org.uk













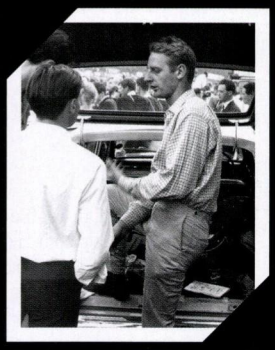


YOU WERE THERE...

CONTINUING OUR SERIES OF PREVIOUSLY UNSEEN PHOTOGRAPHS CONTRIBUTED BY OUR READERS FROM THEIR PERSONAL ARCHIVES



Jochen Rindt and F2 Brabham



Clark spectates, Whitmore talks



MRP F3 Lola at Brands, 1964

MICHAEL STARK IS NOW AN OFFICIAL AT RACE meetings and not allowed to take photos while on duty. But 40 years ago he took his Agfa Sillette camera everywhere. "It cost over £100 in 1959 – a small fortune! I spent hours photographing at race meetings. I did my own processing, using my father's equipment, until I married and moved out.

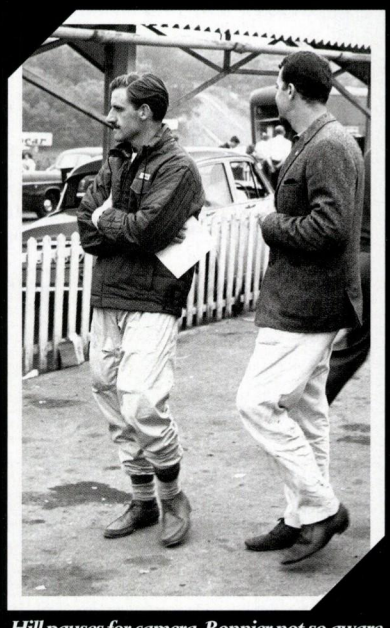
"I am particularly proud of the photo of Jochen Rindt working on his Brabham F2. People have said that he was rather unapproachable, but he seemed quite happy for me to photograph him that day.

"In the Snetterton shot you're looking at 40 per-cent of the total entry! Graham Hill won the race, but interestingly Jim Hall of Chaparral fame was sixth in a BRP Lotus.

"I spotted Graham Hill and Jo Bonnier strolling through the paddock and had my camera ready. Graham noticed me and kindly gestured Jo to stop. I thanked them, they grinned and continued on their way. It's a shame Jo was not looking my way."



Quality grid at Snetterton '63: Ireland, McLaren, Ginther, Clark. Winner Hill and Jim Hall are off-screen



Hill pauses for camera, Bonnier not so aware



Mike Parkes exits Paddock Bend in the rubber-suspended F2 Fry-Climax in 1959. The suspension later failed

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 postal address on page 4). 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.

YOU WERE THERE...

STATIONED IN GERMANY WITH THE BRITISH ARMY DURING THE 1960s, Richard van Allen was well placed to get to continental race meetings. When the opportunity of a trip to the Nürburgring came up he jumped at it and, though only a spectator without a press pass, captured a highly dramatic moment when the Ferrari pit erupted into flames.

"The sequence was taken at the 1000Km race at the 'Ring in 1960. It shows the disastrous events during refuelling of one of the Ferrari team cars, the 246S driven by Giorgio Scarlatti. Petrol spilled onto the hot exhaust pipe, and the car caught fire. It happened in seconds, as you can see from the sequence – I was shooting as fast as I could wind on – and the car burned out completely, leaving just the chassis, wheel rims and engine block. They were using five-gallon drums of fuel gushing into a funnel, and it slopped everywhere; it's not surprising there were accidents.

"We walked miles across the circuit to watch from different spots. The Karussel blew my mind: Moss's winning Maserati was pressed right down, scraping the ground. You could lean right over and look down. To see the masters in action was tremendous – crossed arms going like pistons. And you didn't need passes to be in the paddock touching the cars, talking to drivers. They were glory days."



The initial seconds of the conflagration: bystanders have barely moved



One frame later, and the entire pitlane has vanished in smoke and flame



Stealing a look: Biggs' illicit Vanwall shot, before being ejected

IN 1956, AS AN IMPOVERISHED FIRST-YEAR STUDENT, PETER BIGGS OF Cambridge went with three of his friends for a day trip to the British Grand Prix at Silverstone.

"For Friday practice we paid the mighty sum of 5/- (25p) a head, which included a free grandstand seat and admission to the paddock.

"I walked round the back of the pits, and, seeing there was no-one stopping me, I slid over the counter of one of the empty pits onto the circuit. I took this picture of the two Vanwalls, with Harry Schell and Maurice Trintignant aboard, and was thinking of going along to where the two eight-cylinder Gordinis in the background were parked when one of the works Connaughts came rapidly into the pits. I stepped smartly back out of the way and trod on the foot of someone behind me. I turned to apologise and found myself face to face with the Clerk of the Course, John Eason-Gibson!

"He took in the scruffy student in front of him with his rudimentary camera and said: 'Where's your pass?' I mumbled that I didn't have one, and he very firmly escorted me to the nearest pit and said: 'Your place is over here, young man, and if I catch you out here again I'll have you thrown off the circuit.' Still, I did get some rather fine photographs."



Extinguisher power lies like snow around the ruins of the burnt-out Ferrari

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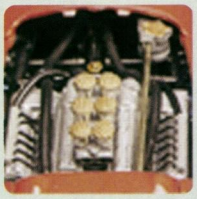
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Exclusive to TRAX Motorsports Marketing, the Revival 1/20 scale Collection illustrates the highest levels of quality and detail with only one new model cast every two to three years. Faithfully reproduced detail, each model includes fully working rack and pinion steering, spoked wire wheels with original pattern tread rubber tyres and extremely detailed interior and dashboard instrumentation. A hinged panel gives access to the perfectly detailed engine including oil pump, distributor, exhaust tube, superchargers and spark plugs to name just a few of the many details. We will, of course, provide a full back up service for all customers.







02101 - Ferrari Dino 246 #4 IN STOCK
(pictured left), Rheims 1958, M.Hawthorn
KIT £104.99 Built £214.99

03101 - Ferrari Dino 246 #20, DUE 2004
(not pictured) Argentina 1958, L.Musso
(with perspex trumpet cover detail)
KIT £104.99 Built £214.99



81101 - Fiat F2 130HP 1907
KIT £102.99 Built £212.99



77101 - Mercedes Benz W154 M163 1939
KIT £107.99 Built £217.99



75104 - Alfa Romeo P3 Ruote Gemellate 1932-35
KIT £103.99 Built £213.99



86101 - Alfa 159 Alfetta J.M.Fangio 1951
KIT £97.99 Built £207.99



78102 - Auto Union C Ruote Gemellate 1937
KIT £118.99 Built £228.99



75103 - Alfa Romeo P3 Targa Florio 1932-35



75102 - Alfa P3 Scuderia Ferrari 1932-35
KIT £87.99 Built £197.99



85101 - Ferrari 500 L4 Alberto Ascari 1953
KIT £95.99 Built £205.99



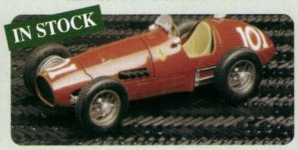
78101 - Auto Union Tipo C 1937
KIT £112.99 Built £222.99



93101 - Ferrari D50 Juan Manuel Fangio 1956
KIT £104.99 Built £214.99



99101 - Auto Union Rekordwagen B.Rosemeyer 1938
KIT £134.99 Built £244.99



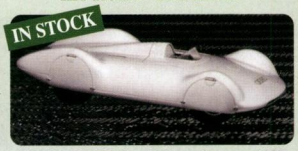
89101 - Ferrari 500 L4 Alberto Ascari 1952
KIT £95.99 Built £205.99



80102 - Bugatti 35 Targa Florio 1924-26
KIT £111.99 Built £221.99



75101 - Alfa Romeo P3 Nuvolari 1932-35
KIT £87.99 Built £197.99



79101 - Auto Union C Recordwagen 1937
KIT £122.99 Built £232.99



92101 - Ferrari 625 L4 Froillan Gonzalez 1954
KIT £104.99 Built £214.99



75105 - Alfa Romeo K.Evans - Brooklands
KIT £99.99 Built £209.99



90101 - Ferrari 156 - 1961
KIT £99.99 Built £209.99



79102- Auto Union C Stromlinienwagen 1937
KIT £125.99 Built £235.99



88101 - Maserati 250F Juan Manuel Fangio 1957
KIT £98.99 Built £208.99

Model/Ref No.	Description	Qty	Total

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A champion who straddled the Atlantic, he worries about how drivers in the US will break into F1. Mario Andretti responds to your questions on oval racing, Penske, Ronnie Peterson – and pet pigs!

I understand that spectating at a Mille Miglia inspired you: where did you watch from and what do you remember of the day?
Alan Davidson, Angus

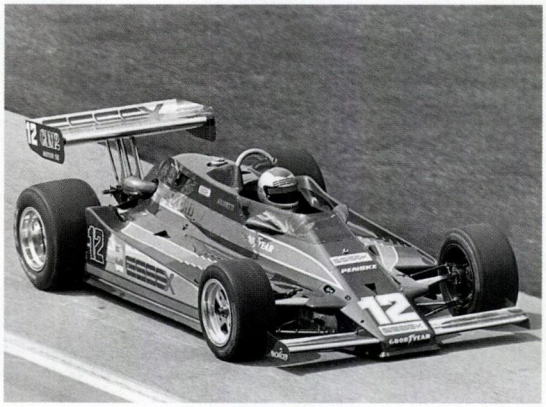
My elder brother Aldo and I watched on the Abetone Pass, near Florence, which was very far from where we were living. We saw the one won by Stirling Moss and 'Jenks' [1955] in the mighty Mercedes. What I remember most is the anxiety of waiting for the cars to come by: all of a sudden there was a big roar, the big moment, and then they were gone. It really sparked something inside me.

Why did you always seem to take the hard way on team choices? For instance, how come you didn't drive for Penske more?
Hugo Doyle, Wimbledon

An excellent question, and I agree with its assessment. A lot of it was a question of timing. Often there wasn't a seat available at a team that I perhaps should have been with, and instead I'd opt for a choice that gave me a little more control of the team, more scope for my ideas. Sometimes we have unrealistic expectations, but I'm of a gambling nature and so I went for it. That doesn't always pay off, but it can help to motivate you. I drove for Roger on a part-time basis when I was still doing Formula One, and we had some good results. His cars were always fast and reliable – but like I said, it was a question of timing.



Langhorne – a legend for its dangerous nature, even when paved



Lotus let Andretti race a Penske in Essex colours at Indy in 1980

Just how dangerous was Langhorne?
Peter Davey, Cobham

It was considered the most dangerous of all ovals in the mid-Sixties; it had claimed even more drivers than Indy at that point. I drove it at the end of its life as a dirt track and during its short life as a paved track: both were difficult, because you hardly ever went straight. It was shaped like a big D, but the straight was short and you were always busy. With a dirt-car you could put the tail out and steer with the throttle; you couldn't keep hanging it out in an Indycar, but you were always drifting. The trick was never to think how good everything was feeling – because it was then that the corner tightened and you'd run out of room. It was a very peculiar track in that there were no decisive back-off points. A little further, a little further – oops.

You were recently pipped by Moss in a poll to decide the greatest all-round driver...
Alan Collier, Aylesbury

I wouldn't pretend to be better than Stirling: he had such mastery. I hold him in the highest regard, and there's no question that he should have been world champion many times. But I wonder how people decide such things. Your record has to speak for itself – but it's when you really delve into the details that it becomes difficult. Plus guys like Stirling and Jimmy Clark didn't get to complete the whole cycle of their potential careers.

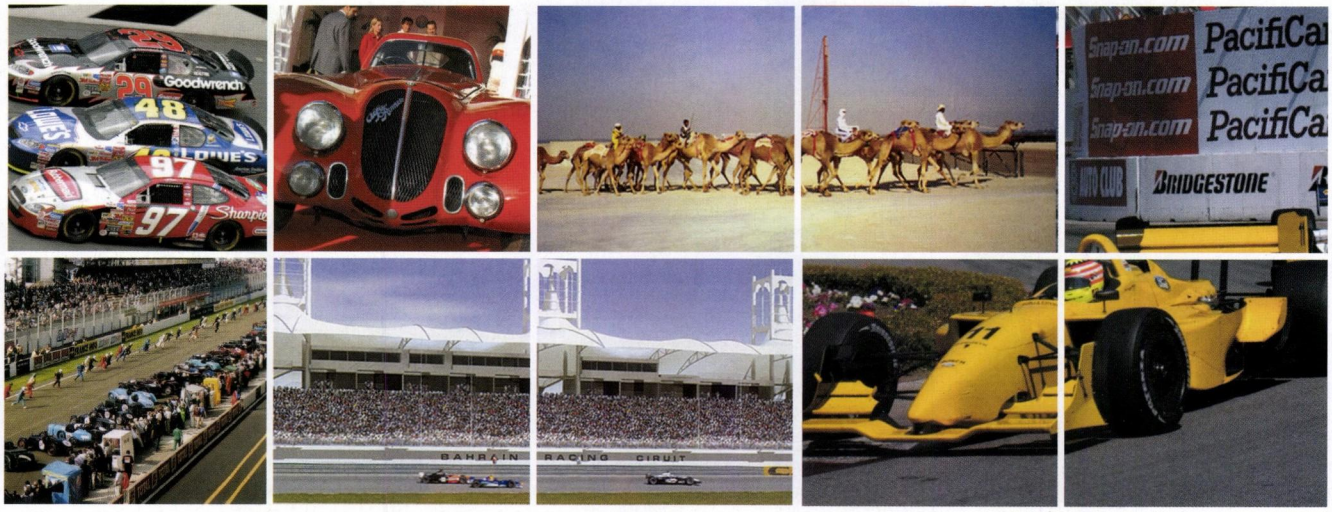


LAT

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For Motor Sport - Travel with the Experts!

Our 2004 Motor Racing Tours brochure is out now and packed full of holidays to all the Formula One races on the calendar. But that's not all. We also feature a selection of major motor racing events around Europe and in North America so call us now on 08700 106 392



FORMULA ONE

There are new races this year in **Bahrain on 4 April** and in **Shanghai on 26 September** with exciting opportunities for the travelling spectator. The first ever race in the desert and in China where you can also visit Beijing, the Great Wall, the Terracotta Army and cruise on the mighty Yangtze River.

The **Canadian** and **US Grands Prix** are just one week apart in June so you can combine the two races on one holiday and our tour and ticket prices for the **Malaysian Grand Prix on 21 March** are cheaper than 2003 so there's plenty of reasons to travel long haul this year to watch your favourite sport.

In Europe all our favourite tracks and venues are featured. **The Monaco Grand Prix is on 23 May** and the **British Grand Prix at Silverstone** has its usual summer July date. The **Belgian Grand Prix** is back and is on **August Bank Holiday weekend.** Perfect!

HISTORIC RACING

Not only is there an **F1 Historic Grand Prix in Monaco** this year there's also a festival of sportscar racing at the **Le Mans Classic on 24 & 25 July**. With a line-up of 366 cars, traditional 'Le Mans' starts and plenty going on around the track too it's a gift for all sportscar enthusiasts.

LE MANS 24 HOURS

The legendary sportscar race is on **12 & 13 June** and there's nowhere else to be! It's a week long party and an unrivalled endurance racing spectacle. If you've a special car - rare, old or just fast - and want to take it to Le Mans - then our Marque Park arrangement is for you.

RACING IN THE USA

The **Daytona International Speedway** in Florida hosts the **24 Hour Sportscar race on 31 January & 1 February** and the famous **Daytona 500 NASCAR race on 15 February**. This is oval racing at its best and at night it is awesome.

The Champ Car World Series is home-grown American-style racing too and we've picked four of the best - **St Petersburg in Florida, Long Beach in California, Vancouver in Canada and Denver, Colorado**.

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Is there very much difference in the set-up demanded by a tri-oval compared to a conventional speedway?
John Wing, Brighton
No, the basic set-up is the same. At a tri-oval what we call the kink is usually a non-event, and so you do the set-up for the corners with the highest loadings. But no two ovals are the same, and when it comes to damping and the final tweaks, each circuit has to have it own fine-tuning. I consider Pocono to be the most challenging of the superspeedways we ran. I loved its diversity; it required an absolute compromise in the set-up. Its first corner was a high banking and so you had to have the car stiff to deal with it; the kink, if everything was really right, could be taken flat in qualifying; the last turn has no banking but a long radius – a great corner, in which you really got a feel for the car.

What kind of reception did you get from the NASCAR drivers when you won the Daytona 500 at your first attempt in 1967?
David Cox, Preston
I felt very much at home with the drivers there. It was the beginning of a time of exchange; it was me who encouraged Cale Yarborough and the Allisons to come to Indy. Yeah, sure, if one of them had won Indy, none of us guys would have thought it a good thing, but deep down, once the initial emotion had vanished, there would have been respect. That's how it was for me. Remember, it was not a win that I fell into; I fought hard all day for it. I really went out and won it – and they all knew it.

What are your views on the CART/IRL battle?
M Baird, New Cross
More than ever, if American open-wheel racing wants to regain the status it enjoyed back in the '90s, it needs to be pulling in the same direction. Parallel series create confusion among the fans; I also believe that it has diminished the mystique of Indy. An all-oval series is wrong, too: five ovals would be perfect, with the rest of the races run on road and street circuits. I don't see how IRL can groom anyone for F1. [Champion] Scott Dixon is a fine road-racer, but if he doesn't get the chance to hone these skills, which F1 team is going to look at him? None.

NEXT VICTIM...



Ari Vatanen

Post, fax or e-mail your questions to: Somerset House, Somerset Road, Teddington, Middx, TW11 8RT
00 44 (0)20 8267 5222
motorsport@haynet.com

COMING UP: Chris Amon, Murray Walker

Did the McNamaras you drove at Indy in 1970 and '71 have some unlocked potential?
Peter Stanley, Canberra
Theoretically, its offset cockpit gave more aero effect to the inside, which is where you want it on an oval – but this was never proven. The car understeered incredibly; I don't think the suspension geometry was right. Designer Joe Karasek was good at research, but didn't have enough practical knowledge. Some of his questions had me thinking, 'Uh-oh, we're in trouble'.

Do you think that your Lotus team-mate Ronnie Peterson could have passed you at Zandvoort in 1978?
Gordon Morison, via e-mail
I thought he was going to pass me, and I did everything to prevent that. One of my exhaust systems had burned away my right-hand venturi, which cost me 40 per cent of my downforce: through the corner onto the straight I was all over the place and he was easy flat. It was the hardest I fought all year.

Have you read the quotes attributed to Peterson that he was driving 'one-handed' behind you throughout 1978?
Tom Clark, Weymouth
I just wish Ronnie were alive so that he could say these things himself. We were really good friends and I never heard him say that. It would have been a real feather in his cap if he could have passed me, and then pulled over and let me pass with two or three laps to go. That's why I drove my butt off in Holland; I knew that's what he had in mind, but I just wouldn't allow it. And anyway, if he wasn't 'allowed' to pass me, why was he trying so hard? There was nobody pushing him, he had his second place. I wish he had pulled back – that way I wouldn't have had to drive so hard.

What's the story of your crash helmet design?
Peter Balsio, Hendon
I always appreciated the European way of keeping a recognisable design, the fact that you can spot some drivers instantly. I'd always had a silver helmet, and then, in 1972, [team sponsor] Viceroy wanted a red stripe down the middle – and I kinda liked that. When I was no longer with Viceroy, I kept the red stripe, but changed the trim lines to blue.

Picture it: Audi has an R8 with your name on it at Le Mans – would you accept the drive?
Tim Clark, Bristol
Sign me up today; I'll start training tomorrow.

What is it exactly that your wife doesn't like about your pet pig, Martini?
Pam Bryce, Southend
He doesn't respond like a dog, and he only obeys me; I think Dee Ann is just jealous! I've had lots of pets and I've always loved them, but he's my favourite.

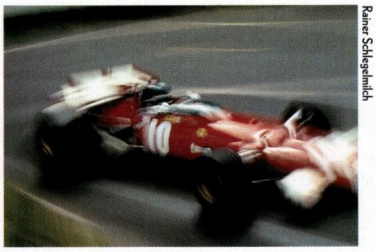
NEXT MONTH

MINI MONTE TRIUMPH



Maurice Louche

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Rainer Schlegelmilch

JACKY ICKX IN F1

plus

Dieppe track visit
V12 GP Delage
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ISSUE ON SALE JAN 16

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

ASTON MARTIN HEADS BACK TO LE MANS

ASTON MARTIN IS GEARING UP FOR A return to the Le Mans 24 Hours, the scene of its greatest racing triumph, with a factory-backed team in 2005.

The British sportscar marque has set up a new competition division, Aston Martin Racing, in league with motorsport specialists Prodrive.

Together they will build and develop a racing version of the all-new DB9 road car by the end of 2004. It will challenge for class honours in the GTS division – putting it up against cars such as the Ferrari 575 GTC and Lamborghini Murcielago.

Aston CEO Dr Ulrich Bez said: "We cannot be exclusive without being visible, and motorsport is a way to heighten our profile."

The primary aim will be to sell the car to customer teams, but initially Aston Martin Racing expects to campaign works-backed cars, and is targeting an attack on Le Mans in 2005. Prodrive boss David Richards described this as "the logical scenario".

Aston won Le Mans overall with its DBR1 in 1959, the same year it won the world sportscar championship. It last supported a motor racing programme with the AMR1 Group C project in 1989.



Aston Martin is set to return to the scene of its 1959 win – with a race version of DB9 (inset)

LAT, Autocar

GROUP 4 CARS TO STAR AT LAST MONTLHERY EVENT

EUROPEAN SPORTS PROTOTYPE TROPHY cars will be one of the star attractions at what is touted to be the final ever race meeting at the famous Montlhéry circuit, near Paris, on June 19/20.

The Group 4 machines will tackle a one-hour, two-driver evening race on Saturday at the banked track.

"This is going to be the last meeting for Montlhéry," said the ESPT organiser Jonathan Baker. "It has one of the best atmospheres of any major historic event."

The owners of Montlhéry have refused to be swayed by an appeal to save the circuit from extinction, and 2004 looks set to be its last season.

The Gp4 calendar is also expected to include two races at Pau over the weekend of May 22/23.



Lecourg

Group 4 T70s will be among the last to tackle the Paris track's famous banking

NEWEY TO RACE GT40 AT LE MANS

THE LEADING DESIGNER IN FORMULA One, Adrian Newey, is planning to branch out into historic motorsport.

Mclaren's technical chief has acquired a Ford GT40 and is planning to compete in both the Le Mans Classic and the Whitsun Trophy at Goodwood in 2004.

Newey has previously contested classic rallies in his Jaguar SS100, but never pursued driving before embarking on his F1 career, during which he was responsible for the design of five world championship-winning cars.

In the closing weeks of the 2003 national racing season he raced a Ferrari F355 in order to gain upgrading signatures on his licence.

MOTOR SPORT LINK-UP TO BOOST DEREK BELL TROPHY

MOTOR SPORT MAGAZINE IS TO BE AN associate sponsor of the HSCC's Derek Bell Trophy in 2004.

The race series for 1970s single-seaters that use slick tyres is one of the regular highlights of HSCC meetings, and will feature at all the club's major events this season, including the high-profile Oulton Park Gold Cup and Brands Hatch Historic Superprix.

There is growing support for the Trophy, which caters for a large variety of period cars, from big Formula One and Formula 5000 machinery, through Formula Two and Formula Atlantic cars, and right down to Formula Ford 2000s. The rising grid numbers mean the HSCC is even considering running separate races for larger and smaller capacity cars.

MOTOR SPORT will be encouraging racers and spectators to support the HSCC's extensive 2004 programme, and will present end-of-year awards.



Jim Houlgrave

Bigger grids forecast in 2004 for mixed-formula Derek Bell single-seater series

news in brief

THE FIRST INTERNATIONAL HISTORIC Motorsport Show will be held at Stoneleigh Park near Coventry from February 20-22. Over 300 exhibitors and 200 classic and historic competition cars are pledged for the event. Many race and rally series will be represented, with Friday restricted to trade and competitors only.

* * *



Jim Houlgrave

A STONE-AND-BRONZE MEMORIAL showing Raymond Mays flanked by an ERA and a BRM was recently unveiled in the town of Bourne, the driver and constructor's home.

* * *

THE FUTURE OF THE JARAMA CIRCUIT, a Spanish Grand Prix venue between 1968 and '81, is under threat. The Royal Automobile Club of Spain is working to bring the F1 race back to the Madrid region, and proposes to scrap the circuit built in '67 and start afresh. Current plans are to sell off the existing land and building a new facility.

RALLY SERIES JOIN FORCES

THE NEW CLASSIC STAGE RALLY Challenge for pre-1981 machines is to join the pre-71 cars from the British Historic Rally Championship for six of its seven events in 2004.

The Historic Rally Car Register set up the Challenge for Group 4 rally cars of the mid-70s last year, and expects the series to grow rapidly. The one stand-alone event away from the BHRC, will be the Red Dragon in May.

FINNISH STAR FOR LONDON-SYDNEY



LAT

Aaltonen to return to Oz 36 years on

RAUNO AALTONEN IS TO CONTEST THE London-Sydney Marathon next year.

The Finn drove a works BMC 1800 'Land Crab' in the original event in 1968, but will contest the 2004 rally in a Ford Escort RS2000.

Aaltonen finished fifth in '68 with Henry Liddon and Paul Easter.

"I still remember the original event as one of the great adventure rallies, said Aaltonen. "It was tough and there were surprises every day. This time, I'm a little older and a little wiser!"

Emerald Isle 2004 Classic

WIN A SPOT ON A classic rally around Ireland. MOTOR SPORT has teamed up with the Classic Rally Association to give a reader a free entry worth £2650 on the Emerald Isle Classic 2004, from May 16-21. The second running of this very popular event starts and finishes near Dublin and travels through the spectacular scenery of Ulster, Donegal, Sligo and the Wicklow mountains on magnificent driving roads, many famous from former use in Irish motorsport. As well as the regularity sections, the route will be peppered with driving tests on private estates and closed roads, and there will even be the option of a night section.



Our winner will get a free entry for themselves and a co-driver in an eligible classic – pre-1981 and suitable for a regularity rally – all accomodation (based on two people sharing a twin room) and evening meals, plus a return ferry trip to Ireland from the UK.

All you have to do to win this prize is answer the question on the coupon opposite (photocopies are acceptable), fill out your details and send it to Emerald Isle Classic Competition, MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT by February 12.

For further details of the event call +44 (0)1633 263366, fax +44 (0)1633 263399, or e-mail info@classicrally.org.uk

CLASSIC RALLY ASSOCIATION

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Question Who is the patron saint of Ireland?

Terms and conditions The winner will be picked at random from all entrants who answer the question correctly and will be notified by February 19, 2004. No cash alternative or substitute prizes will be offered. The competition organisers reserve the right to supply a prize of similar value and specification if the named prize is unavailable. The decision of the organisers is final and no correspondence will be entered into. Information on the winners of the competition will be available two weeks after the published closing date and will be supplied upon the receipt of a stamped addressed envelope. This promotion is open to all UK residents except employees and relatives of the promoters: Haymarket Publishing Limited and the Classic Rally Association.

1) MOTOR SPORT would like to keep you informed of new developments and offers exclusively from MOTOR SPORT. If you would prefer not to receive such information please tick this box. ☐

2) From time to time we may pass your contact details on to specially selected partners whose products may be of interest to you. If you would prefer not to receive such information please tick this box. ☐

NEW ZANDVOORT FESTIVAL



LAT, VSCC

Zandvoort historic meet will bring past GP winners back to the Dutch track

ORGANISERS OF A MAJOR NEW HISTORIC festival at Zandvoort have pledged to gather all surviving winning cars and drivers from grands prix held at the Dutch circuit for the event's headline feature in September.

This seaside venue hosted the Dutch Grand Prix between 1948-85, the last of which was won by Niki Lauda in a McLaren MP4/2B.

Zandvoort's Historic Race Festival will take place over the weekend of September 25/26, and it is being backed by Dutch former F1 racers Jan Lammers, Michael Bleekemolen and Gijs van Lennep.

HGPCA, the FORCE, Group C and the VSCC are all being targeted to provide races for the event, which will be free of the draconian silencing restrictions that have dogged the track in recent times.

The HGPCA had two races there in September 2003 and has already confirmed its support for the Festival. The association will take two grids, one for grand prix cars and one for drum-braked 1950s sportscars.

"We will certainly be going – Zandvoort is one of the tracks that our people really enjoy," said the HGPCA's Martin Grant-Peterkin. "I'd hope to get 30 grand prix cars and 25 sportscars to make the trip."

The plan is to establish the Festival as an annual event.

obituaries

Peter Hull

IT IS WITH THE GREATEST SORROW THAT WE REPORT THE death of Peter Hull. He was 82.

He was so very much a part of the VSCC, his loud, cheerful comments enlivening dull and exciting meetings alike. I thought his strident voice might have been honed when, as a flying instructor, he had to urgently command a pupil to pull out of a dive!



He joined a Scottish Regiment and transferred to the RAF, acting as an instructor and later flying Mosquitos over France and Germany. In civilian life he continued as a flying instructor and as an Airwork pilot, before returning to the RAF in the former capacity.

Having learned to drive in an Alvis, Peter wrote the standard work on the marque and, as he had owned an RLSS Alfa, a similar book on Alfas, still a source for accurate history. Not that followers of other marques will forget him.

He was a committee member from 1960, press secretary in '62, secretary '71-86, then the librarian. He shared ERA R11B with his brother Douglas, racing it himself to give us another book, and rode fast motorcycles including a Vincent Black Shadow.

To his wife Jennifer, we send our deepest sympathy. **WB**

Cameron Millar

ALWAYS CLOSELY LINKED WITH THE MASERATI MARQUE – he was the patron of its club – Miller acquired a load of spares from Scuderia Centro Sud in the 1960s and built 10 recreations of 250Fs, some using original components but always identified for what they were.

Millar was particularly proud that Fangio bought chassis CM3 for his own collection.

Ian 'Pete' Geoghegan

ONE OF THE GIANTS OF AUSTRALIAN RACING OF the 1960s died recently at the age of 64.

Along with his sportscar titles in 1963 and '65 in a Lotus 23, Geoghegan's five touring car titles, four of them in a row, made him a national hero. His victory over Allan Moffat at the famed Bathurst 1000 touring car race in '72 was seen as one of his greatest drives.

Edwina Overend

EDWINA, WHO DIED IN NOVEMBER, WAS KEY TO THE survival of Mallory Park. When the circuit was faced with closure in 1983, she and her husband Ron worked tirelessly to save the track, then operated the venue for the next 20 years.

Her memory is perpetuated in a new corner named in her honour, and her son David continues the legacy by managing the circuit.

MYSTERY CAR COMPETITION



both: LAT

A YEAR'S FREE SUBSCRIPTION IS THE PRIZE for the reader who recognises this single-seater. We're giving no clues to its origin; it's up to you and your memory cells. Answers must be received by January 2, and 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:
MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middlesex, TW11 8RT, UK.
Fax: 00 44 (0)20 8267 5222
E-mail: motorsport@haynet.com

Last Month: The Jirano Special, piloted by Len Earl to second in the 1956 Leinster Trophy.
Winner: Nine of you identified this Irish special, but the free subscription goes to John Humphries of Stafford for his full account of both car and name: J for its 2.6-litre Jaguar engine; IRA for Irish Racing Automobiles, whose Joe Kelly converted it from an Alta; NO for its builder Charlie Norton.



WHAT'S ON WHERE?

JANUARY

8-11 BIRMINGHAM NEC (UK)
Annual Autosport International show opens racing year. Visit: www.autosport-international.com

10-16 MONTE CARLO (MC)
Five-day Winter Challenge takes 100 pre-1968 cars from Imperial War Museum at Duxford to Monte Carlo. Tel: 01633 263366

11 BROOKLANDS (GB)
Brooklands driving tests kick off VSCC's 70th anniversary season. Tel: 01608 644777.

FEBRUARY

20-22 STONELEIGH (GB)
International Historic Motorsport Show at Stoneleigh Park, Warks, is expected to draw 20,000 visitors to a wide range of stands and exhibits. Tel: 01367 250001

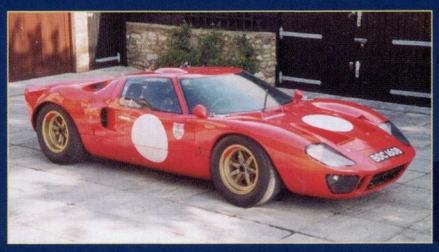
21 SILVERSTONE (GB)
VSCC's speed events start with annual Pomeroy Trophy at Silverstone. Tel: 01608 644777

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1994 Lotus Type 107
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RALLY OF THE TESTS

THREE-POINTED STARS FENNELL AND SAVAGE TOP IN TESTS



Tony Large

The Mercedes of Frank Fennell and Kevin Savage leaves Capesthorn Hall to start a special test recalling early RAC rallies



Third-placed Jag MkII at Tissington



Williamson/Ellis Aston makes waves

THE COMBINED TALENT OF FRANK Fennell and Kevin Savage was the dominant force in the second running of the Rally of the Tests.

The experienced crew had guided their 1962 Mercedes Benz 300SE into a commanding winning margin by the time the surviving crews arrived at the Blackpool finish after three days of special tests and regularity sections.

This second running of the event re-lived the RAC Rally as it was run in the 1950s, and comprised more than 30 special tests and a dozen regularity sections over public roads.

From a start in Cheltenham, crews had to contend with heavy rain and strong winds as the route headed into the Peak District for an overnight halt at Buxton. After a second overnight stay at Harrogate, the rally concluded with a pair of special tests on the Blackpool promenade.

Fennell and Savage took a firm hold from the start and had a clear lead at the end of day one. That was extended over the remaining two days to make them clear victors, while the Porsche 356 of Neil Wilson and Alan Smith took second.

A missed passage control in Catterick Garrison dropped the Triumph TR3A of James Warner and Colin Francis from second to eighth, allowing the Jaguar MkII of Geoff Breakell/Nigel Raeburn to take third.

OFF *the* BLOCKS

COUGAR GROUP C CARS OUT OF CAPTIVITY ARE A rarity, more so chassis that have such an interesting history as the Porsche-powered example now owned by Mike Jankowski. It may have made the last of its five appearances at the Le Mans 24 Hours as a C26S in 1991, but this car dates back to the early days of Yves Courage's French team.

Jankowski's car started life as the Ford Cosworth-powered C02 that raced at La Sarthe in 1984. It subsequently appeared in a further four iterations, all with Porsche power. By '91 it was badged a C26S but failed to make the start of that year's 24 Hours.

Jankowski, who purchased the Cougar as a runner in 2003, shook the car down for the first time at Donington Park in November (right) and plans to field it in Historic Group C events with his Creation Autosportif squad this season.



Mick Walker

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KILLARNEY HISTORIC RALLY

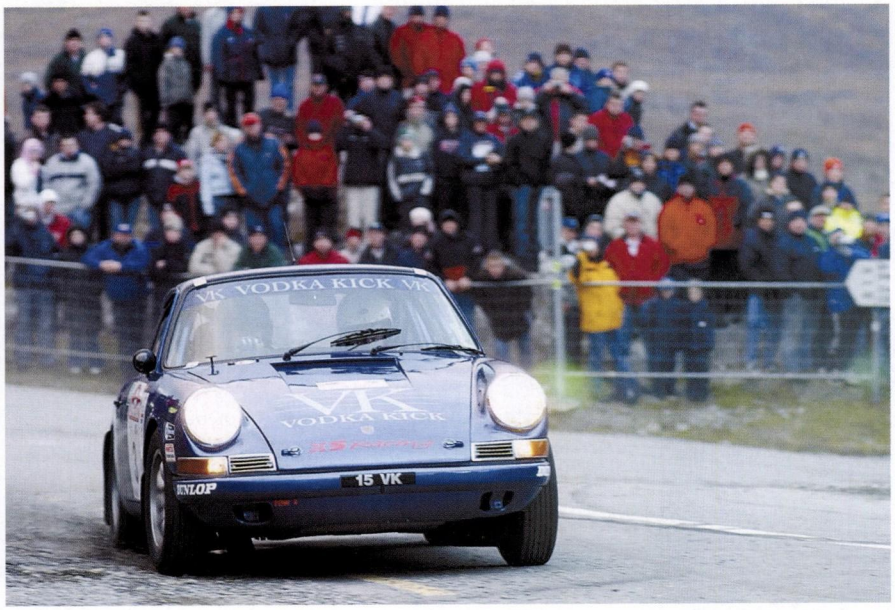
PRESS-ON PEREZ ADDS TARMAC WIN TO TITLE

STEVE PEREZ LAID HIS TARMAC ghost to rest on the Killarney Historic Rally when he guided his Porsche 911 to victory in the historic section of the event.

The current British historic champion, partnered by Peter Scott, scored his first tarmac victory after an action-packed day in the lanes around Killarney.

The big threat to Perez was always going to be his close friend Dessie Nutt, but a clutch problem early in the event forced Nutt and co-driver Liz Jordan to run the day without first gear in their 911. Nutt, who has won the rally five times before, was forced to settle for second after the nine stages. Adrian Kermode completed a clean sweep for Porsche with third place.

Nick Whale/Kieron Patterson narrowly took the post-historic class in their Porsche 911S after John and Christy Farrell's Escort slowed on the final stage with a misfire, while the classic division went to the Escort RS of John Moynihan and Paul Nagle.



Martin Walsh

Victory on Tarmac had so far eluded Steve Perez, until the Irish lanes gave him and Peter Scott their chance

HERO: LE JOG

FIVE GOLD RINGS IN END-TO-END CHALLENGE

THE 10TH RUNNING OF THE LANDS END TO JOHN O'Groats Classic Reliability Trial whittled a field of 75 down to just five gold medal winners by the time the 60 survivors arrived at the northern tip of Scotland.

One of the most notable medal winners was the 1936 Riley Sports 12/4 of Andrew and Jonathan Davies, which put in easily the best performance by a pre-war car. Other golds went to John and Rob Kiff (1958 VW Okrasa) and the Alfa Romeo Giulietta Spider of Dutchmen Bert Dolk and Jan Berkhof. Two Porsches also claimed gold, in the form of regular front-runners Jayne Wignall/Kevin Savage in their 356B and Geoff Stewart/Peter Murray in their 1965 911.

A series of tests and regularities on some of Britain's remotest roads delivered a typically tough event from ace organiser John Brown and his HERO team.

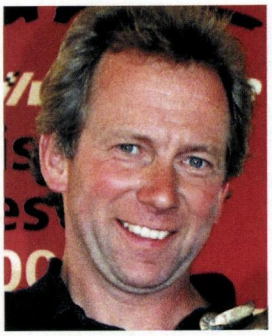


Mike Johnson

Winter dip: Davies' Riley put up fine show for gold

INSIDE LINE

GARY PEARSON



Linzi Smart

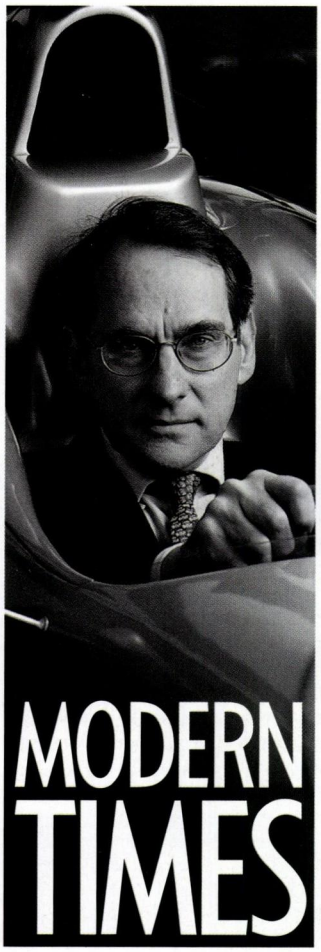
THE TT AT GOODWOOD LEFT VERY SPECIAL MEMORIES FOR THE RAPID JAGUAR SPECIALIST

What were your racing highlights in 2003?
I was a lucky boy again last season! The most fun was racing the Jaguar XJR11 for JD Classics in historic Group C. We only did the British rounds, but I won both races on the Silverstone GP circuit in May, and one at Donington Park's DTM meeting. In the second race at Donington I was having a good battle with John Nielsen in the Kremer Porsche 962 when we had trouble with the front bodywork. That's a fantastic car, and I'm keen to race it again this season.

What about the TT Celebration race at Goodwood?
That was very special. I raced the E-type of Carlos Monteverde with Juan Fangio II. It was a real treat just to be there and we nearly won the race. We just lost out in traffic at the very end. Fangio is a really nice guy and it was great to see my name in the programme alongside his. I'd love to do that again.

What are the plans for next year?
I've just bought the ADA 02B from Laurence Jacobsen and I'm going to race that in GpC when I'm not in the Jaguar. It raced at Le Mans at least twice and it's in fantastic condition. It was rebuilt about eight years ago with a Heini Mader DFZ engine, so it should be a very good car.

What about the BRDC Historic Sportscars?
I'm planning to do the whole championship with the Lister Knobbly. It's been a while since we had a proper go at the championship. We also run cars for Nigel Webb, and the good news is that Win Percy is going to be our team manager for the season.



MODERN TIMES



1968: Graham and Jimmy at Warwick Farm, with the Lotus 49Ts in new Gold Leaf livery

FORMULA ONE IS MEANT TO HAVE AN off-season. That's why the FIA bans all track activity for a specified period during the winter. This year's ban lasted just 43 days, from the chequered flag falling at Suzuka on October 12 until the sound of V10s rent the Spanish air on November 25. The Michelin-shod teams – Williams, McLaren, Renault, Jaguar and Toyota – were pounding around Valencia, where David Coulthard set best time of the week with the new McLaren MP4-19. At Barcelona, meanwhile, Bridgestone-shod Ferrari and Sauber were reeling off the laps, along with BAR, which doesn't really belong at a Bridgestone test any more now that it's signed with Michelin. The two most impoverished teams, Minardi and Jordan, didn't appear.

Needless to say, the six-week testing ban didn't affect the frantic work going on in the factories to design, fabricate and develop cars and bits of cars for the new season. The testing grind will continue unabated, apart from a brief Christmas moratorium, until the day the transport planes leave for Australia. Then it'll be 17 races in 33 breathless weeks – including rounds at new tracks in Bahrain and Shanghai – before the whole process regenerates itself once more for 2005. If F1 is your job, you don't have room for anything else.

It wasn't always like that. Back when the world championship season lasted from May to September, the F1 circus found plenty of ways of racing in warmer climes during the winter, and having a good holiday at the same time. The Tasman Series was always the favourite, at its height consisting of four rounds in Australia, four in New Zealand, and plenty of time for sun, sea and socialising in between. Things cost less then, and F1 folk didn't insist on being so rich, so it made sense for many top teams to make the trip. When the 2500cc Tasman rules didn't chime in with F1, several prepared special 2.5-litre cars.

It was during the Tasman Series, in 1968, that sponsorship as we know it first appeared. For the first two rounds the 2.5-litre Lotus 49Ts of Jim Clark and Graham Hill were in the familiar green-and-yellow Team Lotus colours. Then Colin Chapman closed his deal with John Player, and special pots of red, white and gold paint were flown out to New Zealand. It was barely dry when, on Saturday January 20, Jim Clark won the Lady Wigram Trophy at Christchurch – and that afternoon London's *Evening Standard* carried a whole-page ad, paid for by Player's, to announce that Gold Leaf Team Lotus had won its first race.

But when the cars arrived at Surfers Paradise for the first Australian round



Above: David Coulthard goes to work at Valencia in the new McLaren MP4/19. Below: Stirling Moss tries trials in 1952. Bouncer is journalist John A Cooper



all: LAT

CAMS, the national sanctioning body, declared that advertising was not allowed on racing cars in Australia. Lotus retorted that it had merely painted the entrant's name on the car, and produced an entrant's licence in the name of 'Gold Leaf Team Lotus with Ford of Australia'. Then CAMS found a rule that said that an entrant's name could only appear in black letters on a white background. On race day, when Clark and Hill tried to drive onto the grid for the preliminary 10-lap heat, the paddock's gate was slammed shut in front of them.

So that race was run without the Lotuses. But before the entire meeting descended into farce, the CAMS officials found a loophole in the rules that allowed them to climb down gracefully. Clark and Hill started the main race, and finished 1-2. Motor racing had changed for ever.

South Africa had its Springbok Series, usually for sportscars, and the organisers paid well to have a few good European cars and drivers to spice up their local grids. For the Nassau Speed Week in the Bahamas the parties were almost more important than the racing. More serious was the Argentine Temporada, when the country's F1 heroes such as Fangio, González and Marimon returned to race among their compatriots, and many of the top European drivers went too. At different times Argentina and South Africa got their own rounds of the world championship, although Australia only joined in when the great days of the Tasman Series were over.

During the heyday of the Argentine GP in the 1950s, there was a second race a week later called the Buenos Aires Grand Prix. The European F1 circus stayed on for it but, to give the local heroes a chance, it was a Formula Libre race, admitting such indigenous hybrids as Froilán González' Chevy V8-powered Ferrari. In 1955, Merc went to the trouble of flying out 3-litre straight-eights from its 300SLR sportscars and fitting them between races, and Ferrari followed suit with 3-litre four-bangers for the works 625s.

That year the BA GP was run in two heats, and Farina's Ferrari beat the Mercedes pair of Fangio and Moss to win Heat One. In Heat Two, Fangio led Moss, as was to become the norm that season, but with two laps to go Stirling overtook Fangio, and pulled away to take the chequer 3sec ahead. Today, when most motor racing historians seem obsessed with the world championship to the exclusion of all else, this race has been forgotten. Much ink has been expended on whether Fangio 'allowed' Moss to pip him in the 1955 British Grand Prix at Aintree, but the Buenos Aires race was only Moss's second race for Mercedes, and he beat Fangio fair and square. However, perhaps the canny Fangio was focusing on the aggregate order, for when the results of the two heats were added together he was the winner, just, from Moss.

The indefatigable Stirling always wanted to keep driving, winter or summer. At the end of 1951, and with no winter racing on the cards, he decided to do the Monte Carlo Rally. He'd never done a rally before, so this was leaping in at the deep end. But he got a £50 fee for driving a works Sunbeam-Talbot and, in heavy snow, finished a remarkable second overall, a mere 4sec behind Sydney Allard's Allard. Two weeks later he tried his hand at trialling and, against a 64-strong championship field, finished seventh and first novice in a borrowed Ford 10 Special. Afterwards he declared that it required huge reserves of co-ordination, throttle control and quick reactions, and was "not nearly as easy as it looked".

It's intriguing to imagine Coulthard or Jenson Button trying their hand at mudplugging. But they're too busy earning their keep in an F1 cockpit, grinding around just another anodyne Spanish circuit and evaluating tyre compounds and wing settings.

Even more intriguing, but equally impossible in today's world, would be the sight of F1's aces racing against younger, less-proven drivers in long-distance sportscar affairs, or perhaps in a subsidiary single-seater formula. When Ferrari, Maserati, or Mercedes went grand prix racing in the 1950s, there was never any question of not fielding a sports-racing team as well, and their contracted drivers signed up to race in both. If a top driver joined a team that didn't have a sportscar programme – Vanwall, say, or BRM – he would make sure he was signed up with Jaguar or Aston Martin to keep busy on the other weekends.

Formula Two played a vital role in most top drivers' schedules in the 1960s. In '67, the first season of the 1600cc F2, there were 24 F2 races in 10 countries. The top men of the day – Clark, Stewart, Surtees, McLaren, Hill, Brabham and the rest – did as many of them as they could Jochen Rindt first burst onto the scene when he arrived in F2 in 1964 and astonished the world by outdriving the established stars. Jochen on the limit in an F2 car, coming through traffic, was one of racing's unforgettable sights. By '67, grappling with the heavy and unreliable Cooper-Maserati, he had still yet to make his mark in F1, but with equal equipment in F2 he was almost unbeatable, winning nine of the 15 races he started. The other winners that year were Stewart (4), Clark (3), Ickx (3) and Surtees (2). Meanwhile, Brian Redman, Peter Gethin, David Hobbs, Frank Gardner, Jean-Pierre Beltoise, Jack Oliver and Chris Irwin were able to fight wheel to wheel with the established stars and show if they deserved an F1 seat.

'When Clark and Hill tried to drive onto the grid, the paddock's gate was slammed shut in front of them'

You could say, perhaps, that testing is the new F2, a way for drivers on the brink of F1 (Franck Montagny) or whose careers are marking time (Alex Wurz) to stay in the F1 loop. And testing is a crucial, indivisible part of modern F1. If all that work can find a few more hundredths of a second come qualifying in Melbourne, it's time – and money – well spent. M

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MY ONLY GRAND PRIX

1981 SAN MARINO *at* IMOLA *by* MIGUEL ANGEL GUERRA



After two and a bit years in European Formula Two, how was it that you made the step up to Formula One?
I'd done some testing and development work for Osella with its F2 car, and the number two man there suggested my name for the grand prix team for 1981. After landing some sponsorship from back home in Argentina, I got the drive, as from that year's first race.

Qualifying for the first rounds was not a success?
Looking back, with more experience, I can more clearly picture the reasons as to why – apart from my own initial inexperience – we failed to qualify for the first three grands prix of the year. In those days you needed good ground effects, and Osella and I simply could not get the best out of the FA1B in this respect. Something to do with adjusting the ride-height properly, I think.

How much time did you get in the car pre-season?
Prior to my F1 qualifying debut in the US GP West, my only experience in an F1 car had been some straight-line runs at an airfield near Turin to do a systems check. From there, I went directly to the Long Beach street circuit.

At the fourth attempt, at Imola, you qualified...
That was a good feeling; being able to qualify 22nd out of 30. I knew the track quite well from my F2 days, so that was helpful.

But it all went wrong on the first lap... you have one of the shortest grand prix careers in history...
It was very short. Just seconds after the start, in fact, at the same place, Tamburello, where years later Senna had his accident. Someone – Eliseo Salazar, apparently – touched my right-rear wheel and sent me into the barriers on the inside, practically head-on. There was little protection for your feet in the cars those days. I remember spending that night back at the Osella family home, but the pain was very bad, so they took me to a clinic, and the X-rays revealed that I had a double fracture in my left ankle.

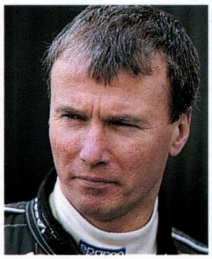
What was it like to finally reach a grand prix grid...
Terrific. There I was, surrounded by some of the world's best drivers.

... and then not being able to continue?
One has to accept one's destiny. That's life. I didn't manage to find another F1 chance, though I stayed on in Italy for some time after the crash. My foot was not operated on, and recovery was slow, but I stayed in contact with various teams.

Did that lead anywhere?
Later that year I worked on testing a Formula Two car for Giancarlo Minardi – with whom I have a great friendship – and he rewarded me with a free drive in the end-of-season F2 race at Misano, where I finished 13th. But at the beginning of 1982 there was a big currency devaluation in Argentina, and suddenly it was no longer possible to find the sort of sponsorship money required for Formula One.

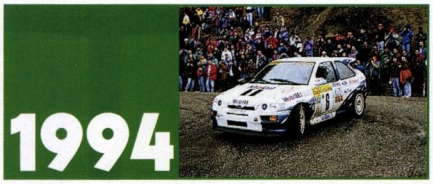
Was that it for you in Europe?
Yes. There was a possibility of some more outings in F2, but I chose to return to Argentina to race.

My Hero BY STEVE SOPER

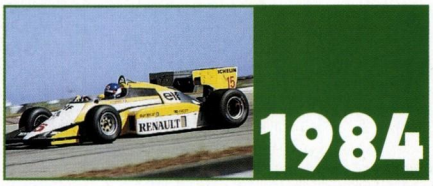


"I never really had a childhood hero, and the guy who became my hero was younger than me! I thought that Ayrton Senna was very, very special. He could do things that others couldn't. I first noticed him in Formula Three when he beat Martin Brundle, whom I knew. Then in Formula One, once he was in the Lotus, he showed he could win races where others couldn't; I don't believe that car should have won. He seemed to have no weaknesses: he was outstanding in the rain, outstanding over a single lap. Michael Schumacher is similar, but Senna was there before him. His death at Imola in 1994 was a huge shock, because I'd begun to think he was invincible."

THIS MONTH IN



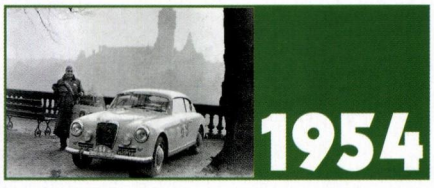
François Delecour (above) gives Ford its first Monte victory in 41 years, while Paddy Hopkirk plays a brief Mini-comeback cameo. Targa Florio heroine Elisabeth Junek dies, aged 93. Ayrton Senna starts work for Williams and tops the test times at Estoril



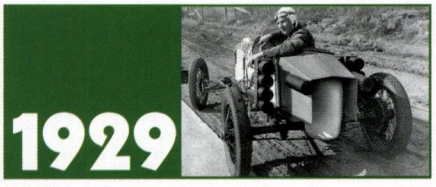
Walter Röhrl leads Stig Blomqvist and Hannu Mikkola in an Audi Quattro clean sweep of the top three places on the Monte Carlo. Patrick Tambay's new Renault RE50 (above) sets the quickest time in a five-day pre-season Formula One test at Rio



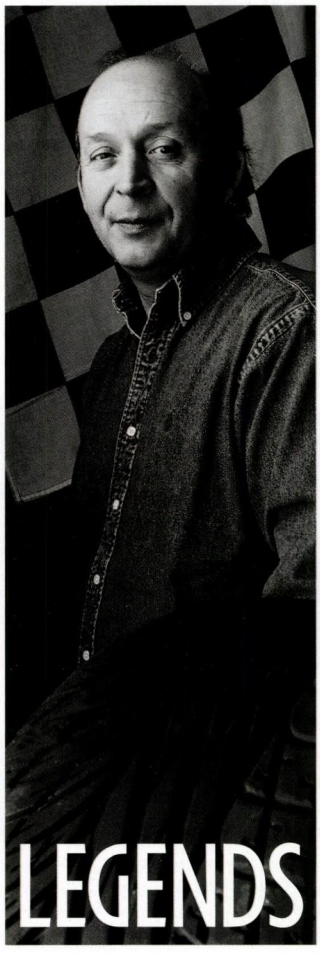
Denny Hulme takes his McLaren M23 to victory in the Argentinian GP after the Brabham BT44 of local hero Carlos Reutemann falters; Emerson Fittipaldi (above) does win his home GP, at Interlagos. Monte Carlo Rally falls victim to the oil crisis



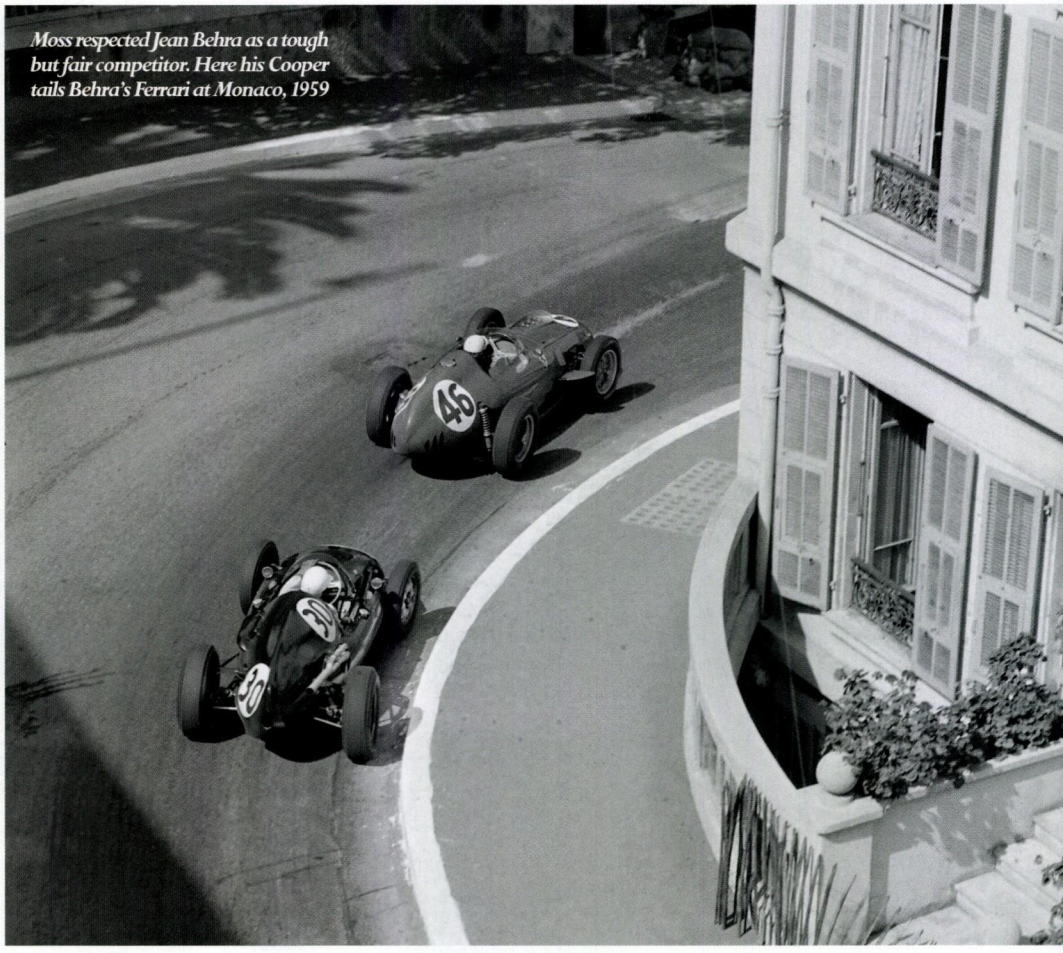
Louis Chiron's 2.5-litre Lancia (above) triumphs in a protest-filled Monte Carlo Rally. Juan Manuel Fangio scores the Maserati 250F's first win, in the Argentinian Grand Prix. Stan Jones (Alan's father) secures the Auckland GP in his Maybach Special



L Miller makes experimental runs at Santa Monica, California, with a rocket-powered Miller chassis (above). Dr van Eijk wins a tough Monte Carlo Rally in his Graham-Paige. P Stephenson's Austin Seven wins the 20-mile race on Southport Sands



LEGENDS



Moss respected Jean Behra as a tough but fair competitor. Here his Cooper tails Behra's Ferrari at Monaco, 1959

both LAT

STIRLING MOSS

MORE THAN 40 YEARS ON FROM HIS retirement from racing, the name Stirling Moss still resonates across the world, even with people who have never been to a grand prix, nor wished to. Thus it is always a surprise to be reminded that here is essentially a very shy man.

"These days, I'm far more extrovert," he says. "But fundamentally I *am* shy. That's why I always like to go places with my wife Susie – I find it so much easier if there are two of us. Even now I hate walking into a crowded room. People say that's silly, that most people would know who I was. And I know that's probably true, but still I don't find it easy to conquer.

"It's difficult to know why. I mean, in a car I was as confident as hell. The race was no problem and, actually, neither was going up to get an award at prize-giving – but I would be very worried if I had to say something.

"The first speech I gave was to the Harrow Car Club. I wrote it out, got started, then made the mistake of looking up – and lost my place. Since then I've just had headings, and that's helped a lot. And I am getting better, I think."

He sells himself short, as anyone can attest who heard him speak at the memorial services for 'Jenks' and Rob Walker. On such occasions it is not easy to get the blend right, to be funny and affectionate, moving and reflective, but Stirling did it perfectly.

In a car, as he says, he had absolute confidence in himself, believing throughout his career that he was driving with sufficient 'margin' that he could make a mistake without it becoming a disaster. For all his commitment, his passion for racing, Moss was never the type to think in terms of, 'Here goes – let's hope for the best'.

"I'd been driving in competition for a couple of years before I even spun a car – because I was frightened that if I spun, the thing would turn over and I'd get hurt. But as I began to understand what the car was going to do, it got better. If I got to the point where I knew I was going through a corner faster anyone, that was great, but it took time to build up to it.

"I can remember one occasion in Syracuse, which was a pretty unforgiving place. There was a particular corner I'd go through with a slight lift, and I'd find that, if I needed it, I had a foot to spare. I thought, 'I'm sure that corner's flat', but every time I'd come to it, I just couldn't do it.

"Then, on one lap, just before I went into the corner, I glanced at the instruments – and when I looked up, it was too late to back off. I got through okay, and after that it was easy!"

For a natural talent like Stirling, it was always a matter of responding to

messages the car was sending: the better the car, the better the compatibility.

"You get the messages through the steering wheel, and through the seat of your pants. When I went into a corner, I could feel when the back of the car was absolutely on the limit of adhesion and, of course, I knew from experience certain things that could lessen that, or take it over the top. Mostly that was done with the throttle, which was why, the more sophisticated you got, the more you drove on the throttle.

I'll do it a different way – sod you, I'll back off and bring the arse end round.'

"I believe the art of driving a car is learning the car's language. It's like English and American – it sounds like the same language, but when you get to the nitty-gritty, it isn't.

"To me, it's very much like an affair with a woman. You know, you don't go in and say, 'How about it?' – or, in my day, you didn't! You'd whisper quietly in her ear, and see how she responded... You'd put one brick on another, and hope you'd build up to

because you couldn't play with it in the same way – it never flowed as easily. On the other hand, because it would never break, it was a great car.

"Later on, it was the same with the Cooper and the Lotus. A Cooper – I won't say it made for bad driving, but it was so forgiving that you could get the back end way out, all sorts of things, and it wasn't difficult. A Lotus was very much harder to enjoy. A Cooper was so easy-going, but in a Lotus, by Christ, you needed to be a lot more careful. A Lotus could be

'You learned who to be wary of: the worst of all was Farina, who was just plain dangerous – completely ruthless'

"To me, braking was a difficult manoeuvre. To brake really late – to the point I was happy with it – took me years. It wasn't simply a matter of putting your foot on the pedal: when you were on the brakes, you could use them to alter the car's position – take it too far and, of course, you'd spin.

"The more I began to understand these things, to feel the messages the car was giving me, the more likely I was to have the answer to its question. Once you got understeer, for example, you knew that giving it more throttle was just going to make it worse, so you didn't do that. You'd say, 'Okay, if that's the way you feel, it. Sometimes it worked, sometimes it didn't. Well, to me, driving a car was just like that..."

Certain cars, in other words, were more receptive than others. And a paradox of racing in Moss's era, he says, was the better a car felt, in terms of enjoyment for the driver, the less effective it tended to be.

"The Mercedes W196, for example, was never as nice a car to drive as the Maserati 250F – and the Vanwall was not nice at all! The Merc didn't have anything particularly wrong with it, other than the back-to-front gearbox, but you couldn't have the love affair with it you could with the Maser, a really snappy sod! You had to be absolutely precise with it – but if you were, boy, it really paid you back."

Not surprisingly, Stirling isn't a fan of the electronic gizmos that proliferate on the grand prix car of today. He can understand why Ayrton Senna, whom he greatly admired, railed against 'driver aids' which detracted from the craft of driving a racing car.

"I think it requires great skill to drive the cars of today, I really do – but I also think the messages that the drivers get must have been dampened by technology. And the exhilaration, too."

In 2004, there are not many racing people who will tell you they believe risk is not only intrinsic to the sport, but essential. And, in light of the circumstances that ended his own career, Stirling knows whereof he speaks.

"Obviously, it's very difficult to propose a *lessening* of safety. But to my mind, it *has* to be unsafe – otherwise you're lessening the challenge. I mean, I'd try to walk on a wire two feet from the ground, but I wouldn't try to walk across the Grand Canyon on it. The skill required is exactly the same thing in both cases, but the challenge is not.

"I was never one of those guys who thought of themselves as fearless. When I was racing, in my mind the most important thing was not to hurt myself, and I think that's what governed my speed. At a corner I'd back off, and if I could gradually, by confidence and by knowledge, build up to backing off less, and then not backing off at all, that was fine, but the survival instinct was always strong. I always left some margin for reasons of self-preservation."

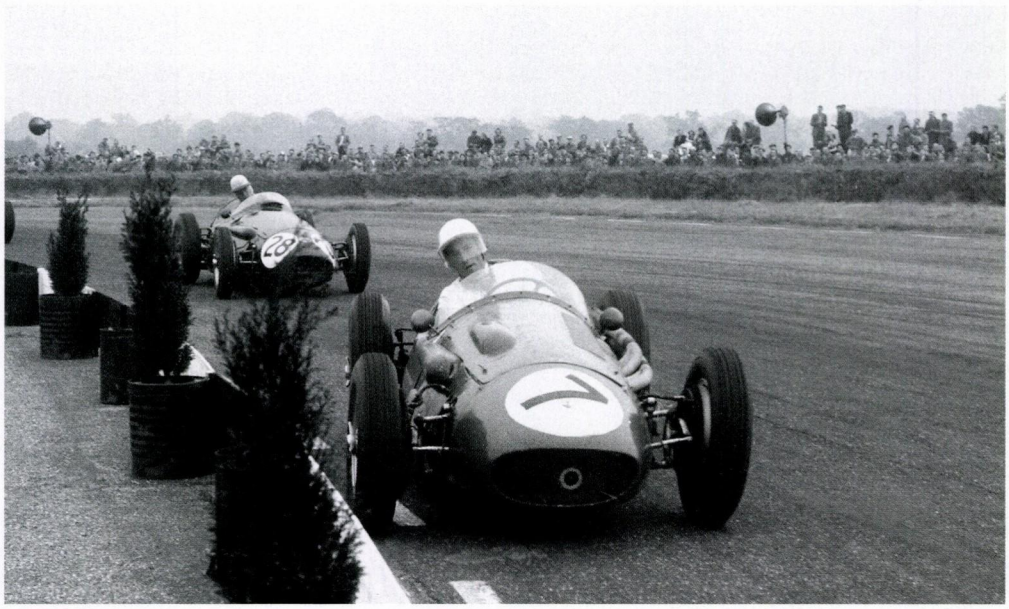
Moss finds it ironic that one or two of the early safety crusaders were drivers not averse to pulling stunts on the track that he personally found unacceptable – wholly unnecessary risks, in other words. In the same way, he finds some of today's ethics unspeakable, and reckons it merely supports his contention that the drivers have come to feel too safe.

Phil Hill put it this way: "It was just unthinkable to touch another car, because of the potential consequences."

Stirling goes along with that. For all his respect for Senna, he declines to bracket him with Fangio – in his mind the best – because of Ayrton's intimidatory tactics on the track.

"Things like that would never even cross Fangio's mind. 'Dirty driving', we used to call it, and it was always around. There were people who wouldn't think twice about taking your bit of road and putting you in trouble, but it was much less prevalent than now – not least because if you touched wheels with someone, the chances were you'd buy it. You learned who to be wary of: the worst of all was Farina, who was just plain dangerous, completely ruthless. On the other hand, you had a guy like Jean Behra, who was a tough competitor but would never do anything underhand. Exactly my idea of what a professional racing driver should be."

Actually, I'd say that of S Moss. M



Inch perfect: Moss and Maserati 250F in '56 British GP. Stirling describes his relationship with the car as "a love affair"

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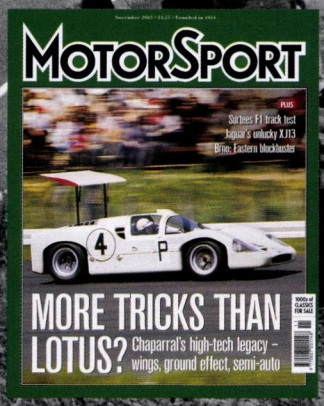
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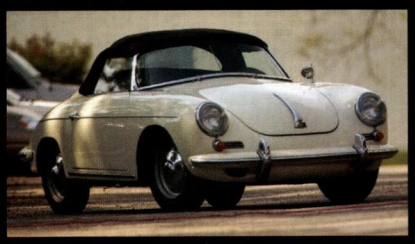
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THE 20 GREATEST SPORTSCAR DRIVERS



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THE JURY: Rob Aherne, Simon Arron, Jaimes Baker, Jürgen Barth, John Blunsden, David Burgess-Wise, Adriano Cimarosti, Mike Cotton, Hugh Chamberlain, Eric Dymock, Paul Fearnley, Laurence Foster, Andrew Frankel, Graham Gauld, Maurice Hamilton, Peter Higham, Henry Hope-Frost, John Horsman, Mark Hughes, Karl Ludvigsen, David Malsher, Peter Morgan, Dave Price, Rainer Schlegelmilch, Quentin Spurring, Roger Stansfield, Steve Sutcliffe, Simon Taylor, Johnny Tipler, Ian Titchmarsh, Jeremy Walton, Gary Watkins, Janos Wimpffen & Eoin Young

20 KLAUS LUDWIG



WINS:	6
POLES:	1
FLs:	4
Le Mans:	3
Daytona:	–
Sebring:	1

KEYSTONE OF JOEST'S SUCCESSIVE LE MANS WINS in 1984-85, Klaus was one of the very fastest, most reliable sportscar drivers across three decades.

But his world championship wins were limited by a lack of works drives; had he been with the factory Porsche team before '87, his CV would have matched anyone's. Just look at his record outside of global events: one of the few to master the 935 in the '70s, he had phenomenal success in German sportscar races, taking 29 wins in the DRM to add to his record 36 DTM tin-top victories and seven Interserie wins. He also won four IMSA rounds for Ford in the '80s, Sebring '88 in a Bayside-run 962, and later the FIA GT crown.

Karl Ludvigsen: *I suppose I shouldn't be so charitable, since he called my Ford C100 the worst car he ever drove! But in spite of that, he led our team with commitment and, just as importantly, charisma. One hell of a racer.*



Joest the man: famous back-to-back Le Mans victories in this 956 cap Ludwig's stellar career

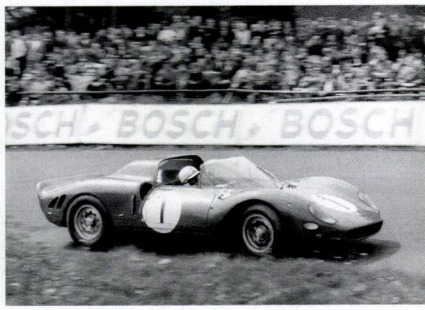
18 JOHN SURTEES



WINS:	4
POLES:	9
FLs:	10
Le Mans:	–
Daytona:	–
Sebring:	1

NOT ONLY WERE FERRARI'S F1 FORTUNES TURNED around by Surtees, the Briton was at the heart of the Scuderia's efforts to stave off the Ford flood in sportscars in the 1960s. During that period he was the marque's undisputed number one, routinely its fastest driver. Four championship wins do not do him justice – at Le Mans in 1963 and '64 he led into the second half only to fall out. His tally of fastest laps and pole positions is a better indicator of his talent. Each year he'd drive away from the field at the Nordschleife (he won twice) – and at the wet Monza 1000Km of '66 he was 6sec a lap quicker than the rest. Add a Can-Am title aboard a Lola T70, and his sportscar CV begins to shine.

Rainer Schlegelmilch: *What made Surtees so good was his intrinsic competitiveness. He was fast on all circuits especially the Nürburgring – he took pole and fastest lap four years in a row – which naturally made a big impact on me*



Eifel tower: Surtees on his way to Nürburgring glory in 1965, with pole and FL already bagged

19 MARTIN BRUNDLE



WINS:	8
POLES:	1
FLs:	3
Le Mans:	1
Daytona:	1
Sebring:	–

IN THE LATE 1980S, THE BRITON PROVED HIMSELF TO be the best of a quality driver line-up that brought Tom Walkinshaw's factory Jags so much success.

His Group C career was usually a safety net for when he fell off the Formula One merry-go-round, but he was truly quick and a natural leader. The 1988 season was his best: a Daytona 24 Hours IMSA win, then five WSPC victories to clinch the world drivers' title. Returning to TWR in 1990, his number one status was proved when he was switched to the winning car at Le Mans to rack up a Sarthe success. Once his F1 days were over in the 1990s, he enhanced his reputation by spearheading Le Mans attacks for Nissan, Toyota and Bentley.

Dave Price: *Quick, consistent and very safe, Martin was everything you wanted from a sportscar driver. His other great strength was his ability to drive a project forward; he got the best out of everyone.*



Slick silk: Brundle had a third stint at Jaguar in 1990, scoring two more WSPC victories

17 TONY BROOKS



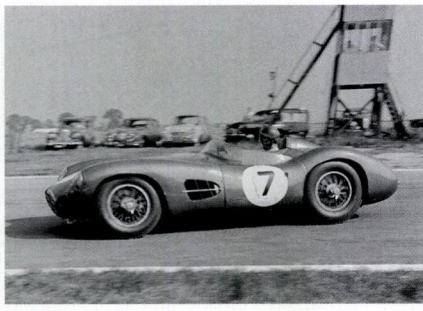
WINS:	2
POLES:	–
FLs:	1
Le Mans:	–
Daytona:	–
Sebring:	–

CLEARLY, THIS BRITON IS THE LEAST STATISTICALLY qualified driver to secure a place in our Top 20, taking just two world championship wins. But stats aren't everything...

It's one drive that stands out – his victory in the 1957 Nürburgring 1000Km. A works Aston Martin driver since '55, Brooks had raced with distinction in a DB3S that was outclassed by the opposition. The DBR1 was a different proposition, however, and on the daunting Nordschleife, he left a top-quality field trailing in his wake.

His smooth, unflurried style was perfect for sportscars, but it was a discipline that he pursued less vigorously than his contemporaries. Shame.

Paul Fearnley: *Okay, so he hasn't got much of a record in this company, but can you think of a smoother, more mechanically sympathetic, level-headed superstar? No, me neither. He'd have been fantastic in a 917.*



DBR star: drifting to a Goodwood TT win in 1958, heading up a 1-2-3 for Aston Martin

16 MARIO ANDRETTI



WINS:	7
POLES:	6
FLs:	1
Le Mans:	–
Daytona:	–
Sebring:	3

HIS GENIUS BEHIND THE WHEEL OF ALL TYPES OF CAR is legendary, and so it was natural for sportscars to fall under his spell. It was a discipline he loved, too, albeit one that he never concentrated on – it always played second fiddle to F1 and IndyCars.

In sportscar racing's golden era, 1966-73, Mario always took in the Daytona and Sebring enduros and, against top-notch opposition, grabbed pole at the latter track four times in six years. He won it on three occasions, too, his heroic comeback in 1970 being the most satisfying victory of his career.

Had he done more sportscars, he would have won more, while his attempts to prevail at Le Mans in later years have added a twist to his story.

Henry Hope-Frost: *The fact that Jacky Ickx was happy to let Andretti get on with qualifying their Ferrari 312PB speaks volumes about Mario's talents and the respect he was accorded by his sportscar peers. Enough said.*



Super Mario: building a 13-lap lead in a 512S Ferrari at 1970 Sebring; he'd win in a sister car

14 VIC ELFORD



WINS:	6
POLES:	4
FLs:	8
Le Mans:	–
Daytona:	1
Sebring:	1

HE MAY ONLY HAVE A MODEST TALLY OF WORLD championship victories to his name, but look where Elford scored those successes: he prevailed at the Nürburgring on three occasions, and claimed a win on the Targa Florio, too. That tells you everything about his skill and bravery.

Elford called upon unfathomable reserves of determination to produce almost superhuman performances – witness his comeback drive on the Targa Florio in 1968; he didn't just break the lap record as he strove to regain time lost to two loose wheels, he destroyed it by more than a minute. And while Rodriguez and Siffert are thought of as the 917 men, Elford was their match in the Salzburg car.

Hugh Chamberlain: *Vic was a guy who could get in anything and be quick. He didn't always have the best car, but he still won some of the most prestigious and most challenging races. You don't do that by accident.*



Martini shaker: Elford applies all his uncanny road racing skill on 1971 Targa in the little 908/3

15 JUAN MANUEL FANGIO



WINS:	3
POLES:	8
FLs:	1
Le Mans:	–
Daytona:	–
Sebring:	2

HE WASN'T MUCH COP IN SPORTSCARS, RIGHT? IT'S true that Stirling Moss had 'The Maestro' tucked up in the two-seater stakes, but that doesn't make him a bad sportscar driver.

There is no question that single-seaters were what turned Fangio on, but you don't win a Carrera Panamericana and two Sebrings – the second at the wheel of a brakeless Maserati 450S – without an aptitude for the genre. He rarely tapped into his special reserve, yet was a regular front-runner. And when he did dig deep, he uncorked one of the greatest drives of its type, completing the second half of the 1953 Mille Miglia with just one wheel steering on his Alfa Romeo. He was second.

David Burgess-Wise: *The sheer fluidity and elegance of Fangio's driving left a lasting impression on me. He was a courteous, modest gentleman, a wonderful ambassador for the sport whose record speaks for itself.*



Single-seater minded? Fangio guides his 860 Monza to second place in 'Ring 1000km of 1956

13 BRIAN REDMAN



WINS:	17
POLES:	–
FLs:	2
Le Mans:	–
Daytona:	3
Sebring:	2

HE FAMOUSLY TURNED DOWN NUMBER ONE STATUS in a factory Porsche 908/2 in 1969 to partner team leader Jo Siffert instead. Why? Because that way, Redman figured, he'd win more races. He was right, too: the duo won eight times in two years. This forged his reputation as a fine number two which, along with fate decreeing that he'd never win Le Mans, means that his abilities tend to be undervalued.

His pragmatic, safe approach, his willingness to only do as much as was required to win, made him a team manager's dream. But he could also be the star – witness him pulling out 2min on Rodriguez's Ferrari to win the 1969 Nürburgring 1000Km, or dragging BMW's CSL to victory at Daytona in '76.

Tim Scott: *Laid-back attitude and superb 'après prix' antics disguised his inner steel and will to win. Mighty brave and truly quick, if Lady Luck had granted him a Le Mans win the wider world would call him a legend.*



Strife of Brian: another Le Mans failure awaits in 1973 – blown engine ending chase of Matra



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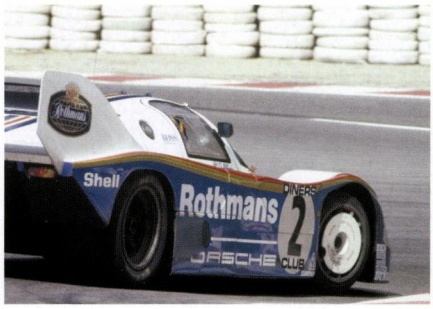
STEFAN BELLOF

WINS:	9
POLES:	9
FLs:	9
Le Mans:	–
Daytona:	–
Sebring:	–

THE YOUNG GERMAN RACED SPORTSCARS FOR ONLY two and a half seasons. Twenty races, in fact. But he won nine of them, and set the same number of poles and fastest laps. An unmatchable ratio. Simply, he was the fastest, and with his factory Porsche partner Derek Bell as the perfect, calming foil, was unstoppable on his way to the 1984 world title.

Of course, his fearlessness was also ultimately his undoing: he suffered a fatal shunt at Eau Rouge in 1985 while taking the fight to the factory cars in his customer 956. If this hadn't happened, clearly his long-term future lay exclusively in Formula One, but those who saw him in sportscar action have been left with an indelible imprint.

Mark Hughes: *It's not about repeating yourself, it's about proving your level – and Bellof's level was extraordinary. He took Group C driving onto an entirely new plane, leaving the establishment fumbling in his wake.*



Hot Source: finishing second at Spa during his first year as a works Porsche driver in 1983

10



HENRI PESCAROLO

WINS:	21
POLES:	2
FLs:	1
Le Mans:	4
Daytona:	1
Sebring:	–

'PESCA' RACED SPORTSCARS FOR NEARLY 35 YEARS, a career that encompassed a record 33 Le Mans starts – and 21 world championship victories – but it is to his four wins in the French 24-hour classic that he owes his place in history. His run of success at La Sarthe with Matra in 1972-74 is the only hat-trick between Olivier Gendebien's of the 1960s and Audi's winning trio of the present decade.

It's true that Pescarolo found himself in the right place at the right time, a lynchpin of the increasingly serious Matra sportscar squad, but without the correct mix of speed, mechanical sympathy and tactical acumen, he would not have made such good use of this golden opportunity.

Andrew Frankel: *Uncommonly brave, staggeringly durable and he made me love the sound of the Matra V12 more than any other noise on earth. Just think of all those blasts down the Mulsanne – incredible!*



Matra of moment: it wasn't just Le Mans – Pesca and Larrousse won at the 'Glen in '73

11



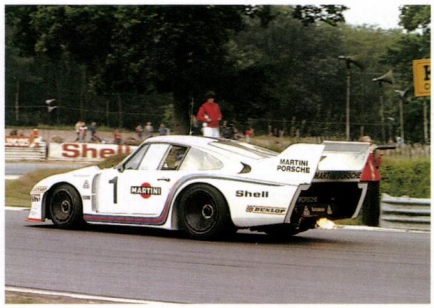
JOCHEN MASS

WINS:	32
POLES:	14
FLs:	12
Le Mans:	1
Daytona:	–
Sebring:	1

STATISTICALLY, THE GERMAN IS BETTERED ONLY BY Ickx. A 20-year career reaped 32 championship victories, along with a win at Le Mans in 1989. Of course, it was his record-breaking 19-win partnership with the great Belgian in factory Porsches from '76-85 that elevates him among the greats. Sure, Ickx was quicker, but Mass more than held his end up – 14 poles don't come lightly – and he was just as mistake-free. It created an ideal partnership.

He was also a senior figure in Mercedes' brief domination of Group C and, although by then not quite as quick as Jean-Louis Schlesser, scored another 10 victories in arguably sportscar racing's most competitive period.

Gary Watkins: *There were faster drivers, and there were those who were tactically stronger, but Mass still had an overflowing armoury which made him a catch for any top sportscar team.*



The flame game: Mass guides the 935-77 that he shared with Ickx to victory at Brands, 1977

9



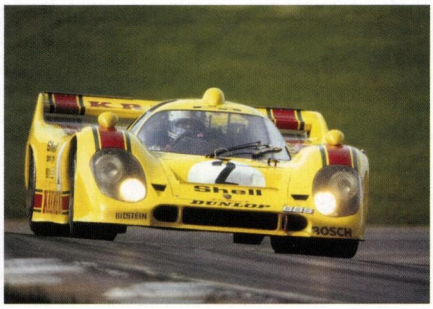
BOB WOLLEK

WINS:	11
POLES:	6
FLs:	3
Le Mans:	–
Daytona:	4
Sebring:	1

THE SHEER WEIGHT AND BREADTH OF HIS SPORTSCAR successes over 30 years earned him the 'Brilliant Bob' tag. Beyond his 11 world championship wins, he scored 33 victories in German/Interserie events, and eight IMSA wins, including four Daytona 24 Hours and one Sebring. The perversity of his failure to win Le Mans (four times the runner-up!) became almost as celebrated a part of his career.

The Frenchman is one of only two drivers in our Top 20 never to race in F1, but he was genuinely quick, and great at fuel conservation. Although a Porsche stalwart, he only raced sporadically with its factory team – more often, he was the best of the rest in a customer car.

Jürgen Barth: *Bob had fantastic determination and knew how to set up a car for a long-distance race. Combined with his smooth driving style, this explains why he was so economical on the fuel.*



Retro cheek: Wollek led at Brands in 1981 aboard the Kremers' resurrected Porsche 917

8 HANS STUCK JNR



WINS:	8
POLES:	10
FLs:	4
Le Mans:	2
Daytona:	–
Sebring:	3

HIS ACHIEVEMENTS IN THE WORLD CHAMPIONSHIP perhaps shouldn't really put Stuck Jnr in such exalted company – though his sportscar successes on the other side of the Pond and at home in Germany made him one of the stand-out drivers of his era.

Hans may have claimed the title with Porsche in 1985, but he notched up only eight wins, and that's including his two triumphs at Le Mans. But what he lacks in statistics he makes up for in style. Stuck was as flamboyant on the track as he was off it. An ebullient character in the paddock, he was a hard charger on the other side of the pitwall, someone who was not afraid to hang the tail out.

A performer in all senses of the word.

Laurence Foster: *He had so much flair. In a way, in BMWs and Saubers, his style was the prototype for Bellof. When he was in the car, you knew things would happen. And I loved the fact that he never got slower as he got older.*



Sauberman! Thrilling the crowds as always – and in the lead – at Brands Hatch in 1982

6 PHIL HILL



WINS:	14
POLES:	7
FLs:	8
Le Mans:	3
Daytona:	–
Sebring:	3

HE WON AN F1 TITLE WITH FERRARI, BUT IT WAS IN sportscars that the Californian excelled. He loved grappling with big-engined cars and built up an enviable record during his seven years with Ferrari. His partnership with Gendebien was one of the all-time greats – and Hill was the quicker of the two.

He quickly established himself among Ferrari's endurance elite with a victory in the 1956 Swedish GP, and his drive in the wet at Le Mans in '58, and demolition of the Nürburgring 1000Km field of '61 (lopping 16sec from Stirling Moss' lap record), were truly inspired performances.

His victory in Jim Hall's Chaparral at Brands in 1967 was a fitting finale to a glittering career.

Quentin Spurring: *He wasn't born to become America's first Formula One world champion, he was born to race big, powerful sportscars. He was the outstanding driver of Ferrari's Testa Rossa programme.*



Testa, one, two, three: celebrating the first of three Le Mans victories with Gendebien, 1958

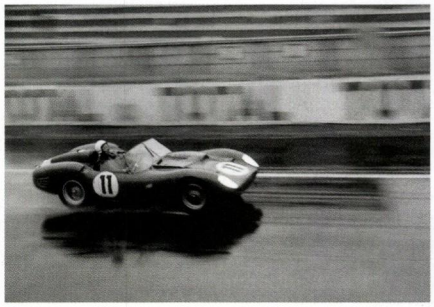
7 OLIVIER GENDEBIEN



WINS:	11
POLES:	–
FLs:	–
Le Mans:	4
Daytona:	–
Sebring:	3

THE FIRST OF THE GREAT SPORTSCAR SPECIALISTS. THIS Belgian was a fine grand prix driver, but when he got the chance, he concentrated his energies on endurance racing, mainly with Ferrari. His reward was four Le Mans victories in five years – and had there been a drivers' title back then, he would have won five on the trot! He won all types of events – two Reims 12 Hours, three Targa Florios, three Sebrings and a Nürburgring 1000Km – and in a perilous era, his partnership with Phil Hill, forged via the deaths of other Ferrari drivers, was enduring and highly successful. His ability to maintain a metronomic race pace at a time when cars had to be nursed was highly prized.

Adriano Cimarosti: *His record of victories in the most important endurance and road races is very impressive. He was a hard driver, but smooth, too – he knew how to manage the capabilities of his car.*



Frère today: skimming along to the only win at Le Mans that he did not share with Hill, P

5 JO SIFFERT

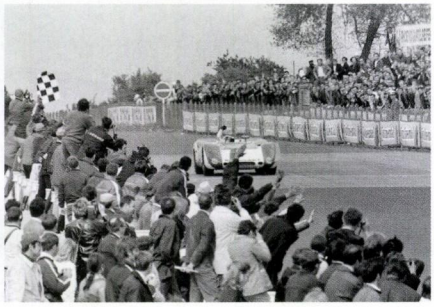


WINS:	14
POLES:	13
FLs:	8
Le Mans:	–
Daytona:	1
Sebring:	1

THE FASTEST OF ALL? CERTAINLY, MEN WHO SHADED the Swiss in F1 had to bow to his brilliance when the wheels were covered. A powerful force in Porsche's emergence as a sportscar cornerstone, once its 907 and 908s were competitive, he wrung their necks – conservatism took a dive, it was flat chat all the way. Result: 13 wins in three years (and two drivers' titles had there been points). Okay, the missed shift while leading Le Mans in 1970 cost him dear, but he could win long races: Daytona and Sebring in '68 proved that.

The image of Jo and Pedro side-by-side at Eau Rouge in their 917s is frozen in time. Ground effects and fuel conservation just wasn't 'Seppi', was it?

Eoin Young: *Jo was simply swiftness personified – with a lid on. He only knew one speed, and while that was not always what John Wyer asked for, that's what he got! A very successful driver, and a nice man with it.*



'Ring twice: arm aloft, 'Seppi' scores a second consecutive 908 victory around the 'Green Hell'



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4



DEREK BELL

WINS:	21
POLES:	5
FLs:	3
Le Mans:	5
Daytona:	3
Sebring:	–

IT'S EASY TO FORGET THAT BRITAIN'S MOST SUCCESSFUL sportscar driver had to overcome a long, lean period to accomplish the achievements with the factory Porsche team in the 1980s that projected him to legend status. He had even been toying with the idea of retirement not long before a call-up by the Weissach marque in '81 reaped a second Le Mans victory alongside Jacky Ickx. As the GpC era was ushered in, Bell scored three more Le Mans wins and two world drivers' titles, as well as a trio of Daytona 24 Hours victories across The Pond.

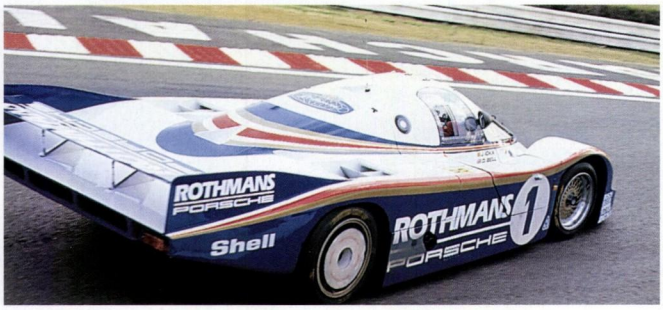
Of course, among Bell's attributes were the ability to pace himself and his car to survive long-distance races unscathed, and mistakes were almost unheard of. But Bell was also genuinely quick in his own right. The JW Automotive team was highly impressed with his speed in its Porsche 917 in 1971, with which he racked up his first two world championship wins. He then led the Mirage team with distinction against the odds in the mid-70s, and it was a great endorsement for him that Ickx asked for Bell to be his co-driver for their '75 Le Mans triumph. Factory Alfa and Renault rides proved his stock was high, but a malaise in sportscar racing in the late '70s led to thoughts of retirement...

He was tailor-made for the GpC era, though, his fuel-saving expertise complementing his smooth speed, and he scored 13 wins with Bellof and Stuck, as well as 19 IMSA victories in the USA.

And when the hammer needed to go down, as with his last-ditch chase of Holbert at Le Mans in 1983, there was still few quicker at La Sarthe.

Michael Cotton: *In his prime, Derek was blindingly quick; I remember Matra drivers Beltoise and Pescarolo telling me that they couldn't believe how fast he drove the Mirage. That was more Derek than the car. He was still quick in the GpC era – and so dependable. The perfect sportscar driver.*





To be Sarthe specific: Right: win with Stuck and Holbert in 1986. Far right: Third LM win scored with Ickx in '82

3



PEDRO RODRIGUEZ

WINS:	11
POLES:	7
FLs:	7
Le Mans:	1
Daytona:	2
Sebring:	–

THE LITTLE MEXICAN IS TO SPORTSCAR RACING WHAT Gilles Villeneuve is to F1: the hard-charging hero who possessed bucket-loads of natural speed, flair and bravery – the romantic's choice.

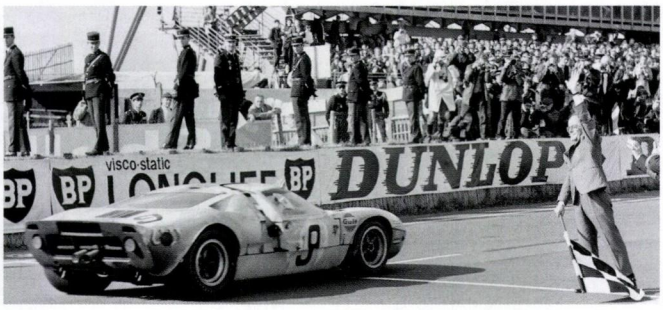
Best remembered aboard the Gulf Porsche 917, trading paint with team-mate Siffert on the plunge into Eau Rouge, the debate as to which of these two was better is endless. But there is an argument that his 1970 partnership with Leo Kinnunen was less well-balanced than the Siffert/Redman combo – yet Pedro scored four wins to Jo's three that year. And his performance at the '70 BOAC 1000km is simply one of the all-time great drives: you know, grey skies, pouring rain, black flag pitstop to chat to officialdom, red mist, victory by *five* laps.

There's no doubt that Rodriguez always relished a battle on track, but he wasn't reckless – he was a highly experienced endurance driver who knew how to look after a car, winning 24-hour races at both Le Mans and Daytona. Indeed, bearing in mind he made his first Le Mans start aged 18, his talent deserved more success. From the start it was clear that he was special, but despite a brace of podium finishes in a two-year-old Testa Rossa in '61, he spent the next six years driving customer Ferraris for NART. A Le Mans pole in '63, and wins in Daytona and Reims 12-hour races were scant reward for regularly being the fastest Ferrari driver, bar Surtees. It was John Wyer who changed that: the call-up for Le Mans '68 led to a win, and Ferrari and Porsche works drives.

Only 31 when he died at the Norisring, there was so much more still to come.

David Malsher: *No-one in any branch of the sport in any era could have done what he did that day at Brands. And then he almost topped it at the Osterreichring the following year. No-one should have been able to make Ickx look slow in a Ferrari sportscar in '71. But Pedro did.*





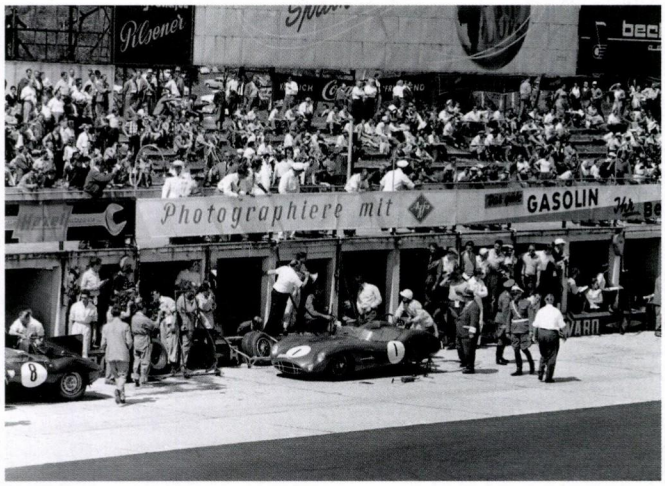
Mexican causing waves: Right: pouring rain at Brands was Pedro's day in the sun. Far right: LM win ignited career

2



STIRLING MOSS

WINS:	12
POLES:	7
FLs:	11
Le Mans:	–
Daytona:	–
Sebring:	1



MOSS IN A SPORTSCAR WAS PEERLESS. FULL STOP. OKAY, A LITTLE EXPLANATION. Whereas Fangio was certainly at least his match in a grand prix car, in a two-seater Moss was head and shoulders better than everybody. And he didn't prove this just on occasion with isolated heroics – time and again he produced Herculean performances to win races, on all types of circuit. A list of the 20 greatest sportscar drives of all time would be littered with the name Moss.

From the start he showed that, over and above his sublime driving talent, he had an aptitude that could reap success in long-distance racing. A day short of his 21st birthday, he won on his sportscar debut in a Jaguar XK120 at Dundrod.

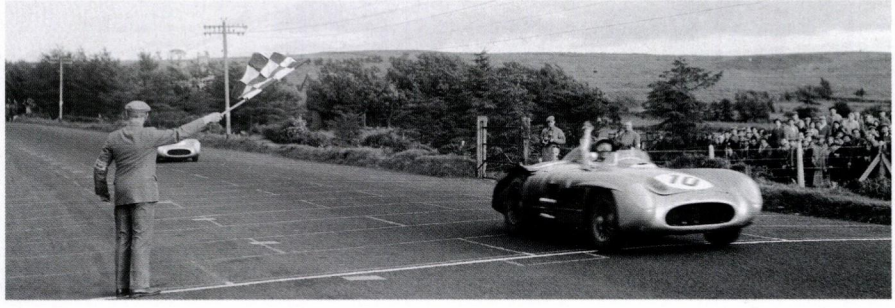
His armoury of skills made him the perfect sportscar driver. As was proved by his 1955 Mille Miglia win, in which he averaged an incredible 97.96mph for over 10 hours, he possessed superhuman levels of concentration that allowed him to drive at the limit for long periods. This was aided by a level of fitness superior to many of his contemporaries, which in turn facilitated his compulsion to always drive flat out in an era when sportscar driving for most implied an element of self-restraint for the sake of reliability. Stirling's pace, though, was within his capabilities and so mechanical sympathy was part of the package

His Mille Miglia victory in the Mercedes 300SLR is part of racing folklore – an incredible achievement. But in that year he also humbled his team-mates, including Fangio of course, at Dundrod and the Targa Florio. A Le Mans win, too, was within his grasp before Mercedes' withdrawal – that the French classic remained elusive to him is of little importance, however. For in other sportscar events that were of high importance – most notably the Nürburgring 1000Km – Moss proved himself times over. A stirring win with the Aston DBR1 in 1958 was surpassed by his virtuoso performance in '59 – he broke his own lap record on 16 consecutive occasions, and then charged after co-driver Jack Fairman had got stuck in a ditch, to score an improbable victory.

Only Moss could have done it.

Stirling performances: Above: Nordschleife win in '58 began hat-trick. Below: Dundrod win in '55 was one of seven TTs

Simon Taylor: *Greatness in sportscar racing is about versatility as well as speed. This man won the Mille Miglia at a never-to-be-beaten average, the Tourist Trophy seven times, the Targa Florio, the British Empire Trophy around the Isle of Man, the Sebring 12 Hours in a little Osca, and a hat-trick of Nürburgring 1000km wins. Winning Le Mans lots of times is one thing, achieving all these triumphs – and a lot more – is something else.*



MENTIONED IN DISPATCHES

A POLL OF THIS NATURE ALWAYS REVEALS A WIDE SPECTRUM of opinion. And the question of sportscar pilots is complicated further by its element of multiple drivers, plus the category's chequered history of how competitive it was during any given era.

There were many very fine sportscar drivers who did receive votes, but who did not make it into the Top 20. 1959 Le Mans winner **Roy Salvadori** was just pipped by Ludwig for the final place. The 1989 world champion **Jean-Louis Schlesser** who accumulated 15 wins in just three years with Mercedes-Benz, was next up. Success alone appeared not to be enough to persuade the jury – Schlesser's partner **Mauro Baldi** won 17 races, not just for Mercedes but also in an RLR Porsche and for the factory Lancia and Peugeot teams.

Each era throws up names of more drivers who excelled in endurance racing. Of the 1950s crop, **Peter Collins** stood out in the Ferrari and Aston Martin teams. Crossing into the next decade, drivers such as **Jo Bonnier** and **Hans Herrmann** performed relatively better in sportscars than in Formula One, while **Dan Gurney** and **Chris Amon** proved excellent when they competed. Into the '70s, **Gérard Larrousse** turned into a front-line driver for the factory Porsche and Matra teams, his 12 wins including two at Le Mans. Spanning a similar period, **Rolf Stommelen** was another Porsche driver to collect major victories. And then, in the 1990s, we had the intriguing sight of **Michael Schumacher** learning his craft with Mercedes, and scoring two wins in the process.

Bruce McLaren and **Denny Hulme** majored in Can-Am, and **Al Holbert**, **Hurley Haywood** and **Peter Gregg** in IMSA, both of which tended to lean towards sprint events, but they all proved themselves over longer distances.

WORLD CHAMPIONSHIP VICTORIES – 1953-1992

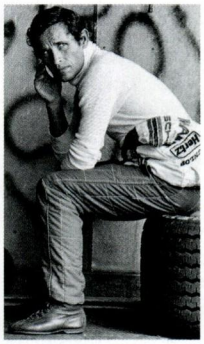
1	Jacky Ickx	37
2	Jochen Mass	32
3	Derek Bell	21
=	Henri Pescarolo	21
5	Mauro Baldi	17
=	Brian Redman	17
7	Jean-Louis Schlesser	15
8	Phil Hill	14
=	Jo Siffert	14
10	Gérard Larrousse	12
=	Stirling Moss	12

WORLD CHAMPIONSHIP RACE-WINNING PAIRINGS

1	Jacky Ickx/Jochen Mass	19
2	Henri Pescarolo/Gérard Larrousse	9
3	Jean-Louis Schlesser/Jochen Mass	8
=	Jean-Louis Schlesser/Mauro Baldi	8
=	Jo Siffert/Brian Redman	8
6	Derek Bell/Stefan Bellof	7

1 JACKY ICKX

WINS:	37
POLES:	19
FLs:	25
Le Mans:	6
Daytona:	–
Sebring:	1



LAT, DPPI

WHEN THE VOTES WERE COUNTED, THERE WAS A CLEAR NUMBER ONE: FOR 20 YEARS JACKY ICKX WAS THE BENCHMARK FOR ALL SPORTSCAR RACERS. ADAM COOPER EXPLAINS

THERE WAS ONLY EVER GOING TO BE ONE WINNER OF our poll to find the greatest-ever sportscar racer. There were many other claimants, most notably Stirling Moss, but no-one has a CV to match that of Jacques Bernard Ickx.

The ace Belgian won 37 world championship sportscar events between 1967 and '85, along with three Le Mans 24 Hours triumphs when it did not count towards a championship. In all, of course, he scored a record six victories at La Sarthe, the race that matters more than any other. In recent times Tom Kristensen has nearly matched that, and Ickx himself is sure the Dane has time to surpass his total. However, Jacky's Le Mans feats were achieved at a time when cars were much more fragile than they are now, and having the quickest package was no guarantee of success. He led on several occasions that he did not win, and it's also worth remembering that, while at his peak, he did not even contest the race in 1968, '71-72, '74 and '84, years in which he could so easily have extended his record.

"I'm very grateful to MOTOR SPORT for its choice," he says with genuine appreciation. "Honestly, though, after being selected as the best long-distance racing driver, my first reaction is to share the accolade. I am extremely humble about my results and statistics. Without the base of the ➤



Ickx's crowning glory was his fourth win at Le Mans in '77, a virtuoso drive that he rates as his greatest





Rainer Schlegelmilch

Ickx's natural speed and total consistency, in any conditions, gave him the tools to become the ultimate sportscar driver

pyramid – all the mechanics, the engineers and so on – there is no chance for a driver to achieve. This honour has to be shared with all those people and, of course, my friends: Derek Bell, Jochen Mass, Mario Andretti and Brian Redman. We were all sitting behind the same wheel, and were all supported by the anonymous passion of the people who made up the team."

Of course, Ickx is right to remind us that in endurance racing – perhaps more so than any other branch of motorsport – you win and lose as a team. But when he was around you could be sure that everyone else lifted their game to match his. His Formula One career may have run out of steam after the 1974 Race of Champions win with Lotus, but in sportscars he was the master for another decade. He was quick and consistent everywhere, but he especially shone at the old Nürburgring, the old Spa, and anywhere when it rained. And he very rarely made mistakes.

Ickx's first experience of endurance driving came when he was just 18, in the 1963 Tour de France in a BMW 700S. Early saloon outings in the Spa 24 Hours and Marathon de la Route gave the precocious teenager further valuable lessons in how to combine speed with consistency.

His first proper sportscar outing came in February 1966, when he'd just turned 21: "I was taken by Equipe National Belge to Daytona to drive a Ferrari 250LM in the 24 Hours. That was the start, really." He was to be disappointed by an early retirement.

That year he was really beginning to make a name for himself in Formula Two, and this helped him earn a drive in an Essex Wire Ford GT40 at Le Mans. Alas, it retired during the night with engine failure.

'Can you imagine, at 21, being a part of the greatest race? It was unexpected, a kind of dream'

It was not an auspicious start to his career at the Sarthe circuit, but Jacky enjoyed it: "Can you imagine, at 21, being a part of the greatest race? It was unexpected, a kind of dream. If you speak to anyone in the street who isn't an expert in motor racing, they will still know Le Mans."

The Essex Wire operation was run by John Wyer and David Yorke, who clearly spotted something special in the youngster. The following year Jacky landed a regular drive in Wyer's Gulf-backed Mirage M1, a development of the GT40. The Ickx sportscar story really got into gear in May, when he carried American veteran Dick Thompson to a memorable win in a soaking wet Spa 1000Km. Unsurprisingly, he became a favourite of both Wyer and Yorke, bolstering his reputation with some significant non-championship victories for JWA, including one at Kyalami with team debutant Brian Redman. For the 1968 season, Wyer put the duo together full-time in a GT40. They suffered several frustrating retirements, but won at Brands Hatch and Spa, while Jacky also triumphed at Watkins Glen with countryman Lucien Bianchi. However, a bad crash in the Canadian Grand Prix forced him to miss September's Le Mans, when 'his' car won in the hands of Bianchi and Pedro Rodriguez.

Ickx made amends at La Sarthe the following year. Following on from their Sebring success, he and Jackie Oliver took the same GT40 chassis, 1075, to the most memorable of all Le Mans wins. Ickx's 'walk' protest at the start and the close finish made Le Mans '69 the stuff of legend.

"It is the famous one for the public. It was the perfect script – the guy who starts last, finishes first! Well before the end, as I was young, I was convinced I was going to win it. It was a good race because, for the final three hours, the Porsche and us were never separated by more than 50 metres."

Much of '69 was lost to the unreliability of the quick-but-fragile Mirage M3. However, Ickx has fond memories of the JWA days: "It was magnificent. The spirit was good, and the team was perfect. John and David were like the fingers of a hand, and they made my career. I was very fast at that time, I think. I was extremely young compared to the average driver: I had no fear and I could stay on the road. I had the right philosophy for it – and I had the right partners. The only unfortunate thing is that you don't appreciate these good things as much as you should at the time."

Ickx signed a Ferrari deal for 1970 that included sportscars as well as F1, while Wyer became the main opposition by switching from Ford to Porsche. The works 512S was outclassed by the army of 917s; second at Spa with John Surtees was a rare highlight. In '71, Jacky often flew in the new 3-litre 312PB – but the Porsches still won. But when the new rules for 1972 ousted the 917s, Ferrari was dominant. Ickx won on four occasions with Mario Andretti, and once apiece with Clay Regazzoni and Redman. Had there been a drivers' world championship, he would have walked it.

"It was an unbelievable racing toy," says Ickx of



Ickx loved the Ferrari 312PB, and up against 3-litre 908/3s he took pole by 9sec at the daunting Nordschleife in '71

both: Rainer Schlegelmilch



Aged just 24, Ickx created his own Le Mans legend in 1969 by scoring a dramatic GT40 victory with Jackie Oliver

the later 312PB, perhaps the closest thing ever to a two-seat F1 car. "It was a totally unbeatable car, and Mario was very good; we shared a common outlook and we were very comfortable together."

In 1973, Ferrari reunited Ickx with Redman for a full season, but as Matra gained the upper hand, the pair were restricted to just two wins. Ferrari's sportscar programme then ground to a halt and, having signed for Lotus in F1, Ickx spent '74 as a sportscar freelance: he had a few outings for Alfa Romeo, and drove Wyer's latest Mirage at Paul Ricard (sharing with Derek Bell for the first time). But the high point was victory in the Spa 1000Km on a one-off outing with Matra, alongside Jean-Pierre Jarier; Jacky also took pole and set fastest lap. "It was the best sportscar of the time. Matra produced an unbelievable piece of engineering."

By the following year, Le Mans had dropped out of the world championship, but Ickx teamed up with Bell and took the Mirage to his second win.

A new chapter in Ickx's career began when he joined Porsche in 1976, establishing a relationship that would endure for the remaining 10 seasons of his career. This period was a disjointed, schizophrenic one for the world championship, with Porsche electing to tackle selected 'Makes' rounds with its superb new 935, and 'Sportscar' events with the 936. It was at this time that Ickx forged the formidable partnership with Jochen Mass that would become the most successful in world championship history. Over the next three years alone, they won 10 races in the two categories – while Jacky also scored his third Le Mans victory, in '76, with the 936, this time with Gijs van Lennep.

Le Mans 1977, however, stands as Ickx's greatest race. Partnered by fellow three-time winner Henri Pescarolo, their 936 failed early on. Jacky was then switched across to join Jürgen Barth and Hurley Haywood, whose delayed sister car was far from the lead. In 41st, to be exact. With nothing to lose, Ickx threw caution to the wind. He lapped at impossible speeds during the wet and foggy night, running two stints of nearly four hours apiece, with just a mandatory short break in between. It was his Nürburgring '57; a race where even a great driver found something extra within himself.

"It was fantastic through the night, like a dream," he explains. "That's why I say it was the best race of my life, because it was something I can hardly explain. You are so sure, so confident, so efficient, so concentrated and so awake that you are reacting so quickly. That happens only once in your life, I think. I never had the impression I was taking risks – I was just driving flat out. The fun came because we didn't have to be conservative anymore."

Even more than 1969, that fourth victory forged the Ickx-Le Mans legend. From that point on, whenever he lined up in a Porsche, people would expect a little magic. He would finish second in '78, and retire, after setting the pace, the following year. ➳

THE VICTORIES

1967		
Spa	Mirage M1	Dick Thompson
Karlskoga*	Mirage M1	n/a
Montlhéry*	Mirage M1	Paul Hawkins
Kyalami*	Mirage M1	Brian Redman
1968		
Brands Hatch	Ford GT40	Brian Redman
Spa	Ford GT40	Brian Redman
Watkins Glen	Ford GT40	Lucien Bianchi
Kyalami*	Ford GT40	David Hobbs
1969		
Sebring	Ford GT40	Jackie Oliver
Le Mans	Ford GT40	Jackie Oliver
Imola*	Mirage M3	n/a
1970		
Kyalami*	Ferrari 512M	Ignazio Giunti
1972		
Daytona 6 Hrs	Ferrari 312PB	Mario Andretti
Sebring	Ferrari 312PB	Mario Andretti
Brands Hatch	Ferrari 312PB	Mario Andretti
Monza	Ferrari 312PB	Clay Regazzoni
Osterreichring	Ferrari 312PB	Brian Redman
Watkins Glen	Ferrari 312PB	Mario Andretti
1973		
Monza	Ferrari 312PB	Brian Redman
Nürburgring	Ferrari 312PB	Brian Redman
1974		
Spa	Matra MS670C	Jean-Pierre Jarier
1975		
Le Mans*	Mirage GR8	Derek Bell
1976		
Mugello	Porsche 935	Jochen Mass
Vallelunga	Porsche 935	Jochen Mass
Monza	Porsche 936	Jochen Mass
Imola	Porsche 936	Jochen Mass
Le Mans*	Porsche 936	Gijs van Lennep
Dijon	Porsche 935	Jochen Mass
Dijon	Porsche 936	Jochen Mass
1977		
Silverstone	Porsche 935	Jochen Mass
Le Mans*	Porsche 936	Jürgen Barth/ Hurley Haywood
Watkins Glen	Porsche 935	Jochen Mass
Brands Hatch	Porsche 935	Jochen Mass
1978		
Silverstone	Porsche 935	Jochen Mass
1981		
Le Mans	Porsche 936/81	Derek Bell
1982		
Le Mans	Porsche 956	Derek Bell
Spa	Porsche 956	Jochen Mass
Fuji	Porsche 956	Jochen Mass
Brands Hatch	Porsche 956	Derek Bell
1983		
Nürburgring	Porsche 956	Jochen Mass
Spa	Porsche 956	Jochen Mass
1984		
Silverstone	Porsche 956	Jochen Mass
Mosport	Porsche 956	Jochen Mass
1985		
Mugello	Porsche 962C	Jochen Mass
Silverstone	Porsche 962C	Jochen Mass
Shah Alam	Porsche 962C	Jochen Mass

* non-championship race

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By 1979, Ickx's F1 career had stumbled to a halt following a troubled half-season at Ligier. He did, however, win the Can-Am title for Carl Haas over in the United States. But after securing the crown at the Riverside finale, he announced his retirement. He was just 34.

However, Porsche persuaded him back into action for one weekend in the following two years – the lure of Le Mans remained. Frustrating delays demoted him to second with Reinhold Joest's ersatz 936 in 1980, but in '81 things went right with the factory team and he scored his fifth win – his second with Bell. This result moved him ahead of countryman Olivier Gendebien in the history books.

Jacky's loyalty to Porsche paid off when the new Group C rules came along in 1982. By now there was at last a drivers' title to chase, and a revitalised Ickx welcomed the chance of a full-time return. The new 956 was a great car, although Jacky had little time for the fuel consumption rules which proved so unpopular in the early days: "It was a Porsche, so you can imagine how good it was. But the consumption aspect went against racing. It became more of an economy run than anything, and it was very frustrating for the drivers."

He won at Le Mans for the sixth time, again with Bell, and went into the drivers' title-decider at Brands Hatch having to beat Lancia's F1 aces, Riccardo Patrese and Michele Alboreto. I did not witness any of Ickx's legendary Le Mans successes first hand, but I went to that race in Kent, hoping to see something special. I was not disappointed.

It was a thrilling wet/dry affair, bisected by a stoppage after the works Ford C100s had taken

'I was very young at the time. I had limited experience, but I had the right philosophy'

each other out – and we saw the very best of Jacky Ickx. Sensational in the earlier rain, he found himself chasing Patrese's team-mate Teo Fabi home in the closing laps. Darkness was falling, rain clouds loomed, and with his headlights spooking anyone who got in his way, Jacky relentlessly reeled in the hapless Fabi. Helped by a small time-advantage from before the red flag, he made it. He was a world champion at last.

Ickx won more races and his second title in 1983, but by '84 Porsche had a new star in Stefan Bellof. The German won the sportscar crown while also dazzling the F1 world under the wing of Ken Tyrrell, the very man who'd given Jacky his big break. Ickx was well aware that the torch was being passed to the fearless youngster: "He was quick and he was the perfect team-mate for Derek. They were winning almost every race."

For 1985, Bellof switched to the Brun customer team, and was now even keener to prove he was the best against the factory cars. On Ickx's home ground at Spa, he made a foolhardy lunge inside his former team-mate on the approach to Eau Rouge. I watched from the pitlane as the pair touched and spun in unison; Ickx's car skated along the barrier rear first, but Bellof's struck head-on with fatal results. Jacky was very shaken by the biggest accident he'd had in years, and any thoughts he'd already had about it being time to stop were brought sharply into focus.

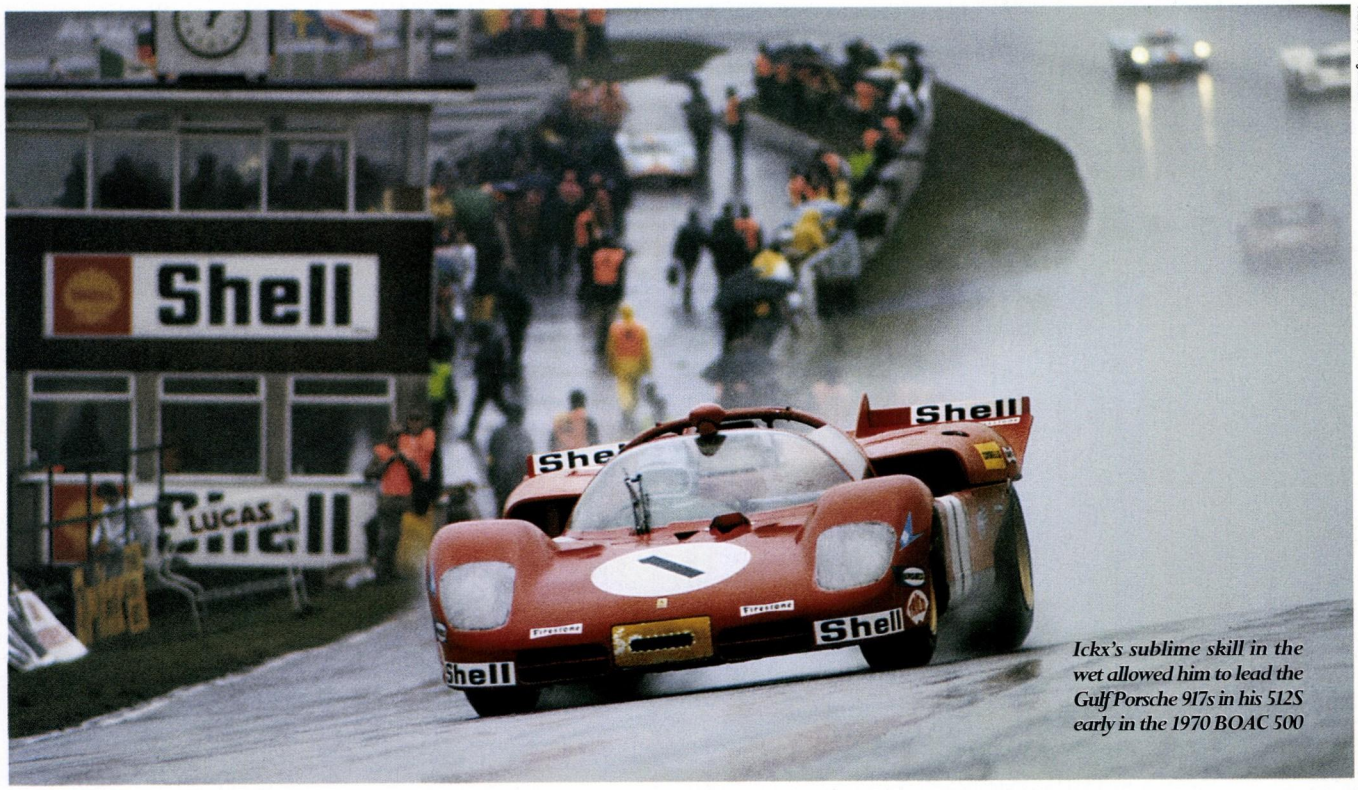
"Although I didn't feel any responsibility, how can you forget something like that? It was terrible. It was a warning, and I was also the right age to retire. Everybody knows it has to end; you have to admit it, but you don't know exactly when. I liked the fact that I was able to say, 'That's it, I'll go away'."

He went out in style, winning his final race at Malaysia's Shah Alam with Mass. Eighteen years had passed since that first Spa win, and yet he was still only 40: "It was a necessity to get back in the car [for Shah Alam]. That was the end of my deal with Porsche. I knew it was the last race – and I won. It was a positive way to end a long career."

Ickx is modest about his achievements: "I was often in the right team, in the right car, with the right partner. I was very young at the time, and I was the opposite of what you expect an expert long-distance driver to be, because you need experience. But I think I had the right philosophy, and my co-drivers had the same philosophy. We didn't have to speak about it, we just knew. When one of them brought a car into the pits, I knew it would be in good shape – and they knew I'd bring it back in good shape, too. With guys like that, the chances of finishing a race well were very high." M

AND NEXT MONTH...

Ickx in Formula One: from Ferrari glory days to Ensign doldrums, Jacky recalls his grand prix highs and lows



Rainer Schlegelmilch

Ickx's sublime skill in the wet allowed him to lead the Gulf Porsche 917s in his 512S early in the 1970 BOAC 500

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January

Jan 2-4: **Kruse**, Fort Lauderdale, FL, USA. Tel: 001 260 925 5600.

Jan 11: **J&A Auctions**, Royal Norfolk Showground, Norwich. Tel: 01509 218790.

Jan 21-25: **Barrett-Jackson**, Scottsdale, Arizona,USA. Tel: 001 480 421-6694.

Jan 23: **RM Auctions**, Arizona Biltmore, Phoenix, AZ,USA. Tel: 001 519 352 4575.

Jan 28-Feb 1: **Kruse**, Scottsdale, AZ, USA. Tel: 001 260 925 5600.

February

Feb 3: **Barons**, Sandown Park, Esher, Surrey. Tel: 02380 840081.

Feb 6-8: **RM Auctions**, Boca Raton, FL, USA. Tel: 001 519 352 4575.

Feb 14: **Bonhams**, BEN charity auction of Motorsport Memorabilia. Tel: 020 7393 3900.

Feb 14: **BCA**, Blackbushe Airport, Blackwater, Camberley, Surrey. Tel: 01252 878555.

Feb 14: **Cheffins:** Vintage & Classic Automobilia, The Machinery Saleground, Sutton, Near Ely, Cambs. Tel: 01799 513131.

Feb 14: **Christie's**, Retromobile, Paris, FRANCE. Tel: 020 7389 2851.

Feb 15: **Artcurial**, Palais des Congrès, Hôtel des Ventes du Palais - Palais des Congrès, Paris, FRANCE. Tel: 00 331 42 99 20 20.

Feb 18: **H&H**, Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630.

Feb 20-22: **Kruse**, Oklahoma City, OK, USA. Tel: 001 260 925 5600.

Feb 26-29: **Kruse**, Atlantic City, NJ , USA. Tel: 001 260 925 5600.

Feb 28-29: **Keith McCormick**, Convention Centre, Palm Springs, California, USA. Tel: 001 760 320 3290.

March

Mar 1: **Bonhams**, RAF Museum, Hendon, London. Tel: 020 7393 3900.

Mar 8: **Bonhams,** Geneva, Switzerland. Tel: 0041 (0) 22 300 3160.

Mar 9: **Barons**, Sandown Park, Esher, Surrey. Tel: 02380 840081.

Mar 13: **RM Auctions**, Ritz Carlton Hotel, Amelia Island, FL, USA. Tel: 001 519 352 4575.

Mar 18-21: **Barrett-Jackson**, South Florida Expo Center, Palm Beach, FL, USA. Tel: 001 480 421 6694.

Mar 21: **J&A Auctions,** Royal Norfolk Showground, Norwich. Tel: 01509 218790.

Mar 26-27: **Kruse,** Seattle, WA, USA. Tel: 001 260 925 5600.

Mar 27-28: **Kruse,** Fort Myers, FL, USA. Tel: 001 260 925 5600.

Mar 29: **Christie's**, Jack Barclay Showrooms Nine Elms, London SW8. Tel: 020 7389 2851.

April

Apr 2-4: **RM Auctions**, Toronto, ON, Canada. Tel: 001 519 352 4575.

Apr 3-4: **Kruse**, Hot Springs, AR, USA. Tel: 001 260 925 5600.

Apr 3: **Cheffins:** Vintage & Classic Cars, Motorcycles & Automobilia, King's Bush Centre, London Road, Godmanchester, Huntingdon, Cambs. Tel: 01799 513131.

Apr 5: **Artcurial,** Palais des Congrès, Hôtel des Ventes du Palais - Palais des Congrès, Paris, FRANCE. Tel: 00 331 42 99 20 20.

Apr 7: **H&H,** Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630.

Apr 19: **BCA,** Bridgwater Auction Centre, Bristol Rd, Bridgwater, Somerset. Tel: 01252 878555.

Apr 20: **Barons,** British Heritage & Classic, Sandown Park, Esher, Surrey. Tel: 02380 840081.

Apr 23-25: **RM Auctions,** Novi, MI, USA. Tel: 001 519 352 4575.

Apr 24: **Cheffins:** vintage tractors, steam engines and rural bygones, The Machinery Saleground, Sutton, Near Ely, Cambs. Tel: 01223 213777.

Apr 25: **Bonhams,** Motorcycles, Stafford. Tel: 020 7393 3900.

Apr 25: **J&A Auctions**, Springfields Showground, Spalding, Lincs. Tel: 01509 218790.

Apr 26: **Bonhams,** RAF Museum, Hendon, London. Tel: 020 7393 3900.

May

May 1: **Bonhams & Butterfields**, Larz Anderson Auto Museum, Brookline MA, USA. Tel: 001 415 503 3447.

May 1: **Christie's,** The Rockefeller Centre, New York,USA.Tel: 020 7389 2851

May 6-9: **Kruse,** Auburn, IN, USA. Tel: 001 260 925 5600.

May 8: **Bonhams,** Aston Martins, Newport Pagnell. Tel: 020 7393 3900.

May 14-16: **RM Auctions,** Houston Classic,Katy TX,USA.Tel: 001 519 352 4575

May 15: **Bonhams,** Monte Carlo, MONACO Tel: 0041 (0)22 300 3160.

May 21-23: **Kruse,** Las Vegas, NV, USA. Tel: 001 260 925 5600.

May 23: **J&A Auctions,** Royal Norfolk Showground, Norwich. Tel: 01509 218790.

May 25: **Barons,** Sandown Park, Esher, Surrey. Tel: 02380 840081.

June

Jun 7: **BCA,** Brooklands, Surrey. Tel: 01252 878555.

Jun 7: **Christie's,** Jack Barclay Showrooms, Nine Elms, London SW8. Tel: 020 7389 2851.

Jun 9: **H&H,** Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630.

Jun 12: **Cheffins:** Vintage & Classic Cars,

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Auction Calendar

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Motorcycles & Automobilia, Imperial War Museum, Duxford, Cambs. Tel: 01799 513131.

Jun 19: **Bonhams,** Rolls-Royces & Bentleys, venue TBA. Tel: 020 7393 3900.

Jun 25: **Bonhams,** Goodwood Festival of Speed, Goodwood, West Sussex. Tel: 020 7393 3900.

Jun 26-27: **Kruse,** Auburn, IN, USA. Tel: 001 260 925 5600.

Jun 28: **Artcurial,** Palais des Congrès, Hôtel des Ventes du Palais - Palais des Congrès, Paris, FRANCE. Tel: 00 331 42 99 20 20.

Jun 29: **Barons,** Sandown Park, Esher, Surrey. Tel: 02380 840081.

July

date tbc: **Bonhams,** Summer Vintage, venue TBA. Tel: 020 7393 3900.

Jul 4: **J&A Auctions,** Springfields Showground, Spalding, Lincs. Tel: 01509 218790.

Jul 16-18: **RM Auctions,** USA. Tel: 001 519 352 4575.

Jul 28: **H&H,** Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630.

Jul 31: **BCA,** Blackbushe Airport, Blackwater, Camberley, Surrey. Tel: 01252 878555.

Jul 31: **RM Auctions,** Meadow Brook Hall, Auburn Hills, MI, USA. Tel: 001 519 352 4575.

August

Aug 3: **Barons,** Sandown Park, Esher, Surrey. Tel: 02380 840081.

Aug 6-8: **RM Auctions,** Novi, MI, USA. Tel: 001 519 352 4575.

Aug 13: **Bonhams & Butterfields,** Quail Lodge, Carmel, CA, USA. Tel: 001 415 503 3447.

Aug 13-14: **RM Auctions,** Fisherman's Wharf, Monterey, CA, USA. Tel: 001 519 352 4575.

Aug 15: **J&A Auctions,** Royal Norfolk Showground, Norwich. Tel: 01509 218790.

Aug 15: **Christie's,** Pebble Beach, California, USA. Tel: 020 7389 2851.

Aug 20: **Bonhams & Butterfields,** RROC, Quail Lodge, Carmel, CA, USA. Tel: 001 415 503 3447.

September

Sep 3: **Bonhams,** Goodwood Revival Race Meeting, Goodwood, West Sussex. Tel: 020 7393 3900.

Sep 11: **Bonhams,** Beaulieu Autojumble, National Motor Museum, Beaulieu, Hants. Tel: 020 7393 3900.

Sep 14: **Barons,** British Heritage & Classic, Sandown Park, Esher, Surrey. Tel: 02380 840081.

Sep 26: **J&A Auctions,** Royal Norfolk Showground, Norwich. Tel: 01509 218790.

October

date tbc: **Bonhams,** Motorcycles, Stafford. Tel: 020 7393 3900.

Oct 2: **Cheffins:** Vintage & Classic Cars, Motorcycles & Automobilia, King's Bush Centre, London Road, Godmanchester, Huntingdon, Cambs. Tel: 01799 513131.

Oct 4: **BCA,** Bridgwater Auction Centre, Bristol Rd, Bridgwater, Somerset. Tel: 01252 878555.

Oct 6: **H&H,** Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630.

Oct 8: **Bonhams & Butterfields,** Hershey, PA, USA. Tel: 001 415 503 3447.

Oct 11: **Artcurial,** Palais des Congrès, Hôtel des Ventes du Palais - Palais des Congrès, Paris, FRANCE. Tel: 00 331 42 99 20 20.

Oct 16: **Cheffins:** Vintage & Classic Automobilia, The Machinery Saleground, Sutton, Near Ely, Cambs. Tel: 01799 513131.

Oct 19: **Barons,** Sandown Park, Esher, Surrey. Tel: 02380 840081.

Oct 22-24: **RM Auctions,** Toronto, ON, Canada. Tel: 001 519 352 4575.

Oct 23: **Cheffins:** Steam Engines, Vintage & Classic Tractors, The Machinery Saleground, Sutton, Near Ely, Cambs. Tel: 01223 213777.

November

Nov 14: **Bonhams & Butterfields,** Sunset Blvd, Los Angeles, CA, USA Tel: 001 415 503 3447.

Nov 21: **J&A Auctions,** Royal Norfolk Showground, Norwich. Tel: 01509 218790.

date tbc: **Bonhams,** RAF Museum, Hendon, London. Tel: 020 7393 3900.

date tbc: **RM Auctions,** Novi, MI, USA. Tel: 001 519 352 4575.

Nov 27: **Cheffins:** Vintage & Classic Cars, Motorcycles & Automobilia, Imperial War Museum, Duxford, Cambs. Tel: 01799 513131.

Nov 30: **Barons,** Sandown Park, Esher, Surrey. Tel: 02380 840081.

December

date tbc: **Bonhams,** Olympia, London. Tel: 020 7393 3900.

Dec 4: **BCA,** Blackbushe Airport, Blackwater, Camberley, Surrey. Tel: 01252 878555.

Dec 7: **Christie's,** Jack Barclay Showrooms, Nine Elms, London SW8. Tel: 020 7389 2851.

Dec 8: **H&H,** Pavilion Gardens, Buxton, Derbyshire. Tel: 01925 730630.

Dec 13: **Artcurial,** Palais des Congrès, Hôtel des Ventes du Palais - Palais des Congrès, Paris, FRANCE. Tel: 00 331 42 99 20 20.

Dec 17: **Bonhams,** Ferraris, Gstaad, SWITZERLAND. Tel: 0044 (0) 22 300 3160.

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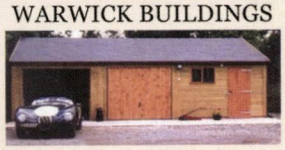
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IN MAY 1960, A CLAPPED-OUT MEYER-Drake Offenhauser roadster careering along at nearly 150mph rewarded its gadfly chauffeur Jim Hurtubise doubly: it gave 'Herk' the satisfaction of setting an Indianapolis record, and it broke one of the oldest US speed standards. After a run of almost 33 years, Frank Lockhart's incredible lap of 147.229mph, established on the looming boards of Atlantic City by Lockhart's very own pygmy Miller of barely 1.5 litres, fell at last.

Beverly Hills, Culver City, Salem, Charlotte and Altoona were just a few of the other 'toothpick theatres' where Lockhart set records. So, of course, was Indianapolis, where he won as a rookie in 1926 and then parked on pole position the following year with Indy's original 120mph lap. Nor was he one to rest upon his accomplishments. Just prior to running up those big numbers at Atlantic City, he and the same supercharged little hot-rod had an adventure in a windstorm on the wide open spaces of Muroc Dry Lake and created dazzling international record marks of 171.02mph one-way, and 164.85 for two.

Yet Lockhart the amazing record-setter was equalled by Lockhart the amazing race driver. Competition in the roaring 1920s was conducted on a dangerous menu of board, brick, dirt and sand. Though physically frail, Lockhart had a special technique for each and dominated all four, especially the banked boards. From 22 timber track starts, he won eight and finished in the top five 15 times.

Lockhart also was one of the 1920s' major brains, which is really saying something, because this was the decade of Leo Goossen, Ed Winfield, the Duesenberg brothers and Harry Arminius Miller, whose engines won 39 Indy 500s. Though he had little formal education, Lockhart was said to possess a scientist's mind, and the exquisite racing cars he engineered were sophisticated little jewels bristling with wailing blower intercoolers and other unique touches.

He was a nonpareil, couldn't sit still, and his overachieving ultimately devoured him. At Daytona Beach in 1928, while in pursuit of the Land Speed Record – just about the only record he didn't hold – his Stutz Black Hawk turned endo at better than 200mph. He was only 25.

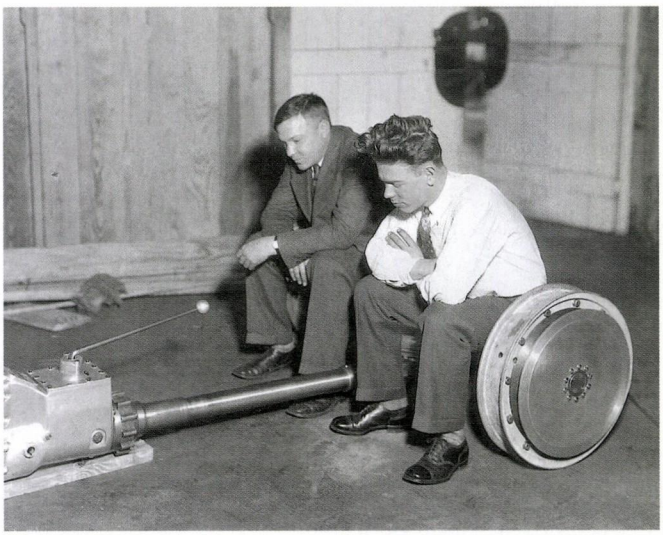
'He was a nonpareil, couldn't sit still, and his overachieving ultimately devoured him'

Amazing as it sounds, he made all his magic in the space of barely two seasons, 1926-28. Somebody has yet to really scratch the surface of Lockhart, whose wife was his only intimate. But trying the hardest to spread the Lockhart legend were the enemy historians and Lockhartphiles, Griffith Borgeson and Mark L Dees, who used to exhaust themselves arguing about who knew the most about him. One thing they agreed upon was that he was born on April 3, 1908, in Ohio, probably in Dayton, where the family's next-door neighbour was alleged to be the father of the Wright brothers. Wright Snr was himself an inventor with his own modest garage laboratory and was young Frank's introduction to science.

The early passing of Lockhart's father and the subsequent decision of his mother to uproot the family – Frank had a younger brother – across the USA to Los Angeles was fortuitous: a great racing driver of the future like Frank could hardly have chosen more congenial surroundings. LA was racing's pulse: Goossen, Winfield and, of course, the brilliant Miller were just a few of the geniuses in residence.

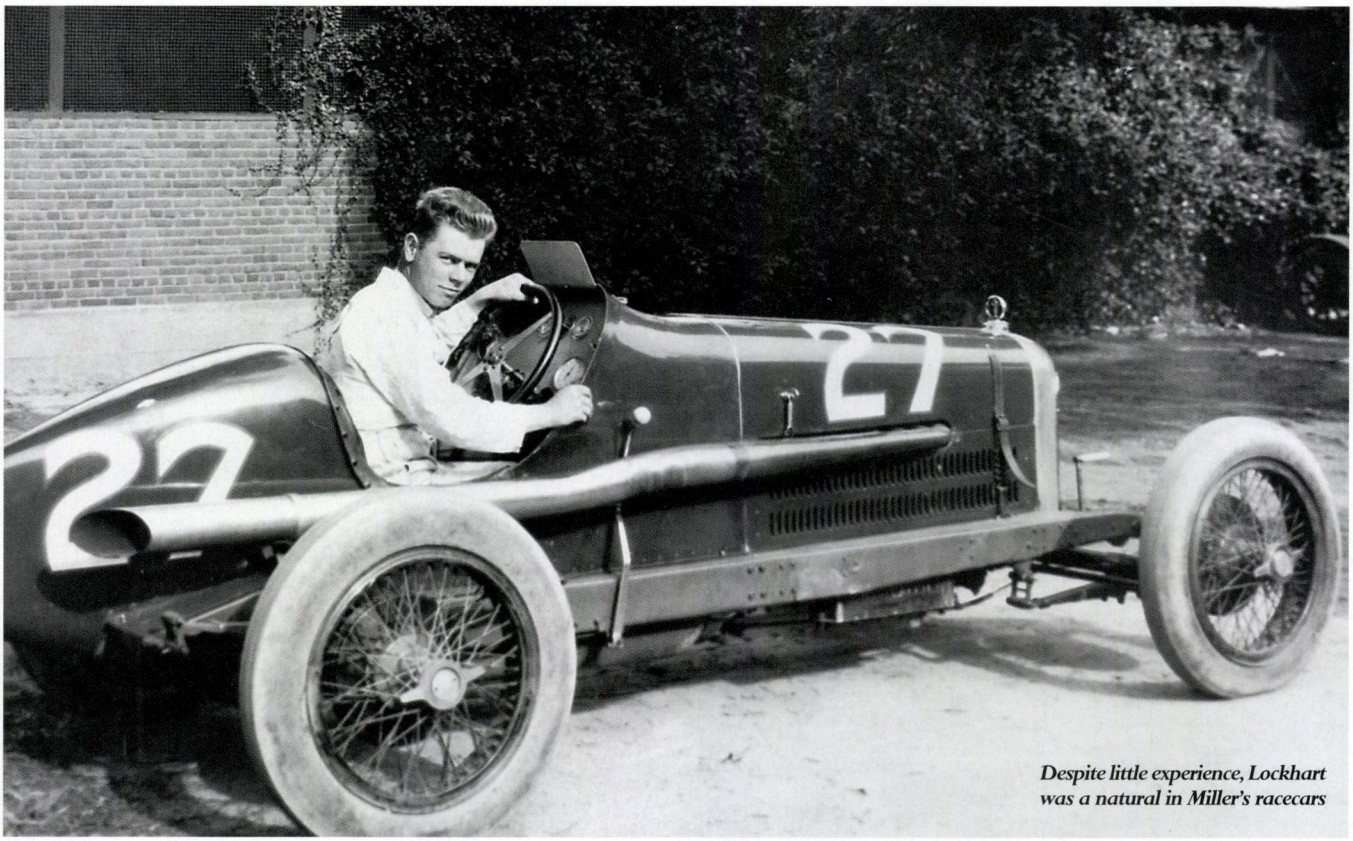
Frank's first 'racing car' was a rusted Model T Ford the engine of which he rebuilt on the kitchen table. After converting it into a Frontenac bobtail with Chevrolet cylinder heads, he proceeded to turn himself loose on every dirt surface from Ascot to Bakersfield. Many things about the unconventional Lockhart style immediately stuck out. For one thing, he depended on front-wheel brakes only. For another, long before attacking the corners he already had his raging bobtail crossed up and veering sideways on the straights.

On the fringe of inner-city LA was Harry Miller's, the hottest address in the colony, and Lockhart's home away from home. The Miller Products Co was where he absorbed his choice internal combustion education. In 1926, when Miller decamped with his cars to Indy for the month of May, Lockhart went along. For the first couple of weeks he was lost in the crowd, just another of those cocky LA guys with their hip racing cars whom Brickyard resident Fred Duesenberg – his products had lost many a 500 to them – memorably lambasted as "damn cowboys from California". But Lockhart's subsequent debut was one of the most fantastic in ➠



Jim Weisler

Frank (right) and LSR attempt manager William Sturm muse over mechanics



Indianapolis Motor Speedway; Aldo Zana Collection

Despite little experience, Lockhart was a natural in Miller's racecars

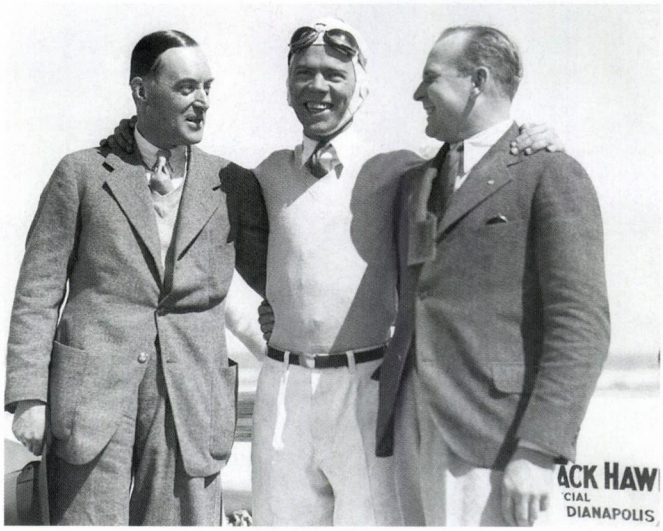
the Speedway's history.

Miller permitted him to shake down one of the works cars and, with zero education about bricks, Frank immediately lapped faster than the car's assigned driver – and even threatened the track record. After that there was nothing to do but provide him a ride for the 500. Lining up 20th, and totally inexperienced in the art of working traffic, he found himself separated from Earl Cooper on pole position by six rows of front- and rear-wheel-drive Millers and Duesenbergs.

Get out of the way!

Gathering momentum every lap, in seven miles he had picked off 15 outclassed opponents to be riding a rocketing fifth. Manipulating the big steering wheel and pouncing on rival iron every lap, at 50 miles Lockhart was sitting second. Whereupon rain struck, and the racing was red-flagged for 65min.

Come the restart, Lockhart tap-danced into the lead and plunged on to win by two laps. As a reward, Miller offered him the same works eight-cylinder car to drive for the remainder of 1926. But Lockhart proffered a counter-proposal. Wanting to create his very own Team Lockhart, he put up some of his prize money to purchase the Indy-winning machine. Financially straitened as usual, Miller accepted. Lockhart later purchased a second Miller. By season's end he was operating with such superiority that he won the campaign's last four races in a row. Continuing into '27 at the same pace, he set off his big blasts at Atlantic City and Muroc; ahead by a lap, and on the verge of winning two Indy 500s in a row, he failed late when his engine popped.



Daytona LSR contenders Malcolm Campbell and Ray Keech flank Lockhart

DREAM ABOUT SETTING SPEED MARKS and, ultimately, you start thinking about the biggest one of all: the Land Speed Record. So Lockhart did. Circa 1927, the LSR was property of a pack of daring, monied Englishmen in their gargantuan cars. One of these, Parry Thomas' 'Babs', a Liberty airplane-engined mastodon that in 1925 set an LSR target of 172mph across the sands of Pendine in Wales, subsequently crashed and was buried there. This disaster proved that the venue was unsound for further LSR exploits, so the British speed nobility started conducting their business in a former colony, where they behaved as if Daytona Beach was theirs: Henry Segrave beat 200mph there, then Malcolm Campbell topped 206.

In comparison to Campbell's four-ton Bluebird, Lockhart's own LSR contender, the Stutz Black Hawk, was a toy, weighing less than 3000 pounds and able to fit within the wheelbase of Bluebird. Its construction process had been complex. Lockhart first grafted together two Miller straight-eights to create a blown 16; then he visited the Duesenberg works and carried off some of its best talent; ▶▸

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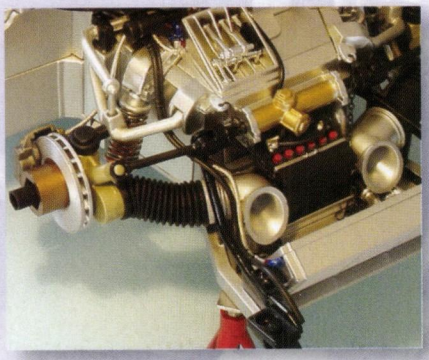
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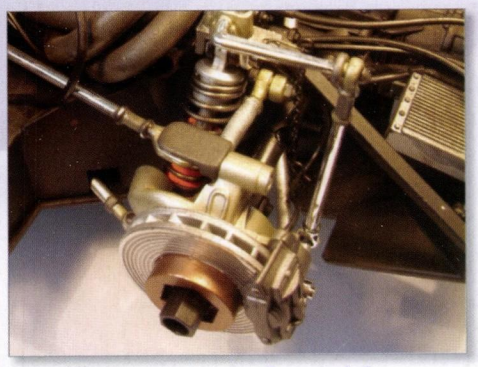


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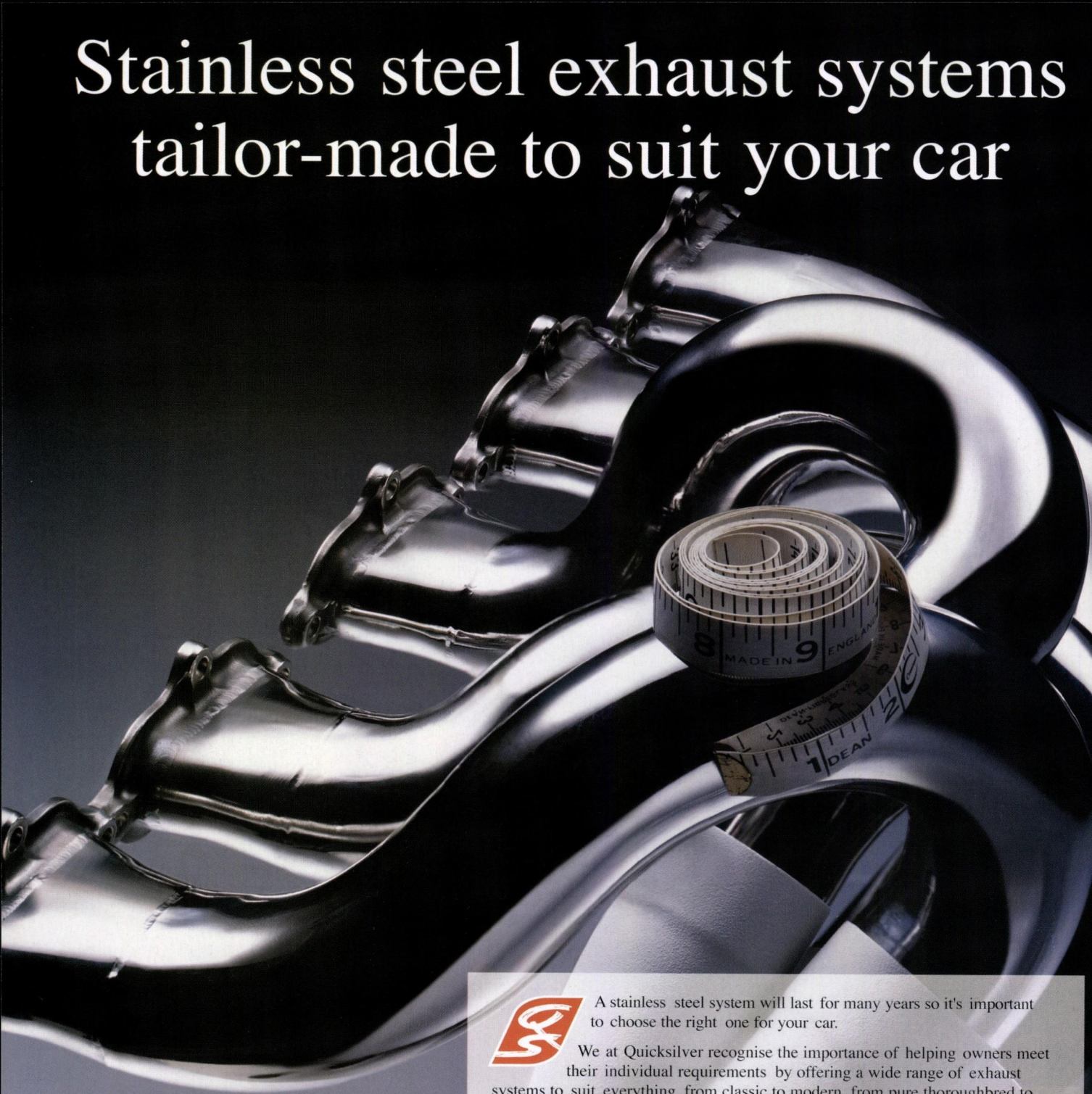
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finally, he hit up the struggling Stutz Motor Company for sponsorship cash – and actually got some! By early 1928, Lockhart's streamliner was ready to confront Campbell on the beaches of Florida. The Brit turned a critical eye on the Black Hawk and tut-tutted that she was so lightweight she might sail out of control; and sail she ultimately did, on two occasions. The second, on April 25, 1928, was the end of Lockhart.

No ominous feeling, no foreboding that with his flyaway Stutz he had unknowingly engineered his own destruction, came to Lockhart that final morning of his life. If anything, he was jubilant. Repairing the car from her first crash had exhausted most of his prize money savings, but he was confident that setting the LSR would anoint him as the globe's greatest driver: a fortune awaited in product endorsements. To his destitute, widowed mother, who was semi-supporting herself by taking in sewing, he cabled confidently: 'Ma, I have the world by the horns. You'll never have to push a needle again. I'll never have to work anymore. Frank.'



Slender, delicate Black Hawk was torn to ribbons of aluminium by the smash

In a peculiar way, his passing was almost a blessing, because racing in the extravagant, full-throttle, supercharged 1920s was followed by the lean and mean '30s, racing's most hard-boiled and penny-pinching decade. Lockhart never could have tolerated the 'Junkyard Formula' of 1930-37 and the repackaging of thoroughbred Indy single-seaters into lumbering passenger sedan-based eyesores which brought back into being a species that had gone out with flagpole sitting: riding mechanics. The Junkyard Formula's two-man leviathans promptly turned eight ranking drivers into statistics, but did an even better job on their wretched riding mechanics, annihilating at least nine of them.

No-one ever appeared as a natural successor to Lockhart, but 'Herk' Hurtubise, who took out Lockhart's long-standing Atlantic City mark, was certainly a soulmate. Like Lockhart, 'Herk' was a self-educated hairpin with a wild bunch of genes in his make-up. To give you an idea, a modern relative, Troy Hurtubise, a Canadian scrap metal merchant, was a while back investing $100,000 in a space-age suit so he could go wrestle a 600-pound grizzly bear.

Successor or no, Lockhart's powerful legacy continued exerting itself. Sold by his widow at a 1928 estate sale, his matching pair of custom-built Millers remained so technically advanced that they succeeded in dominating the Indy 500 and the US national championship for the following two years. And, of course, his Atlantic City numbers stood fast through the next 33. M



Daytona-bound: streamlined LSR machine is unloaded from boxcar

both: Aldo Zana Collection



Rial deal: clutch gone, de Cesaris heads for fourth down in Motown

IDEA WITH WHEELS

IT WASN'T SO LONG AGO THAT A ONE-CAR TEAM CREWED BY A HANDFUL OF BLOKES COULD BE COMPETITIVE IN F1. ADAM COOPER RELATES ONE OF THE LAST SUCH ADVENTURES

GUNTHER SCHMIDT'S ATS TEAM APPEARED IN F1 FROM 1977 to '84, and while there were occasional flashes of form on the tracks, the German wheel-maker's rocky relationships with his staff and drivers gained rather more press coverage.

After three years away he returned in 1988 with a new team and a new company name: Rial was based in a corner of his wheel factory and had a tiny staff, led by designer Gustav Brunner. The Austrian had done great things with ATS before heading off for a spell at Ferrari, which further boosted his reputation.

"The project started very late, actually on October 1," recalls Brunner. "We had limited resources and it was a small operation at the start, with just me and one other guy. I remember that we had to draw the car very, very quickly and, amazingly, it was ready by February 28 – after a tough time!"

It was a typically neat Brunner design and, inevitably, he used a lot of the knowledge gained at Maranello. Indeed, it was soon dubbed the 'Blue Ferrari'. The Italian connection continued in the cockpit, as Schmidt got Andrea de Cesaris to drive after the Brabham team had opted out and left him with very few other options.

"He had Brunner, and Ferrari had been doing quite well," says Andrea. "The car looked promising. I knew we were going to have problems, but I said to myself, 'I have enough experience, and if the car is good, maybe I can handle the situation'."

De Cesaris says he had no real dramas with Schmidt: "He was not as bad a guy as people said he was. The fact is the amount of money we had was limited, and the things we were doing were not to professional F1 standards. I knew he couldn't destroy his business to pay for F1, but we tried to do the maximum we could with the things we had.

"I think people couldn't understand it now. If you describe it, it looks just impossible! It was like another planet. We were not an F1 team – we were a Formula Ford team, with maybe eight people. Basically Gustav was doing everything, and I was in charge of some of the work that a car engineer would do, like taking care of how many kilometres the suspension was doing. It was my life – and I wanted to know!"

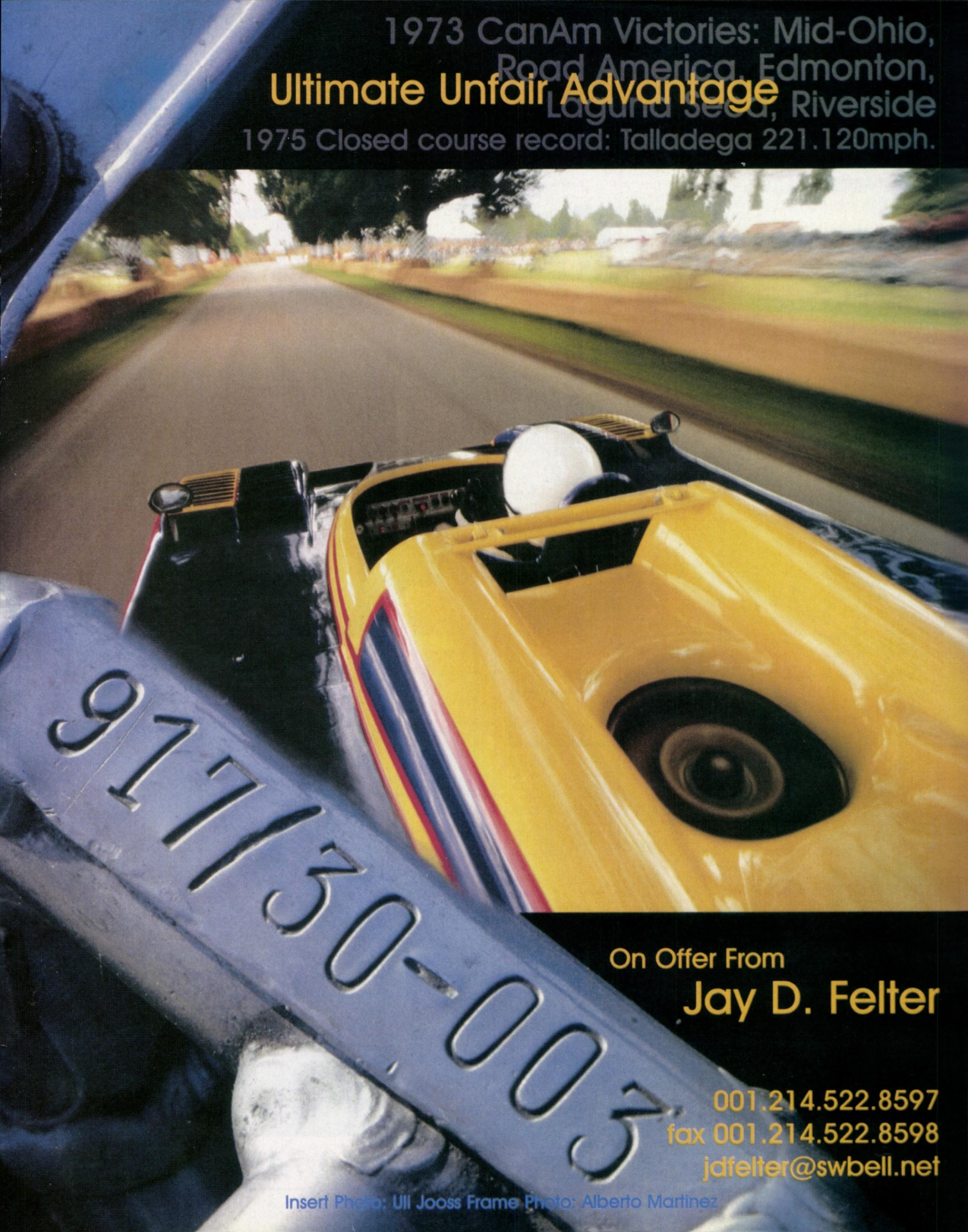
Despite the compact size of the operation, the ARC1 turned out to be a promising piece of kit.

"It was a good car," says Brunner. "I remember it had some nice small sidepods and efficient cooling. We ran it for the first time in Imola, and it was surprisingly a very good car from the start. Andrea did a very good flying lap. It was a very impressive job."

First time out at Rio, de Cesaris qualified a respectable 14th in a field of 31, only to retire in the closing laps. A mechanical problem was blamed, but later it emerged that the car had run out of fuel. Its sleek shape compromised the fuel tank capacity, as de Cesaris recalls: "The problem was, when Gustav designed the car, he had asked Heini Mader what the consumption of the engine was supposed to be. There was a misunderstanding, I think, so this was a disaster! We were missing 10 litres, and I lost many points."

On the whole, it was a year of frustration for Andrea. He regularly qualified as high as 12th, only for mechanical gremlins or the lack of fuel to stop him. The problems continued at Detroit in June, where he lost the clutch halfway through the race. But he was at least able to keep the car going in a race of high attrition. He crossed the line in fourth, beaten only by the McLarens of Senna and Prost, and Thierry Boutsen's Benetton. It was to be the only top-six finish all season, and after Schmidt returned to form and sacked Brunner, Rial had lost its greatest asset.

In 1989, Christian Danner scored another US GP fourth place, this time at Phoenix, but thereafter Rial went into a downward spiral that led to its demise after just two seasons. Nevertheless, de Cesaris has good memories of the experience: "I enjoyed it, and it was a great challenge for me. To handle that situation for a year and score points was special." M


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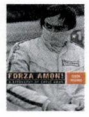
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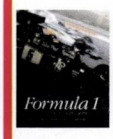


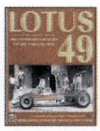


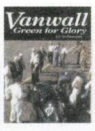


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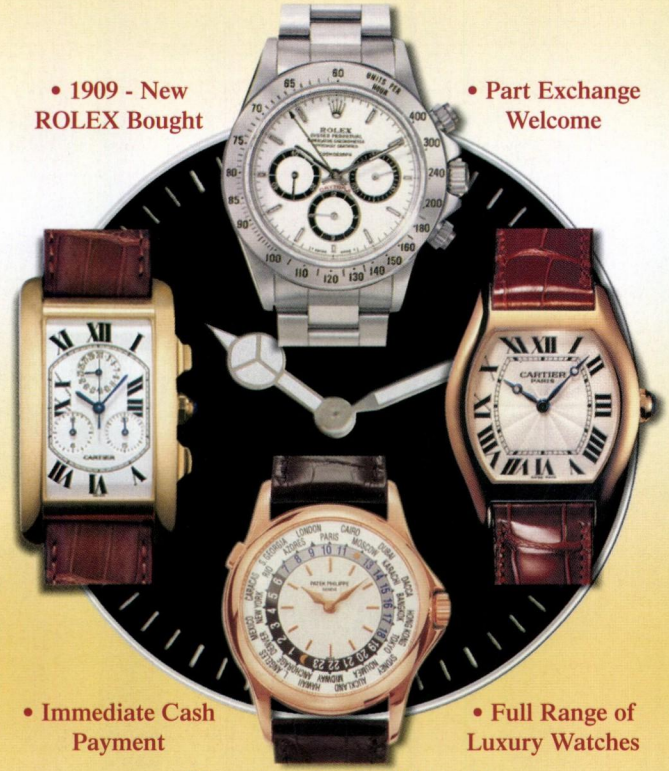
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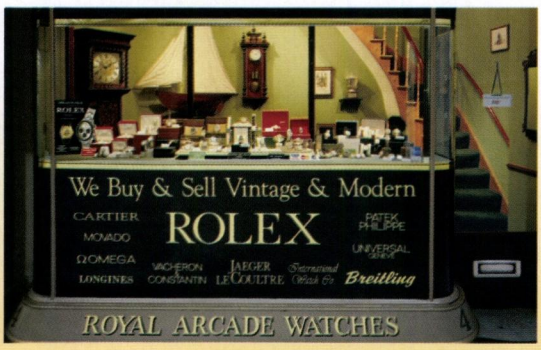


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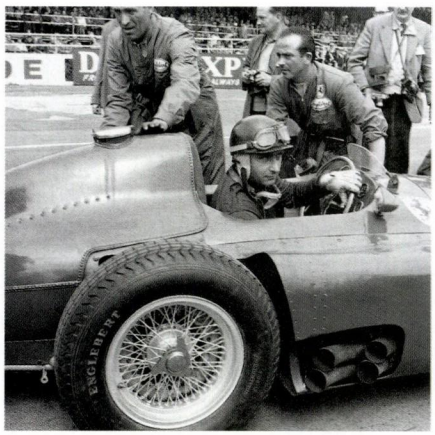
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Peter Collins aboard his Ferrari Dino just prior to the 1958 International Trophy in May. He won – as he would when Silverstone hosted the British Grand Prix two months later. "You see this type of photograph a lot nowadays," says Ross, "but you didn't back then. My art editor at Autocourse, Andrew Aitken, was always looking for something a little bit different, and I tried to provide that"



Fangio's Ferrari is pushed onto the grid at the 1956 International Trophy: "For me, the excitement before a start was even better than the race itself"



John Eason-Gibson briefs the drivers before the start of a sportscar race at Silverstone, 1956: "John was my editor for a while – so this pic did no harm"



Carroll Shelby's Aston is push-started before the 1959 British GP at Aintree. "That car was the last beautiful GP racer – I was starting to lose interest"





Fangio's lady keeps busy in the days before tear-off visors: "This is the Maserati pit at the 1957 British GP at Aintree. I found Fangio to be quite shy. Next to him are the wives of Jean Behra – a lovely French woman – and Harry Schell"



Moss, Mme Fangio, Fangio and Castellotti wait to cross the track at Silverstone: "Castellotti was very stylish. You can see his coat's label – unusual then"



Masten Gregory prepares for the 1959 British GP: "My style was to be unobtrusive and it's worked here, because he has that faraway look in his eye"



'Happy' Harry Schell broods over a hard-won fifth in the 1957 Italian GP. "He definitely earned that Coca-Cola. I think that mop bucket had ice in it!"



A dapper Innes Ireland at Monza in 1959: "I did not know him well – I wasn't a drinking partner – but I knew that he had a keen eye for bodywork!"



Louis Rosier's 250F at the International Trophy of 1955: "We stood very close, and I used to watch the front wheels to know when I had to dive for cover!"



Mike Hawthorn catches up with the news, Monza, 1957: "The drivers had their own little cabin at the far end of the pits. I think I caught his serious side"



Firefighters at the 1959 British GP: "I used to trek miles at races looking for different angles. If I saw a group of photographers all in one place I would always keep walking. Even straights can be interesting if you look hard enough"

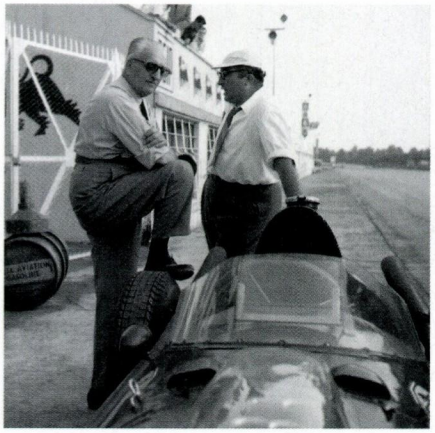




Maserati tell Fangio that Vanwalls are 1-2-3 on the 1957 Italian GP grid: "He'd tried everything to beat them and seemed very moved by the occasion"



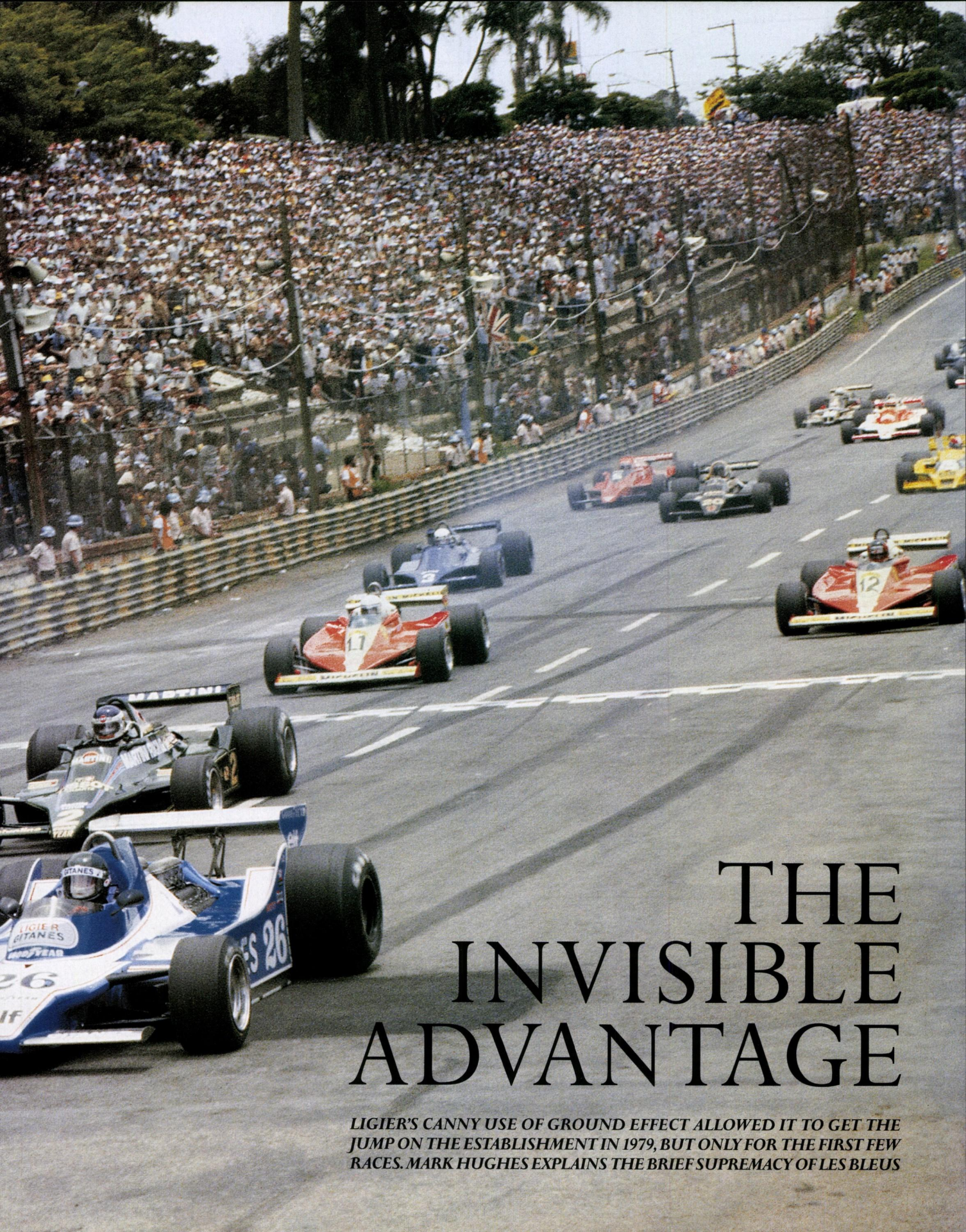
Colin Chapman's Lotus 11 at Oulton Park for the 1956 Empire Trophy: "This is one of my favourite photos. It helps that I'd become very close to Lotus"



Carlo Chiti makes his point to 'Il Commendatore' at the 1958 Italian Grand Prix: "Enzo Ferrari had real presence. It was a heads-bowed-down thing"



Blue wave: Laffite and Depailler leave Lotus and Ferrari in their wake as they surge away from the front row at Interlagos '79



THE INVISIBLE ADVANTAGE

LIGIER'S CANNY USE OF GROUND EFFECT ALLOWED IT TO GET THE JUMP ON THE ESTABLISHMENT IN 1979, BUT ONLY FOR THE FIRST FEW RACES. MARK HUGHES EXPLAINS THE BRIEF SUPREMACY OF LES BLEUS



Buenos Aires '79 was a new dawn for Ligier, with a win for the JS11 on debut. Laffite leads Depailler

DPPI

GERARD DUCAROUGE, EXHAUSTED BY MONTHS OF off-season toil and the heat of an Argentinian afternoon, was only vaguely aware of the two Lotus engineers looking at his car as the Ligier team unpacked at Buenos Aires, 1979. "I could hear them; I was too tired to listen to exactly what they were saying, but I picked some of it up: 'Why have they done the suspension like that? It's a very odd-shaped car.' Then, just as they were leaving, one of them said: 'If a car like that ever wins a race, that's the time I stop motor racing'."

History does not record what the Lotus engineer did a few days later when Jacques Laffite, having qualified the car over a second faster than the best non-Ligier – the Lotus 79 – took it to a resounding victory in its first race.

The JS11's debut still stands as one of the most remarkable in the sport's history. It didn't luck in to a win – it dominated from the first two places on the grid. What's more, two weeks later in Brazil, it was yet further ahead as Patrick Depailler backed up Laffite to score a 1-2. In the equatorial sun of those South American races, F1 seemed to have been turned upside-down.

It didn't make sense. Ligier was newish team – it had entered F1 three years before – that was not particularly well-funded. It produced respectable cars rather than front-running ones. It was French, not British: it took long lunches, drank wine as its cars sat unattended, undiscovered gremlins lurking within, while the Brits got on with their oily business. At least that was the perception.

Ligier had always used Matra V12 engines, but the fact that JS11 was the first of its F1 chassis to employ the Cosworth DFV/Hewland package was perhaps a nod towards a less Gallic approach. Even so, Ligier wasn't supposed to be cutting edge – that was Lotus territory. Ligier wasn't supposed to be overwhelming in the thoroughness of its detail design and build – that was Ferrari's job. Ligier certainly wasn't supposed to pick up the ground effect ball that Lotus had spent the previous two years perfecting, and then run away and hide with it. But in 1979 it did – for a brief, halcyon period.

Peter Wright of Lotus was the man behind the ground effect revolution in



Depailler (left), Ligier and Laffite savour their new-found superiority at Kyalami

LAT

F1 and, with the benefit of hindsight, recalls: "What Ligier – and later Williams – did was look at the Lotus 79 and then build a version with a decent structure. The 79 had all the torsional stiffness of a wet lettuce; it had a rather flaky structure that was inappropriate to the downforce it generated. While Ligier and Williams did what we should have been doing, we took the view that if some was good, more was better and came up with the 80 which, in theory, had yet more ground effect – but which still had the flaky structure."

Talk to Ducarouge today – he's only months since retired from Matra, from where he was plucked in 1975 by Guy Ligier to be his team's technical chief – and it's clear that at least part of the JS11's dominance was an historical accident: "Yes, the car had a stiff structure. But all the Ligiers had, even before this. It was a golden rule that I had learned at Matra with the sports prototypes – they were all very stiff. Ligiers were the same. For this reason they were not light – we were always a bit overweight, but I could see that some of the other F1 cars, lighter than us, had a lot of flex in them."

Ducarouge was good at suspensions, too. The pre-ground effect Ligiers –

JS5, 7 and 9 – excelled in mechanical grip, braking and traction. Stiff structure, good suspension was Duca's Matra mantra. It stood him well immediately, but reaped spectacular gain when ground effect swirled into town. Suddenly, his was the only car – until the arrival of the Williams FW07 a few months later – with a structure able to take advantage of the aero loads produced.

The little team barely knew what had hit it. "There were only around 30 of us in total," recalls Dany Hindenoch, the team's commercial chief. "Our budget was FF16m [£1.6m], which even then was small. We were not a big team; bigger than some, but not as big as the others doing the winning. Argentina was a surprise; we'd had no reference to our competitors before that."

Ducarouge concurs: "We had no way to know how our rivals compared. We only knew that we had taken Chapman's idea and tried to take it on a step within our resources and understanding. We didn't know what everyone else was doing. Argentina was the first time it was clear that we were competitive."

Unbelievably, nearly every top team had dropped the ball: Brabham, Lotus and McLaren had all produced cars structurally inadequate for ground effect; Ferrari, because of its flat-12 engine, was unable to produce a true ground effect car. So until the FW07 arrived at round five, Ligier had the world at its feet.



All smiles at the launch, but Laffite was less than happy with Depailler's arrival

'Guy was the father, the rest were the children, and Ducarouge was the oldest child helping to bring the family up'

"But we were far too small to take advantage" explains Ducarouge. "Not enough people, not enough money. We were living like animals. People would sleep in between the two cars in the garage. And they were tiny boxes, these garages, with nothing to stop others from walking in. It's easy to be nostalgic but, really, these were not great times."

In such constrained circumstances, Ducarouge's Matra-honed experience – and that of key men he brought with him, like Michel Beaujon and Paul Carillo – was invaluable. "Ducarouge has a reputation as a brilliant designer," says Hindenoch, "but most of that was done by Beaujon. Ducarouge was more of a project leader; he was very good at getting people to work together. The combined effect of Ducarouge and the patron role of Guy Ligier made this more like a family. Guy was the father, the rest were the children, and Ducarouge was the oldest child helping bring the family up."

Despite his background, Ducarouge pushed Ligier into changing from Matra V12 to Cosworth V8: "It was more compact, made it easier to put the weight where you wanted it and, most of all, its consumption was a lot better so that meant the fuel cell, which costs you a lot of rigidity, could be a lot smaller."

With that critical component agreed upon, Ducarouge, Beaujon and Carillo would make regular trips to the SERA wind tunnel in Paris, where a gifted aerodynamicist, Robert Choulet, was assigned to their project. "It was a very primitive facility compared to today," says Ducarouge. "There was no moving floor or anything like that. But it gave quite reliable and good information."

This little group, armed only with a basic understanding of how the Lotus ➤

As Laffite tested the JS11 at Ricard late in '78, the team had no idea it had leapfrogged the F1 paddock



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After initial derision in Argentina, by Brazil, Chapman et al realised that Ligier JS11 had stolen a march

GP Photo

ground effect principle worked and their own ideas on how this might be extrapolated, began work on the JS11. They outlined a car with a cockpit further forward than on the Lotus, giving a more favourable centre of pressure and so reducing the amount of rear wing that would be needed. Within the sidepods its venturis were more extreme in profile than those of the Lotus.

"We made a big step when we managed to seal the skirts to the sidepods so there was no escape of air at all," explains Ducarouge. At that point, and with the venturi shape we had, we got a big increase in downforce. In actual fact, it was too much." Too much? "Yes, the downforce became very difficult to control when the pressure got too high. Even with incredibly stiff springs the car would ground out and you'd get a sudden loss of downforce. It would have meant that, at 260-270km/h, the car would be touching the ground and losing downforce. It would have been very dangerous."

They had a solution. At a certain pressure, with the car on the verge of ground effect stall, a flap within the venturi would open and bleed off excessive downforce. It was secreted beneath a radiator. Secreted because it was a moveable aerodynamic device... F1 technical illustrator Giorgio Piola discovered it eventually in the following year's JS11/15. "At Hockenheim, a piece of cloth was left over the radiator to stop me photographing this flap," he recalls, "and they forgot to take it off and Didier Pironi cooked the engine. Later, at Watkins Glen, Pironi had a shunt. They brought his car back in a truck and, inside, the sidepod was open and I got the picture. It was published in *Grand Prix International*."

Ducarouge: "Well, we had to use some tricks, yes. The rules were not as precise as now, and we had to find some way of controlling the pressure."

With his venturis generating masses of ground effect, his secret flaps bleeding off the excess, the car's super-stiff structure translating it all to the tyres and the rest of F1 fumbling in his wake, no-one saw which way Laffite went at those South American races. Apart from Depailler, that is. Newly recruited into what had always been a one-car team for Laffite, he came in perhaps more highly rated than his compatriot...

"Jacques was not happy about the idea of having a team-mate," says Hindenoch. "But Guy was telling him how he was the team leader and not to worry. Yet when Guy spoke to Patrick, he was telling him the same thing."



Phipps/Sutton

The Matra sportscar background of Ducarouge (right) did wonders for Ligier

Ducarouge: "I think Patrick expected to come in and be faster. He was very upset when Jacques was quicker in those first two races. He was thinking that I was doing special parts for Jacques' car. I had to tell him, 'Look, take the other car, we can swap numbers'."

Depailler knuckled down and, at Kyalami and Long Beach, was marginally ahead of Laffite. But Ligier won neither of these events. The material of the underfloor had been changed; it was flexing and vital ground effect was lost.

That was corrected, and by Spain the cars were back on song, Laffite and Depailler again qualifying 1-2. But by now Ferrari had introduced its 312T4, not a true ground effect car but close enough that its Michelin tyre advantage could make up the rest. That and Gilles Villeneuve, who had won the two races the Ligiers lost. As the circus headed to Europe, the championship was shaping up into a Ligier vs Ferrari contest, but there was no question of team orders. Depailler won in Spain, with Laffite missing a gear and blowing his engine as he tried to pressure him. In Belgium, they again battled furiously: Depailler crashed out while leading and Laffite, compromised by tyres worn ➤➤

out in his intra-team battle, was passed by the victorious Ferrari of Jody Scheckter.

After the next race Depailler broke his legs in a hang-gliding accident. It was a blow. "It was Gitanes who insisted that we take Jacky Ickx as replacement," reveals Hindenoch. "Guy was furious – he just didn't want him." Ickx was past his best in an F1 car and never qualified within 1sec of Laffite, but Jacques himself was now struggling, qualifying behind cars that had been nowhere near him in South America.

There's a story that the team simply lost its set-up sheets – a piece of Gallic carelessness, said the Brits. "It's nonsense," says Ducarouge. "Just a story. I might even have gone along with it, but that isn't what happened."

Hindenoch: "What happened is that Guy was under a lot of pressure. He could see the opportunity of maybe becoming a bigger, better-funded team. But he needed results and they had faded a little by mid-season. He had an idea that we needed to revise the aerodynamics of the cars and had got it in his head that the sidepods needed to be a different shape. Gérard disagreed, and in a rage Guy destroyed all the existing sidepods and said, 'There, now you have to make new ones'. Even though the technical people knew it wasn't the way to go, Guy's force of personality sent them in a different direction and it took until the end of the season before the car came good again." By which time the title, and any hopes of the boosted investment that would have followed, was a broken dream.

Gérard disagreed, and in a rage Guy destroyed all the existing sidepods and said 'There, now you have to make new ones.'

"Yes, Guy could be a scary man," laughs Ducarouge – nervously. "Sometimes he was totally charming, other times he was horrible, shouting at everybody and going completely mad. People were scared of him. I was the only one there who didn't move back when he was like this, but even I was scared inside.

"So everybody caught us up and we couldn't develop. Not enough money or people. The job was never finished. Never. There was always more to do."

Laffite ended 1979 in fourth. For '80, the cars were developed to have stronger gearboxes, revised aerodynamics and outboard rear brakes to free up the airflow through the venturis. And there were again days when they were untouchable – such as Didier Pironi's win at Zolder. But without the resources, this could never be consistently repeated. "I think we lost the '80 title by not having as good a relationship with Goodyear as Williams had," says Hindenoch.

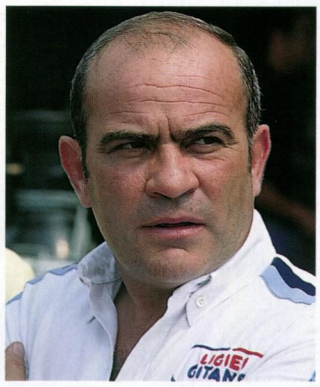
"Yes, plus the cars were worn out," adds Ducarouge. "We had to use the same chassis as in '79 – and they were finished. They would crack and leak, and we just patched them up. We couldn't afford the time to test our wings."

The window of opportunity was over. It had been gifted the team when the skills of a small nucleus of ex-Matra men honed in long-distance racing happened to dovetail perfectly with the new ground effect phenomenon. Ultimately, there weren't enough men in Guy's little team to hold onto that opportunity, not enough money in the coffers. *C'est la vie.* Pass the wine. M



DPPI

Laffite's Argentina win was the zenith



DPPI

The financial stress got to Guy Ligier



Ligiers bounced back to take the front row at Jarama, but this time it was Depailler who won the race

LAT

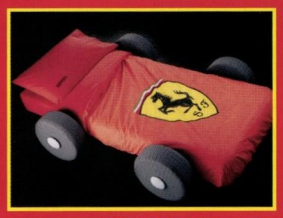
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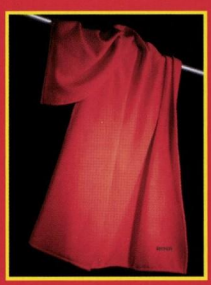


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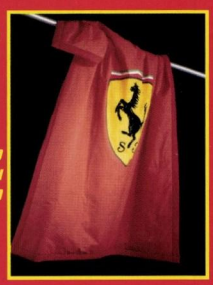


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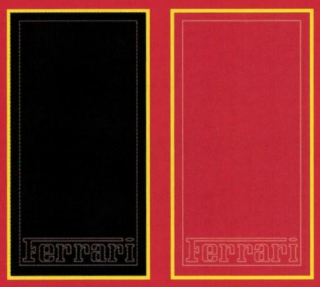
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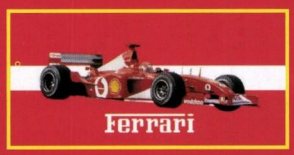
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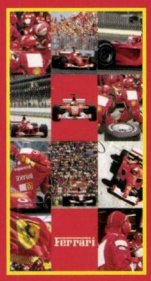


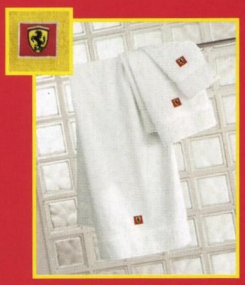
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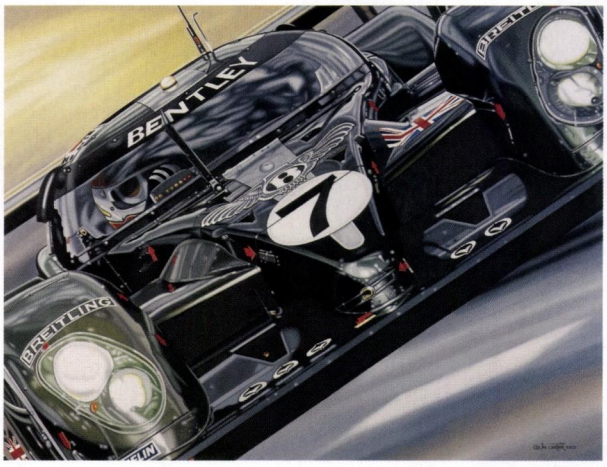
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X-RAY SPEC

LOTUS 63

4WD WORKED AT INDIANAPOLIS, SO IT HAD TO BE GOOD NEWS FOR F1, RIGHT? WRONG. JOHN MILES, GP DRIVER AND ENGINEER, EXPLAINS WHY TO KEITH HOWARD

TO INNOVATE IS TO TAKE RISKS. SO WITHIN THE CVs of all motorsport's most daring designers there are abject failures cheek by jowl with the successes. In Colin Chapman's case, one of the misfires was the four-wheel-drive F1 car. He wasn't alone in pursuing this, as it turned out, misguided path, and there is some consolation in the fact that the Lotus Type 63 of 1969 was (ignoring the anomaly of the earlier Ferguson P99) the best of the breed. But the contrast with Chapman's next F1 creation – the 72, one of the most successful GP cars ever – could hardly have been starker.

Yet 4WD had seemed such a good idea, such a logical response to the traction problems anticipated from burgeoning 3-litre power and restrictions on the use of wings, that a handful of teams set to work on it. Even Cosworth was tempted to step beyond making engines to create a prototype driven at all four corners. All of the resulting cars, albeit in varying degrees, would prove to be duffers.

Two key factors contributed to this. First, the widely foreseen traction problems simply didn't materialise. Significant advances in tyre technology and higher amounts of aerodynamic downforce than anticipated after the banning of high-mounted wings conspired to ensure that 3-litre rear-wheel-drive GP cars did not in fact squander the available torque. Second, it quickly became apparent that 4WD imposed a particular balance on the car – one 'built in' by the torque split – that made its cornering inherently non-adjustable.

John Miles, who drove the 63 more than anyone else and offers his comments on the experience overleaf, recalls how it was the siren voice of oval racing which first attracted Chapman and others to all-wheel drive: "What sucked the F1 teams into 4WD was the fact that it worked well at Indianapolis. Take early 4WD road cars like the Quattro as an example: they are extremely stable, very forgiving, but they don't have adjustable handling, they aren't particularly fun to drive. Which is exactly what you want to have at Indianapolis – a car that's very stable, that takes fast corners with great confidence. If you back off in the middle of a fast corner you don't want the car to suddenly change balance, you don't want a nervous reaction. That stability is exactly what 4WD gives you."

Unfortunately this isn't what is required in an F1 context where the mix of corner speeds requires, above all, a car that is minutely adjustable by both steering and throttle.

The Institute of Mechanical Engineers published a paper by Miles in 1986 entitled 'Four-wheel-drive Grand Prix cars'. As well as analysing the F1 4WD phenomenon, it included quotes from designers and drivers caught up in it. Two of the contributions summarise why 4WD was a flop.

Jackie Stewart: "The biggest problem was the front end understeering under power, and not being able to get rid of that either by deceleration or trailing throttle into a corner and reapplying power. You would get the car going into a 'half-neutral position', apply the power, and you had to be a real artist to be able to catch it at the right moment to have what would really amount to a four-wheel drift. It only happened once every six corners." And that wasn't enough.

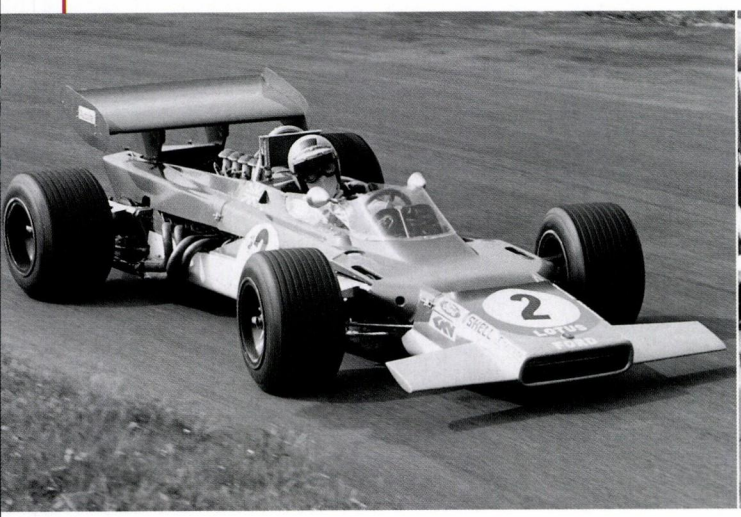
Jochen Rindt, less analytically but with abundant feeling, said of the 63: "You just can't 'race' the car." That, in a single phrase, is why 4WD proved to be a cul-de-sac.

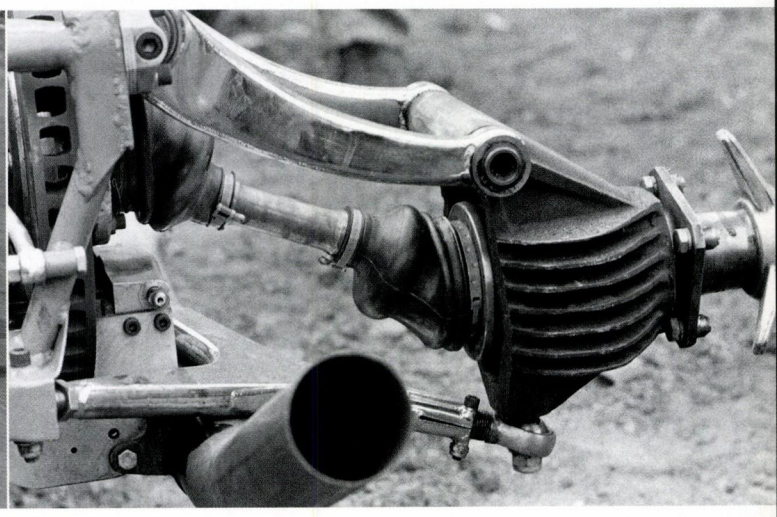
Knowing what we know now, could 4WD have been made to work?

"Perhaps," says Miles. "I didn't have enough experience then, nor did anybody else other than Chapman, to try to better understand what was going on. And, of course, the cars weren't instrumented. We thought we were extremely clever, but now we realise how little we knew."

Left: Reluctant Jochen Rindt battles the 63's eternal understeer at the Oulton Park Gold Cup in '69. Second place only flattered to deceive. Right: 63's engineering package, penned by Maurice Philippe, was complex, with inboard discs all round. Parts borrowed from Indy car

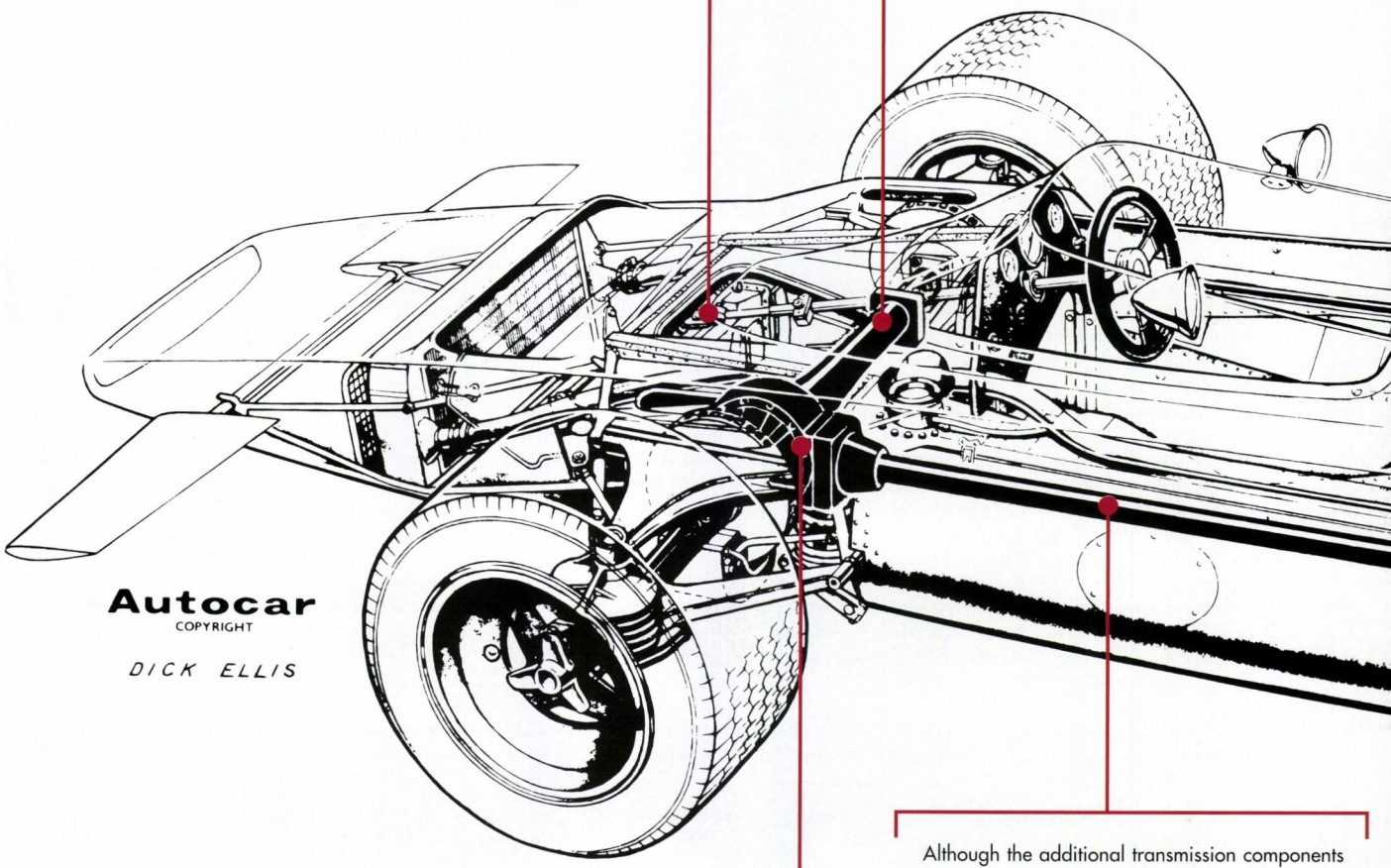
both: LAT





"Keith Duckworth used to say that the steering on the Cosworth car was unmanageable – heavy and with a lot of kickback – but obviously the Lotus was much better designed in that respect. The steering was heavy but it was not unmanageable. In very slow corners there was a lot of load through the steering if you were using full throttle, like in a front-wheel-drive car. But the steering and the front end didn't behave abnormally in the sense of any lack of control or any massive amount of corruption, because Chapman understood these things. The steering system was a work of art, really. In order to package it around the diff and the inboard brake discs, it had to be a clever piece of articulation. It's that kind of thing that Chapman's lot was so good at."

Pushing the driver forward meant that he had to pass his legs under the front axle tube to reach the pedals: "Hill and Rindt hated the front axle tube because of the safety implications. It looked as if it would either chop your feet off or pin you in the car following an accident. I was a young blood, I didn't even think about it. People say to me the 63 must have been a terrible thing to drive, but it wasn't. It was actually rather nice to drive. It was very stable and we got it going well at Mosport and Oulton Park, where Rindt came second. Because I was more or less left alone to plod on with it I was quite happy. It was only when I got into the 'proper' F1 cars that in some senses things started to fall apart."

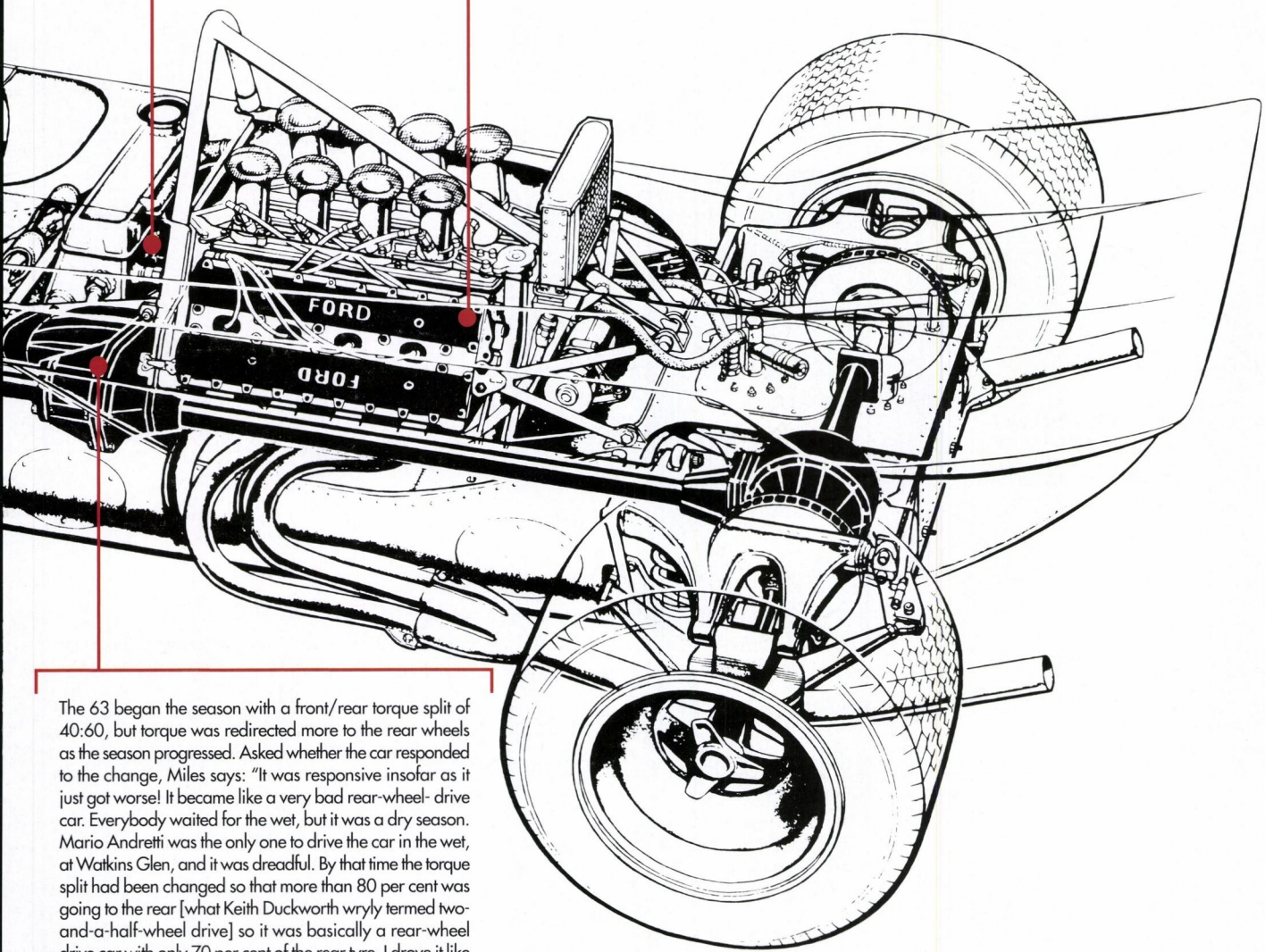


From the centre differential the drive is taken forwards and aft to the differentials at each axle. Mechanic Bob Dance recalls that the 63 was originally fitted with ZF lsd units front and rear, but Miles recalls racing the car fitted with an open front diff, so this may have been a change during the season.

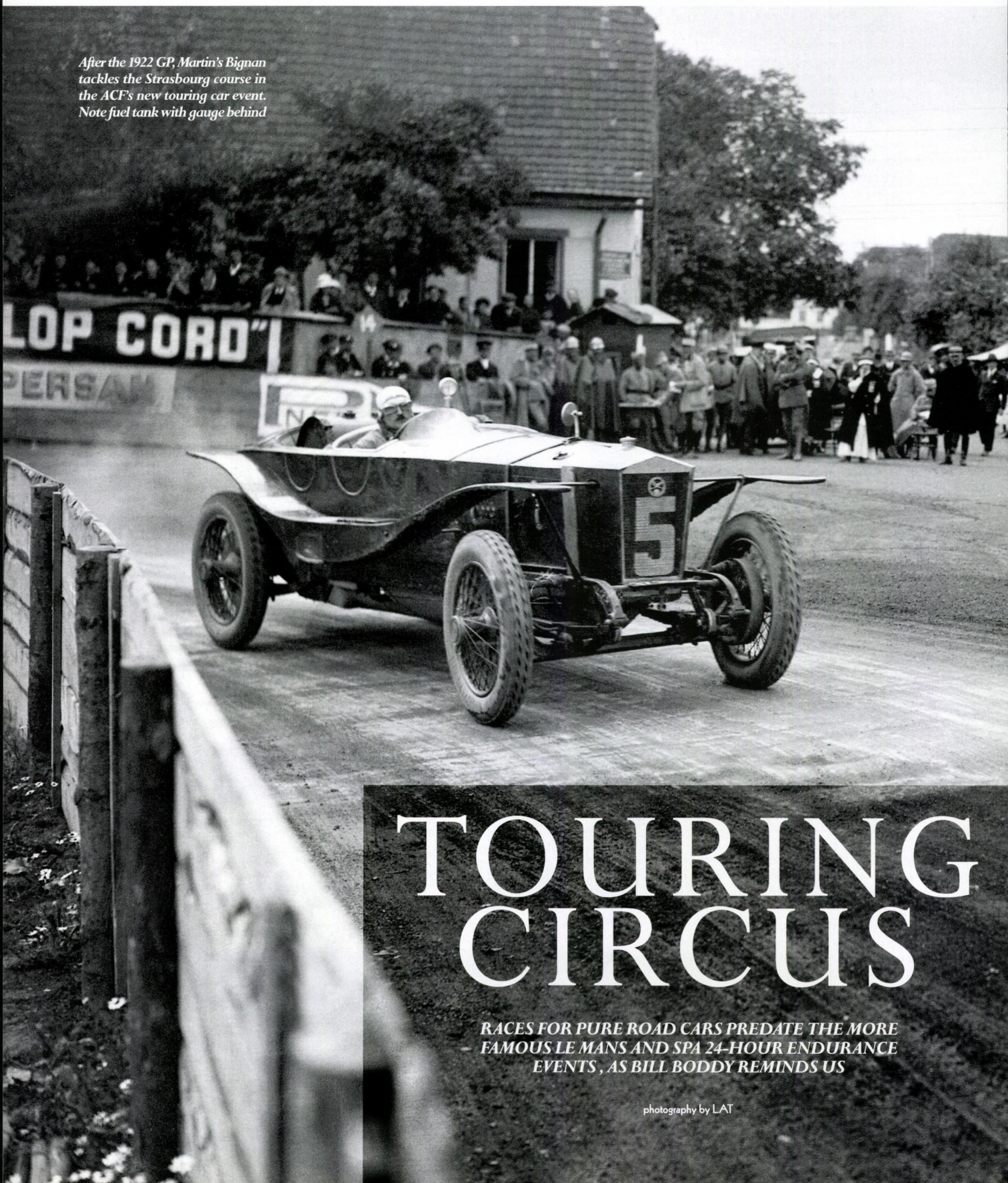
Although the additional transmission components sapped some engine power, it wasn't something Miles recalls being an issue: "I never noticed a tremendous difference in top speed between it and other cars. Audi used to say that rolling resistance was reduced by 4WD, and they had data to prove it. When you're driving fast in a RWD car the rear tyres are in a constant state of slip. With a 4WD car you reduce the amount of slippage. What I did notice was that the car lost more time in slow corners – where you'd expect it to do well – than fast corners. I wrote the IMechE article just before Chapman died, and I asked him where 4WD works best and why he thought it failed in F1. He summed it up beautifully by saying that 4WD works best in situations of low driving torque – exactly the opposite of what you'd expect. In other words, it works in rallies where the traction is so low, or at very high speeds where there's no possibility of an excess of drive over traction."

The layout of the 63 is typical of the 4WD F1 cars of the period. To achieve a more even weight distribution between front and rear axles, the major masses were moved forward within the wheelbase (which could be increased to accommodate the changes). Turning the Cosworth DFV through 180 degrees allowed the modified gearbox (a Hewland) to be situated behind the driver's seat, with the drive taken out at 90 degrees to an epicyclic torque-splitting differential mounted to one side of the car.

"For some reason this car almost always broke when I drove it, and for the same reasons: either the gearshift disintegrated or the fuel pump would seize. I have no idea why, although maybe it was an installation issue as a result of turning the engine around. Likewise, the oil pressure on my 72 always ran about 20psi lower than on Rindt's; he never had any engine trouble and I blew mine up. Again, I have no idea why. I guess someone up there was messing me about!"



The 63 began the season with a front/rear torque split of 40:60, but torque was redirected more to the rear wheels as the season progressed. Asked whether the car responded to the change, Miles says: "It was responsive insofar as it just got worse! It became like a very bad rear-wheel- drive car. Everybody waited for the wet, but it was a dry season. Mario Andretti was the only one to drive the car in the wet, at Watkins Glen, and it was dreadful. By that time the torque split had been changed so that more than 80 per cent was going to the rear [what Keith Duckworth wryly termed two-and-a-half-wheel drive] so it was basically a rear-wheel drive car with only 70 per cent of the rear tyre. I drove it like that at Snetterton and the thing was just awful. As soon as you touched the throttle it spun. There was enough drive at the front axle to make the steering unresponsive, and no traction at the rear."



After the 1922 GP, Martin's Bignan tackles the Strasbourg course in the ACF's new touring car event. Note fuel tank with gauge behind

TOURING CIRCUS

RACES FOR PURE ROAD CARS PREDATE THE MORE FAMOUS LE MANS AND SPA 24-HOUR ENDURANCE EVENTS, AS BILL BODDY REMINDS US

photography by LAT



THE FIRST TOURING CAR GRAND PRIX was held in 1922, one year before Le Mans founded its classic round-the-clock sportscar contest. It was not a race to be underestimated, as it was organised by the world authority for motor racing and record-breaking, the Automobile Club de France, which was responsible for the great French Grands Prix of 1906 onwards. These touring car contests were not the dull events that their title might suggest, because competitors drove what were really sportscars, some being special ones built for these races.

The touring car events used the same circuits over which the ACF would also run its grands prix, so the pioneering event of 1922 was staged on the Strasbourg course. Here the 499-mile grand prix itself had just been fought out on the Saturday, resulting in a victory for Felice Nazzaro in a 2-litre Fiat after beating the Bugatti opposition. The 'touring' cars were set to cover just under 444 miles, the race held on the Sunday.

Little wonder this follow-up was held, because much money had been spent on a 481-yard-long grandstand. It was the best in Europe, with the President's stand in the middle, a press stand beside it and a promenade below, on this 8.5-mile circuit 12 miles from Molsheim. Special trains served car-less spectators.

'Gabriel Voisin saw publicity for his production cars in this, and put in two months of workshop preparation'

The rules were devastatingly drastic. A fuel consumption of 16.6mpg was imposed, the driver had to be alone, with no help with any repairs, a mere drop of water added to a radiator implied disqualification, and minimum weight was 27cwt 62lb, so the cars as raced weighed some two tons, to the discomfort of tyres and brakes. Their bodies had to be four-seaters with ballast representing three passengers, and tails no longer than 31in.

Gabriel Voisin saw publicity for his production cars in this, and put in two months of workshop preparation and a month's on-road testing of his team. His cars had Knight double-sleeve-valve engines with dual ignition, dry-sump lubrication (tank behind dash) and a Solex carburettor. The drivers were Rougier, veteran Arthur Duray, Gaudermann and Piccioni.

The rivals were the Peugeots; ace driver André Boillot was now in charge of the racing department, and put in Artault and Pean as drivers of his other two Peugeots. Knight sleeve-valve engines were again used, with Zenith carburation, and both had 895x135 tyres.

There were 11 starters: four Voisins, three Peugeots, three Bignans and a Martinet, which were filled up with fuel, guarded overnight, and pushed out at 6.30am.

It went well for Voisin. The drivers had to jump in and get going on the starters. Duray was away first but was going so slowly he baulked a Bignan. Boillot was last and soon three Voisins were leading until André and Pean replaced Duray's Voisin. Martinet's car, of his own construction, caught fire on the first lap; but he ran it through some railings into a field, out of the way. Some 26 gallons of petrol fed the flames for half-an-hour.

Each driver had a fuel gauge on the rear-mounted official fuel tank, so by turning round they could see the level, but Boillot's was inaccurate and caused him worry – he had a mere 3/10th of a gallon left at the finish – and Pean's Peugeot ran out of petrol due to a leak.

Thus they finished, Rougier winning at 66.9mph, heading a Voisin 1-2-3. Not a bad pace, as drivers tended to coast at times; the sports-type Voisins were said to be capable of at least 80mph. I wonder how many cars this success sold for the marque?

Although 'Papa' Voisin did not support the Grand Prix de Tourisme which the ACF organised in 1923, manufacturer interest was strong. The race was at Tours, again as a support event to the French GP. The rules were more or less as they were in '22, but the classes were for two-, four- and five-seater cars, with differing consumption, weight, and ballast figures for each and race distances of 184, 241 and 311 miles. I shudder for the scrutineers and race officials!

Despite this, the smallest class had five Aries, three Salmsons, two Mathis and a Sénéchal; the middle category had three of the new 15hp sleeve-valve Peugeots against two Aries; and the five-seater class was headed by ➠

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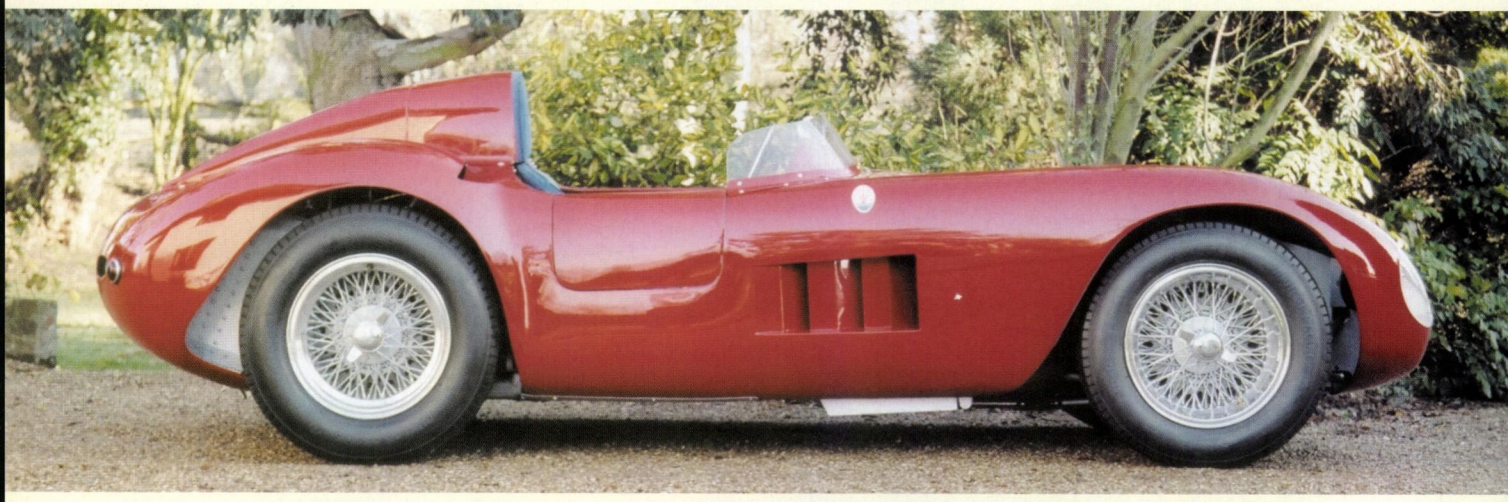
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the Boillot Peugeot trio and a lone Aries. As before, all French cars.

This race took place on the Sunday, the day before that historic French GP, in which Segrave's Sunbeam scored Britain's first GP win.

A field of 21 was towed, three in one go, into starting order by a Renault caterpillar vehicle, reminiscent of wartime tanks. Typically French was the 8am 'off', when the band was drowned by the Gaumont loudspeaker announcing the drivers, veteran Louis Wagner (Aries) among them. Weak mixtures delayed many at the start, two Aries losing 6min.

Those who could get close to the cars ready for the start, officials strictly observing them to see that no extra petrol, oil or grease was added, might have noticed that the Mathis driven by Lahms, Meyer and Bocchi had, in addition to the gauges behind them, little vertical petrol gauges protruding from the scuttles, which ingeniously showed lap-by-lap consumption, including the increased amount they would use on the warming-up lap.

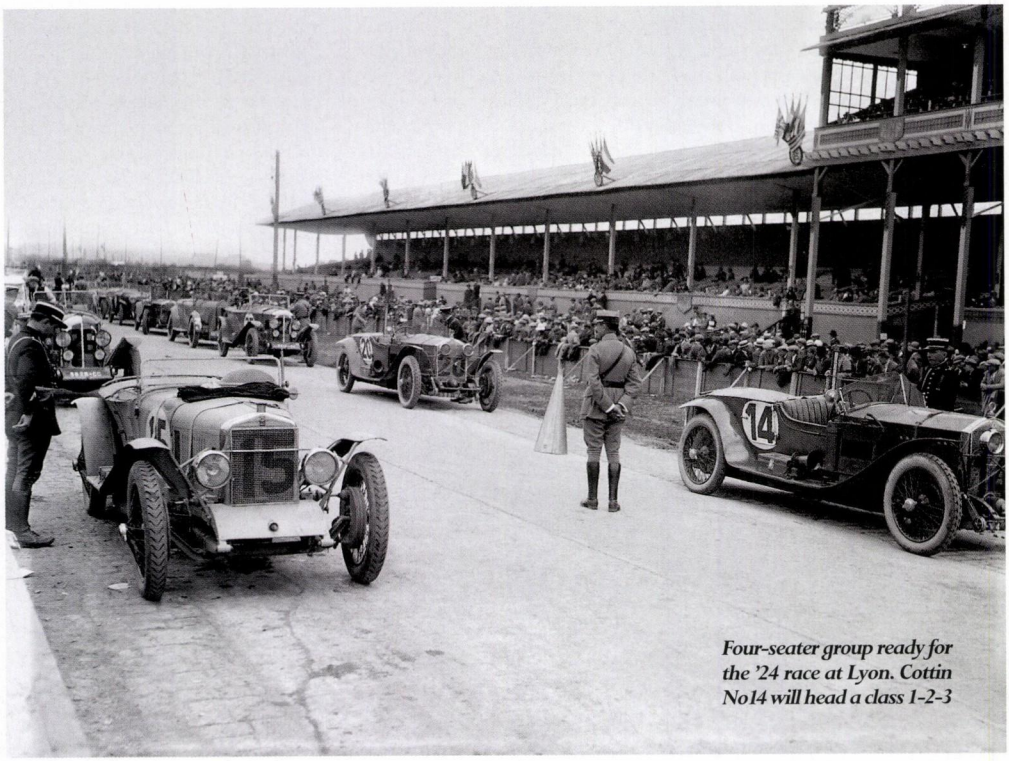
The Peugeots were prototypes of a new model about to make its debut at the Paris Salon, but with the compression ratio raised to 7:1 for the race. A lever cut off air to the special Solex carb when the cars were coasting.

As a race it may not have been that exciting, but it gave useful publicity to the makers of the cars entered and showed considerable engineering experience. The Peugeots won the big-car class, finishing side-by-side, with Boillot as team manager half-a-length in front of the other Peugeots driven by the Morillons. This practice is now often objected to but adopted as emphasis of victory by Talbot-Darracq and Bentley in the '20s, by Mercedes at Aintree in 1955, and by Ferrari within recent memory. The winner had averaged 51.94mph.



Rougier cleans up, after cleaning up in the inaugural touring car race of 1922

Peugeot also dominated the four-seater class with another 1-2-3 finish, headed by Cabaillot at 42.5mph. Lahms took the small car class at a notable 50.8mph, with a race mpg of 47.1, from another Mathis and a Salmson. The Mathis was the forerunner of a future sportscar, with its chain-driven overhead camshaft, its ball-bearing crankshaft and coil ignition. Perhaps lady spectators saw these as cars as possible neat and convenient town runabouts...



Four-seater group ready for the '24 race at Lyon. Cottin No14 will head a class 1-2-3

Many of the cars ran dry just before the finish, to the disgust of drivers such as the veteran Wagner and Sénéchal, who used the starter to get home.

Perhaps the convincing Peugeot performance caused those sportsmen who had seen Segrave win the grand prix, and may later have enjoyed the autumn racing at Brooklands, to make for the Peugeot stand at Olympia's motor show!

The GP de Tourisme was held in 1924 over the great Lyon circuit, a day before the Grand Prix d'Europe (the ACF's French GP) was won by Campari's Alfa Romeo. The strict rules and the classes remained, but it took on a more destructive form, because prior to the race there was an eight-hour qualifying test which began at midnight, when the drivers plunged from the brightly lit pits into darkness; it would be five hours before the sun rose. This ingenious trial of lighting equipment resulted in only five of the cars actually qualifying for the race.

Voisin had built aeroplane-like 3.8-litre cars with a 'fuselage' of steel, wood and duralumin, which was very light. The ballast rules nullified the advantage, but this novelty provoked a remarkable response. The monocoque construction placed the floor lower than would be the case with conventional side-members, and the other entrants got together and protested to the race organisers. When this was rejected they tried to get the press, and anyone who would listen, on their side. Voisin had entered cars in all three classes, but none finished and so the matter faded away.

The Mathis had light bodies of about 7cwt, but the regulations upped this to 27.5cwt. The disc wheels were faired in and the cowl over the front axle held the horns and a tyre pump friction-driven from the nose of the crankshaft. At Tours, the compression was 8:1 but power was cut down by 30 per cent, yet these Mathis were timed at 64mph. A scuttle flap gave quick access to the dashboard wiring, and springs and shock absorbers were faired-in over. The spare wheels were laid flat within the pointed tail with a compressed-air bottle adjacent.

Peugeot entered normal-bodied cars with the usual 3.8-litre sleeve-valve engines, but with enlarged inlet and exhaust ports, and dry-sump lubrication from a tank within the chassis. For daylight, the headlamps could be enclosed within the scuttle.

The La Buire had a nicely finished fabric saloon body of sporting lines; Cottin et Désgouttes was content ➤

with conventional four-seater open bodies with racing tails.

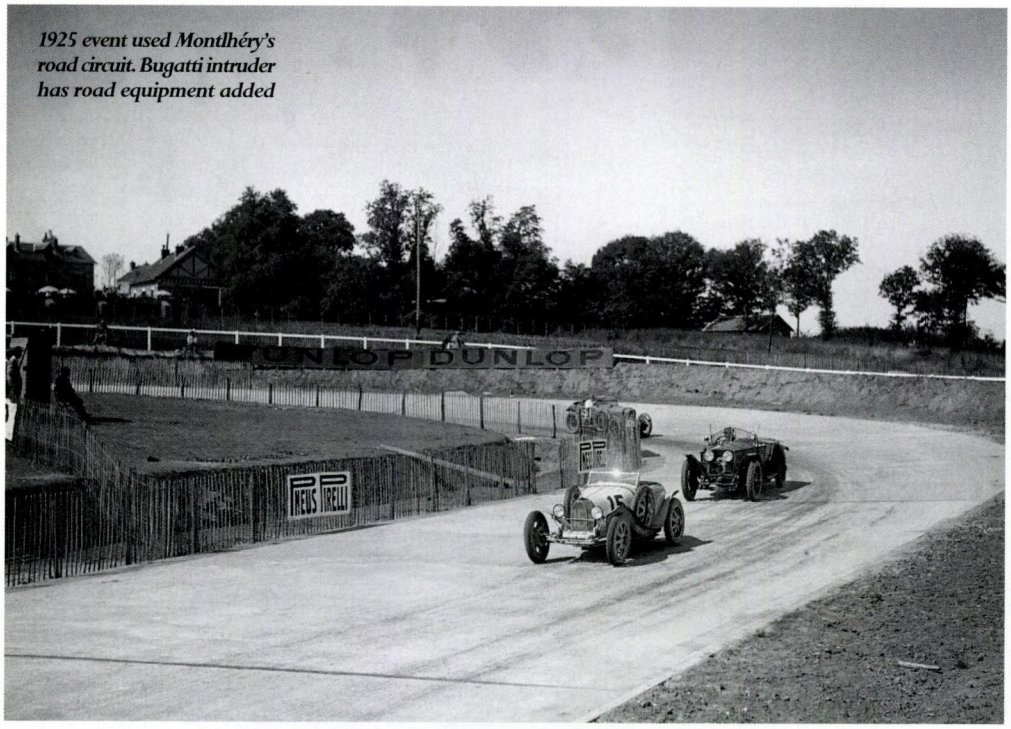
For the initial night race there was dancing and a cinema show to occupy bored spectators, but it was stern work for the drivers, who found it hard to maintain the required minimum speeds, at which some had jeered. Several cars ran out of petrol, including a Peugeot after a pipe broke; not knowing this, the driver pumped the tank dry.

Ferenc Szisz, who had won the first French GP 18 years before, had his engine seize. Voisin engineer Lefevre's starter failed and he was unable to remove the third bolt holding it and so could not install a replacement. Gabriel (Aries), who had been in at the dawn of racing, had a 30 per cent miscalculation in the petrol needed. A Sénéchal burst a tyre and was delayed by a mild accident, and Sénéchal himself had one of his ballast bags drop out, losing him 3-4st of sand, so he was disqualified. Others stopped to replace lamp bulbs. In the end the only clean runs were by the two Cottin et Désgouttes, a Georges Irat, a La Buire and a Steyr.

The race had 30 starters and was almost a proper one, fuel conservation being largely neglected. At the off Bocchi, his starter on strike, made a bump start after pushing the Mathis to a downslope. As the laps unfolded a Steyr overturned and a La Buire clutch gave up in right front of the main grandstand.

A ding-dong duel ensued between the Peugeot of Dauvergue and Gaudermann's Voisin until the latter burst a tyre. Boillot had a wire wheel break up, damaging a brake drum; he continued for a time using only three brakes, but was too slow and retired. His disappointment, however, was dispelled when Peugeot won outright, at 56.75mph, from a pair of Voisins, the bonnet of the winning car never opened. The little Mathis registered a 1-2-3; this was a very praiseworthy result even though there were no other starters in their class, for they had driven decently quickly, their leader, Lahm, averaging 47.29mph. Cottin et Désgouttes took another 1-2-3 in the middle class, led by Lacharney at 55.80mph.

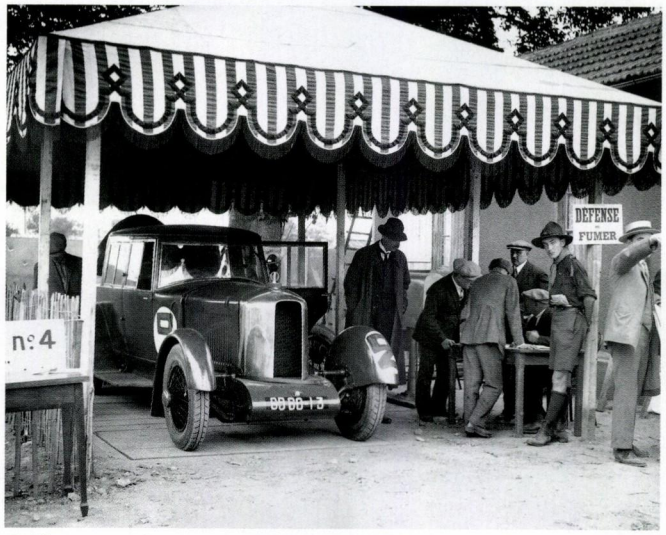
This race moved to the Montlhéry circuit in 1925, and class divisions changed from minimum weight and seating categories to 1.5-litre, 3-litre and 5-litre classes, but with passenger accommodation for two, four or six occupants respectively. The class minimum fuel allowances were 12.8, 15.7 and 24.8mpg for race distances of 652, 621 and 590 miles. Again, only one driver was permitted and he had to accomplish any work needed, but no restrictions were placed on the mechanical specification, so that a Darracq competed with a dynamo substituted for the supercharger as there was night racing, and the grand prix Bugattis were road equipped.



1925 event used Montlhéry's road circuit. Bugatti intruder has road equipment added

Boillot had now decided to use closed, streamlined Weymann bodywork. Ugly but effective, these LHD cars had the 18hp sleeve-valve engine modified as in 1924. Mathis, too, went for elaborate streamlining of its open bodies using enclosed back wheels, accessible by detachable panels, on a crab-tracked chassis.

This was the Paris Autodrome's first road race over the combined banking and 14.5-mile road circuit. It brought in entries of three Peugeots and three Steyrs in the big-car class, three Cottin et Désgouttes for the middle group, Diatto having withdrawn at the last moment, and five Bugattis, three Darracqs, three Mathis and two EHPs in the 1.5-litre section.



Boillot's streamlined Peugeot saloon is weighed before its victorious 1925 race

To preserve petrol, Boillot was lapping at just over 52mph. Wagner's Peugeot was out in the first hour, and Ivanowski's Mathis developed leaking water pipes, which he tore up his gloves to caulk, replenishing the rad with water, Cola and coffee carried on the car, to no lasting avail.

Bourlier's 'racing' Bugatti went out with steering failure, but Boillot managed to lead from Vizcaya's eight-cylinder GP Bugatti, which stopped with water leaks. Not very exciting for the 59 in the massive grandstand! Boillot was their hero after driving for 12.5 hours, one lap extra to make sure of his win, at 53.3mph from a Steyr and Louis Rigal's Peugeot. The Cottins were 1-2-3 in their class (winner Lacharney, 53.21mph); of the 'racers', the Bugattis of Costantini, Vizcaya, Foresti and Goux defeated Ludo's Darracq. Vizcaya only managed 52.24mph.

Occasional further 'touring car' races were held after this, but the only important pre-WWII one was the 1935 Marne Touring Car GP, at Reims, which was won by Perrot's Delahaye.

Since then it has more usually been sportscar and racing car events which have dominated the motorsport field, but we should remember the sizeable contribution to road car development of these early touring car challenges. M

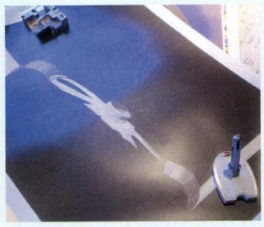
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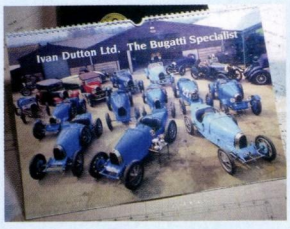
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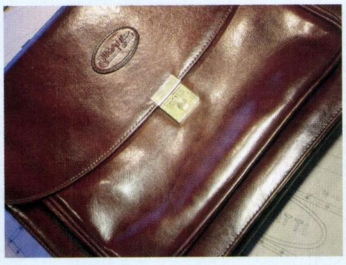






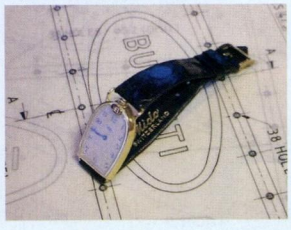






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LIBERTE, EGALITE VELOCITY

BUGATTI WAS A FADING GP FORCE BY THE MID-1930s, BUT ITS LE MANS VICTORIES WERE STILL AHEAD OF IT. PHIL LLEWELLIN SAMPLES ITS WINNING 57G OF 1937 – AND TELLS OF THE FRENCH HERO WHO RACED IT

photography by Martyn Goddard

FRANCE'S INDOMITABLE ROBERT BENOIST WAS THE HERO WHOSE OUTSTANDING exploits in racing cars were nothing to his deeds when the world was twice engulfed by war. Being hailed as grand prix racing's first world champion – at the wheel of a Delage in 1927, long before today's title was inaugurated – is an almost insignificant part of his gallant, tragic story. Away from the cars he drove so well, Benoist displayed outstanding coolness, courage and daring as a pilot in WWI and as one of SOE's agents between 1940-44. Escapades worthy of a Hollywood adventure movie ended when he was captured, tortured and murdered.

Seven years earlier, Benoist and Jean-Pierre Wimille had shared a Bugatti T57G to win Le Mans at the record average of 85.14mph after raising the lap record to 96.43mph. Their nearest rival, a Delahaye 135CS, was 64 miles behind.

My pulse is racing right now, because I'm about to be let loose in the very same car. This would be a stressful moment even in ideal circumstances, because the car is worth a fortune. But the conditions are about as far from favourable as they could be, short of Mother Nature unleashing a freak blizzard. Time is running out, due to a mechanical problem, and so I'm going to drive this big, powerful, mettlesome hunk of history in mid-afternoon traffic on Broad Street, Philadelphia's main highway.

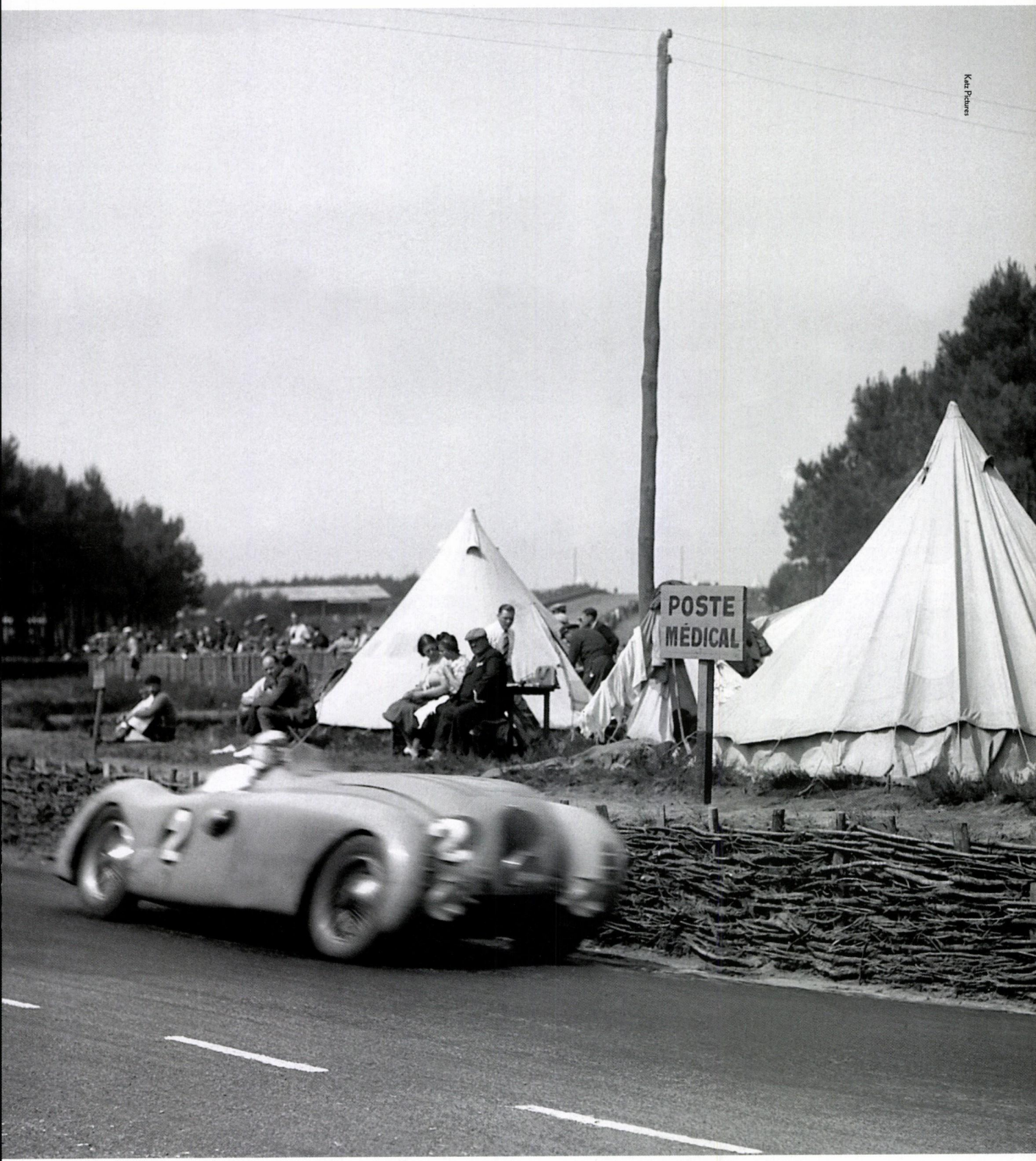
I have no idea what will happen when I engage the clutch, which feels as light and responsive as a concrete block, or when I grapple with the gearbox and shove the cable-operated brakes. "Don't worry – we're real close to several hospitals if you have a heart attack," jokes the car's effervescent minder, David Lloyd George II. He is blissfully unaware that my medical history includes several encounters with coronary care specialists.

ETTORE BUGATTI HAD HIS PROBLEMS, TOO, IN THE MID-1930s. THE WORLDWIDE depression was bad news for a business dedicated to making small numbers of exquisite and expensive cars. The fact that the enormous Type 41 Royale failed to attract a single royal customer epitomised this. On the track, his ➳

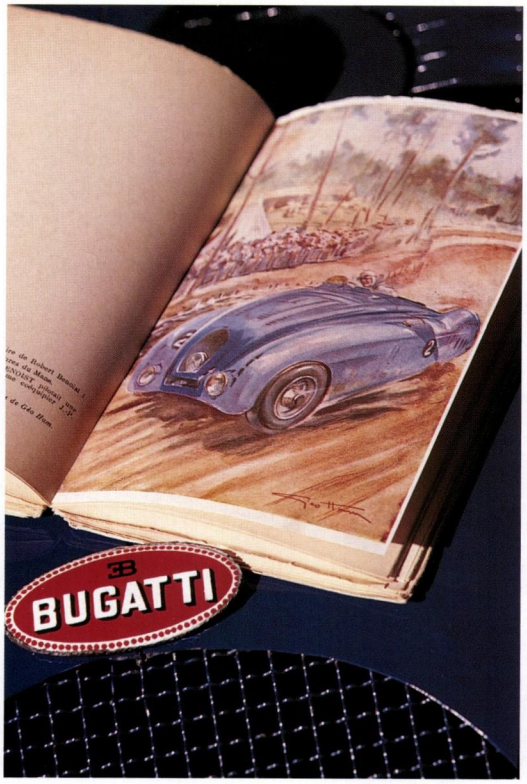




Benoist leads Delahaye of Laury Schell/René Carrière at The Esses. Left: Author Llewellin gets to grips



Katz Pictures



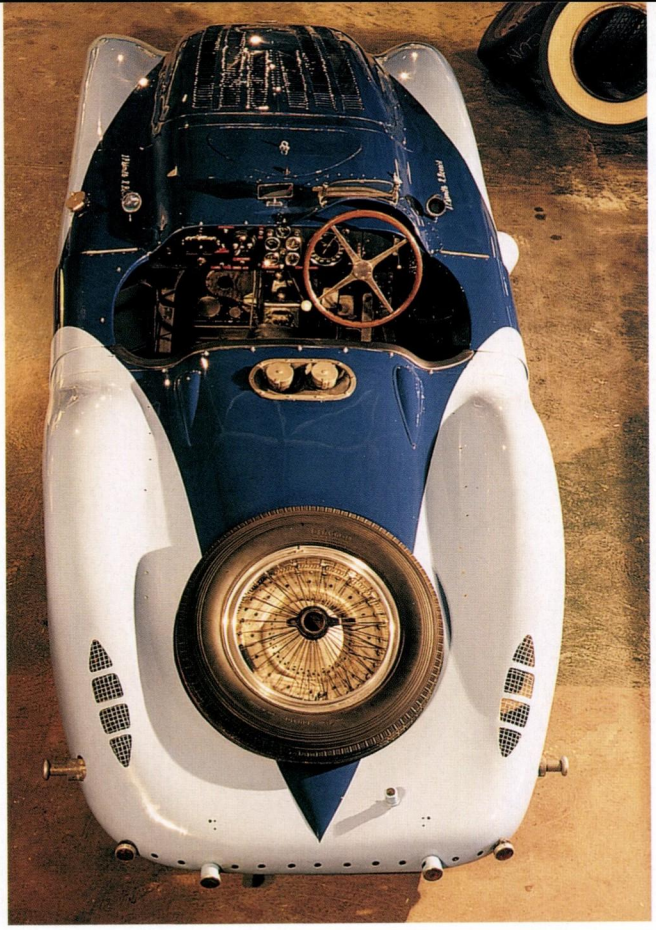
World famous badge, uplifting victory, celebratory artwork



Second 57G of team entrant Roger Labric and Pierre Veyron (1) retired because of a fuel leak



Dash provides driver with plenty of info on long-distance journeys. Seating position is very 'vintage'



Streamlined body gave car a high top speed. Note outboard jacking points



Famous name plate on scuttle. Le Patron's fils, Jean, deserves credit as well

marque's reputation at the highest level had been shaded, first by Alfa Romeo, then by the state-backed might of Mercedes-Benz and Auto Union. By 1937, the brightest star in Bugatti's firmament was the Type 57, for which Ettore's son Jean takes much of the credit.

Launched in 1934, and destined to be the most popular of all Bugattis – about 750 were sold before production ended in 1940 – this gorgeous *grand routier* was based on a conventional chassis frame with non-independent suspension by leaf springs. Power came from an elegant, 3.3-litre straight-eight with twin overhead camshafts driven by gears at the rear of the six-bearing crankshaft. Naturally-aspirated and supercharged versions delivered between 135bhp and 200bhp, and a prudent rev limit was 5500rpm. Performance obviously depended on factors such as chassis length and bodywork, which ranged from saloons to ravishingly rakish roadsters and the Atlantique coupés.

Marque expert Hugh Conway admits that, after the 1935 season, details of Bugatti's racing programme become "involved and very confusing to the humble historian, without accurate factory records". However, we know that three sensational Type 57G sports-racers made their debut in the following year's French Grand Prix.

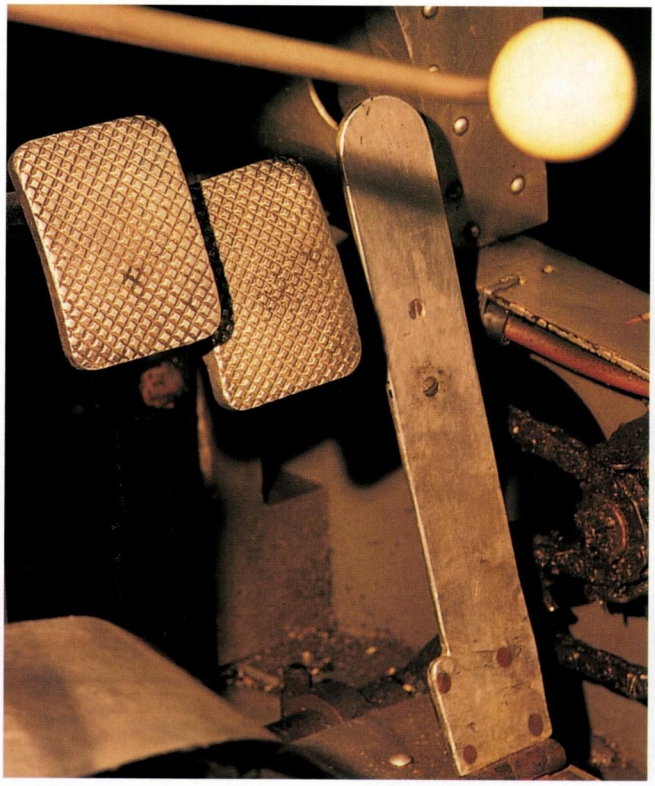
The mind's eye sees Bugatti's racing cars with exposed wheels, but these new cars had an all-enveloping, long-tailed body that may not have been beautiful, but carved a much cleaner path through the air than most of its rivals. The subsequent 'tank' nickname recalled the quartet of slab-sided, ultra-short-chassis Bugattis that had contested the 1923 French GP at Tours. Their strange appearance prompted one commentator to denigrate "weird bodies, almost enveloping the chassis and wheels, to reduce wind resistance". But those smooth, low-slung, 2-litres were good for almost 120mph.

A problem with the starter motor on our two-tone-blue Bugatti gave me plenty of time to study the car and reflect on the Type 57G's history. The shape was controversial, but the doubters swallowed their words when the car driven by Wimille and Raymond Sommer kept a posse of Delahayes at bay to win on its debut. Wimille also won the Marne GP at Reims, where Benoist finished second and their team-mate, Pierre Veyron, was fourth. A little later, those drivers – and Grover Williams – set a bunch of Group C world records for cars with engines of between three and five litres. Benoist packed 135.42 miles into an hour and helped his comrades hoist the 24-hour mark to 123.93mph. What power the unsupercharged 57G's engine cranked out is open to speculation, but Conway credits the road-going Type 57S version of the straight-eight with "about 170bhp" at 5500 rpm. The torquey racer must have a little more muscle, thanks to lighter pistons, bigger valves and a slightly higher compression ratio.

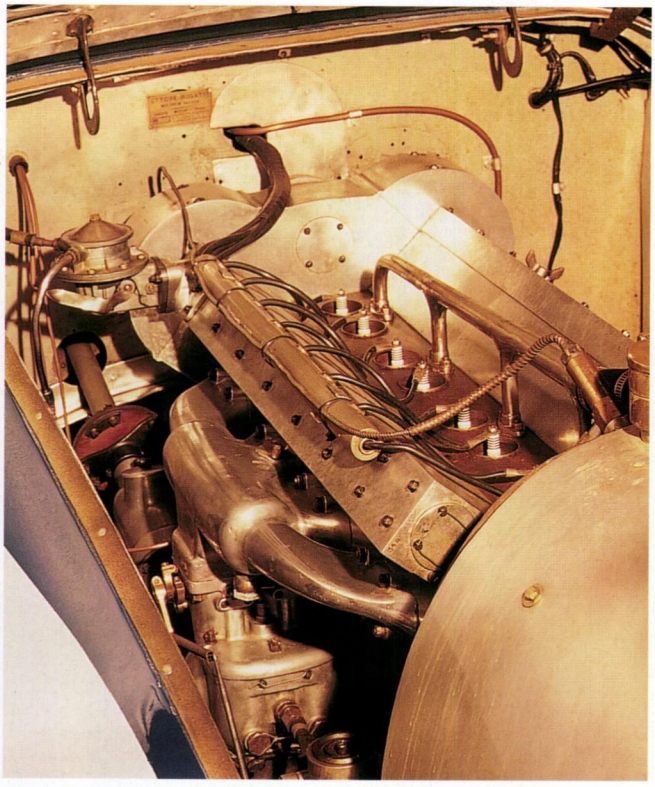
Photographic evidence reveals the record breaker to be the car in which Benoist and Wimille won Le Mans. Details that catch the eye after sweeping along its wafer-thin aluminium body, which is 186in long by 68in wide, include the exposed spare wheel, twin filler caps for fuel – enough to race for just over 300 miles – and the stubby, shrouded light that protrudes at an angle from just ahead of the driver's door. It was fitted to illuminate pit signals while racing at night.

I counted 242 louvres cut into the bonnet. Secured by two leather straps, which must have been awkward to release in the hurly-burly of a rain-lashed nocturnal pitstop, it lifts to reveal the cowling that ducts air through a squat version of Bugatti's horseshoe-shaped radiator. This component is shared with the Type 59 grand prix car. So are the eye-catching 'piano wire' wheels whose spokes handle radial loads while torque generated by accelerating and braking is managed by ring-gear teeth in the rim which interlock with counterparts in the brake drum.

Getting aboard is a challenge. Having negotiated the tiny door, which lifts rather than swings, what matters most is not making a foot-shaped hole in the aluminium floor. So you stretch and swivel to bridge the gap between the outside of the body and the trustworthy chassis rail. The driving position is almost lean-forward rather than merely upright, and there's no rearward adjustment, so you sit vintage-style, very close to the big, four-spoke wheel. The dashboard is busy with impressive switches and dials, the most important being the huge Jaeger rev-counter, which reads to 8000rpm, and the gauges for oil pressure and water temperature. There's a large oil tank away to the left of the cockpit, beyond the four-speed gearbox's long, slender, cranked-back lever.



Pedals are cramped, gear lever is willowy. Note chain brake compensator



Typically sculptural unit dishes out less than 200bhp in unsupercharged form

The starter has now given up the ghost, but a short push and a slick snick into second gear cajoles the straight-eight into rasping, roaring, intoxicating life. This happens in a very confined space packed with many other equally exotic cars – Alfa Romeo, Bentley, Stutz, Mercedes, Auburn, Ferrari, Cunningham, Maserati, Delahaye, Aston Martin, Jaguar – because the Bugatti's home is an outwardly anonymous second-floor building in the city centre. I hop into the passenger's seat, quivering with a mixture of boyish excitement and adult concern, while George takes the wheel and blasts into the traffic as if he were driving a clapped-out Chevy worth no more than 10 bucks. At the anything-but-casual end of the spectrum, I now know how people will react when a UFO lands in Philadelphia.

"How about here?" George asks, stopping where tree-lined Broad Street's traffic is slightly less likely to be a problem. I try to sound stoical, croaking something about this being a long way from the Mulsanne Straight, and note how my knuckles match the gear lever's white knob while contrasting with the steering wheel's wooden rim. More seriously, I also register how close the pedals are to each other, notably the clutch and brake, despite this old warhorse being so wide overall.

But there are three items of good news: the first being that Bugatti built right-hand-drive cars; the second is that Ettore favoured conventional pedal positions rather than the potentially expensive pre-war alternative, which puts the accelerator where Mr Modern Motorist expects the brake to be; the third is that this gearbox has the familiar 'H' layout, whereas some Bugattis locate second and fourth where first and third usually are.

The clutch is a tad less uncompromising than its counterpart in the only other racing Bugatti I have ever driven, a truly ferocious 4.9-litre Type 54, but there's very little travel. Worries about stalling and not being able to restart without a push dictate plenty of revs, so the difference between standing still and getting going is as sudden as flicking a switch.

The motor emits a spine-tingling martial music – a terrific howling of gears mingles with the crackle from the exhaust system's six small tailpipes – but I'm far more concerned by the risk of ghastly noises coming from the gearbox. Gently from first to second, pausing in neutral to let the revs drop, then an anguished "Aaaargh!" followed by an Anglo-Saxon expletive as my attempt to slot third results in an awful crunching graunch. More concerned about making a critical left turn, I must have hit first after failing to move the willowy lever right across the gate.

But the high tide of something close to heart-stopping panic slowly ebbs away as I begin to get a feel for the big Bugatti. The shifts start going to plan most of the time, the brakes are acceptable – granted a big right foot is required – and the steering recalls my Jaguar XK120 in that it's heave-and-grunt heavy at low speeds, but fine when the 'Bug' gets into its stride.

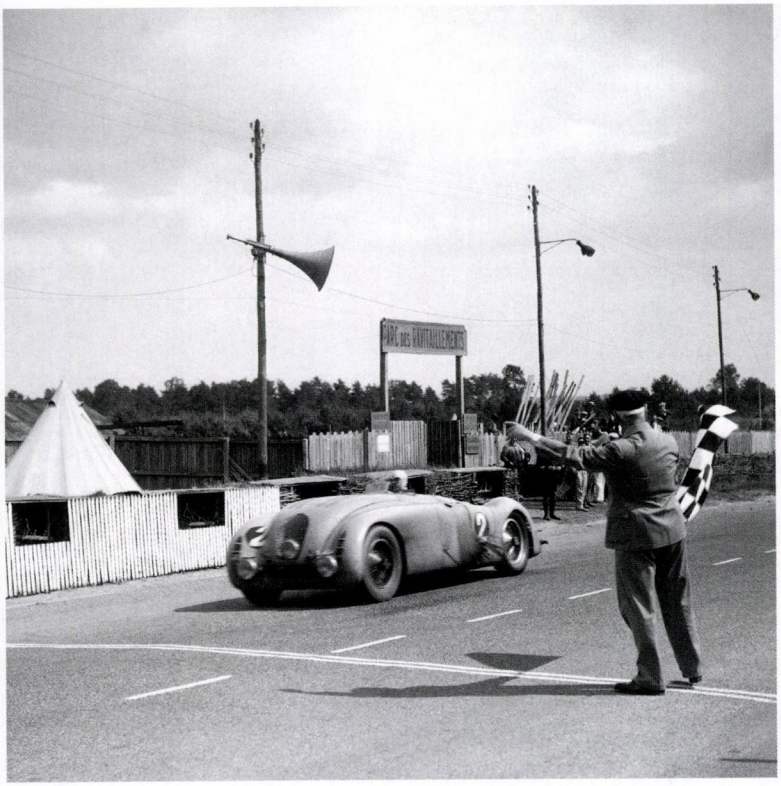
The roadside trees, the cockpit's heat, the drive-train's visceral scream and the view through the little aero-screen down that long, broad, heavily ventilated bonnet, plus a dash of imagination and romanticism, together provide more than enough stimulus to make me believe this is Le Mans in 1937. There's no real opportunity to see how the Bugatti corners on its Dunlop Fort tyres, but the impression is of a nicely balanced car that responds to the throttle as well as the steering.

I give thanks for the fact that Ettore took this historic racer to Bordeaux, where it was hidden when the winds of war started sweeping across Europe in September 1939. A gentleman by the name of Gene Cesari shipped it to the USA in '61 and some time later offered it for what it had cost him – next to nothing, almost certainly – to the Automobile Club de l'Ouest, which has staged Le Mans ever since the first 24-hour race was run, way back in '23. The club had the mind-blowing cheek to say it would accept the car as a gift – but only if Cesari paid all the transport costs. He declined.

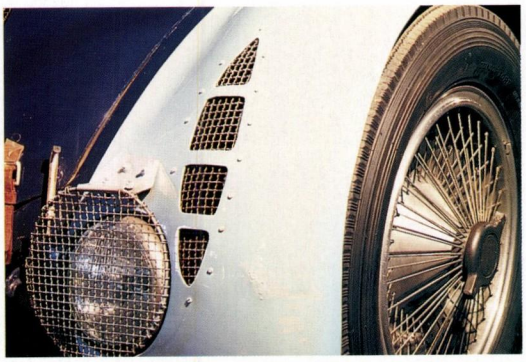
The Bugatti is now worth several million dollars, but its real value is as a fitting memorial to Benoist, the heroes' hero, who was arrested by the Gestapo on June 18, 1944. The Captain's last words before he was hanged from a piano wire in Buchenwald concentration camp are said to have been a defiant "*Vive la France!*"

Those who escaped that fateful Nazi swoop included his partner in the Sarthe success, Wimille. Jean-Pierre jumped through a window, hid in a river and survived the hostilities to become one of the immediate post-war era's greatest drivers. M

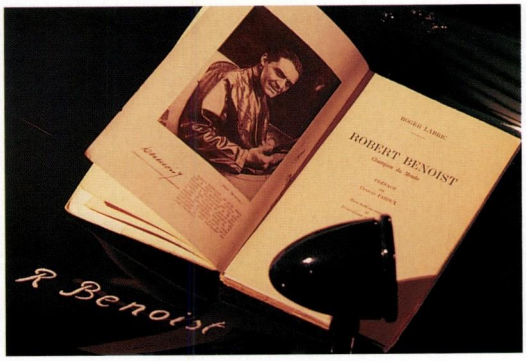
Katz Pictures



Wimille crosses the line to win, having broken 2000-mile barrier just live laps previously



Unusual radial-spoked wheels were Bugatti motif of the era



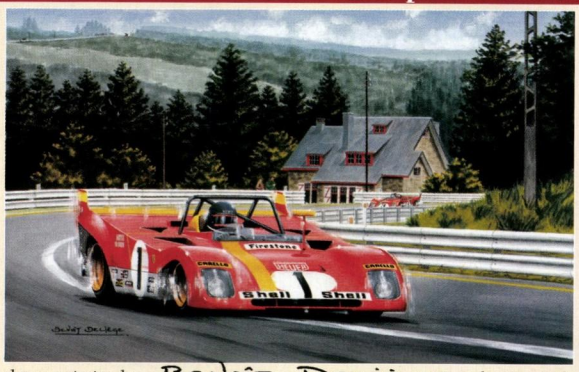
Robert Benoist: world-class race driver, first-class gentleman



Philadelphia's streets reverberate to Le Mans-winning sounds. Car tricky initially, but happy in traffic

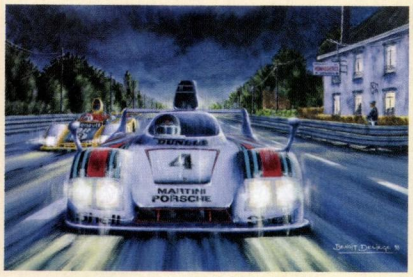
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Dragon News



LAT

COROLLA COASTER

IT DOESN'T GET MUCH TOUGHER THAN TO BE JUST YARDS FROM A WORLD CHAMPIONSHIP – AND HAVE IT SNATCHED AWAY. JOHN DAVENPORT EXPLAINS

TO PARAPHRASE LADY BRACKNELL, TO LOSE ONE WORLD TITLE may be regarded as a misfortune, to lose both looks like carelessness. At the start of the 1998 RAC Rally, the factory Toyota team had a chance to sweep the manufacturers' and drivers' world championships: it was leading the former by four points, while Carlos Sainz was only two points behind Mitsubishi's Tommi Mäkinen and well clear of the rest.

Sainz: "The pressure was there, but remember this is the truest of all the world rallies that you do. It's like taking exams – they are all important, but there's more pressure on the last one."

Toyota Team Europe boss Ove Andersson could afford to feel quietly confident. The new Corolla WRC was now fully competitive and his two drivers, Sainz and Didier Auriol, were at their peak, having chased Mäkinen hard in Australia two weeks earlier.

There would be no repeat of that Oz battle, though, for Mäkinen hit a concrete block on the first day. The impact ripped a rear wheel off his Lancer and he was forced to retire – despite a high-speed, three-wheeled public-road dash that endeared him to his fans, though not to the local police!

The title, it seemed, had landed in Sainz's lap. All he had to do now was finish fourth and the drivers' title would be his. "It was only Mitsubishi that worried us," he says, "and it looked as if Subaru would do the job for us in the manufacturers' – for Colin [McRae] was flying. For me, the job was to stay on the road."

The first warning sign came early on the second day when Toyota's back-up driver, Marcus Grönholm, went out with an engine fire. But Auriol was sticking with the leaders, and when the Subarus of first Ari Vatanen and then Colin McRae retired, it looked as if Toyota would indeed net both titles. But that is not the way rallying works. First Auriol all but drowned in the Sweet Lamb ford, and then his clutch started to play up. On the next stage, his gearbox cried enough and he was out.

This left Sainz as the only chick in the Toyota nest. Should he speed up and go for the win, brushing aside Richard Burns in the Mitsubishi and Alister McRae in the remaining Subaru? "I talked with Ove and he told me that it was silly to risk losing both titles when at least the drivers' crown seemed secure. So it was decided that I would run steadily in third place – and be careful."

Just before this conversation Sainz had made a small error and shot up a firebreak: "Reverse didn't work and we had trouble getting out." A couple of minutes were lost, but more worryingly, was he about to fall victim to the transmission problem that had stopped Auriol?

The final morning was particularly nerve-wracking as the initial stages were wreathed in fog. These weren't the right conditions in which to be fighting, as the younger McRae discovered when he left the road. Behind Burns, the Ford Escort of Juha Kankkunen had muscled past Sainz, but it didn't matter since the only one other car, Bruno Thiry's Escort, was in range of his third place.

So Sainz and co-driver Luis Moya began the last stage, the 16 miles of Margam Park, with a reasonable expectation that within 20min they would be the world champions again: "It was going well, I never used more than 8000rpm and the car felt good. We could see the finish line. And then there was this bang. The car went onto three cylinders and then it just stopped. It was a truly terrible moment. Unbelievable."

It was a moment he shared with millions of TV viewers, who witnessed a spellbinding example of sporting failure, live. A wide-eyed Sainz, stunned; a tearful Moya exploding, performing a Basil Fawlty car-kicking act before hurling his helmet through the back window.

A later inspection of the car revealed that a conrod had let go. It was a catastrophe for Toyota, a bitter experience for Sainz: "The next day, they changed Didier's gearbox and clutch and took his car testing. It went 4km before a rod went through the side!" M





Climbing from Firenzuola towards famous Futa Pass. Map (right) emphasises rally-stage nature of track

TRACK TESTS

MUGELLO

SICILY'S TARGA FLORIO HAD A CONSIDERABLY FASTER, MORE MOUNTAINOUS COUSIN OVER ON THE MAINLAND. PAUL FEARNLEY SCALES THE FUTA PASS – AND MUCH MORE

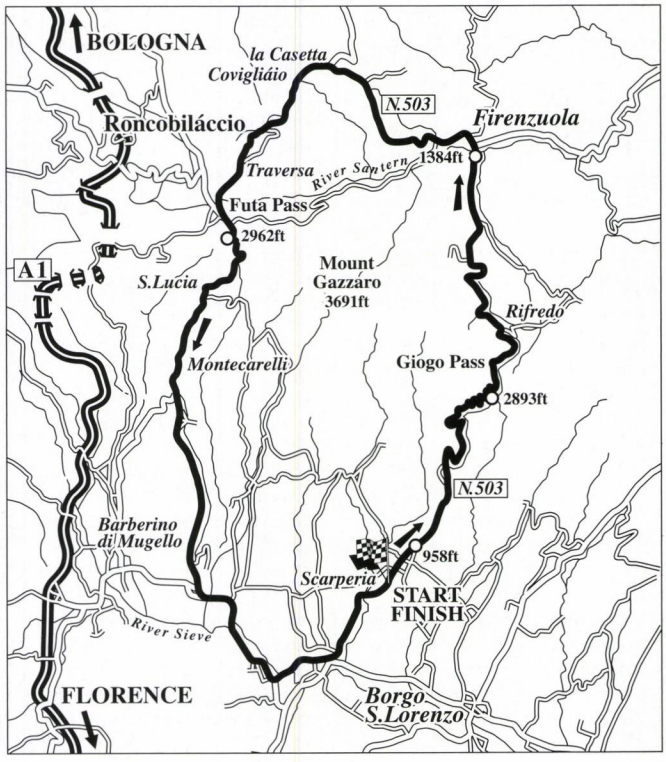
photography by Malcolm Griffiths/LAT

TAZIO NUVOLARI COMPETED HERE JUST ONCE. HE DIDN'T KNOW THE CIRCUIT AND had little time in which to practise. His car was not the fastest in the race...

Stop. I know what you're thinking – but this time there was no miracle drive: the Flying Mantuan was out of sorts and off the pace. His Alfa Romeo 6C 1750 finished ninth overall and sixth, repeat, sixth in class. And he wasn't the only one: the brilliant Achille Varzi was cast in the unfamiliar role of also-ran, too. Neither genius was a match for the (admittedly faster) 1.5-litre GP Talbot of Count Gastone Brilli-Peri that June day in 1929. The Florentine aristo had made his four-wheel debut at Mugello in '20, and had won the race three years later at the wheel of a Steyr. Local knowledge was a big help here: Emilio Materassi was born in nearby Borgo San Lorenzo and scored a hat-trick of wins in 1925-28 (there was no race in '27).

Spool forward 40 years. Nino Vaccarella was the king of the Targa Florio. And *he* considered Mugello to be even more demanding than the Piccolo Madonie he knew so well. Mugello's descent of the famous Futa Pass, he said, was the most difficult stretch of road he'd ever had occasion to aim a full-shot sports-racer along. Bear that in mind for what happens next. Please.

Snapper Griffiths and I had arrived at almost the track's highest point ➳



– 2962ft at the Futa's summit – to discover swirling fog and clinging rain. These were hardly the conditions in which to learn the limits of our Yellow Fly supercar and so I trundled along, trying desperately to remember if Ferrari's PR man had explained that, yes, it is fitted with ABS. Our fat low-profiles seemed to sit atop the standing water rather than cut through it, while all the time darting about on a road surface in urgent need of repair. It was then that I noticed it – through the narrow, misting-up slot behind my head.

It can't be. It is! An MG Metro. And it's not even a Turbo! At its wheel is Andrea Monstermini: one hand on wheel, one elbow on ledge, one cigarette in mouth. I speed up, but he sticks resolutely to my rear bumper, not that our glorious, magnificent, visceral 360 Modena Stradale has got one. Andrea is determined: he clearly knows where he's going; I do not. It's time to swallow my pride. I back off and ease over; he changes down and is gone. The shame.

The next day dawned sunny, and as we blared and blatted along in the most exciting road car I have ever driven (by some distance), I kept an eagle eye out for Mr Safety Fast. To no avail. Next time, my friend, next time.

And there will be a next time, for the beauty of Tuscany's Chianti hills is truly intoxicating. While the bulk of mid-1960s British motorsport was cramming into a featureless, disused WWII airfield for its biggest race of the year, those truly in the know were wending their way here, for eight laps of 41 incredible miles, superb food, fantastic wine and an uplifting atmosphere. For somehow the Circuit of Mugello had received sportscar world championship status (from 1965-67). It was clear, however, that this dinosaur was close to extinction, and that if you missed this one, you might not get another. It was time to make hay...



Biondetti's memorial sits astride Futa's summit – at almost 3000ft

'A high summer date was essential for a venue with such a vertiginous elevation change – over 2000ft'

And how the Tuscan sun shone. A high summer date was essential for a venue with such a vertiginous elevation change – a whisker over 2000ft – because it was the only way to (almost) guarantee stable conditions (and melting roads) along the track's tortuous length. The organisation was not the best, but that was part of the charm. And in any case, once you had accelerated out of Scarperia along the N503 and began the ascent of the Giogo Pass, that runs west of and parallel to the Futa, everything else – even the next bend on occasion! – was forgotten.



Start/finish area was latterly situated on outskirts of Scarperia. A trio of 906 Porsches await individual release in 1967. Cella/Biscaldi (63) finished fourth



LAT



THE CRAZIEST F3 RACE EVER

EVEN IN A ROUGH-TOUGH SPORTSCAR, MUGELLO WAS CONSIDERED TO BE AN ATTRITIONAL RACE. Imagine, then, hustling a spindly F3 screamer around here...

Nah, it could never happen.

Er... not so. In order to bolster the spectacle of 1966, the organisers decided to stick just such a race onto the front of the main event.

"It seemed a mad idea even then," says Vic Elford. "They sent all the F3 cars out for one lap of practice – and only a handful of them came back!"

In the race the cars were released in pairs, 20sec between each – all 5min before the big bangers got under way. It was a two-lap affair, and once these had been completed, the F3 competitors were free to take up their secondary positions – as co-drivers in the sportscar race!

The battle for the lead – after 'Geki' had launched his Wainer into infinity and beyond somewhere along the Giogo – was between two Brits: Jonathan Williams and Boley Pittard. The latter's BWA was leading on the road – and on time – until it spun on the second run over the Giogo. He crossed the line still in the 'lead', but Williams' de Sanctis was close enough behind to take the victory on corrected time.



GP Library

Corrado Lotti's Ansaldo passes Scoglio del Castro school in 1921. Judging by his angle of passage, Mr Lotti is more committed than our Ed in this fast right



Hairpins abound on both passes but overtaking wasn't a problem, according to Vic Elford. A Lancia and an Alfa Romeo attempt to prove his point in 1968

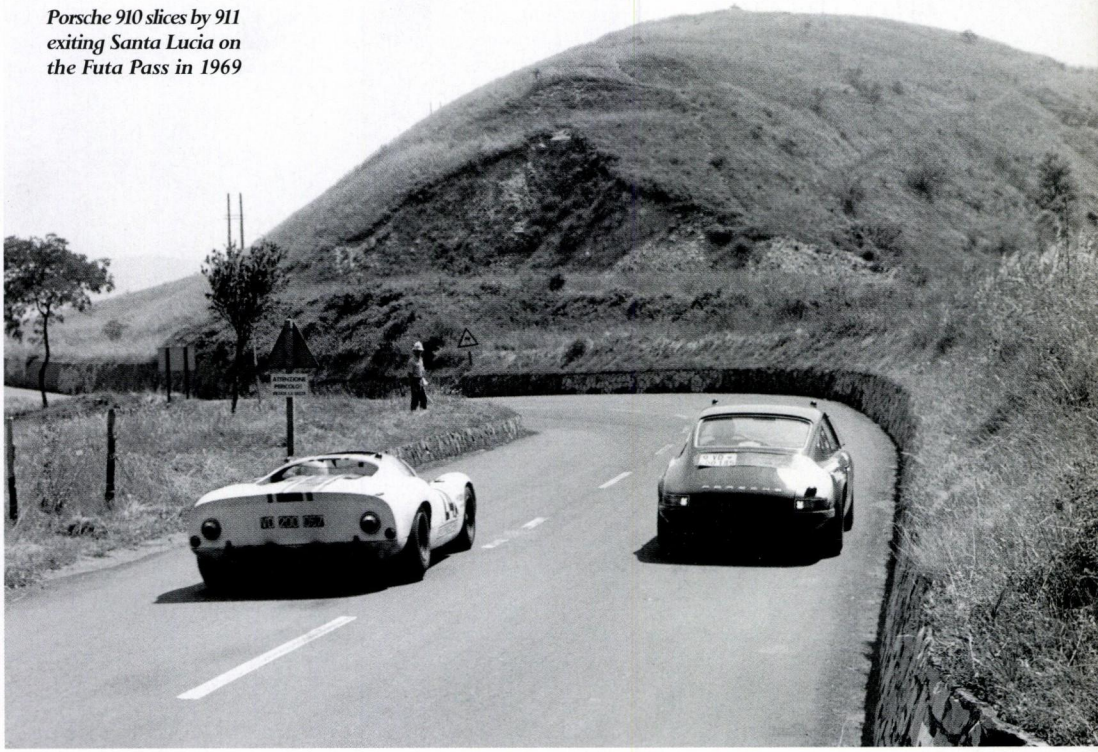




both: LAT



Porsche 910 slices by 911 exiting Santa Lucia on the Futa Pass in 1969



Older and narrower than the Futa, which was opened in the 1750s, the hairpin-strewn Giogo rises to 2893ft and accounts for the first 10 miles or so, its path unwinding and straightening as it drops down into the River Santerno's plain and heads for Firenzuola (Little Florence). Built in the early 14th century by the Florentines to secure this important trading road to and from Bologna, this fortified town was no match for the heavy artillery of over 600 years later, and was badly damaged as the Allies sought to breach the Axis powers' Gothic Line, a sequence of mountain-top defences.

Firenzuola has since been rebuilt and boasts a one-car-wide, colonnaded main street which features a stone arch at either end. The earliest races – the first of which was a regularity trial in 1914 – used to barrel through here, but by the time Jo Schlesser was wrestling Ford France's 7-litre MkII around in 1967, the track had thankfully taken a right-left-left diversion over the river.

The latter 90 left puts you on a heading for the Futa, which is joined at la Casetta. You're still on the N503, but this section is in far better condition – and passes through photographer heaven: flaking paint, autumnal umbers, ochres and sepias, rolling vistas and cyan skies. It's quiet, too. It's as if the road has been closed... Our barking V8 is gunned, the six-speed paddle shift is flicked-and-flacked. Had the race not been canned for good after a second consecutive win for Arturo Merzario and Abarth in 1970 – the new, Schumacher-friendly Mugello was opened four years later – the bulk of the entry today would surely comprise rich young bucks aboard their Modena Stradales. It's in its element. As the revs rise, your imagination begins to wander: now you are trying to keep it neat and tidy, trying to do just enough to stave off the charging Porsche 910 of Jo Siffert, trying to give (ahem) Alfa Romeo its first win here for more than 40 years...



Paint is in short supply, but Italy has bucketloads of atmosphere

'Had Seppi not been asleep, shoes and socks off in the back of the car, Porsche might have prevailed'

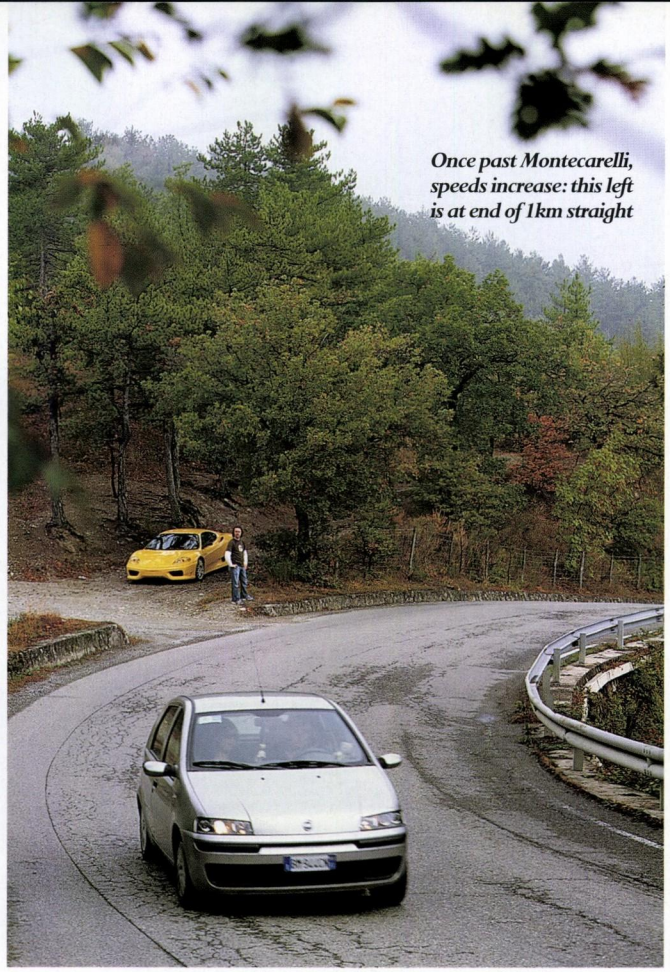
The race had lost its championship status by 1968, but it still meant a lot to the Milanese firm. For it was here in '20 – the first running after WWI – that Giuseppe Campari scored the marque's maiden circuit victory. The opera-singing racer repeated this result in '21, but Alfa Romeo drew a blank thereafter during the circuit's first era, i.e. up to '29 – Isotta, OM and Itala taking the spoils instead.

Upstart Ferrari conquered, courtesy of Umberto Maglioli's 750 Monza, when the race was revived in 1955, but there followed a nine-year gap before the event got its second wind.

And still Alfa struggled, Autodelta's shambolic efforts put into context by the calm efficiency of Porsche: Gianni Bulgari's 904 won in '64; Gerhard Koch and Jochen Neerpasch's 906 Carrera 6 took the spoils in '66; and the 910 of Udo Schutz/Gerhard Mitter led home a Stuttgart 1-2-3 in '67. The only glitch was a Mario Casoni-led 1-2-3 for Ferrari's 250LM in '65.

Autodelta was determined to win in 1968 and sent four of its two-litre T33s. And yet they all had to give best initially to an inspired Siffert in a privateer Porsche 910. Had the Swiss star's co-driver Rico Steinemann been more comfortable with the car, and had 'Seppi' not been asleep, shoes and socks off in the back of a car, when Rico came in unexpectedly after a single, spin-filled lap, Porsche might have prevailed again. Instead Nanni Galli, who had taken over the remaining Alfa from an unwell Vaccarella, did enough to hang on and score that long-awaited victory.

WE'RE UP ON THE FUTA AGAIN, ABOUT HALF-DISTANCE, RUNNING NORTH-SOUTH; the Mille Miglia tended to tackle its most well-known section in the opposite direction. This stretch used to be in better condition than the narrower Giogo – even when the roads were unmade – but now the boot is on the other foot. There is a large quarry along here and its lorries pound the surface day in, ➤



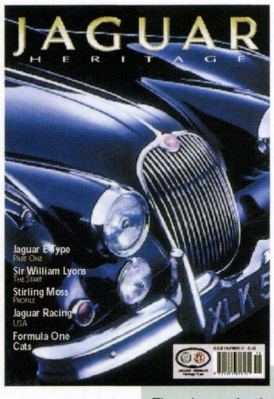
Once past Montecarelli, speeds increase: this left is at end of 1km straight



LAT

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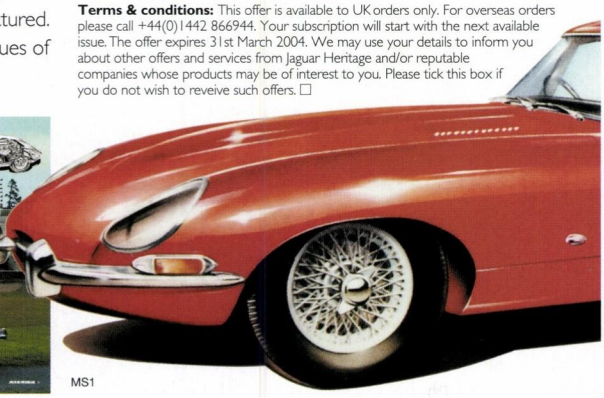
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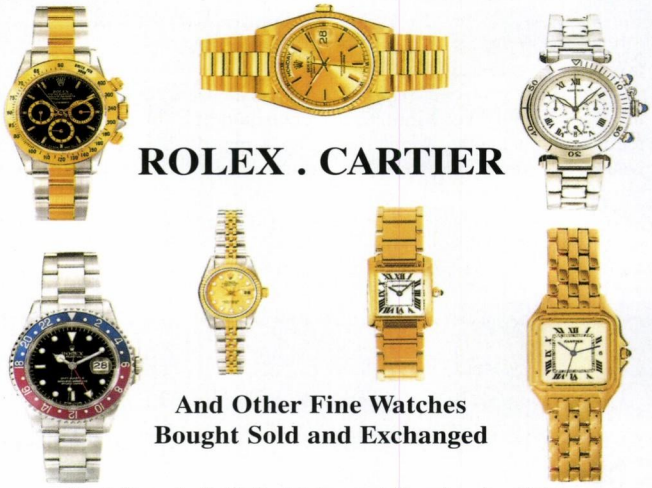
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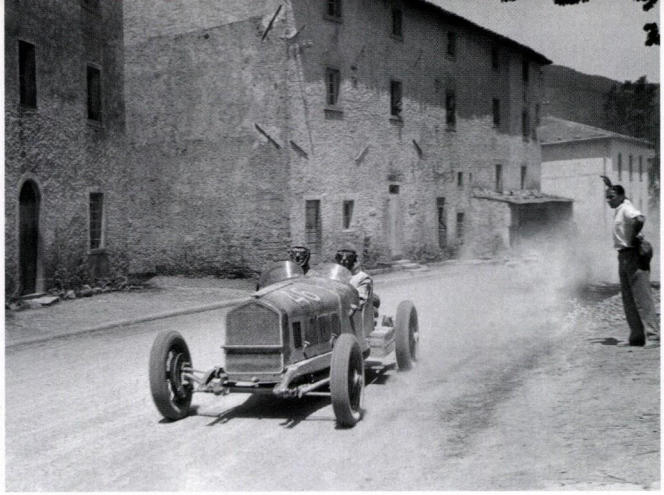


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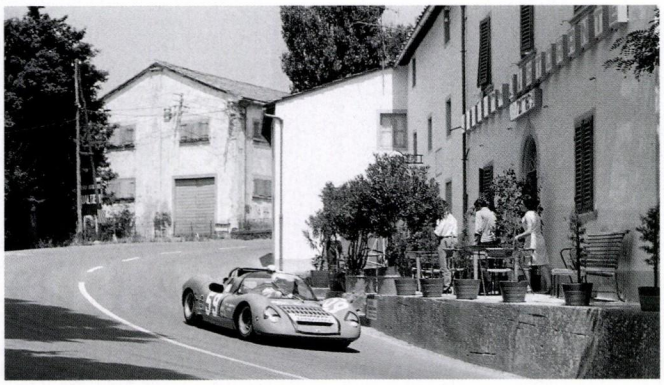
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Grand Prix Library

Alfa Romeo 6C of Campari/Minoia traverses Traversa in 1929. Tie-rod plates have clearly done a good job – houses still standing, scene virtually unchanged





LAT

Abarth descends through Santa Lucia in 1968. The scorpion-badged marque would win the final two races at the track in '69-70, courtesy of Arturo Merzario



day out. Roadworks dot the place, but the battle being fought is a losing one. Even so, the Futa is wider and faster than you might imagine. Once through the health resort of Covigliaio, where Czar Nicholas I and King Farouk once stayed, and Traversa, where opposing WWII generals Kesselring and Clark were billeted in turn, the summit is soon reached. Its longer descent begins between the huge German war cemetery (32,000 dead) and the memorial to four-time Mille Miglia winner Clemente Biondetti, a dozen or so hairpins to be negotiated before you drop into Santa Lucia.

The Futa is not a disappointment – it's most certainly a challenge – but hemmed in as it is by greenery and the weather (its descent was tackled on day one, remember) it's not quite the vista fiesta I had anticipated. It's over quickly, too – even faster for our MG friend – as the road levels out on the run into the Sieve Valley. This is the fastest part of the track, its rippling surface having caused innumerable heart-stopping moments over the years.

"The big difference between Mugello and the Targa," explains road racing legend Vic Elford, "was that Mugello was much quicker. It was wider and you had room to make a small mistake, unlike on the Targa, but it's extra speed was what made it difficult." Elford and Maglioli averaged 69.04mph to secure the epic Targa of 1968 in a Porsche 907; the winning Alfa of that year's Mugello averaged 75.16mph, admittedly over two hours and 120 miles less.

"I thought Mugello was easier to learn than Targa," Elford continues, "because there were more landmarks. And it was easier to overtake, too: on the Targa you could get stuck behind someone for miles; that didn't happen at Mugello."



Giogo: less well-known than the Futa, but equally as challenging

It was along this balls-out stretch that 'Little Art' carved out the race's most exciting – and last – victory in 1970. Merzario had made his name with a fine win the year before. Driving solo, he had made light work of oppressive heat and an impressive field to lead home an Abarth 1-2. Ferrari sat up, took notice and signed him for '70, but happily released him back to Abarth for Mugello.

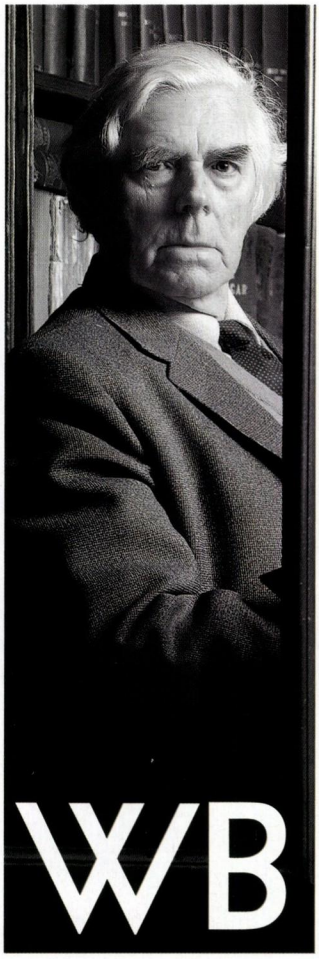
'This is the fastest part of the track, its rippling surface having caused innumerable heart-stopping moments'

The race was now a round of the European Two-Litre Championship and had been reduced from eight to five laps. During practice Merzario had become the first man to break 30min; the race, though, would be no cakewalk. Abarth had entered four cars, and into one of them it had slotted Leo Kinnunen. Just two months before, the Finnish all-rounder had set the Targa Florio's fastest lap, despite it being his first visit to the island. His ability to memorise roads was clearly on a par with that of Elford's. Merzario had his hands full, and although he led early on, Kinnunen gradually upped his pace so that, by the time of Merzario's fuel stop at the end of lap three, he had moved into the lead. Leo pitted on the following lap, and slick work allowed him to re-emerge in the lead. Could he hang on?

Approaching Firenzuola on the last lap, Merzario got the 'Faster!' signal. He was 6sec in arrears. Kinnunen, though, was in brilliant form and crossed the line convinced that he'd won. But he must have soon guessed from the hubbub that filled the start-finish area that something was afoot. Merzario was coming. Faster. Faster. Faster. Through the tree-lined sweeps of St Piero a Sieve, scene of the early races' starts. Up the steady drag from the valley floor. Louder. Louder. Louder. A flash of red, he burst into sight through the final fast left-hander and the place went wild. Can he? Will he? Yes! By just over 3sec.

It wasn't meant to be a send-off; the Automobile Club of Florence was hoping to stave off the inevitable for another year but, as it turned out, this remarkable circuit had just enjoyed an ending that befitted its stature.

The new Mugello, widely regarded as one of the better modern facilities, is a few kilometres down the road, east of Scarperia. It is, though, a million miles away in spirit. M





The day the Germans came

THE DECEMBER EDITORIAL ABOUT THE extreme impression the 1937 and 1938 Donington GPs made, including on the Editor's grandfather, recalls the thrill of it all. I went to the 1937 practice and race with John Eason-Gibson in his 1066cc Opel Kadett, a roomy saloon of 7ft 8in wheelbase with Dubonnet independent front suspension, which cost £135 new. Appropriate to go in a German car, however humble!

Yes, the first sound and sight of the Mercedes-Benz and Auto Unions was absolutely awesome – experienced though we were at watching race cars at close quarters, we both left the trackside in a hurry when we heard the scream of an as yet unseen Mercedes-Benz approaching...

In 1937 we went also to see the German drivers arrive. On a dismal September evening the Mercedes-Benz team were flown into Croydon on a tri-motor Lufthansa Junkers, which arrived from Munich a few minutes late. Outside, four Mercedes 230 saloons and a closed cabriolet for Herr Neubauer waited. Inside, the two M-B reps had no Tarmac passes, so only we and Tommy Wisdom of *The People* could go out to see Seaman, von Brauchitsch, Lang and Neubauer disembark. No-one came from the RAC or BRDC, which I criticised strongly in MOTOR SPORT.

Inside the airport building the Lufthansa pilots shook hands with each driver. Seaman recognised us and came over to exchange a few cheery words, and a passenger jokingly asked if we had come to meet *him*, having recognised his fellow passengers. Neubauer, calling each by his surname, told his drivers to bring their luggage to the customs officers, with whom he had been joking.

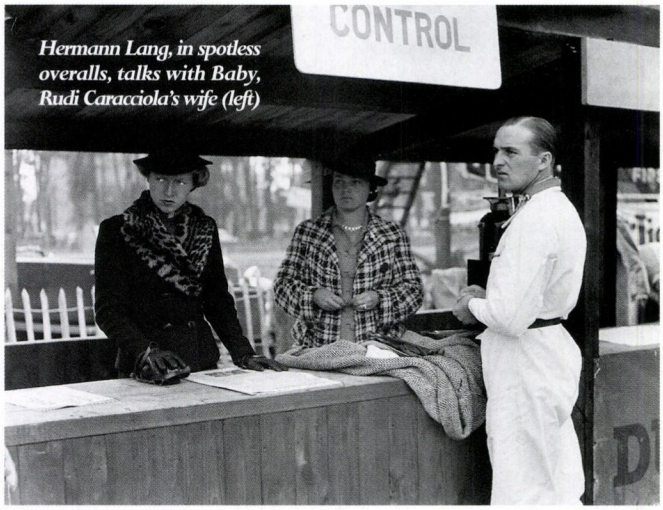
Brauchitsch was in playful mood, and Charlie Martin, who had flown in half an hour earlier on a DH Rapide, stayed to see the Mercedes drivers – along with friends who had met him with his Lancia Aprilia – declaring it motor racing's greatest event to date.

The cavalcade of cars, all with German plates as they had been shipped in with the racing cars, drove the Mercedes team in line astern to the Dorchester Hotel.

Next day at 1pm a dozen Auto



Star quality: Bernd Rosemeyer brings some continental glamour to Britain



Hermann Lang, in spotless overalls, talks with Baby, Rudi Caracciola's wife (left)



Lord Howe, grandee of UK motor racing, in Caracciola pose

all LAT

Union engineers arrived at Croydon ahead of their drivers, whose 2.30pm Junkers was 25 minutes late. They were met by a Herr Hermann from A-U Sales Ltd, a confused press cameraman, and ourselves.

After some delays at customs a Schenkers Ltd truck took the luggage, and Dr Feuereissen took one driver in his two-stroke DKW. Hasse, Müller and the engineers travelled in an Imperial Airways Leyland coach, some of the airline passengers having been persuaded to use an ancient Daimler. But not before there was some happy horseplay, when Hasse, dressed like a city gent, had his hat stoved in by Müller.

At 9.30pm Rosemeyer landed at Croydon in a Douglas of Dutch Air Lines, to be met by Herr Hermann and taken to London, before making his way to Donington by train from St Pancras the next morning.

Meanwhile, we had hastened to Victoria station to see a tired and limping Caracciola arriving on the 4.35pm boat train, where he was met by Alan Hess, representing the BRDC, and a Mercedes-Benz representative with cameraman.

Before the 1938 GP we did it again, Opel, Gibson and me. This time there was much more recognition of the occasion. The Duke of Kent flew to Donington, where he was given some fast laps by Seaman in a V12 Lagonda and later started the race. The German state sports leader, Adolf Huhnlein, was present along with Frau Huhnlein and the president of Germany's National AC. On the Monday after the race the RAC gave a cocktail party for some of the top personalities.

It was racing I still remember with awe. The arrival of M-B's workshop truck, five lorries containing the GP cars, and six private cars, then the speed, noise and 'boot polish' exhaust fumes – tremendous! Why Mercedes did not win as expected is history. Just how fast the Auto Unions, which had arrived inside Horch lorries, were is shown by the fact that in 1937 Bira's usually effective Maserati was two laps in arrears of Rosemeyer's Auto Union. I wrote then in MOTOR SPORT that perhaps a cycle path should have been provided for the non-German entrants.

In 1938 Lang was second behind Nuvolari's victorious Auto Union, which took the lead 40 miles from the finish, his best lap being 83.71mph. During practice Nuvolari had rested in someone's Studebaker saloon.

After being carried shoulder-high from the prize presentation, the Italian driver grabbed a bottle of champagne and was driven away in a Horch saloon by Dr Feuereissen.

miscellany

MATTHEW FREDDENBERG'S *Negative Gravity* is the story of Miss Beatrice Shilling, who raced her Norton to Gold Star speeds at Brooklands, did valuable research on wartime aero engines at the RAE, and with her husband raced a very special Lagonda Rapier after the war. A most attractive book, its appealing front cover showing the lady in leathers, Norton mounted; I recommend it strongly. (£13.99, Charton Publications, Orchard House, Creech St Michael, Taunton TA3 5PF, ISBN 0954616502)

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RESULTS OF THE BRIGHTON RUN have been delayed; apparently the organisers had first to produce the RAC Rally results. The Veteran Car Run had 368 starters and 326 finishers, according to Harrison Sandler, PR firm for the MSA. Nos 13 and 113 were omitted, but Mr Brydon had to endure No213. However, his 1903 Stevens-Duryea was successful. Mr Heesom, whose Sunbeam was the one invited entry, asks us to record that he completed this very wet Run.



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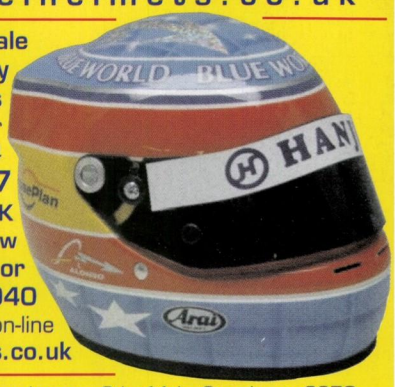
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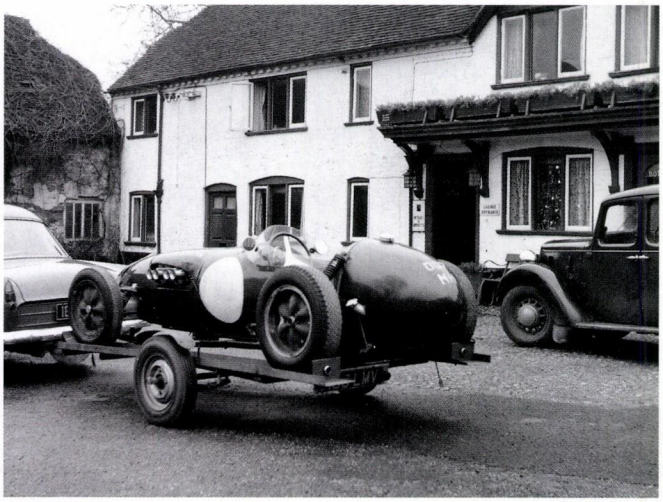
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Christmas GP veteran found

NOT ALL THAT LONG AGO I RECALLED Jenks' illegal 1957 Christmas Day drive on public roads in a Formula Two Lotus 12 in full racing trim, and how a phone call took me urgently from Christmas lunch with my wife and young daughters at the 'pudding and crackers' stage, to tow him back, with an Austin A105, after the noisy, very fast car had stopped, just as DSJ had done 120mph in fourth gear and was about to get into top.

Colin Chapman had brought the 1.5-litre Climax-engined Lotus down to Hampshire that morning on a trailer behind a Ford Consul saloon, but soon departed for his own Christmas festivities, leaving trade plates in the racer's cockpit to provide at least an iota of legality. He had asked me to ring him when DSJ got back. I did this, saying that he had been stopped, not by the police but by a broken driveshaft.

I have recently received from Australia an intriguing letter from Mike Bennett telling me that this Lotus 12, No353, is now owned by him, identified by the trade-plate chit signed by Chapman before Jenks' run and the No2 stamped on its original green body panels. It was sold in 1958 to John Fisher and then to Frank Gardner in '59. He and Len Deaton toured the British circuits with it and Deaton's Lotus 11, using the ex-Cliff Allison Team Lotus two-tier Bedford transporter. Both cars then went back to Australia, to be sold and used by a number of different drivers.



LAT

MOTOR SPORT entry for the Hampshire GP arrives behind Chapman's Ford

For 31 years, from 1967 to '98, the Jenks Lotus was laid up, until Mike acquired it. This means that it is very original, with the correct chassis, body panels, gearbox, suspension parts and radiator.

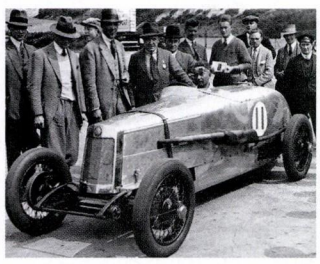
Lotus 357, Allison's car, which Mike tells me lay forlorn in a shed in Farnham, Surrey, for nearly 40 years, is now being restored in Towcester, and he is hoping that the two sister cars may one day get together again.

Lea-Francis racer resurfaces

ONE OF THE REWARDING ASPECTS OF trying to answer the shoals of readers' queries I receive is learning of historic cars that either have been or are being restored. Now I hear of the survival of the Lea-Francis which Humphrey Pellow and Wilf Green drove in the 1929 BRDC 500-Mile race. As the first 1.5-litre car to finish it won the Ferodo Trophy.

It was one of the three racing cars – known as the 'Lobsters' – made in 1926 by the Coventry company. It was sold to Sammy Newsome and then to Sir Kenneth Peacock, who had R M V 'Soapy' Sutton rebuild it with revised weight distribution and a single-seater body. Road-equipped, he made FTD at Madresfield in 1931. At Shelsley Walsh he hit the bank but continued, and was surprised to see one of the car's wheels rolling along beside him. Activities were disrupted while a crane removed the car.

Claude Wagstaff had it next. He raced it at the early Donington Park meetings. Lea-Francis enthusiast Bob Elliot-Pyle was the next owner of this R-type LeaF. It had a Meadows 4ED engine, a No 9 Cozette supercharger and a Cozette carburettor. By 1929, its single port head had been replaced by a four-port, both of which have survived along with the manifolds.



Ludvigsen Library

L-F built three 'Lobster' racers in 1926

The present owner, D K Brazell, is now rebuilding it. Apparently, only the side-members and body are new, the engine being as Newsome had it in 1931 and the front axle being a spare supplied to Wagstaff in '38. The body needs only slight changes to make it fully authentic, the gearbox, back axle and radiator (with its stoneguard) having survived from the 1928 '200'.

This is indeed good news.

Keith Poynter, chairman of the LeaF club, is researching the history of the three 'Lobster' cars and needs help with any info and photographs that can be provided.

miscellany

THE 2003 BERT HADLEY Memorial Championship, in tribute to the pre-war A7 racing driver, was won by Stewart Arkley with a Gould Ulster Special. The Murray Jamieson Trophy was won by Alan Fairless in a 1929 Ulster Special, the Kay Petre Award by Julia Constaninos in her 1934 single-seater A7, and Nick Allen took the Newcomer Cup driving a 1926 Sprint Special.

* * *

CONGRATULATIONS TO THE Lea-Francis OC for marking the 100th anniversary of these cars with an absolutely breathtaking Jubilee book, in which the first 50 years of this club are remembered. Covering all the many types of Lea-Francis cars and 'bikes, from early light cars to the current 30/230 sportscar, this record contains a history of Lea-Francis by Barrie Price, who has kept the make in production, and a brief account of the club from its chairman Keith Poynter. This must rate as the best club publication of 2003. Non-members can obtain it for £19.95 from Motor Books, 33 St Martin's Court, London, WC2N 4AN.

* * *

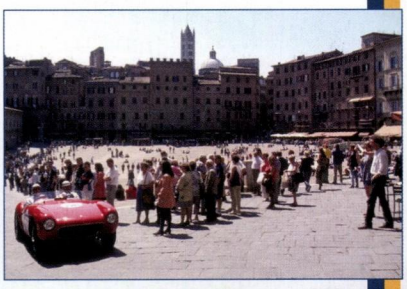
THE FBHVC POINTS OUT THAT the historic vehicle movement in the UK is worth over £1.5m annually to the nation. Add to that what motor racing in all its forms must contribute, and it seems a pity that New Labour does not do more to support such industries. The Queen, the Duke of Edinburgh and Princess Margaret attended the 1950 British GP at Silverstone and were introduced, together with the Mountbattens, by Earl Howe to the drivers. The Royal party watched the start on a dais close to the course, and stayed to see how the race went. Would it not be appropriate for Tony Blair to attend a British race meeting when not busy with his own affairs?

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WB and the 'fallen woman'

I FEEL I MAY HAVE BEEN A BIT HARSH IN describing recently how cramped the back seat of a 'Chain Gang' Frazer Nash is when I had to share one with another passenger. I now remember an earlier ride in one of these sportscars when I occupied the rear seat in the body style known as the 'fallen woman', or 'African's belly'. This time I was alone, and it was not unduly uncomfortable, in spite of spare chains rolled up on the floor.

We were going from London to a 1934 Bugatti OC meeting at Malvern in A S Whiddington's 1930 Meadows Frazer Nash, his girlfriend in front with him. He was an enthusiastic 'Nash man with a new TT Replica on order. Duncan Robinson's Brescia Bugatti and Brian Finglass's s/c Lea-Francis were accompanying us until the LeaF developed problems *en route*. This was a 290-mile trip, including the hillclimb test. Soon we were cruising at 70mph, and cornering just about as fast. The chain-and-dog transmission gave rapid flicks from top to third – I was told that only once in 17,000 miles had a chain broken. In the hillclimb the 'Nash did 4sec outside standard time with me in the back, when most passengers got out and walked up.

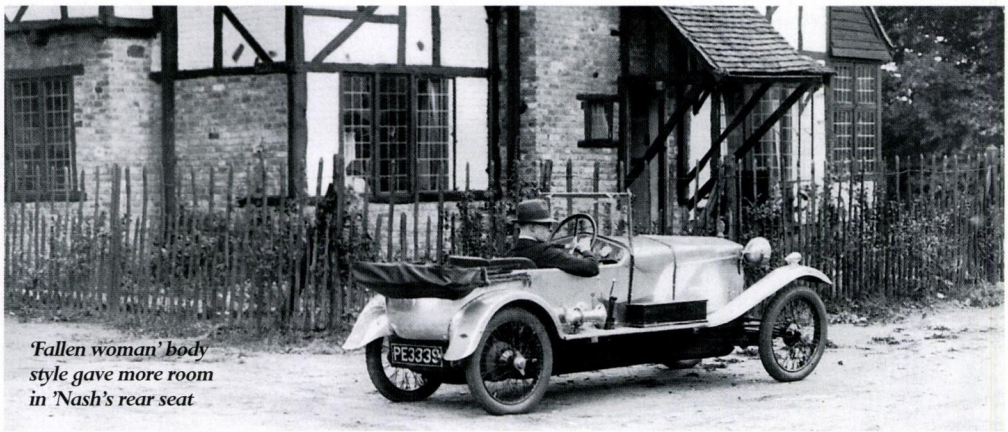
The following week we went to Brooklands, where this 'Nash did a flying-start quarter-mile at 75mph and showed 87mph on the Byfleet banking. Against a very stiff breeze, 0–50mph took 11sec, 0–60 14.8sec, at 2600rpm. Compare this with 12.6 and 16sec respectively from a road-test Frazer Nash of 1933, maybe with a more honest speedometer, and braking from 30mph to rest in 27ft.

There have been, and are, firms making almost entirely sportscars. The Frazer Nash works was very much in that category. Isleworth was definitely a Mecca for true-blooded enthusiasts; like those who did the all-night Lands End Trial and drove back to London on the Sunday to race at Brooklands on Easter Monday.

Before the Meadows, the side-valve 69x100mm (1496cc) Anzani 'Nash was in every way a car for fun driving and competition work. Costing £315 (front-wheel brakes £25 extra) in 1925, it was good for 70mph, 0-30mph in 4.4sec and 32 and 55mph in the lower two of its three-speed chain transmission.

I recall also a rather sad 1933 TT Replica I took to Brooklands in '37: the police objected to it, and the steering column dropped onto my lap when I was winding it up along the then-new Kingston Bypass.

Anyone who meets 'Nash (and GN) owners or reads *The Chain Gang Gazette* will soon see vintage motoring need not be taken too seriously.



'Fallen woman' body style gave more room in 'Nash's rear seat

LAT

Equatorial home for foolproof car

IN A LETTER FROM DR JOHN MILLS FROM ECUADOR, I HEAR of two more surviving vintage cars.

Mills discovered MOTOR SPORT in the 1950s, which led him to join the VSCC and the Trojan OC, after he read a description of the Trojan as "a foolproof car for the non-mechanical". We gave him the address of the latter club and its Derrick Graham provided, for £10, a rather sad three-door example which Dr Mills still has. Moreover, a few years ago, he added the famous Trojan with which Group Capt A F Scroggs excelled in trials. Dr Mills' cars have included almost all the 'proper' post-war Lancias, and now a circa-1906 Riley Forecar, which is being restored.

He also has a 19/100 Austro-Daimler, bought in the 1960s from a Welsh farmer, which he brought to the TT 75th anniversary meeting in Ireland. It is the ex-Nigel Arnold Forster car, YW 3477, rebodied at some time with a VdP body, and may be the car driven in the 1928 TT by H Mason. It was put in good order and run on the road for the first time since 1938, and has since contested several rallies, including the Mille Miglia Storica. The car cruises easily at 85mph at 3500rpm, the maximum being 4500. If, says Dr Mills, he could get another 600rpm the claimed 100mph would be on, but he has so far avoided subjecting the 76-year-old conrods to this...

miscellany

THE OWNER OF SINGER LE MANS four-seater DMT 152, which has been his for 30 years, would like to trace its post-1950 history. It was apparently rebuilt to a high standard for Campbell Jones by Auto Menders, and prior to that had been used in trials by a Mr Preston. The Singer OC has no record of the car. Letters can be forwarded.

* * *

IN ANOTHER OF THE MANY welcome letters from readers which I receive, Scottish resident Brian Hopkins tells me that, although a self-confessed latecomer to the sport, he is still running his 1929 4.5-litre Bentley with which he competed at Doune in 1969.

* * *

RICHARD RILEY IS THE SON OF Allan Riley, plant manager at one of the Riley's Coventry body plants. In *Race to the Top* (Mercian Manuals Ltd, Balsall Common, W Midlands, ISBN 1 90388 15 1) he reminisces about growing up as a boy among the family. There are good pictures of Riley products from 1899 to the BMC era, through the veteran, vintage and Nuffield years, with the competition cars included.

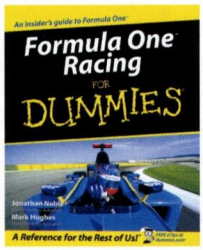
* * *

BRUCE H BROWN HAS BROUGHT together the story of W O Bentley's association and competition with DFP cars, much of which has been well documented but which is assembled here with pictures of W O's racing DFPs, reproductions of sales posters, catalogues etc, and a list of the racing successes Bentley achieved before he began to build cars of his own make. Five hundred copies are available, at £33 inc P&P, from DFP, c/o Clamason Industries Ltd, Gibbons Industrial Park, Ludley Road, Kingswinford, West Midlands, DY6 8XG.

BOOK REVIEWS

FORMULA ONE RACING FOR DUMMIES

BY JONATHAN NOBLE AND MARK HUGHES
ISBN 0764570153
Published by Wiley, £14.99



DON'T BE PUT OFF – THE 'Dummies' format has been a huge success in the DIY learning field, and now it's branching out into hobbies.

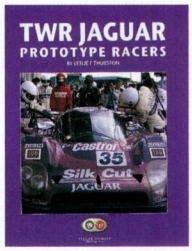
In this case our mentors are respected experts in the field: both write for *Autosport*, and Hughes also contributes to MOTOR SPORT. So the info is of high quality, and offers much to fans – as well as dummies – covering engineering, safety, circuits, strategies and rewards.

Though it sometimes seems to veer from 'how to be a spectator' to 'how to be a Formula One driver', the text keeps a light touch in going from the super-basics for beginners ('Why drivers make pit-stops') to hints for regulars on viewing points and getting into the best parties.

I opened this rather doubtfully, but in fact it's an excellent guide to F1. **GC**

TWR JAGUAR PROTOTYPE RACERS

BY LESLIE F THURSTON
ISBN 0954103912
Published by JDHT, £24.95



TWR'S JAG PROTOTYPES stirred up great interest in sportscar racing in the late 1980s, particularly among UK fans, and Thurston covers the subject in detail.

If you want to know the contemporary records of any of the TWR sportscars, they're here. From early XJR-6 to the XJR-17 prototype, there's a wealth of history.

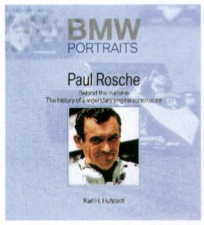
If you need to know about the IMSA exploits in the USA, or even the XJR-11s that went out to Japan for Suntec Racing, Thurston dishes the facts. There's even a section on more recent exploits of the cars in historic racing.

It's a detailed, thorough work, although I would have welcomed a little bit more story, perhaps from the mouths of those who were involved, and a bit less fact.

Essentially a reference book, it would also benefit from an index. **NP**

BMW PORTRAITS – PAUL ROSCHE

BY KARL H HUFSTADT
ISBN 380251586
Published by BMW Mobile Tradition, £24.99



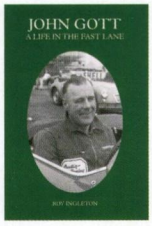
PAUL ROSCHE WASN'T JUST a key element of BMW Motorsport, he simply was, more than anyone else, BMW *motorsport*. The engine wizard was at the heart of every racing programme the Munich firm undertook from the 1960s through to its return to Formula One in 2000.

This book not only outlines Rosche's achievements in F1, Formula Two, touring cars and sportscars, but also reveals how crucial the chain-smoking Bavarian was in the history of BMW Motorsport itself. Hufstadt shows how he was a key member of an after-hours team that maintained an involvement in F2 after the manufacturer's official withdrawal, and how he was instrumental in persuading the board to go F1 in the early 1980s.

It may be a rather lightweight read and the translation from German is often stilted, but this book nevertheless offers an invaluable insight into the career of one of the most successful engine builders of all time. **GW**

JOHN GOTT – A LIFE IN THE FAST LANE

BY ROY INGLETON
ISBN 0 9523437 1 1
Published by Cranborne Publications, £14.99



IF ONLY JOHN GOTT WERE still with us, he might be a sane voice against the tide of speed cameras fleecing drivers while depriving us of the safety net of police patrols monitoring our roads.

For Gott was both a senior policeman (the chief constable of Northants, no less) and a racer and rally driver. His skills took him to being leader of BMC's rally team during its zenith in the early Sixties.

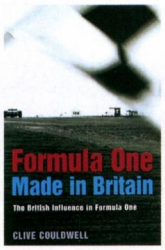
He was respected for his toughness, whether tackling events such as the daunting Liège-Sofia-Liège, or fighting crime on his patch.

He made his mark as a privateer on Alpine rallies before conceiving an official BMC team with Marcus Chambers. Thereafter, he was a regular in the world-beating Austin-Healeys, and stayed loyal to the marque by racing one after his rally days were done. Sadly, he died at the early age of 59 when he crashed his Healey in a race at Lydden.

Ingleton's slim but thorough book is an affectionate portrait of a quiet man who had a big effect on our sport. **GC**

FORMULA ONE – MADE IN BRITAIN

BY CLIVE COULDWELL
ISBN 1 85227 063 2
Published by Virgin Books, £18.99



BRITAIN'S POSITION AT THE heart of motorsport is well-known, but a close look at just how extensive and pervasive the UK's influence in Formula One has become is fascinating, and Clive Couldwell delivers that.

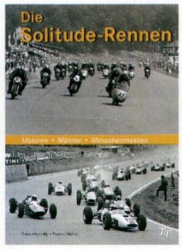
A series of snapshot chapters on the major players – from McLaren and Williams, via Bernie Ecclestone and Max Mosley, to the great catalogue of top British drivers – makes it no surprise to learn that the business in this country employs 150,000 people and is worth £4.6 billion.

The descriptive passages provide the framework for the volume, but there is plenty of explanation too – both from people who work within the motorsport world and some of the academics who have studied it.

There's even a chapter on how it may all develop in the future. **NP**

DIE SOLITUDE-RENNEN

BY FRANK-ALBERT ILG & THOMAS MEHNE
ISBN 3-932563-22-0
Published by Text & Technik Verlag, 49 Euros



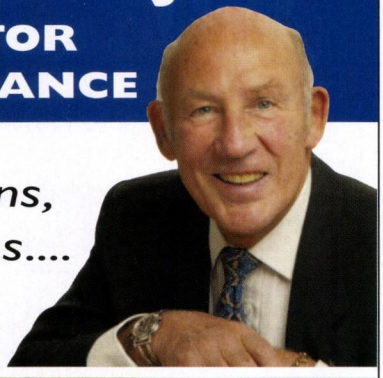
IF YOU COUNT BACK TO THE earliest motorbike race to feature Schloss Solitude, this German track has a rich 100-year history.

In that time there have been many layout variations, from one-way sprint, through early long-distance open road routes to the dedicated circuit that saw the end of racing here in 1965. Hence the profusion of maps in this massive book chronicling the history of this scenic arena which hosted dramatic grands prix as well as lesser racing.

With its text only in German, the photos have to stand up on their own, but such is their range and quality that you can gain a good feel for the demands and risks of the place, especially for the 'bikers.

Many of the photos have not been published before – look out for the all-Messerschmitt race. Scary. **GC**

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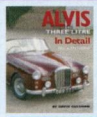
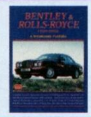
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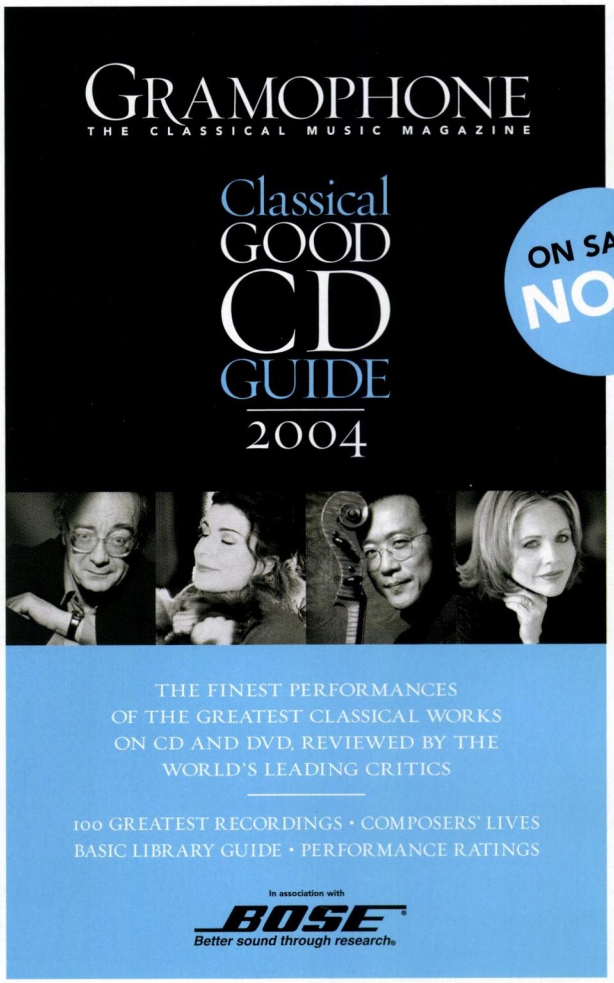
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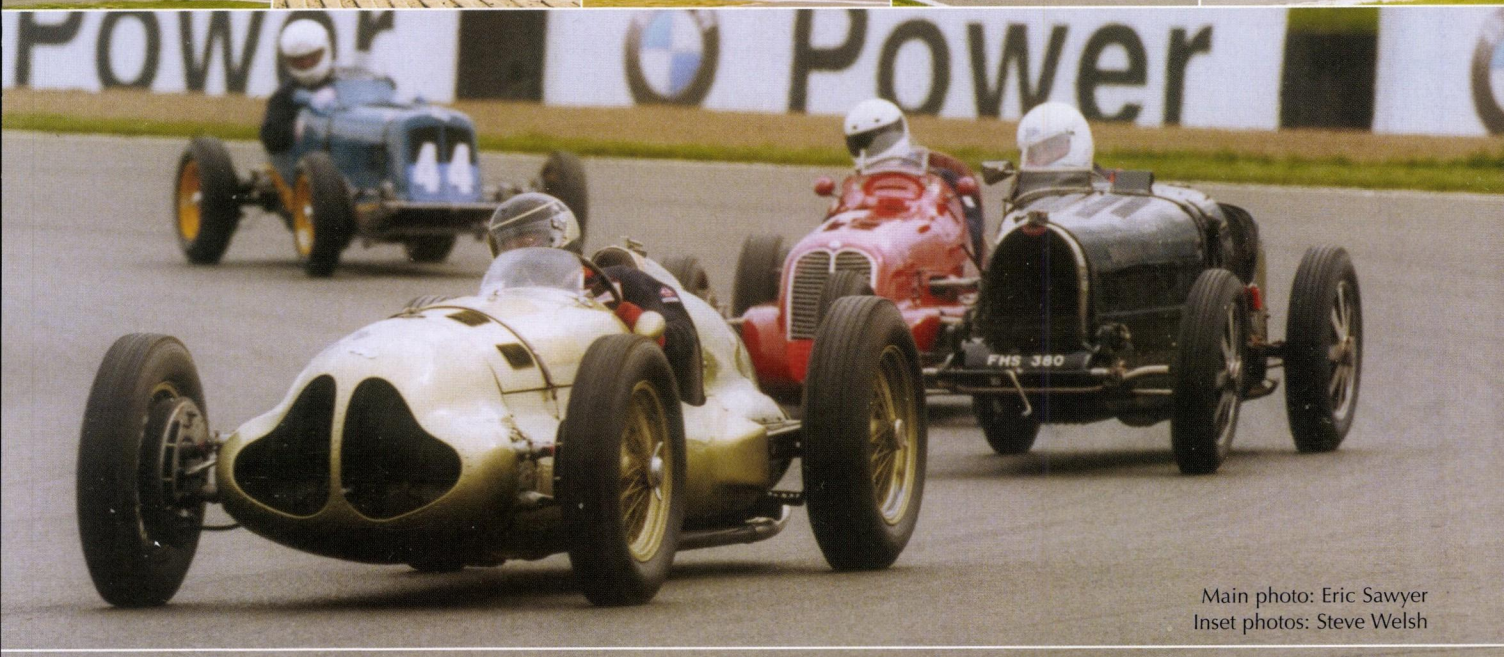












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Admittedly there are lots of Grand Prix cars on the track, plenty of ambitious young drivers, usually a few pop stars around, the noises can be quite something and the racing is very competitive. But that's really where the similarities between a Vintage Sports-Car Club meeting and modern Formula One end.

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Saturday 24th April – Spring Start Race Meeting, Silverstone (on the A43 between Brackley and Towcester)
Sunday 9th May – Wiscombe Park Speed Hill Climb (near Honiton, Devon)
Saturday and Sunday 5/6th June – Silverstone Historic Festival (on the A43 between Brackley and Towcester) joint event with the HSCC
Sunday 13th June – Cadwell Park Race Meeting (near Louth, Lincolnshire)
Sunday 4th July – Shelsley Walsh Speed Hill Climb (near Ombersley, Worcester)
Sunday 25th July – Mallory Park Race Meeting (near Hinckley, Leicestershire)
Saturday and Sunday 7/8th – August Prescott Speed Hill Climb (near Cheltenham)
Saturday 21st August – Harewood Speed Hill Climb (near Wetherby, Yorkshire)
Saturday and Sunday 11/12th September – Historic Racing and Ferrari Festival, Donington (just off the M1, junctions 23A or 24)
Saturday and Sunday 25/26th September – Loton Park Speed Hill Climb (near Shrewsbury)
Saturday 16th October – Autumn Sprint, Goodwood (near Chichester, Sussex)

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The most exotic official display of Ferraris presented by Galleria Ferrari worth more than £25million will be on display - the most mouth-watering collection of red Prancing Horses ever seen outside Italy. Formula One cars have pride of place in Galleria Ferrari, and they are the only constructor to build every component of its cars itself and have raced continuously since 1947.

The unbelievable line-up of Ferraris will tell the history of the company, which evolves with every passing year. And at the Autosport International show, Michael Schumacher's F1 World Championship cars from 1999, 2000, 2001 and also the 2002 version will take pride of place. 2000 was a record-breaking year for Ferrari taking 170 points, 10 wins and 10-pole positions and after 21 long years, Ferrari ruled the world once again with Michael Schumacher crowned World Champion.

But to understand Ferrari, you have to understand the company's devotion to technological innovation and examples of how these, as well as aerodynamic developments transfer from the F1 cars to the Grand Tourers will be waiting for you to see.

Imagine looking at the 250 GTO, created by a team led by Giotto Bizzarrini and which summed up the Ferrari philosophy with the highest levels of performance and styling, driven by John Surtees to numerous victories. Maximum power of 290bhp at 7400 rpm.

Also on display will be the F50 created to celebrate Ferrari's 50th anniversary in 1995, the closest thing to a road going Formula One car the company had ever built. The 4.7 litre engine was derived directly from the Formula One unit used on the 1989 F1-89. Turning the clock back a decade you will be able to see the F40, built to celebrate their 40th anniversary. A very fast berlinetta designed by Pininfarina, built mainly from composites.

Production of the 360 GT - derived from the Challenge car for privateers in the FIA N-GT and the ACO, was limited to just 30 cars. Unveiled at the Paris Show in 2000 was the 550 Barchetta Pininfarina to commemorate the 70th anniversary of Ferrari's coachbuilder and stylist, Pininfarina. A strictly limited edition of just 448 numbered cars were built with the last leaving the factory in December 2001. Maximum power is 485bhp at 7000 rpm.

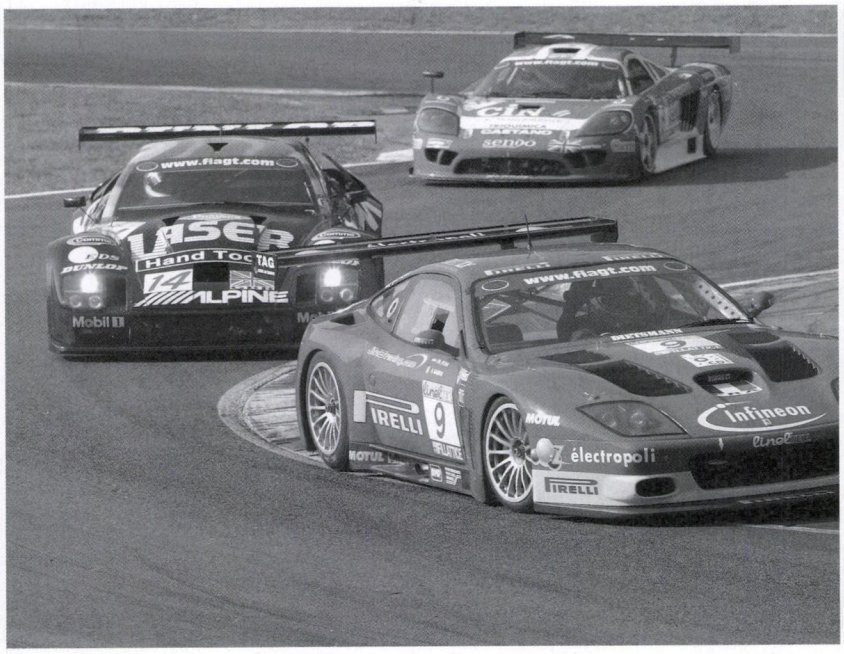
The F333 SP marked Ferrari's return to what was once known as sports-prototype racing. The powerful V12 engine and the sophisticated chassis allowed the car to enjoy a long career notching up success on racing circuits all around the world. A special version of the engine was developed for endurance racing with revs limited to 10,500.

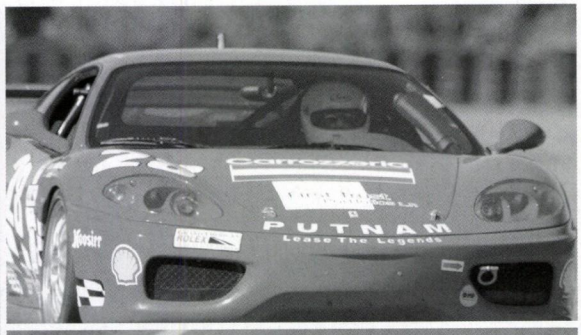
But it doesn't end there. This once-in-a-lifetime line up will also include the Enzo, the Challenge Stradale, the 550 Barchetta and many more.

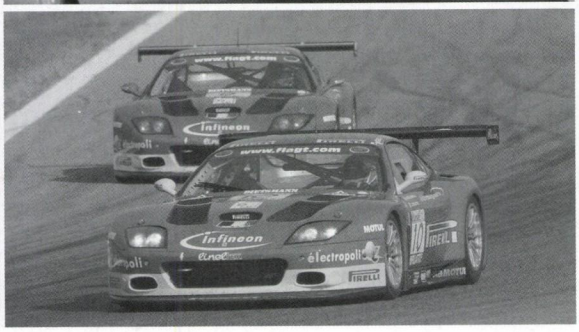
Commenting on this unique feature, Gavin Brown, Managing Director of Haymarket Exhibitions Ltd said: "This is one of the biggest and most significant displays ever to hit Autosport International and, presented by Galleria Ferrari, it promises to be the best feature yet. We are privileged to be hosting this truly unique showcase at the biggest motorsport show, which will include some of the most beautiful racing and road cars in the world. Anyone with a pulse cannot fail to find this mouth-watering selection of cars exciting."

For a millionth of the price you can see this once in a lifetime display. To be sure that you do not miss out, book your tickets in advance by calling the ticket hotline 0870 902 0444 or go online to www.autosport-international.com If you book before Christmas you could be the lucky winner of ITV F1's Louise Goodman's racing overalls and other exclusive motorsport memorabilia. Adults and children can visit both the show and the British Eurosport Live Action Arena at a cost of £17 for children under the age of 16 and £24 for adults. Entry for the show only is £14 for adults and a special price for children at just £7.

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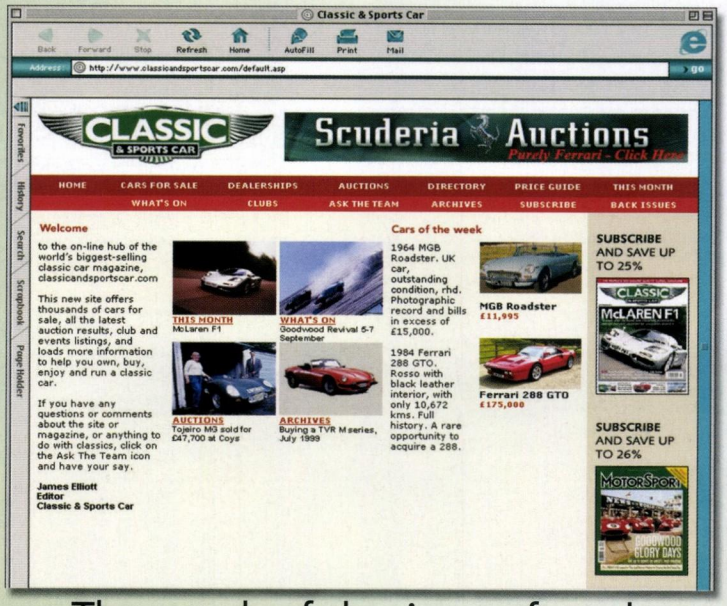


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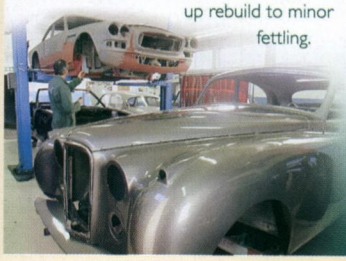


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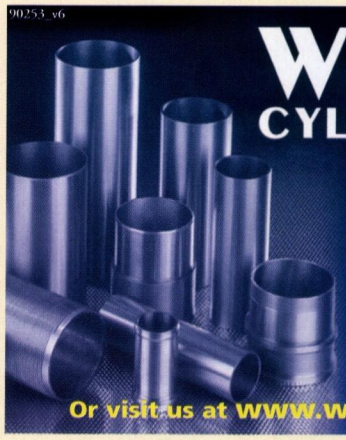


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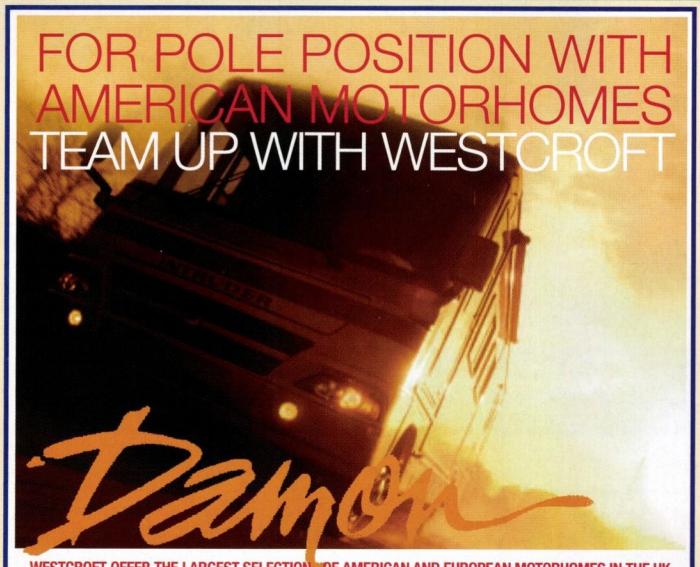
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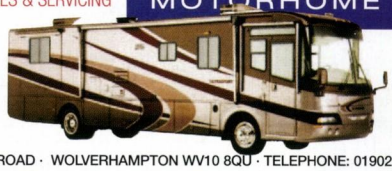
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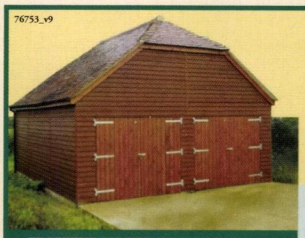
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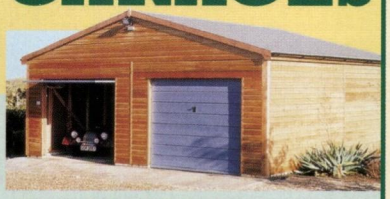
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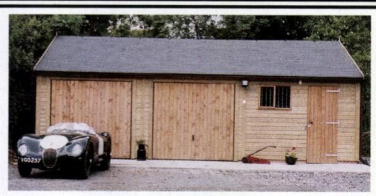




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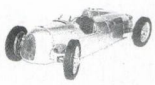
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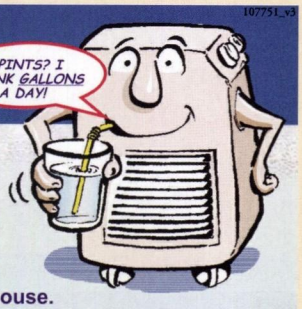
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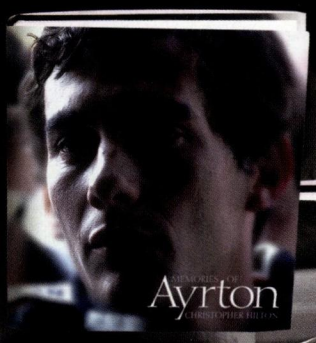
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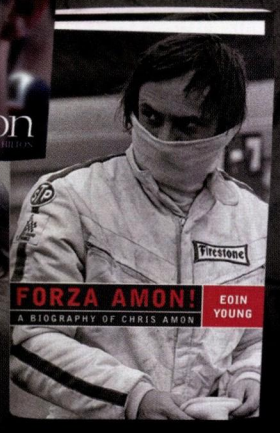
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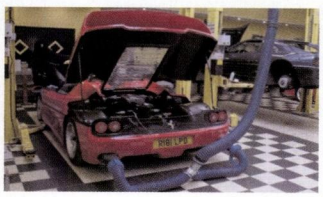
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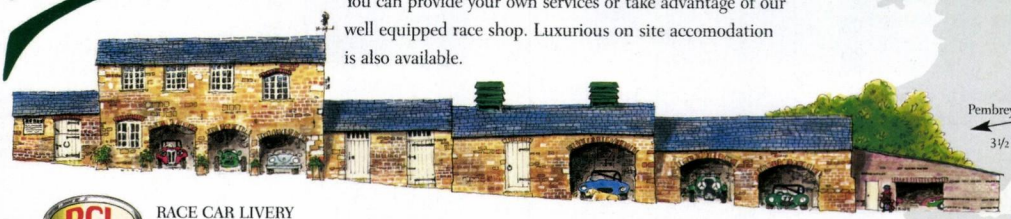
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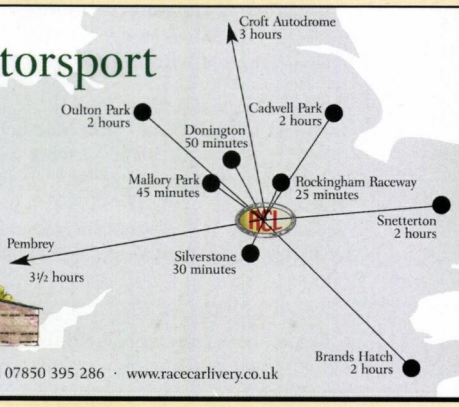
STORAGE

Race Car Livery

Situated at the very centre of motorsport

YOUR RACE CAR can be stored here in complete security. You can provide your own services or take advantage of our well equipped race shop. Luxurious on site accomodation is also available.





RCL
RACE CAR LIVERY
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Machine Mart®

where Quality costs less

Britain's BEST selling range

TOTE TRAY SUPPLIED WITH EVERY TOOL CHEST

Tools not included

FANTASTIC VALUE

CFS308
£79.95 EX-VAT
£93.94 INC-VAT

Clarke MECHANICS TOOL CHESTS & CABINETS

- One piece friction glide drawers for smooth opening action
- Chests feature piano hinge lids for smooth opening, security and strength
- Trolleys feature 5" castor wheels except CTC700 (4"), CTC500 (3") and CTC800 (3")

4 CTC106
£64.95 EX-VAT
£76.32 INC-VAT

FANTASTIC VALUE

3 CTC103
£44.95 EX-VAT
£52.82 INC-VAT

PROTECTIVE TOP MAT

Full extension runners for smooth opening action

6 CTC105
£139.95 EX-VAT
£164.44 INC-VAT



	MODEL	TYPE	EX VAT	INC VAT
1	CTC600	6 drawer chest	£44.95	£52.82
	CTC900	9 drawer chest	£59.95	£70.44
	CTC500	5 drawer cabinet	£89.95	£105.69
2	CTC800	8 drawer chest/cab set	£99.95	£117.44
	CTC700	7 drawer cabinet	£119.95	£140.94
	PRO RANGE			
3	CTC103	3 drawer step up chest	£44.95	£52.82
4	CTC106	6 drawer drop front	£64.95	£76.32
5	CTC109	9 drawer chest	£69.95	£82.19
6	CTC105	5 drawer trolley	£139.95	£164.44
7	CTC107	7 drawer trolley	£169.95	£199.69

Clarke HD PRO TOOL CHESTS

- Drawers lock simultaneously when top lid is closed
- Protective anti-slip liners and identification inserts
- Tough nickel plated side handles and lid brackets

MODEL	DESCRIPTION	WAS INC VAT	EX VAT	INC VAT	
CFS306	6 Drawer-drop front		£69.95	£82.19	REDUCED
CFS309	9 Drawer Tool Chest		£89.95	£105.69	
CFS312	12 Drawer-extra deep		£129.95	£152.69	
CFS308	8 Drawer Tool Chest	£99.82	£79.95	£93.94	
CFS310	10 Drawer Tool Chest		£109.95	£129.19	

BALL BEARING ROLLER DRAWERS — Clarke HD PLUS PROFESSIONAL TOOL CHESTS & CABINETS

HEAVY DUTY
MAX LOADING 500KG

TOTE TRAY SUPPLIED WITH CBB204, 205, 206, 209

Tools not included

3 CBB209
£139.95 EX-VAT
£164.44 INC-VAT

BALL BEARING DRAWER RUNNERS PROVIDE SUPER SMOOTH GLIDING ACTION

TROLLEYS SUPPLIED WITH PROTECTIVE TOP MAT

THE ULTIMATE IN TOOL STORAGE! Be the envy of friends and colleagues with these top of the range HEAVY DUTY PLUS tool chests & cabinets.

6 CBB217
£229.95 EX-VAT
£270.19 INC-VAT

- Extra heavy gauge double wall steel construction with nickel plated side handles with tough rubber grips



BEST BUY Auto EXPRESS





"An absolutely splendid tool chest and cabinet which will be the envy of all my friends.. ..I shall certainly be visiting Machine Mart in the future!"
Mr. P. Heath, Birmingham

	MODEL	DESCRIPTION	WAS INC VAT	EX VAT	INC VAT	
1	CBB204	4 Drawer tool chest		£89.95	£105.69	REDUCED
2	CBB205	5 Drawer tool chest		£99.95	£117.44	
	CBB206	6 Drawer tool chest		£109.95	£129.19	
3	CBB209	9 Drawer tool chest		£139.95	£164.44	
4	CBB203	3 Drawer chest-step up	£82.19	£67.95	£79.84	
5	CBB215	5 Drawer mobile cabinet		£194.95	£229.07	
6	CBB217	7 Drawer mobile cabinet		£229.95	£270.19	
7	CBB212	3 Drawer mobile cabinet	£176.19	£139.95	£164.44	
	CBB213	3 Drawer mobile cabinet		£179.95	£211.44	

BALL BEARING ROLLER DRAWERS — Clarke HD PLUS EXTRA LARGE TOOL/CHEST CABINET

GAS STRUTS Holds lid open

CHEST
£229.95 EX-VAT
£270.19 INC-VAT

HEAVY DUTY
MAX LOADING 1000KG



EXTRA DEEP DRAWERS

CABINET
£379.95 EX-VAT
£446.44 INC-VAT

1.5M TALL

BALL BEARING RUNNERS

FANTASTIC VALUE

- Double wall reinforced indented end & base for extra strength & rigidity
- Extra heavy gauge steel
- Protective anti-slip drawer liners & cabinet top mat
- Fully locking for security

BLUE LINE INDUSTRIAL ALSO AVAILABLE

SEE OUR MAIN ADVERT!

Machine Mart

NEW STORE DUNDEE NOW OPEN

47 SUPERSTORES NATIONWIDE

where Quality costs less

master TIGER TURBO AIR COMPRESSORS

FROM ONLY £94.95 EX VAT £111.57 INC VAT

- Fully portable
- H/Duty pumps
- Auto stop/start control

HUGE RANGE OF SPRAYGUNS & ACCESSORIES!

OF* Oil Free † Belt Driven

MODEL	CFM	MOTOR	EX VAT	INC VAT
Tiger 8/45 O/F*	1.25	1.5 Hp	£94.95	£111.57
Tiger 8/40	7	1.5 Hp	£99.95	£117.44
Tiger 8/65	7	1.5 Hp	£179.95	£211.44
Tiger 9/55†	8	2 Hp	£269.95	£317.19
Tiger 10/70†	9	2 Hp	£309.95	£364.19
Tiger 15/55	14	3 Hp	£259.95	£305.44
Tiger 15/65†	14	3 Hp	£349.95	£411.19

Clarke rubber air hose (10m) FROM ONLY £10.95 EX VAT £12.87 INC VAT

master PORTABLE AIR COMPRESSOR

TIGER 6/6

ONLY £69.95 EX VAT £82.19 INC VAT

- Highly efficient 5cfm air displacement
- 8 bar max working pressure
- 1.25Hp motor
- 6ltr air receiver

Clarke AIR TOOLS & SPRAY GUNS

TYPE	MODEL	EX VAT	INC VAT
Air Hammer	CAT29B	£16.95	£19.92
Die Grinder Set	CAT36B	£20.99	£24.66
Grit blast gun	SB1	£23.95	£28.14
Spot blast gun	SB2	£23.95	£28.14
6" Dual Action sander	CAT80	£24.95	£29.32
Pro Spray Gun	-	£19.95	£23.44
½ Sq. Drive Ratchet	CAT22B	£26.95	£31.67
3/8" Air drill	CAT27B	£27.95	£32.84
Super Pro Spray Gun	SP14C	£29.95	£35.19
14pce ½" Ratchet set	CAT221B	£35.95	£42.24
Super Pro Spray Gun	SP18C	£29.95	£35.19
12pce ½" Impact wrench set	CAT231B	£39.95	£46.94
High Speed Saw	CAT26B	£28.95	£34.02

Clarke PRO AIR BRUSH KIT

CAB2P

ONLY £24.95 EX VAT £29.32 INC VAT

Complete with:

- Double action trigger for accurate control
- 2 jars • 1/4" BSP adaptor • Lightweight hose
- Chromed paint cup • Precision machined nozzle

Clarke GENERATOR

G900

ONLY £299.95 EX VAT £352.44 INC VAT

700W SUPER QUIET

- 2 x 230v outlets
- 700w max output
- 12v DC battery charge

OTHER MODELS UP TO 10,000kVA

Clarke GAS FIRED SPACE HEATERS

- Variable output (except Little Devil)
- Dual voltage (except Little Devil)
- Calor approved

FROM ONLY £84.95 EX VAT £99.82 INC VAT

STAINLESS STEEL ALSO AVAILABLE

MODEL	BTU/HR	EX VAT	INC VAT
Little Devil	35,000	£84.95	£99.82
Devil 850	107,000	£154.95	£182.07
Devil 1250	149,000	£209.95	£246.69
Devil 1850	200,000	£299.95	£352.44
Devil 3000	281,000	£319.95	£375.94
Devil 3150	344,000	£389.95	£458.19

Clarke INDUSTRIAL AIR COMPRESSORS

H/DUTY

FROM ONLY £259.95 EX VAT £305.44 INC VAT

UK MADE

These professional quality units offer the durability and reliability demanded by professionals whilst maintaining value for money.

All units feature:

- Cast iron pumps on SE11 & SE16
- Maximum 150psi (10 bar)
- Fully automatic • Cast iron cylinders • Fully painted
- Twin cylinder pumps • Motor overload protection
- Petrol, diesel and portable models available

MODEL	CFM	MOTOR (HP)	RECEIVER (LTR)	EX VAT	INC VAT
SE11	8.5	2	100	£259.95	£305.44
SE10C(WIS)*9	2	2	100	£309.95	£364.19
SE16	14	3	150	£299.95	£352.44
SE18	18	4	200	£479.95	£563.94
SE25#	23	5.5	200	£599.95	£704.94

*WIS=Wired in starter #Supplied with direct on-line starter

Clarke H/DUTY BLAST CABINET

FROM ONLY £99.49 EX VAT £116.90 INC VAT

- Low voltage
- Blasts old paint, rust, & revitalises aluminium
- Air Filter included

ALSO: Aluminium oxide powder or garnet powder from only £17.95 EX VAT £21.09 INC VAT

Clarke 5 PCE AIR TOOL KIT

KIT1000

ONLY £19.95 EX VAT £23.44 INC VAT

- Paraffin spray gun • Blow gun
- Paint Spray Gun • Tyre inflator
- Recoil hose with quick couplers

ALSO AVAILABLE 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun ONLY £14.95 EX VAT £17.57 INC VAT

Clarke DRILL PRESSES

Full range of Drill Vices available

FROM ONLY £33.95 EX VAT £39.89 INC VAT

- Safety cutout on belt guard
- Tables tilt 0-45° left and right
- Depth gauge • Chuck guards

* Includes wet 'T' slot table & worklight

MODEL	CHUCK SIZE	SPD	EX VAT	INC VAT
CDP5DD	13mm	5	£33.95	£39.89
CDP101B	13mm	5	£54.95	£64.57
CDP151B	13mm	5	£84.95	£99.82
CDP201B	13mm	12	£115.49	£135.70
CDP251F	13mm	12	£134.95	£158.57
CDP301B	16mm	12	£139.95	£164.44
CDP351F	16mm	12	£149.95	£176.19
CDP401B	16mm	16	£159.95	£187.94
CDP451F*	16mm	16	£189.95	£223.19
CDP501F*	20mm	12	£379.95	£446.44

Clarke DIGITAL MULTIMETERS

CDM10 • 19 position • 10 amp facility ONLY £6.99 EX VAT £8.21 INC VAT

CDM20 • 32 position • 10 amp facility ONLY £15.99 EX VAT £18.79 INC VAT

Clarke PARTS WASHERS

FROM ONLY £33.49 EX VAT £39.35 INC VAT

FLOOR STANDING

- 45 litre tank
- 1000Ltr/hr pump rate

REDUCED! WAS £93.94 INC VAT NOW ONLY £74.95 EX VAT £88.07 INC VAT

BENCH MOUNTED

- 10 litre tank
- 1000Ltr/hr pump rate

REDUCED! WAS £41.11 INC VAT NOW ONLY £33.49 EX VAT £39.35 INC VAT

MASSIVE PRICE CUTS

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

FROM ONLY £178.95 EX VAT £209.74 INC VAT

MODEL	EX VAT	INC VAT
10 ton bench	£178.50	£209.74
10 ton floor	£198.00	£232.65
15 ton floor	£369.95	£434.69
25 ton floor	£589.95	£693.19
50 ton floor	£998.00	£1,172.65

Clarke METAL LATHE

CL300M

ONLY £399.95 EX VAT £469.94 INC VAT

- 300mm between centres
- LH/RH thread screw cutting
- Electronic variable speed
- Self centering 3 jaw chuck & guard
- Compound mitre slide and 4 way tool post
- Gear change set
- Power feed

BEST SELLER

FULL RANGE OF ACCESSORIES AVAILABLE

Clarke MEASURING INSTRUMENTS

MODEL	DESCRIPTION	EX VAT	INC VAT
CM160	150mm Dial Caliper	£17.95	£21.09
CM180	0-25mm External Micrometer	£9.95	£11.69
CM190	25-50mm External Micrometer	£15.95	£18.74
CM200	0-1" External Micrometer	£13.95	£16.39
CM220	0-10mm Dial Test Indicator	£16.95	£19.92
CM100	150mm/6" Vernier Caliper	£8.49	£9.98
CM110	200mm/8" Vernier Caliper	£19.95	£23.44
CM120	300mm/12" Vernier Caliper	£25.95	£30.49
CM130	150mm/6" Locking Caliper	£15.95	£18.74
CM150	6" Dial Caliper	£16.95	£19.92
CM145	150mm/6" Digital Vernier	£29.95	£35.19

Clarke ANGLE GRINDERS

CAG115C BEST BUY Practical Householder

FROM ONLY £12.95 EX VAT £15.22 INC VAT

MASSIVE PRICE CUTS

Inc. disc & handle

MODEL	DUTY	MOTOR	WAS INC VAT	EX VAT	INC VAT
CAG121*	DIY	500w	£16.39	£12.95	£15.22
CAG120*	DIY	550w	£19.92	£15.95	£18.47
CAG115*	PRO	500w	£32.84	£25.95	£30.49
CAG115C*	PRO	720w	£35.19	£26.95	£31.67
CAG230#	PRO	1700w	£41.07	£32.95	£38.72

*115mm disc #230mm disc

RECOMMENDED

Clarke VICE

MULTI - PURPOSE CMV125

ONLY £39.95 EX VAT £46.94 INC VAT

- Jaw width 127mm
- Jaw opening 120mm
- Jaw depth 75mm
- 360° rotating vice head
- 360° double locking swivel base

Clarke ARC WELDERS

SEE THE FULL RANGE IN OUR NEW FREE CATALOGUE!

FROM ONLY £42.95 EX VAT £50.47 INC VAT

MODEL	AMPS	EX VAT	INC VAT
105E	40-100	£42.95	£50.47
115E	40-110	£47.95	£56.34
160E	60-150	£46.95	£55.17
190E	50-185	£69.95	£82.19
145TE*	40-140	£69.95	£82.19
165TE*	35-160	£89.95	£105.69
190TE*	35-180	£99.95	£117.44
230TE*	40-210	£109.95	£129.19

For home user, automotive and industrial applications.

Clarke EDGE SETTERS / JOGGLERS

FROM ONLY £24.95 EX VAT £29.32 INC VAT

Item shown £32.95 Ex Vat £38.72 Inc Vat

Clarke 6 SPEED METAL LATHE

WITH 12 SPEED MILL/DRILL HEAD - CL500M

ONLY £699.95 EX VAT £822.44 INC VAT

- 430mm between centres
- Power feed screw cutting facility
- Forward/reverse lathe operation
- Fine feed adjustment for milling
- Compound slide with 4 way tool post
- Clutch for independent mill/drill operation

FULL RANGE OF ACCESSORIES AVAILABLE!

Shown with optional floor stand

£119.95 EX VAT £140.94 INC VAT

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head. ONLY £579.95 EX VAT £681.44 INC VAT

N.B.: The Mill/Drill head is not available separately

STAYER SANDERS/POLISHERS

PROFESSIONAL QUALITY

FROM ONLY £84.95 EX VAT £99.82 INC VAT

LU270 POLISHER

- 1,800 rpm no load speed
- 800w, 230v
- 170mm backing pad

ONLY £84.95 EX VAT £99.82 INC VAT

LU272 POLISHER/SANDER

- 800/1200w, 230v • 170mm backing pad
- 2 speeds, 2000/2500 rpm no load speed

ONLY £94.95 EX VAT £111.57 INC VAT

Full range of Compounding & Polishing Heads - see Catalogue for details

Clarke BENCH GRINDER STAND

BGS1

ONLY £25.95 EX VAT £30.49 INC VAT

- Complete with bolt mountings & feet anchor holes

Clarke BENCH GRINDERS

FROM ONLY £18.95 EX VAT £22.27 INC VAT

CBG8W features 8" wetstone & 6" drystone.

MODEL	DUTY	WHEEL DIA.	EX VAT	INC VAT
CBG6RZ	PRO	150mm	£18.95	£22.27
CBG6RSC*	HD	150mm	£26.95	£31.67
CBG8RSC	HD	200mm	£33.95	£39.89
CBG6SB#	210w	150mm	£24.95	£29.32
CBG8W*	275w	150/200mm	£39.95	£46.94

*Heavy Duty # With sanding belt

Clarke MIG WELDERS

FROM ONLY £119.95 EX VAT £140.94 INC VAT

Includes free:

- Gas regulator
- Earth clamp
- Face mask • Welding wire
- Welding torch

Pro90-150 also includes CO_2 gas bottle

BEST BUY Auto Express

MODEL	AMPS	EX VAT	INC VAT
Pro 90	25-90	£119.95	£140.94
100E	27-100	£139.95	£164.44
135TE Turbo*	30-130	£169.95	£199.69
150TE Turbo*#	30-150	£179.95	£211.44
165TE Turbo*	30-155	£239.95	£281.94
175TE Turbo*	30-170	£299.95	£352.44
205TE Turbo*	30-185	£339.95	£399.44

*Turbo fan cooled for longer welding at full output #150TE Turbo Best Buy Auto Express

Clarke 150 ARC/TIG INVERTER

- Low amp operation - ideal for Arc & Tig welding, auto bodywork and thin mild/stainless steel
- 5-130 min/max amps

ONLY £259.95 EX VAT £305.44 INC VAT

Clarke NO GAS MIG WELDERS

FROM ONLY £99.95 EX VAT £117.44 INC VAT

These can be converted to used gas with optional accessories.

MODEL	AMPS	EX VAT	INC VAT
85ENB	27-85	£99.95	£117.44
90EN	30-90	£114.95	£135.07
105EN	30-100	£129.95	£152.69
130EN	30-130	£179.95	£211.44
151EN	30-150	£179.95	£211.44
160EN	30-150	£209.95	£246.69

Clarke SPOT WELDERS

FROM ONLY £219.00 EX VAT £257.33 INC VAT

VARIETY OF ARMS AVAILABLE - SEE CATALOGUE

#Microprocessor controlled

MODEL	MAX ABSORBED	RATING MAX POWER	THICKNESS	EX VAT	INC VAT
CSW6T	6Kw	1.2Kw	1+1mm	£219.00	£257.33
CSW13T#	13Kw	2.3Kw	2+2mm	£289.95	£340.69

Clarke TARPAULINS

DOUBLE SIDED BLUE/SILVER

FROM ONLY £3.80 EX VAT £4.47 INC VAT

- Water and tear resistant

SIZE	BLUE OR GREEN EX VAT	BLUE OR GREEN INC VAT	CAMOUFLAGE EX VAT	CAMOUFLAGE INC VAT
6'x 8'	£3.80	£4.47	£4.99	£5.86
8'x 10'	£5.95	£6.99	£5.99	£7.04
10' x 12'	£7.95	£9.34	£8.99	£10.56
12'x 16'	£9.95	£11.69	£13.95	£16.39
16'x 20'	£16.95	£19.92	£22.95	£26.97
18'x 24'	£18.95	£22.27	£29.95	£35.19
20'x 40'	£34.95	£41.07	£49.95	£58.69

Clarke POWER WASHER

JET1000

ONLY £54.95 EX VAT £64.57 INC VAT

FULL 100 BAR PRESSURE

IDEAL FOR PATIO CLEANING

SEE CATALOGUE FOR FULL RANGE OF ACCESSORIES

- 6l/min max flow
- 1.6Kw, 230v motor
- Inc. foam lance and refillable detergent bottle
- Nozzle for fan or pencil jet

ALSO: HIGH POWER JET 5000. HUGE 130 BAR PRESSURE

SUPERWINCH

FROM ONLY £119.95 EX VAT £140.94 INC VAT

MODEL	CAP	VOLTS	FREEWHEEL	EX VAT	INC VAT
T1500	680kg	12	Yes	£119.95	£140.94
S2500	1130kg	12	Yes	£199.95	£234.94
S4500	2040kg	12	Yes	£329.95	£387.69

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY £12.95 EX VAT / £15.22 INC VAT

*CTJ2 & CTJ2LR voted Best Buy in Car Mechanics Independent Test

BEST BUY CAR MECHANICS

MODEL	EX VAT	INC VAT
DIY CTJ2*	£12.95	£15.22
DIY (long) CTJ2L*	£14.99	£17.61
Semi Pro CTJ2LR	£24.95	£29.32
Quick Lift CTJ2Q	£22.95	£26.97
Pro CTJ2000G	£49.95	£58.69

Clarke JUMPSTART 910 WITH AIR COMPRESSOR

ONLY £42.54 EX VAT / £49.98 INC VAT

- Portable 12v rechargeable power supply, booster starter & air compressor (240psi max)
- Up to 50 hrs of 12v DC supply for lights, mobile phones, power tools, CD players etc.
- 900 peak amps

Ideal Air Supply for Inflating Tyres, Boats, etc.

Also available without compressor ONLY £34.95 EX VAT £41.07 INC VAT

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- Telephone 0845 450 1855 (local rate)



Clarke ELECTRIC WINCHES

FROM ONLY £119.95 EX VAT / £140.94 INC VAT

Powerful and compact general purpose winches
Quick and easy to install for all types of pulling & lifting work
Cable doubles to increase load capacity

MODEL	POWER	x1 CABLE	x2 CABLE	EX VAT	INC VAT
CHP250	530	125kg	250kg	£119.95	£140.94
CHP400	880	200kg	400kg	£159.95	£187.94

Clarke WORKSHOP CRANES

FROM ONLY £119.95 EX VAT / £140.94 INC VAT

Fully tested to proof load

MODEL	EX VAT	INC VAT
1/2 ton	£119.95	£140.94
1/2 ton folding	£139.95	£164.44
1 ton folding	£139.95	£164.44
1 ton large folding	£169.95	£199.69
1 ton long reach	£159.95	£187.94
1 ton pro	£299.95	£352.44
2 ton pro	£599.00	£703.83

Clarke JERRY CANS

Fixed & flexible spouts available

FROM ONLY £10.95 EX VAT / £12.87 INC VAT

- Stores fuel safely

10 LITRE CAN ONLY £10.95 EX VAT £12.87 INC VAT
20 LITRE CAN ONLY £12.95 EX VAT £15.22 INC VAT

Optional Vehicle Bracket ONLY £17.95 EX VAT £21.09 INC VAT

Clarke WALL RACK

FROM ONLY £19.95 EX VAT / £23.44 INC VAT

CWR45

- Steel construction
- LDH: 1130x14x630
- Complete with wall hangers, plus 17 assorted tool holders and 4 peg hooks

Tools shown not supplied

Clarke MECHANICS TOOL BOXES/CHEST

FROM ONLY £19.95 EX VAT / £23.44 INC VAT

CB4

MODEL	DESCRIPTION	EX VAT	INC VAT
CB2	2 Drawer Chest	£19.95	£23.44
CB3	3 Drawer Chest	£26.95	£31.67
CB4	3 Drawer Chest with front cover & tote tray	£24.95	£29.32
CB5	3 Drawer Chest with front cover & tote tray	£34.95	£41.07

Clarke AXLE STANDS

FROM ONLY £12.95 EX VAT / £15.22 INC VAT

- Supplied in pairs
- Ratchet action for quick height adjustment

MODEL	MIN HT	MAX HT	EX VAT	INC VAT
CAX3TBC 3 Ton	300	430	£12.95	£15.22
CAX6TBC 6 Ton	400	615	£19.95	£23.44

Clarke ENGINE STANDS

FROM ONLY £29.95 EX VAT / £35.19 INC VAT

CES500A
- Rotates through 360°
- Engines up to 227Kg

ONLY £29.95 EX VAT £35.19 INC VAT

CES750A (shown)
- Rotates through 360°
- Engines up to 340Kg
- Includes tool tray

Fully tested to proof load

Clarke CAR TRANSPORTER LASHING

- 3.33M overall length • 5000kg max strength in straight pull • 300mm long wheel strap to slide onto main restraint

ONLY £12.99 EX VAT / £15.26 INC VAT

Clarke MULTI-DRAWER PARTS CABINETS

FROM ONLY £22.95 EX VAT / £26.97 INC VAT

- Drawers on each model have slotted fronts allowing tickets to be added for easy identification

MODEL	DRAWERS	DIMS (WDH)mm	EX VAT	INC VAT
CTB800	16	432x190x290	£22.95	£26.97
CTB900	25	540x190x356	£34.95	£41.07
CTB1000	36	642x190x426	£47.95	£56.34

Clarke PRO TOOL SET

178 PCE SET & CHEST - CHT388

PROFESSIONAL QUALITY

ONLY £79.95 EX VAT / £93.94 INC VAT

- All the most popular sizes (AF/Metric), sockets, spanners, driver bits etc.

Clarke TROLLEY JACKS/ AXLE STAND SETS

FROM ONLY £24.95 EX VAT / £29.32 INC VAT

MODEL	EX VAT	INC VAT
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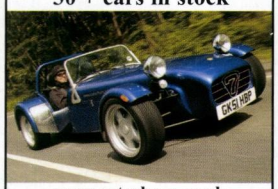
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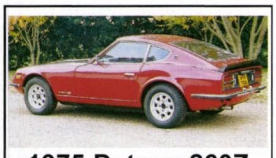
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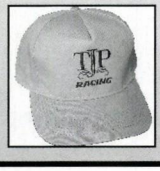


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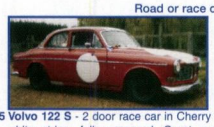
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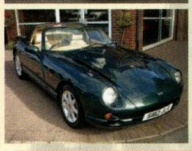
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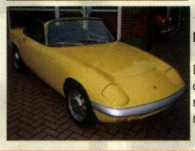
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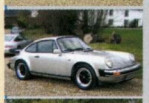
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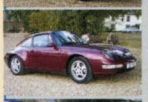
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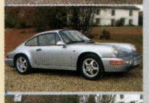
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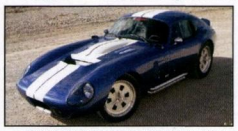
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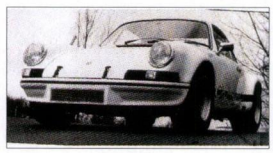
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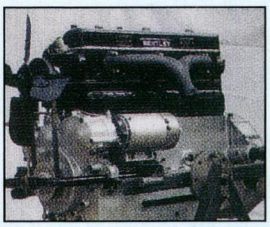
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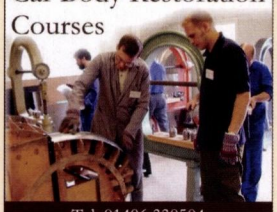
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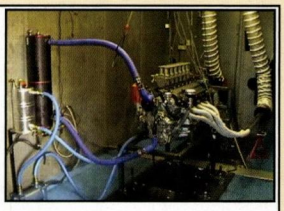
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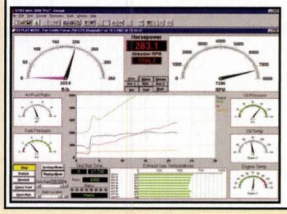
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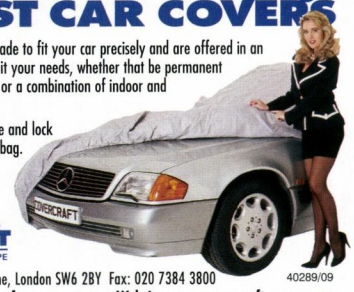
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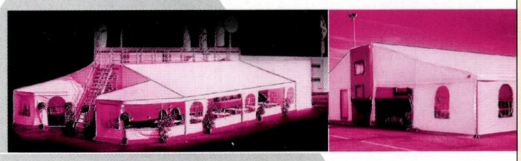
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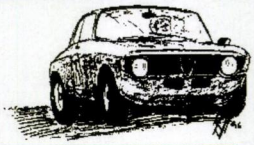
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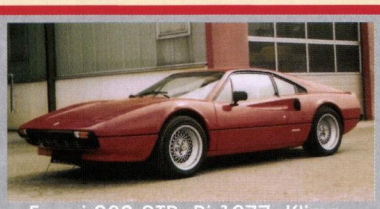
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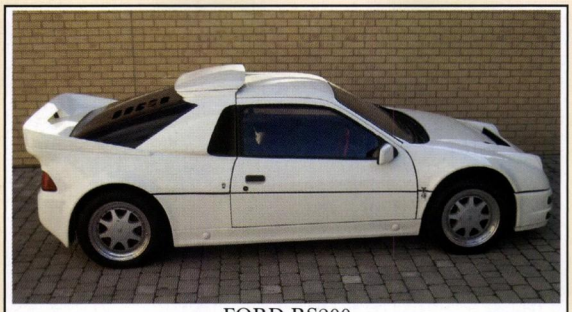
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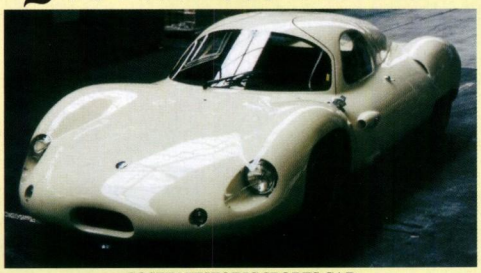
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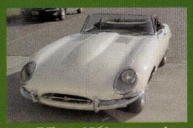
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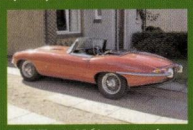
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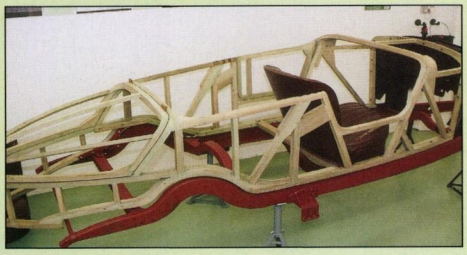


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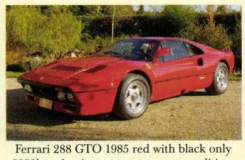
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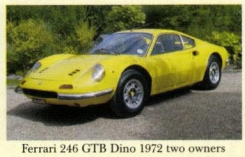
Jaguar XJ220 LHD silver delivery Mileage from private collection as new.
£POA



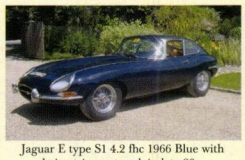
Ferrari 288 GTO 1985 red with black only 2900kms 1 private owner as new condition.
£239,950



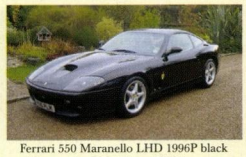
Aston Martin DB6 manuel fully restored in silver dark blue hide documented & pictorial records.
£59,950



Ferrari 246 GTB Dino 1972 two owners pristine condition recent restoration.
£64,950



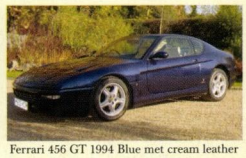
Jaguar E type S1 4.2 fhc 1966 Blue with beige trim restored. in late 80s.
£28,950



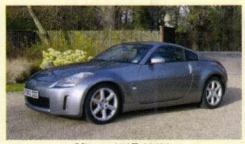
Ferrari 550 Maranello LHD 1996P black with tan trim 33,000 kms FSH 3 owners.
£65,950



Jaguar MkII Beecham 3.8 Manuel 1967 BRG with Tan trim, PAS, wires from collection.
£29,950



Ferrari 456 GT 1994 Blue met cream leather three owners only 20000 mls.
£42,950



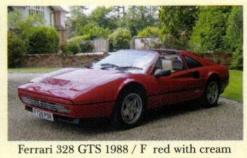
Nissan 350Z 03/03
Grey / black leather 10000mls.
£23,950



Ferrari Mondial 1993 'L' 3.4 T Cabriolet Valeo clutchless Auto (1 of 5) only 23000 mls.
£27,950



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JAGUAR XK 140 DROPHEAD RHD – British Racing Green/Black hide and carpets, Black hood, 16" chromed wire wheels, matching numbers, chassis off restored 15 years ago, nicely mellowed, useable, excellent example.

JAGUAR XK 140 DROPHEAD RHD – Grey /Red hide and carpets, Dark Blue Hood, 16" chromed wire wheels, radial tyres, subject of a total chassis off restoration 10 years ago to a very good standard, very little use since, full matching numbers and original colour specification. Very Rare.

JAGUAR XK 140 DROPHEAD MC, LHD - Mediterranean Blue / Blue hide, Dark Blue hood, colour coded wire wheels, C Type cylinder head, special order paintwork, an original unrestored example requiring a full re-trim to original specification, drives very well, original unrestored XK 140 Dropheads are becoming very rare.

JAGUAR XK140 ALL ALLOY ROADSTER, RHD - Opalescent Silver/Mulberry hide and carpets, Borrani wire wheels, 5 speed gearbox, rack and pinion power steering, rally seats, louvered bonnet, Le-man fuel filler, disc brakes, watts linkage rear suspension, handmade stainless steel exhaust manifold and system, alloy radiator, electrical cooling fan, adjustable pedals etc. 'UNIQUE'.

JAGUAR XK150'S' 3.8 LITRE DROPHEAD, RHD – British Racing Green/Beige hide and Green carpets, Black hood, 16" chromed wire wheels, full matching numbers, last owner 21 years, recent engine rebuild, a very sound useable example, very rare and increasingly harder to find in this condition.

JAGUAR XK150 3.8 LITRE DROPHEAD, RHD – British Racing Green/Beige hide and Green carpets, Black hood, 16" chromed wire wheels, full matching numbers, purchased from the last owner of 26 years in Australia, subject of a chassis off restoration 12 years ago, very presentable useable example and very rare.

JAGUAR XK 150 3.4 LITRE DROPHEAD, LHD - British Racing Green/Sand hide and Oatmeal carpets / Dark Green hood, 16" stainless competition wire wheels, radial tyres, Touring specification engine, 5 speed gearbox, rack and pinion electric power steering, altenator, ally radiator, uprated heater, uprated suspension and brake system, burr walnut dashboard and door cappings, total restoration, stunning.

JAGUAR XK150 3.4 LITRE DROPHEAD, RHD – Dark Blue/Grey hide and carpets, Dark Blue mohair hood, 15" chromed wire wheels, radial tyres, J.D. Sport 5 speed gearbox, rack and pinion electric power steering, uprated wiring loom with alternator, alloy radiator, uprated brakes and servo, burr walnut dashboard and door cappings, woodrim steering wheel, hidden stereo, etc. THE ULTIMATE TOURING CAR.

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JAGUAR MK II SALOON 4.0 LITRE V8, 5 SPEED AUTOMATIC, RHD – Opalescent Silver/Red hide and carpets, competition chromed wire wheels, full XJ V8 drivetrain including independent rear axle, climate control, electric windows, central locking, ABS brakes, electric heated seats, tinted glass, heated rear screen, power steering column, multi function steering wheel, power fold mirrors etc, 400 miles only.

JAGUAR MK II SALOON 4.0 LITRE V8, 5 SPEED AUTOMATIC, RHD – Opalescent Silver/Dark Blue hide and carpets, competition chromed wire wheels, full XJ V8 drivetrain including independent, rear axle, climate control, electric windows, central locking, ABS, electric heated seats, tinted glass, full leather interior, electric steering column etc, etc, 1200 miles only.

JAGUAR MKII SALOON 4.0 LITRE V8 SUPERCHARGE, 5 SPEED AUTOMATIC, LHD – Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, full XJ drivetrain, including independent rear axle, climate control, electric windows, central locking, ABS brakes, electric rack and pinion power steering, electric steering column, tinted glass, electric windows, heated rear screen, 2000 miles only.

JAGUAR MKII 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD – Mist Grey/Dark Blue hide and carpets, chromed wire wheels, matching numbers, a superb original example that has recently been fitted with J.D. Sport, rack & pinion power steering, ignition system, alternator, unleaded cylinder head, inertia reel seat belts. You will be stunned by this cars originality.

JAGUAR MARK II 3.8 LITRE SALOON, AUTOMATIC, RHD - Opalescent Dark Green/Black hide and carpets, competition chromed wire wheels, recently updated by ourselves, J.D. Sport brakes and stainless steel exhaust system, re-trimmed, re-painted and re-chromed, air conditioning, late gearbox etc, STUNNING.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD - British Racing Green/Green hide and carpets, competition chromed wire wheels, subject of a full J.D restoration 5 years ago, updates include J.D. Sport touring engine, handmade custom stainless steel exhaust manifold and system, ignition system, cruise control, J.D. Sport brakes and suspension, air conditioning, J.D. Sport front seats, stereo system, colour coded inertia reel seat belts etc. 5,000 miles, properly maintained, ready for its next journey.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD – British Racing Green/Green hide and carpets, competition chromed wire wheels, matching numbers, subject or a total restoration 4 years ago, recent J.D Sport updates, engine/gearbox, handmade exhaust manifolds and system, adjustable suspension, ignition system etc. Wonderful example.

JAGUAR E-TYPE SERIES 1 4.2 ROADSTER - Primrose Yellow/Black hide and carpets, Black hood, competition chromed wire wheels, recent J.D Sport updates include modified suspension, brakes, handmade stainless steel exhaust system, uprated torsion bars etc, maintained by ourselves over the last 8 years, matching numbers original UK car.

JAGUAR 'E' TYPE SERIES 3 ROADSTER LHD - Dark Blue / Grey hide piped Dark Blue, Dark Blue mohair hood, chromed wire wheels, subject of a complete restoration. 5 speed gearbox, SU carb conversion, air conditioning, burr walnut dashbaord, etc, nicely detailed throughout only 3000 miles since completion.

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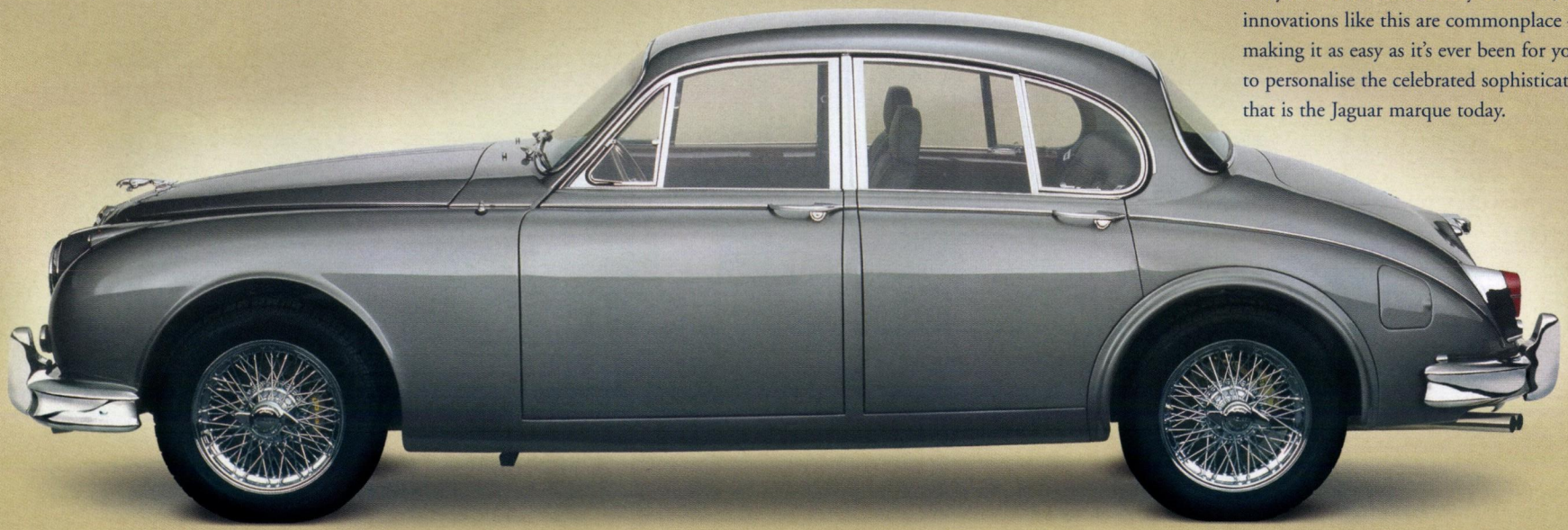
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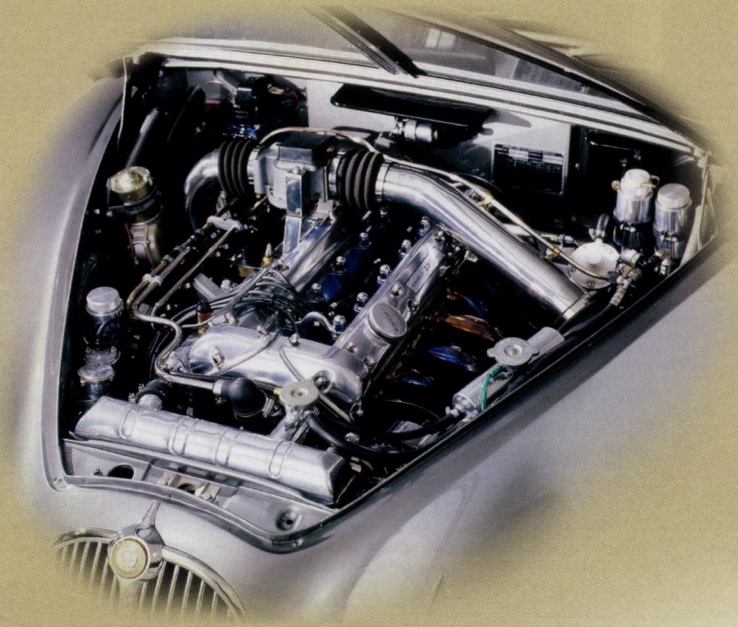
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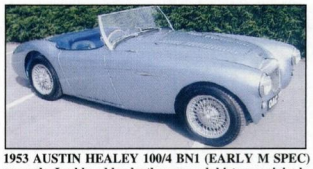


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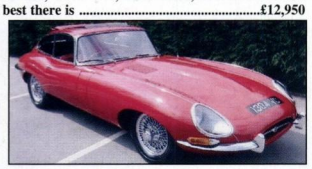
1965 AUSTIN HEALEY 3000 MK III RHD, Finished in special order Kingfisher Blue, Blue leather, Blue hood, stainless exhaust, lead free engine etc. Total ground up - concours standard, restoration, the nearest thing to a new Healey you will find, see our website ..£36,950



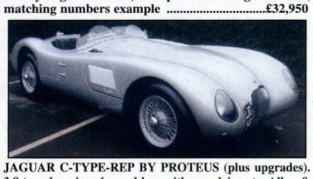
1953 AUSTIN HEALEY 100/4 BN1 (EARLY M SPEC) example. Ice blue, blue leather, superb history, original - Donald Healey Mo/Co. Example RHD, English, matching nos. example (see our website) £26,950



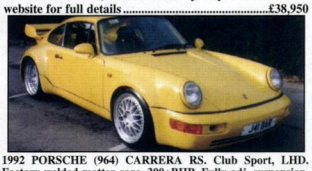
1948 RILEY RME 1.5 Forest green with green leather, circa 40K, restoration, could well be the best there is £12,950



1962 JAGUAR E-TYPE 3.8 FHC. (early car on VC Coventry Reg.) Signal red with red leather, and red webasto sunroof. CWW, restored by previous owner to a very high standard, a superb and original RHD, matching numbers example £32,950



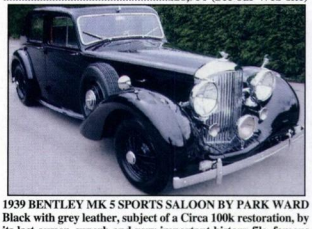
JAGUAR C-TYPE-REP BY PROTEUS (plus upgrades). 3.8 tuned engine, 4 speed box with overdrive etc. Alloy & GRP construction, correct in every way. Please see our website for full details £38,950



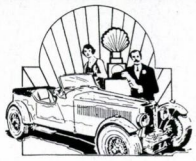
1992 PORSCHE (964) CARRERA RS. Club Sport, LHD. Factory welded matter cage, 300+BHP. Fully adj. suspension, nomex race seats. 1 owner in Germany (never raced). Don Manley engine rebuild in last 500 miles driven around Goodwood by (Mr Porsche) Nick Fauke at (1 min 25.7) UNIQUE AND STUNNING £36,950



1963 JAGUAR 3.8 MK II MOD. BRG with suede green leather trim, PAS, upgraded brakes, suspension, stainless sports exhaust, w/wheels. Subject of 5 year concourse rebuild, one of the best and has a superb documented file .....£28,950 (See our Web-site)



1939 BENTLEY MK 5 SPORTS SALOON BY PARK WARD Black with grey leather, subject of a Circa 100k restoration, by its last owner, superb and very important history file, famous owners, and the rarest of all Derby Bentleys (one of nine left). Please look at our website, for more details /photos etc. . POA



The School Garage

(MARTIN J DALY) Est 1979



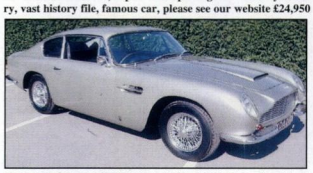
1978 DAIMLER DOUBLE SIX COUPE (Very very rare) Green sand with olive leather, chrome wheels, factory sun-roof, one owner 42,000 miles only.....£10,950



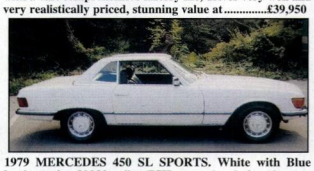
1959 BENTLEY CONTINENTAL (FOUR LIGHT FLYING SPUR) By HJ Mulliner (Reg HJM 50.) Dawn Blue, Grey - leather, steel sunroof, restored to concours standard, for its last owner of 25 years, by leading top Rolls Royce/Bentley specialists. Now for sale at a very realisitc price .....£POA



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1966 ASTON MARTIN DB6 MK1 MANUAL silverbirch with blue leather trim, CWW, a lovely original example, with a vast comprehensive history file, drives very well and very realistically priced, stunning value at.....£39,950



1979 MERCEDES 450 SL SPORTS. White with Blue leather trim 80000 miles FSH, auto, hard & soft tops, mint example £13,950

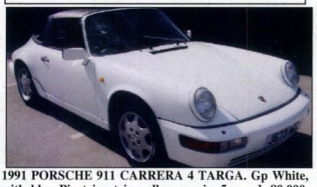


1989 MERCEDES 300 SL SPORTS. Signal red, black trim with grey inserts, alloys, abs, H&S tops plus good spec – 19,000 miles only, with FMBSH, one of the best left in the world £26,950



1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only.....£19,950

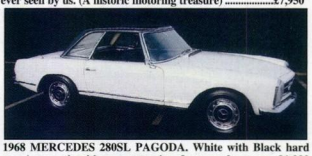
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1991 PORSCHE 911 CARRERA 4 TARGA. Gp White, with blue Pinstripe trim, alloy, music, 5 speed, 80,000, Full FSH. Superb mint example £19,950



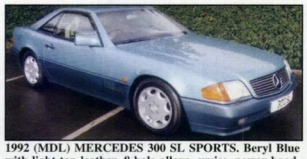
1949 MORRIS MINOR SPLIT SCREEN, with famous "Alta" tuning conversion (very rare) first owner 40 years, 36,000 miles only, platinum grey with leather trim, this unique motorcar is superb in all areas, and has the most comprehensve history file ever seen by us. (A historic motoring treasure) £7,950



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1987 PORSCHE 944 TURBO. Very rare like this GP white with Burgundy half leather trim. Cup alloys. ESR. Total service history from new, concours, winning example, possibly the best.....£12,450



1992 (MDL) MERCEDES 300 SL SPORTS. Beryl Blue with light tan leather, 8 hole alloys, cruise, power hood, CD. Full electric pack, 64,000 miles only with FMBSH. Looks 2 years old. Superb £18,950



1928 SINGER JUNIOR four door open tourer. Burgundy with Black mud guards, original buff logbook and first tax disc. Restored approx 10 years ago to - concours winning standards, perfection £12,950



1935 AUSTIN 7 OPEL Royal Blue, Blue leather, superb original example. Original Buff log book. Three owners from New. (See our website) First owner 32 years. The best we have seen to date.....£9950



1973 ROLLS ROYCE SHADOW ONE. Fern green with clack leather trim, one famous owner, 73,000 miles only, Harvey-Bailey kit, mint example. Please see our website £14,950



1981 MERCEDES 280 SL SPORTS. Auto. Pewter with silver roof, old grey trim, H&S tops, alloys, electric pack, stereo, superb mint example. Excellent history file £12,950



1962 JAGUAR 3.8 MK II MOD. Original English RHD example in opalescent silver-blue, with blue leather trim, pas, and brake upgrades, 64,000 miles only, restored to concours standards circa 7 years ago, still very sharp. One of the best at £28,950



OCT 2000 TVR 500 GRIFFITH, Pearlescent sunset yellow, with black leather and yellow stitching, mega spec inc. alloy wheels, alloy switches yellow dials, polished wood. CD system, alarm, one previous owner, 2200 miles only, as new inside & out (number plate by separate negotiation only £29,950



1989 BENTLEY TURBO R. Cobalt blue with magnolia leather piped blue, alloys, full spec, 102,000 miles, FSH, superb history file. Mint example, very rare to be found as good as this .....£18,950 (See our Web-site)



1958 JAGUAR XK150 3.4 ROADSTER MANUAL. Pearl grey with red leather and blue mohair hood. Original LHD example with matching number. Subject of a 7 year ground-up-restoration to Concours standards, one of the best you will find .....£47,950 (See our Web-site)



1969 JAGUAR 420 G AUTO. Finished in Opalescent Green with Tan leather. Subject of a very comprehensive restoration by its last owner, one of the best and genuine low mileage. STUNNING.....£16,950

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S2 4.2 ROADSTER Primrose yellow with black trim. May 1970. An original UK example that has been very well maintained over the years – with documented history. Less than 2,000 miles since engine rebuild. (Eag 063) £33,500



S2 4.2 ROADSTER Opalescent silver blue with navy trim. Late 1970. A really stunning example, the subject of a comprehensive total restoration in recent years. Sensible upgrades including wheel/tyre package, new wiring etc etc. (Eag 102) £56,500



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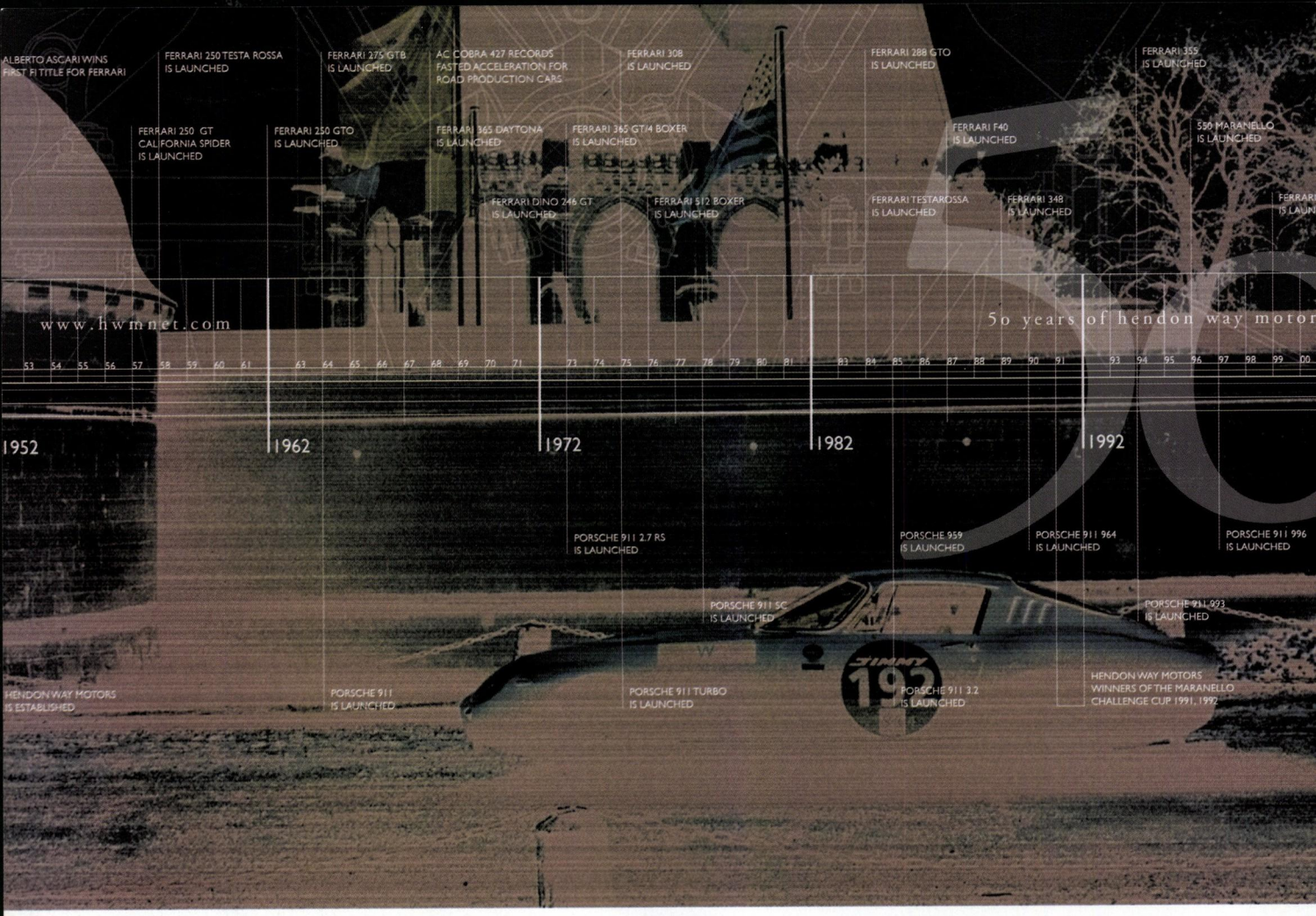
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2001 996 TURBO TIP METALLIC BLACK 16000 miles
2002 996 CABRIOLET TIP FACELIFT SEAL GREY 9000 miles
2000 996 CABRIOLET TIP ARCTIC SILVER 39000 miles
2002 996 4S COUPE ARCTIC SILVER 10000 miles
2003 996 COUPE FACELIFT MIDNIGHT BLUE 11000 miles
2002 996 COUPE FACELIFT LAPIS BLUE 14000 miles
2002 996 COUPE FACELIFT ARCTIC SILVER 12000 miles
1999 996 COUPE ARCTIC SILVER 19000 miles
1998 996 COUPE METALLIC BLACK 42000 miles
1998 996 COUPE TIP OCEAN BLUE 35000 miles
1998 996 COUPE ARCTIC SILVER 36000 miles

BOXSTER

2002 BOXSTER S SEAL GREY 7000 miles
2001 BOXSTER LAPIS BLUE 19000 miles
2000/1 BOXSTER S TIP ARCTIC SILVER 6000 miles
2000/1 BOXSTER S TIP SEAL GREY 9000
2001 BOXSTER S ARCTIC SILVER 14000 miles
2000 BOXSTER S ARCTIC SILVER 24000 miles
2000 BOXSTER S BLACK 19000 miles
2000 BOXSTER 2.7 ARCTIC SILVER 22000

993

1997 993 4S COUPE 3.8 ARCTIC SILVER 38000 miles
1997 993 COUPE 4 ARCTIC SILVER 39000 miles
1996 993 TURBO 4 POLAR SILVER 55000 miles
1996 993 TURBO 4 OCEAN BLUE 31000 miles
1997 993 TARGA BLUE 54000 miles
1994 993 CABRIOLET BLUE 72000 miles
1994 993 COUPE TIP BLUE 36000 miles

964 / 911

1990 964 CABRIOLET RED 59000 miles
1990 964 TARGA RED 117000 miles
2002/03 911 GT2 METALLIC BLACK 1300 miles
1988 911 TARGA GUARDS RED 70000 miles
1980 911 3.0 CARRERA WHITE 75000 miles

FERRARI

2003 575M MARANELLO BLUE 1000 miles
1998 550 MARANELLO GUNMETAL GREY 16000 miles
2001 360 MODENA DARK GREEN 6000
1999 355 GTS F1 RED 15000 miles
1999 355 F1 BERLINETTA RED 11000 miles
1999 355 SPIDER F1 RED 20000 miles
1998 355 GTB RED 18000 miles
1997 456 GTA BLUE 25000 miles
1992 348 TS BLACK 9000 miles
1991 348 TS RED 21000 miles
1992 512 TR RED 18000 miles
1991 TESTAROSSA RED 5000 miles
1985/6 MONDIAL COUPE QV RED 54000 miles
1972 246 GT AZURE 48000 miles
1967 275 GTB4 RED 40000 miles

JAGUAR/AC

1968 E-TYPE 4.2 RDST HARDTOP CONCOURS SILVER 54000 miles
1963 E-TYPE 3.8 FHC SUPERB RESTORATION BURGUNDY 85000 miles
1966 E-TYPE 2+2 AUTO PRIMROSE 82000 miles
1959 XK150 S DROPHEAD COUPE RED RESTORED
1954 XK 120 DHC OLD ENGLISH WHITE 70000 miles
1989 AC COBRA MK IV DARK METALLIC BLUE ENGINE UPGRADE FROM FACTORY 7000 miles

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Pictured above is Hendon Way Motors' Ferrari 275 GTB 4 competing in the Tour Auto rally in April 2001

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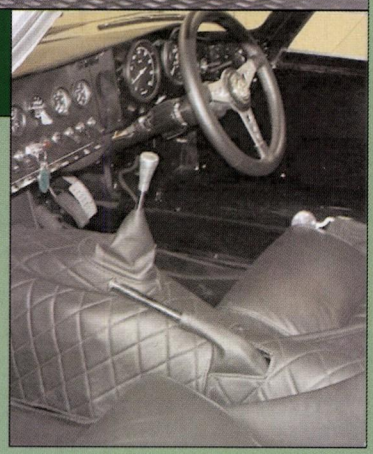
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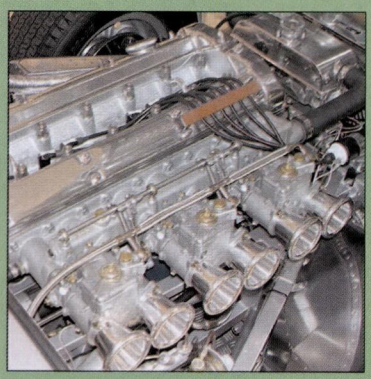
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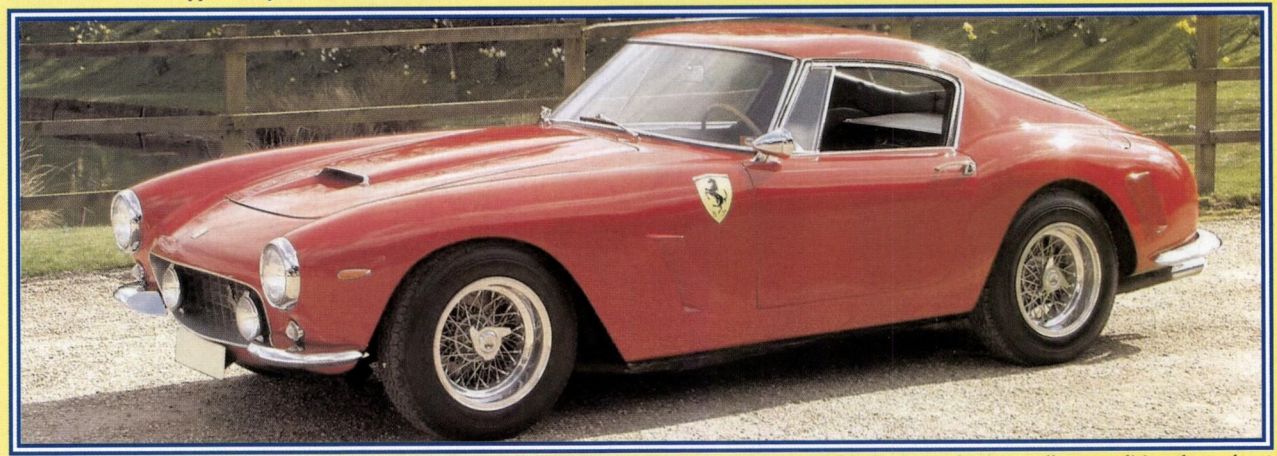
1961 250 SWB chassis # 2335 GT. One of only nine right hand drive cars built. Fitted outside filler cap and other competition features. Metallic dark grey with burgundy leather. This fully restored example is perfect throughout. ..... **£POA**



1986 Ferrari Testa Rossa. This unique example has covered just 2,600kms from new. Left hand drive. Finished in brilliant white with crema hide interior. Total history and as close as possible to a 'new' Testa Rossa. A rare opportunity **£43,500**



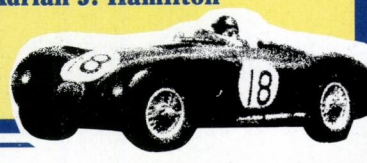
1991 AC Cobra MKIV Lightweight. Dark metallic blue with black hide interior. A rare opportunity to acquire a genuine Lightweight, one of only 26 built and in exceptional condition having covered less than 6,000 miles from new. 340 BHP blueprinted Ford 5.0 V8. ..... **£59,950**



1961 Ferrari 250 SWB. Chassis number 3039GT. This steel-bodied car is finished in red with black trim and is in excellent condition throughout. The car has an exceptionally good provenance and is available immediately ..... **£POA**

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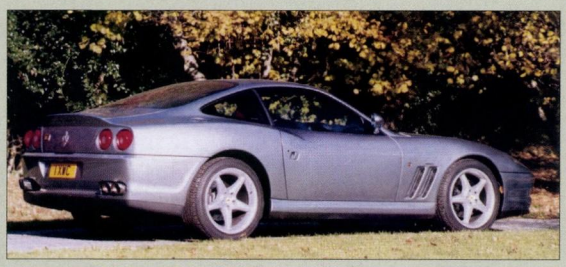
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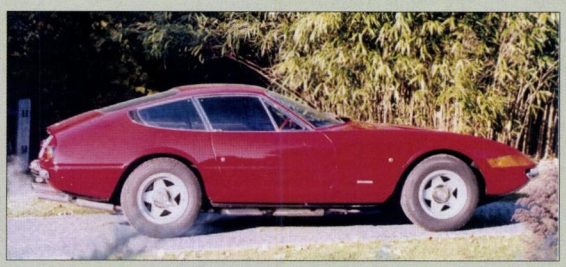
HONDA NSX. Low mileage, auto, F/H/S/H. Immaculate. £22,500



MERCEDES 280 SL. Fantastic condition and history £24,500



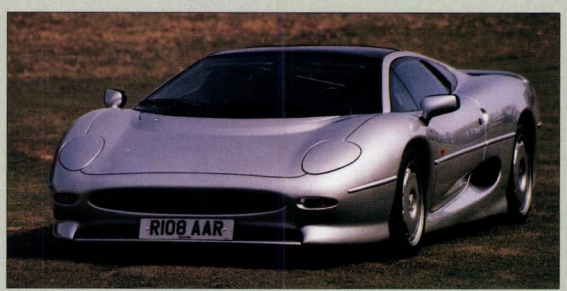
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1986 AC COBRA MK4 300BHP. In Chichester Blue with Black hide. 10K miles, FSH, equipped with roll hoop, 3 eared spinners, wind wings, sun visors, radio cassette, door mirror etc. Impeccable condition and outstanding value.RHD £37,995



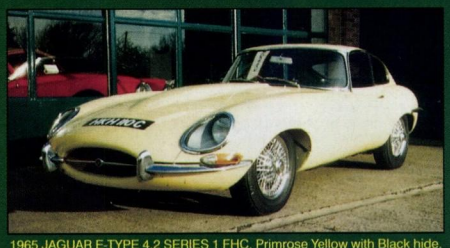
1958 MGA 1500. Finished in Chariot Red with matching Red interior. Recently refurbished to an extremely high standard, including paintwork and trim. A pristine example of a highly sought after classic.RHD £16,495



1963 FORD LOTUS CORTINA MKI 'A BRACKET'.Team Lotus colours, just completed total re-build to F.I.A. spec. The best of everything under homologated weight, Donington 1.27, Snetterton 1.26, Silverstone 1.11. F.I.A. Papers, in the right hands will be unbeatable.RHD £50,000



1980 TRIUMPH TR8 CONVERTIBLE. Factory experimental car, 1 of only 2. Silver leaf with Biscuit trim. 2 owners, 48K miles, total history incl all letters from British Leyland. PAS, stainless exhaust. The most outstanding example you could wish for and virtually unique.RHD £14,995



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



1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning.RHD .....WAS £24,995, NOW £21,995



1994 AC COBRA MKIV TO LWT SPEC. Dark Blue with Biscuit hide piped Blue. 8K miles, FSH, 350bhp, non cat, traditional dash, front & rear anti roll bars, 3 eared spinners, wind wings, wood rimmed wheel etc. Unmarked and shatteringly quick.RHD £44,995



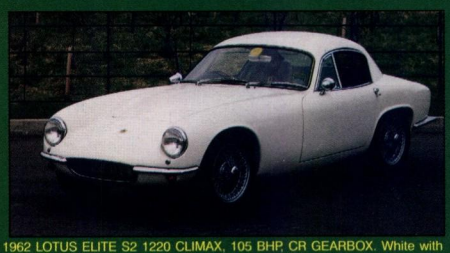
1967 SUNBEAM TIGER MK1A 4.2 In Sebring Red with Black trim. Minilite wheels, full harness, uprated suspension. An outstandingly well restored example, a Tiger to set the heart thumping, its 'very' quick!RHD £19,995



1986 BMW M5 E28. In Dolphin with full Black hide. A local car, 2 owners, FSH. Just had top end overhaul & new chains. Air con, elec seats/roof/windows. CD, CSL brakes. A most outstanding example of this very usable road rocket.RHD £9,995



1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with Cream hide, low ownership & ultra low historied mileage of only 40K. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows. Undoubtedly one of the most useable 4 seater Ferraris available, in a condition that beggars belief. Your search is over. Possibly the finest example available. RHD £19,995



1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order.RHD .....WAS £28,995, NOW £24,995



1972 MGB ROADSTER. In Tartan Red with Black hide piped Red. Ground up restoration including new shell, many upgrades, cww, overdrive, sound system, spot lamps etc. A perfectly restored example.RHD £12,995

1958 TRIUMPH TR3A (VVC 288). Works prepared rally car. Winner Liege-Rome-Liege 1958, campaigned through '58, '59', '60 in many international and national rallies by Col "Bing" Crosby, then sold through Mike Hawthorns Tourist Trophy Garage to Kenneth Pearce, used by him in national rallies until '64. Now undergoing a sympathetic total re-build to period rally spec. Ready Dec 03 .....P.O.A.

1970 GP PORSCHE SPYDER 1760CC ENGINE. Metallic Silver with Blue trim. Retired engineer built to a very high standard. Bills for parts alone in excess of £14,000. Tremendous fun and outstanding value £9,995

1964 MGB ROADSTER, PULL DOOR HANDLE. Iris Blue, Dark Blue hide piped Blue. Ground up restoration, UK car, wire wheels, oil cooler, tonneau cover etc. Photographic record and bills in excess of £15,000. Outstanding condition.....£11,995

1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 90/95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why; maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable' LHD, ... £59,000

1963 MGB ROADSTER, PULL DOOR HANDLE. Totally restored & re-shelled, in OEW with Black trim. Overdrive, wire wheels, wood rimmed steering wheel. A UK car, 141 KEW, good value £9,995

1972 TRIUMPH STAG MKI. This restored and modified example in Concours winning condition is finished in Mimosa. Modifications include Holley carb, electronic ignition, stainless exhaust and manifolds, electric fan, adjustable suspension etc etc. This is the best £13,495

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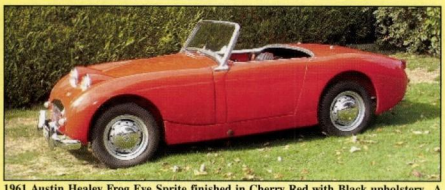
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1998 MG F finished in British Racing Green with Black interior. This is a one owner car with full service history. A very nice car and superb value at .....£6,995. Also, a 1997 MG F in BRG with only 12,500 miles at the same price.



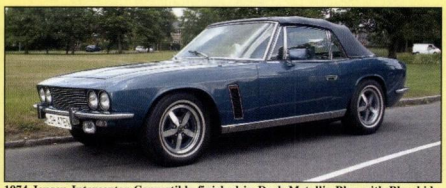
1961 Austin Healey Frog Eye Sprite finished in Cherry Red with Black upholstery. A nice original UK supplied car which has been sympathetically refurbished (not overdone) and drives extremely well £8,995



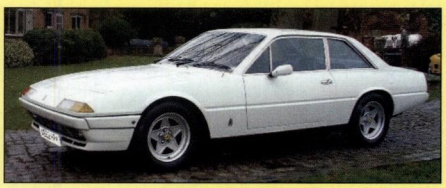
1998 Alfa Romeo Spider finished in Black with Black hide interior. Fitted with 16" alloys, air conditioning, airbags, CD player, 5 speed Manual and immobiliser . .£8,450



1959 MG A Roadster finished in Iris Blue with Black hide interior. Delivered new to South Africa in 1959 and because of this is in totally rust free condition. Fun to drive; an appreciating asset at only £12,950



1974 Jensen Interceptor Convertible finished in Dark Metallic Blue with Blue hide. 52,500 miles, Automatic, electric powered hood, alloy wheels, comfortable 4 seat open top motoring. £19,950



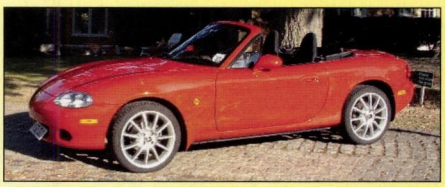
1983 Ferrari 400i finished in Grand Prix White with Blue hide interior. Probably the best on offer having covered only 50,000 miles from new in the hands of two careful owners and having a complete service record. Pristine throughout £14,995



1970 MGB V8 Roadster finished in Carnival Red with Magnolia leather interior. Fitted with electric windows, 5 speed gearbox, Wilton carpets, Burr Walnut cappings, chrome wire wheels. Last owner 21 years. £12,950



1968 Bentley T finished in British Racing Green with Red hide interior. 91,000 miles from new with comprehensive service history. Fitted with air conditioning and has had 4 owners. Recent £6,000 service. Excellent value at only £8,995



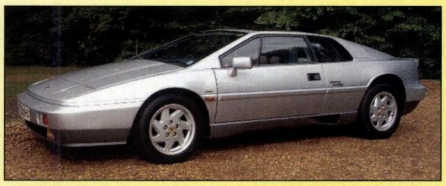
2001 Y Mazda MX5 1.6 finished in Red with Black interior. One owner and fitted with alloy wheels, sports suspension, electric windows and CD player. £9,995



1973 MGB Roadster finished in White with Black interior, recent restoration, Minilite wheels, o/d, tremendous value £7,750



1957 Austin Healey 100/6 (BN4) finished in Red with Black leather interior, wire wheels, Black wood and tonneau cover, boot mounted luggage rack, wood rimmed steering wheel. A very original classic car with 2+2 advantages. £16,950



1988 Lotus Esprit Turbo finished in Silver with Blue leather interior. Fitted with air conditioning and glass roof. 56,000 miles and service history. £12,950



1964 FIA MGB Racer. Professionally prepared, 2003 Class Winner of Thoroughbred Championship. Specification too extensive to print here - please enquire for details. £18,950



1979 Aston Martin V8 Volante finished in Madagascar Brown with full Beige hide interior and Beige hood. This is an extremely nice example with low mileage and a detailed service history. Currently offered for sale on behalf of the present owner who is purchasing a newer car £27,950



1974 Ferrari 365 GT 2+2 finished in Midnight Blue with Blue hide interior and fitted with the very desirable 5 speed Manual gearbox and Cromodora 5 spoke alloy wheels. Plenty of service history from Bob Houghton and MOT certificates dating back to the 80s. £13,950



1989 Mercedes 500SL finished in Astral Silver with Black leather interior. Fitted with air conditioning, heated seats, stereo system, 8 hole alloy wheels. Total Mercedes service history. Very nice condition. (similar to photo) £13,995



1989 BMW Z1 finished in Henna Red with Black leather interior. 5 speed Manual gearbox, electric windows and doors, power steering, alloys, stereo, alarm. 44,000 miles with service history. £14,995



2001 Mercedes CLK 320 Cabriolet Elegance finished in Tanzinite Blue with Grey hide and Dark Blue mohair hood. Fitted with Automatic transmission, anti skid control, electric hood, 6 stack CD. This car has covered only 22,000 miles and has full service history. £26,995

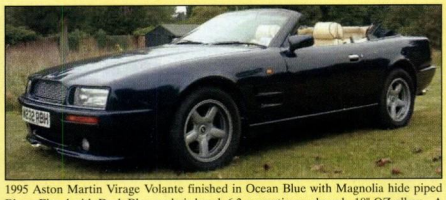
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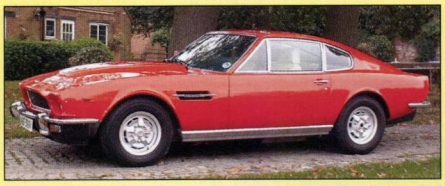
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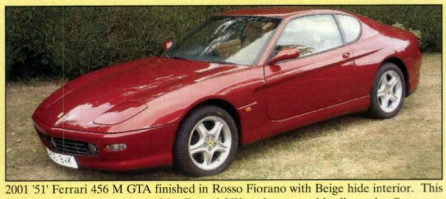
1995 Aston Martin Virage Volante finished in Ocean Blue with Magnolia hide piped Blue. Fitted with Dark Blue mohair hood, 6.3 cosmetic coachwork, 18" OZ alloys. A one owner car with 42,000 miles from new. Excellent order throughout. £49,950



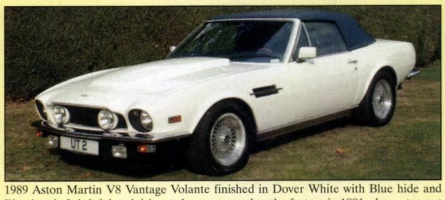
1979 Aston Martin V8 Oscar India finished in Storm Red with Magnolia hide piped Red. Fitted with Automatic transmission, power steering, air conditioning, electric windows, alloys, stereo and alarm. Good service history, 95,000 miles. (similar to photo) £24,950



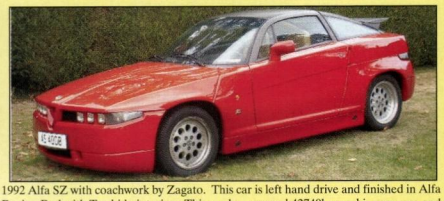
1979 Aston Martin Volante/Vantage finished in Rolls-Royce Royal Blue with Magnolia hide interior piped Blue and dark Blue mohair hood. Fitted with X Pack specification engine, Manual gearbox, 16" Ronal wheels, sports exhaust. Full history with low mileage at Aston Martin main agents. Superb throughout. £49,500



2001 '51' Ferrari 456 M GTA finished in Rosso Fiorano with Beige hide interior. This car has only ever been owned by Ferrari UK and comes with all usual refinements including 17" 5 spoke alloy wheels, air conditioning, high quality hi-fi system with CD, automatic transmission, power assisted steering. The car has covered only 16,000 mi8les from new and has been maintained by the Ferrari factory. £79,500



1989 Aston Martin V8 Vantage Volante finished in Dover White with Blue hide and Blue hood. It is left hand drive and was returned to the factory in 1991 when, at a cost of £60,000, this car was converted to POW spec and had a full 6.3 conversion carried out. £79,950



1992 Alfa SZ with coachwork by Zagato. This car is left hand drive and finished in Alfa Racing Red with Tan hide interior. This car has covered 42740km and is very rare and collectable. £23,950



1957 Aston Martin DB 2/4 Mk III finished in two tone British Racing Green and Silver. Owned by a valued customer for many years with service history with ourselves and Four Ashes Garage. Very nice 50s sports car at £32,950



1955 Aston Martin DB 2/4 Race Car finished in Ferrari Racing Red with in excess of 14 years continuous racing history. Very competitive with numerous Class wins. Fresh 2.6 engine with DB3S cams, Cosworth pistons, new crankshaft, Cunningham rods, DB3S valves - all of this producing 170bhp at the wheels. Please telephone for further specification. £42,500



1971 Jaguar E-Type 2+2 finished in Wedgewood Blue with Dark Blue hide interior. Fitted with Manual transmission and chrome disc wheels. In excellent condition throughout and has been stored for the last seven years. (similar to photo).....£16,950



1967 Ferrari 330GTC finished in red with Black hide interior and Black carpets. This is an exceptional example of this rare and sought after model and it comes with considerable service history. Outstanding condition. Needs to be seen. £69,500



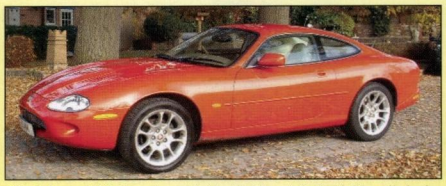
1993 Aston Martin Virage Volante finished in Conniston Sand with Black hide interior piped Cream. A very nice example with service history and fitted with 5 spoke alloys, wing vents and AUTOMATIC transmission.....£36,950



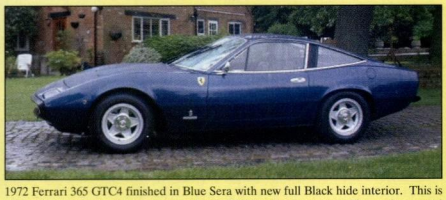
1965 TVR Griffith 400. Barnet Motor Company demonstrator run by Gerry Marshall and later sold to stunt man - Colin Skeaping. The car was returned to the TVR Factory after an accident, who then rebuilt the car to the later 400 specification. Accepted by the FIA as a 1965 built car and comes with full FIA papers £36,950



1964 Aston Martin DB5 finished in Dark Metallic Blue with Magnolia hide. This car is in beautiful condition and was in the same ownership for the last 15 years. It is fitted with a 5 speed gearbox, electric windows, chrome wire wheels and represents very good value at £69,950



1998 R Jaguar XKR Supercharged finished in Phoenix Red with Magnolia leather interior and Beige carpets. Two owners, 34,000 miles only and full Jaguar service history. £26,950



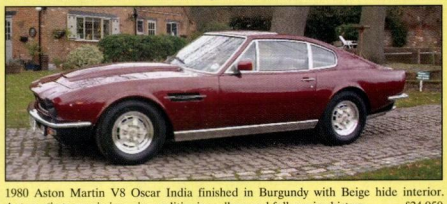
1972 Ferrari 365 GTC4 finished in Blue Sera with new full Black hide interior. This is a beautiful example which has covered only 73,000 miles from new. The car has a total service history from day one. It has recently had the benefit of coachwork refurbishment and £16,000 was recently spent on a major overhaul. Fitted with alloy wheels, electric windows, air conditioning. £39,950



1965 Aston Martin DB6 finished in original Fiesta Red with Black hide interior. A beautiful example with fully rebuilt engine with unleaded head. Chrome wire wheels, 5 speed ZF box, a really excellent early example. £44,950



1998 Ferrari 355 Spider. This car is finished in Giallio Fly with Black interior and Black mohair hood. 5,000 miles only, F1 gearbox (paddles), two owners and full service history. Perfect condition. £67,500



1980 Aston Martin V8 Oscar India finished in Burgundy with Beige hide interior. Automatic transmission, air conditioning, alloys and full service history.....£24,950

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The ex-Elford/Larousse, 1971 Sebring 12Hr Winner
1969 Porsche 917K
Chassis No. 917.020
Estimate: €1.5-1.8million



1911 Bugatti Type 13 Two Seater
Estimate: €170,000-190,000

Other highlights include:

1950 Abarth 205 'Fischer Green Star'	Estimate: €90,000-120,000
1965 Aston Martin DB5 (left hand drive)	Estimate: €100,000-140,000
1967 Aston Martin DB6 Volante (left hand drive)	Estimate: €150,000-180,000
1929 Bugatti Type 51	Estimate: €450,000-550,000
1983 Porsche 911SC/RS (954) GP.B	Estimate: €135,000-155,000

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