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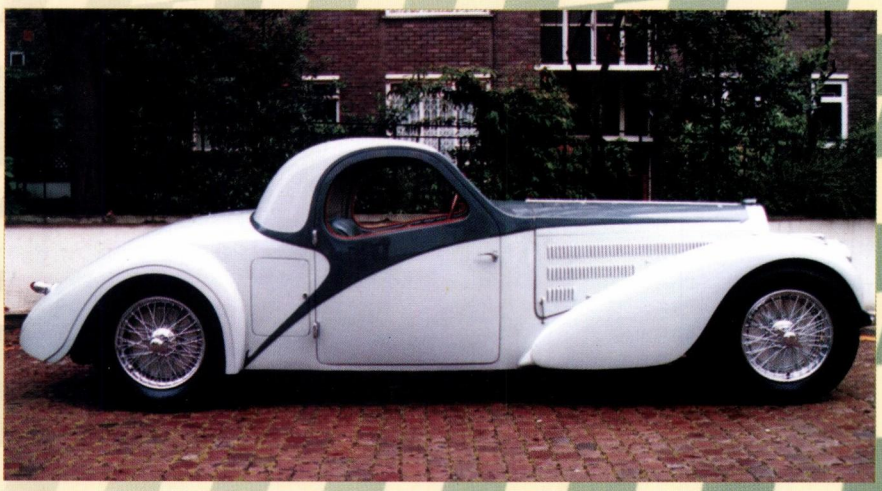
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1938 BUGATTI TYPE 57C ATALANTE

1930 Alfa Romeo 6C 1750 Gran Sport
1952 Allard J2X
1934 Aston Martin 1 1/2 Litre long chassis
1955 Aston Martin DB3S
1966 Aston Martin DB6 Volante
1921 Bentley 3 litre tourer
1937 Bentley 3 1/2 VDP Tourer
1937 Bentley 4 1/4 by James Young
1930 Bentley Speed Six
1927 Bugatti Type 37
1937 Bugatti Type 57
1938 Bugatti Type 57C Atalante
1933 Bugatti Type 59 Grand Prix Replica
1950 Delahaye 175S Ex Jean Trevoux & Louis Chiron
1923 Delahaye Type 84N 14-18hp
1959 Ferrari 250GT LWB California Spyder
1970 Ferrari 365 GTC
1973 Ferrari 365GTB/4 Daytona
1954 Frazer-Nash
1991 Jaguar XJR15
1950 Jaguar XK120
1954 Jaguar XK120 FHC
1939 Jensen S Type
1936 Lagonda LG45
1958 Lotus 15
1960 Lotus 18 F1 2.5 litre Ex Jim Clark/ John Surtees
1963 Lotus Type 24 Ex Parnell, Gregory, Revson
1961 Mercedes-Benz 300SL Roadster Factory hardtop
1929 Mercedes-Benz SSK Style Sports
1934 MG K type tourer
1934 Rolls-Royce 20/25
1949 Veritas Meteor Streamliner
1973 Vollstedt Offenhauser Indy car







Sporting arguably the most stylish coachwork to grace a pre-war chassis, this supercharged Type 57 is as stunning to behold today as when it was new. The Atalante body is one of the rarest and arguably the most desirable factory coachwork option on this, Bugatti's most successfull model. Owned for many years by Mr Delincourt of Montreuil, the car then formed the centre piece of an Internationally renowned collection in Europe. Finished in the elegant colour scheme of two tone grey, and finished to the highest standards, this remains perhaps the most elegant and usable of all European Pre war touring cars, equally suited to the Concours lawn or the Autoroute.

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editorial



IT WAS THE CHARMLESSNESS OF IT. Just imagine if junior partner Barrichello had swerved aside to allow the catalyst of the team's renaissance his just deserts after four barren seasons.

True, Schumacher *was* the catalyst behind the renaissance of Ferrari, but that was over six years and 40 victories ago. Now he is the key component at the hub of a Big Red Machine. Surely such monotonous success should have cut him enough slack to do the decent thing in Austria and allow Barrichello *his* just deserts? Instead, it seems to have fuelled his and Ferrari's paranoia. They might not think it at the time, but a dose of inconsistency would do them no harm.

For me, Schumacher's greatness does not lie with his win tally, the victories being so numerous now that they are beginning to blend, but in the fact that he has been 'on it' for every lap of his Formula One career. First out of the pits on a Friday, he storms by as if on a qualifying lap. And should he abort one of the latter, he rampages into the pits as if it's the most important thing he has ever done. And he has done so for 10 years. Not for him the gradual throttling back of a Lauda or a Prost; Schumacher's experience has only served to make him faster, push harder.

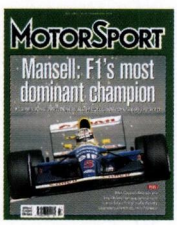
But at no stage has he stepped back and taken in the bigger picture. He has little interest in or knowledge of the history of the sport, which is a shame because it means he has been unable to put himself into context.

He doesn't need to win another championship to be remembered as a great. What would add to the sheen, however, are some flashes of magnanimity. For it's sad that a handful of moments of madness will be remembered far longer than the majority of his victories.

We could perhaps just about forgive him Adelaide 1994, when he was scrapping tooth and nail for his first world title; Jerezgate '97 less so, although he and Ferrari were still in the first flush of their relationship; and certainly not Austria this season. On each occasion he has had a split second in which to wrestle with his conscience. On each occasion that overwhelming need to dominate, to win, has won out.

A Fangio-beating sixth title – his fifth is surely assured – must be tempting. But instead he could take the opportunity of his fifth to bow out stylishly, avoid fanning the inevitable 'Of course, he was never as good as Fangio'. And should his fire still burn, an Indianapolis 500 or Le Mans victory would add far more to his lustre. As Mansell discovered in 1993, there is life outside F1. His 'enforced' Indycar title brought him more satisfaction and approbation than a season battling and bickering with Prost at Williams ever would have.

And a Ferrari without Schuey, meanwhile, would allow the sport's most important team time to reflect on its context, too.



Paul-Henri Cahier

Nigel Mansell, Williams-Renault FW14B, 1992 Belgian GP, Spa-Francorchamps,

Vol LXXVIII No 7 JULY 2002

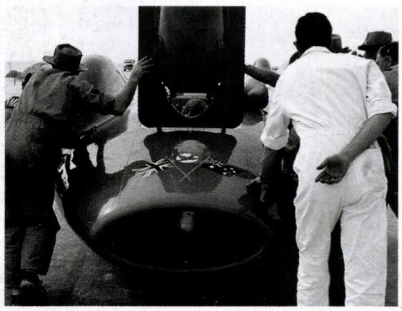
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SEVENTY-EIGHTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



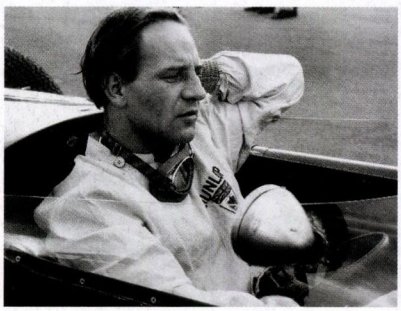
Triumph through conflict *Nigel Mansell's title year by the men who worked with him. Page 30*



Blue horizon *Campbell's Bluebird took the LSR, but was there more to come? Page 86*



Principality players *Star cars return to Monaco in shades of former glory. Page 38*



Ireland the brave *One of Britain's brightest talents, Innes was poorly rewarded. Page 64*



Preceding greatness *Lancia's Fulvia was the cornerstone on which the Stratos was built. Page 56*

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MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

FERRARI'S 150 GRAND PRIX VICTORIES



1 *Froilán González, 1951 British*



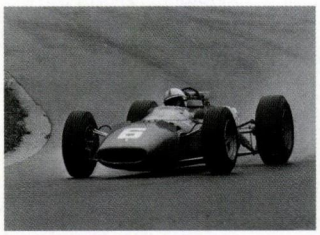
10 *Alberto Ascari, 1952 Italian*



20 *Maurice Trintignant, 1955 Monaco*



30 *Phil Hill, 1960 Italian*



40 *John Surtees, 1966 Belgian*



50 *Niki Lauda, 1974 Spanish*



60 *Niki Lauda, 1976 South African*



70 *Carlos Reutemann, 1978 US West*



80 *Gilles Villeneuve, 1981 Monaco*



90 *Michele Alboreto, 1985 Canadian*



100 *Alain Prost, 1990 French*



110 *M Schumacher, 1997 Canadian*



120 *Eddie Irvine, 1999 Australian*



130 *M Schumacher, 2000 Canadian*



140 *M Schumacher, 2001 European*



150 *M Schumacher, 2002 Canadian*

all photos: LAT

MICHAEL SCHUMACHER'S CANADIAN Grand Prix victory was Ferrari's 150th world championship win – and the German superstar's 40th success with the Scuderia.

Ferrari is the first team to reach this milestone and currently lies 15 wins ahead of McLaren.

Schumacher is by far the most prolific of the 34 F1 drivers to have won in Ferraris. The rest are as follows:

Niki Lauda	15	René Arnoux	3	Wolfgang von Trips	2
Alberto Ascari	13	Peter Collins	3	Mario Andretti	1
Jacky Ickx	6	Mike Hawthorn	3	Jean Alesi	1
Gilles Villeneuve	6	Phil Hill	3	Giancarlo Baghetti	1
Gerhard Berger	5	Nigel Mansell	3	Lorenzo Bandini	1
Alain Prost	5	Jody Scheckter	3	Rubens Barrichello	1
Carlos Reutemann	5	Juan Manuel Fangio	2.5	Giuseppe Farina	1
Eddie Irvine	4	Tony Brooks	2	Ludovico Scarfiotti	1
Clay Regazzoni	4	Froilán González	2	Piero Taruffi	1
John Surtees	4	Didier Pironi	2	Maurice Trintignant	1
Michele Alboreto	3	Patrick Tambay	2	Luigi Musso	0.5

RAHAL TO RACE HIS OWN 917 AT LE MANS

EX-JAGUAR F1 BOSS BOBBY RAHAL WILL be one of the star entries for the Le Mans Classic event in September.

The three-time CART champion will compete in his recently acquired Porsche 917. This is chassis 021, which crashed at Le Mans in 1970, but later took second place in the Kyalami Nine Hours with Jo Siffert and Kurt Ahrens at the wheel.

More than 300 cars are scheduled for the event, which will give five groups of cars four sprint races each in a 24-hour period. Cars of the type that contested Le Mans between 1923-75 will take part, with Ferraris, GT40s and Jaguars packing the provisional entry.



Hans Laine and Gijs van Lennep drove 021 in 1970 Monza 1000Km

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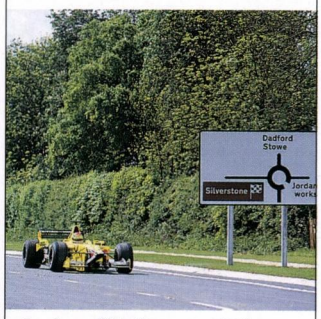
SILVERSTONE OUT OF A JAM

OCTAGON MOTORSPORTS IS CONFIDENT THAT work on the road network surrounding Silverstone will be finished in time to prevent the traffic chaos that has recently threatened the future of the British Grand Prix.

The £10.6 million road-building project around the track is on target for the July 7 race, when the new Silverstone bypass will be used for the first time.

"Everyone is working exceptionally hard to ensure that timetables are met and that we deliver on the promises we have made," said Rob Bain, chief executive of Octagon Motorsports.

Following the grand prix on July 7 will be the Historic Sports Car Club Invitation Challenge for 1950-60s sportscars. A capacity grid has been selected from more than 80 applications and will include Ford GT40s for Chris Chiles and Mark Lemmer, Joaquin Folch in David Piper's Ferrari 275LM and Win Percy's Le Mans-winning D-type.



LAT

Jordan officially opens GP bypass

ANOTHER NEW OLD AUTO UNION

AN AUTO UNION A-TYPE HAS BEEN recreated over a three-year period by restoration experts Crosthwaite & Gardiner. The East Sussex-based firm, which has now either recreated or restored 11 A-Us, was commissioned to build this particular replica by the D'Ieteren Museum in Belgium.

The A-Type was the first V16 Auto Union GP racer, and was used for only one season, 1934. None of the originals have survived, and this example is based on the German GP-winning car driven by Hans Stuck Snr.

"We've made every nut and bolt on site," said Dick Crosthwaite. "We had just a couple of technical drawings to help us with the engine and suspension, while Keith Roach could only use photographs to panel-beat the bodywork."

The A-Type made its first official appearance on March 6, 1934, when Stuck broke three world records at Avus in Berlin, hitting 170mph. In that season Stuck also used it to win the German, Swiss and Czech GPs.



The men behind the A-Type and the superb result of their craftsmanship



HISTORIC RALLYING SEEKS SNOW

THE HISTORIC ENDURANCE RALLY Organisation has announced details of its new Arctic Winter Trial to be run next March.

The 14-day event will take crews on a 5000km trip across snow- and ice-bound Sweden, Norway and Finland on a route created by five times RAC Rally-winning co-driver Arne Hertz.

"March is the best time for a snow event in the Arctic," said HERO's John Brown. "This is in response to the disappointing amounts of snow encountered on winter rallies in southern Europe these days."

The event will start in Gothenburg on March 3 and finish in Helsinki, taking in the world's most northerly town, Honningsvag in Norway, and the North Cape.

Each day will include regularity sections of up to 150km within a daily route distance of up to 450km.

news in brief

THE INDIANAPOLIS MUSEUM will send one of the Blue Crown Specials, three-time Indy 500 winners, to the Goodwood Festival of Speed. Other late news about the event is that the 1982 British title-winning Audi Quattro (LYV 4X) will be reunited with Hannu Mikkola, while Rod Millen will drive a monstrous Pikes Peak-winning Toyota. Other star attractions include Gerry Marshall in Vauxhall 'Baby Bertha', Desiré Wilson in a Tyrrell and the current Bentley Le Mans racer. Also confirmed is that great all-rounder, Vic Elford.

* * *

GROUP C RACING HAS switched dates for its visit to Magny-Cours. The series will now appear at the French GP track over the weekend of June 29/30 rather than at the end of August.

* * *

THE VSCC WILL MARK THE 50th anniversary of the creation of the Lotus marque with a special Lotus race at its Silverstone meeting on September 21.

* * *

THE 25-SECOND MARK HAS finally been beaten at Shelsley Walsh. In front of a spectating Stirling Moss, Graeme Wight Jnr lowered the record to 24.85sec on Sunday June 2 to claim a £1000 prize.

* * *

ECURIE ECOSSE RETURNED TO the Nürburgring recently. Inspired by Gregor Fisken, an Ecurie Ecosse-entered BMW M3 contested the 24-hour race on the Nordschleife. Almost 50 years ago, Ecosse's Jaguar C-type 'KSF 181' won the Nürburgring 1000Km in the hands of Roy Salvadori and Ian Stewart.

* * *

THE HISTORIC SPORTS CAR CLUB has amassed more than 350 entries for its Brands Hatch Historic Superprix over the weekend of June 22/23.

SIR JACK'S BRABHAM BACK ON TRACK

AFTER THREE DECADES AWAY, THE ex-Jack Brabham/Jochen Rindt Brabham BT26 has returned to racing this season.

Owned by Philip Walker, chassis BT26/2 will tackle a selected series of FORCE races after making its debut at Pau.

The car was raced by Rindt with Repco power in 1968, and by Brabham with DFV power in 1969, before being damaged in a testing accident at Silverstone.

In late 1969, it was sold to American Gus Hutchinson, but has recently returned to Europe and been completely rebuilt in Cosworth DFV form.

Designer Ron Tauranac has assisted with confirming the car's history and will join Walker's team at the Oulton Park Gold Cup in August.

"Ron has been a big help with the chassis records and it's a lovely car," said Walker.

Rob Wilson will drive the car at Oulton Park. He is the current holder of the Gold Cup, as it was last awarded for a British GT race.



Ex-Brabham BT26 will contest Oulton Park's Gold Cup

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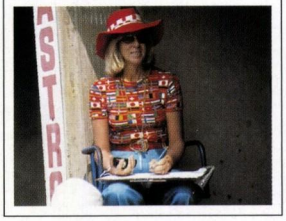
obituaries

Willi Dungl

WILLI DUNGL, THE MAN WHO GUIDED NIKI Lauda back to fitness after his 1976 Nürburgring accident, died recently aged 64. The Austrian physiotherapist brought new levels of fitness to F1, and his clinic was regularly visited by many leading drivers.

Norah Tyrrell

NORAH TYRRELL, WIDOW OF KEN, PASSED away in May, less than nine months after her husband. A constant companion to him through his career as a Formula One team owner, Norah was a part of the grand prix scene for three decades.



REUNITED AFTER 30 YEARS

TYRRELL 002 AND 004 WERE BACK IN EUROPE TOGETHER FOR THE FIRST time in 30 years last month for the Monaco and Pau street races. Now owned by American enthusiasts John Delane (002) and John Dimmer (004), the cars normally race in the US in Historic GP events.

Tyrrell 002 appeared from the start of the 1971 season and took François Cevert to victory in that year's US Grand Prix; 004 was a spare for Jackie Stewart and was also raced in 1972 by Patrick Depailler.

Before the Monaco historic event, the cars had not been on a grid together in Europe since the 1972 French GP at Clermont-Ferrand.

Dimmer bought 004 as a restoration project at auction and had it rebuilt through 2001 by Pete Lovely Racing.

WINNING MINI SCORES AGAIN

THE LAST WORKS MINI COOPER S to win an international rally sold for £50,000 recently at an H&H Auction in Buxton.

LRX 827E has been completely restored to its 1967 Alpine Rally-winning spec, as driven by Paddy Hopkirk. Earlier that year it came second in the Tulip Rally in the hands of Timo Mäkinen.

After its works career ended, Abingdon employee Norman Beck owned it for 20 years.



Mäkinen and LRX ready for Tulip

EVENTS OF NOTE

JULY

5-7 NURBURGRING (D)
Jan Wellem Pokal event features FORCE Classic GP Series and round of the International Supersports Cup.

6 SHELSLEY WALSH (GB)
VSCC hill-climb at this famous venue provides ideal British GP alternative. Tel: 01608 644777.

6/7 SILVERSTONE (GB)
British Grand Prix is supported by race for 1950s and '60s sports and GT cars. Tel: 01327 857271.

6/7 CHIMAY (F)
Historic Belgian circuit hosts visit from British Top Hat Series for Pre-65 Historic Touring Cars. Tel: 01926 885835.

12-14 MONT TREMBLANT (CDN)
Grand Prix Retrospective du Quebec at this very spectacular and recently rebuilt Canadian circuit.

12-14 GOODWOOD (GB)
See page 8 for Festival of Speed preview.

13/14 DIJON (F)
Now a major date in historic racing calendars, this event includes all three FIA historic championships as well as races for European Sports Prototype and HGPCA . Tel: 00 41 2254 44400.

14 CADWELL PARK (GB)
Rural Lincolnshire hosts Historic Sports Car Club and its championships. Tel: 01327 858400.

20/21 IMOLA (I)
Thoroughbred Grand Prix cars move to Italy's other grand prix venue. Tel: 01621 892814.

20/21 SILVERSTONE (GB)
Biggest weekend of MG Car Club's racing calendar also includes race for BRDC Historic Sports Car Championship. Tel: 01235 555552.

21 MALLORY PARK (GB)
Local hero Bob Gerard is remembered by VSCC's annual meeting. Tel: 01608 644777.

27/28 SNETTERTON (GB)
World Sports Car Invitation Trophy and Heritage GT Challenge appear in support of British Touring Car Championship. Tel: 01953 887303.

AUGUST

3 CASTLE COMBE (GB)
Annual classic event at Wiltshire track includes most of HSCC's championships. Tel: 01327 858400.

3/4 BRANDS HATCH (GB)
Ferrari Festival was a massive hit in 2001. Other races include European Historic F2, TGP and FORCE F5000 Challenge/Classic Grand Prix. Tel: 01474 872331.

3/4 PRESCOTT (GB)
The VSCC weekend at Prescott is a highlight of the club's competition season. Tel: 01608 644777.

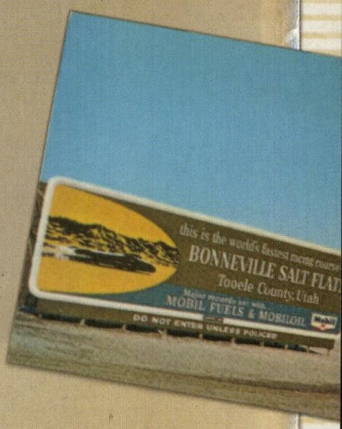
4 EPYNT (GB)
Harry Flatters Rally over military ranges includes MSA British Historic Rally series. Tel: 01332 672533.

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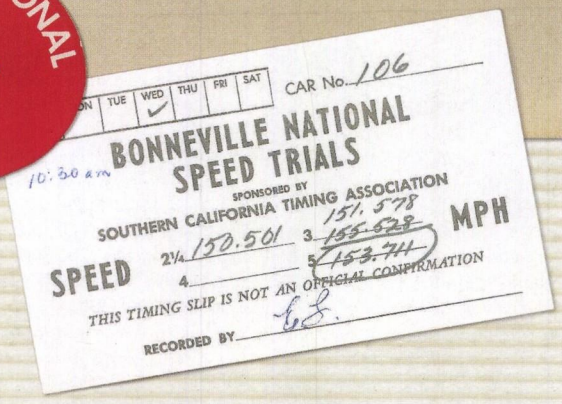
The Don Ricardo Collection
17 August 2002















Bonhams are proud to offer for sale the extraordinary collection of Mercedes-Benz Motor Cars of the late and much respected Hollywood entertainer Don Ricardo.

Foremost amongst these must be the 1955 alloy-bodied 300SL Gullwing with which Don became synonymous, and in which he captured the Class E Grand Touring Sports class record of 153.711 mph at the Bonneville National Speed Trials in 1967.

Other superb examples of the marque from the Collection include:

1923 Mercedes-Benz 28/95 Targa Florio
With a 7250cc aviation motor sitting in a SWB Targa Florio race winning chassis, a combination seen on fewer than 12 such cars, this important piece of Mercedes history is a former AACA Grand National Award winner.

1928 Mercedes-Benz SS/SSK Sports Tourer
Featuring a blown 7022cc engine, shortened *Typ* SS chassis and Works style sports two seater coachwork.

1911 Benz 50HP Victoria Touring Car by A T Demarest of New York City
The only known example of the model, clothed at a cost of $10,000 by the esteemed firm of AT Demarest & Co. and purchased by C M Haynes, the president of the Chicago Grand Trunk Railway who perished on the Titanic before taking delivery.

1955 Mercedes-Benz 300SL Gullwing Coupe
Purchased new by Don Ricardo, supplied with Rudge knock-off wheels and custom luggage featuring sterling silver latches, and campaigned successfully throughout 1956 and '57 by Don with factory support.

1968 Mercedes-Benz 600 Short Wheelbase Saloon
In total contrast to the sports cars in Don's collection, this is a superb example of the Mercedes-Benz flagship favoured by celebrities and captains of industry alike.

For further information on this exceptional auction sale, or for a confidential and professional market appraisal without obligation, please contact: Mark Osborne (USA), James Knight (UK) or Simon Kidston (Europe).

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HERO WORSHIP AT GOODWOOD FESTIVAL OF SPEED



Unique atmosphere and challenge of the Festival makes it a highlight of the year

both LAT

LIVING HISTORY IN THE FORM OF JACKIE Stewart in a Tyrrell, Emerson Fittipaldi in a Lotus 72 and Alan Jones in a Williams, brought up to date by six current F1 teams, including Jenson Button aboard a Renault: that's just four of the headline acts as the 2002 Goodwood Festival of Speed plans to celebrate 'a history of heroes'.

Legends of motorsport, man *and* machine, will again gather in rural Sussex this July for the highlight of the year for those with a love of the sport and its heritage. An incredible entry of 220 incredible cars and motorbikes will compete on the hill.

Messrs Stewart, Fittipaldi, Jones and Button will be joined by Stirling Moss, John Surtees, Jean Alesi, Jack Brabham and many others for motorsport's annual garden party on the drive of Goodwood House over the weekend of July 12-14.

This year the event's theme is *On the Limit – a History of Heroes*. "Our Formula One line-up is exceptional this year," says event creator the Earl of March.

The modern Formula One era will be represented by cars from McLaren, Williams, Renault, BAR, Toyota and Jordan, with Allan McNish driving the Toyota.

Other event themes will celebrate the life and work of Ken Tyrrell, 25 years of Williams, and 50 years of Lotus Innovation. Stewart and Alesi will spearhead the Tyrrell tribute, with around 10 F1 cars from the famous Surrey team set to tackle the hill.

The 25th anniversary of Williams will be marked in style: both Frank Williams and Patrick Head will be present to watch Jones, their first world champion, back at the wheel of an FW07. Other Williams GP winners, Riccardo Patrese and Clay Regazzoni, will also attend.

The 50th anniversary of Lotus' foundation is another key celebration, with 15 significant cars in action. Fittipaldi will be reunited with the John Player-liveried 72D that he took to the 1972 world title.

Having provided the motive power to Lotus *and* Williams, Renault will be strongly represented as both an engine- and chassis-builder. René Arnoux and Patrick Tambay will drive the first turbo F1 car, the 1977 RS01, as well as the RS10 of '79.

Away from grand prix cars, there will be so much more to see and hear. Moss will drive his 1955 Mille Miglia-winning Mercedes Benz 300SLR and 1961 world champion Phil Hill will drive a selection of Ferrari sportscars.

As a chance to get close to the cars and drivers of legend, the Goodwood Festival of Speed simply has no equal. Meticulous planning and organisation make it a truly wonderful – and unique – event.

Simply unmissable. **PL**

JUST THE TICKET

OVER 100,000 PEOPLE ARE EXPECTED TO visit the Festival of Speed, and tickets can be booked on **01243 755055** or at **www.goodwood.co.uk**.

Advance prices are £45 for the weekend, £10 for Friday, £20 for Saturday and £27 for Sunday. **NB** Tickets for Sunday can only be bought in advance.



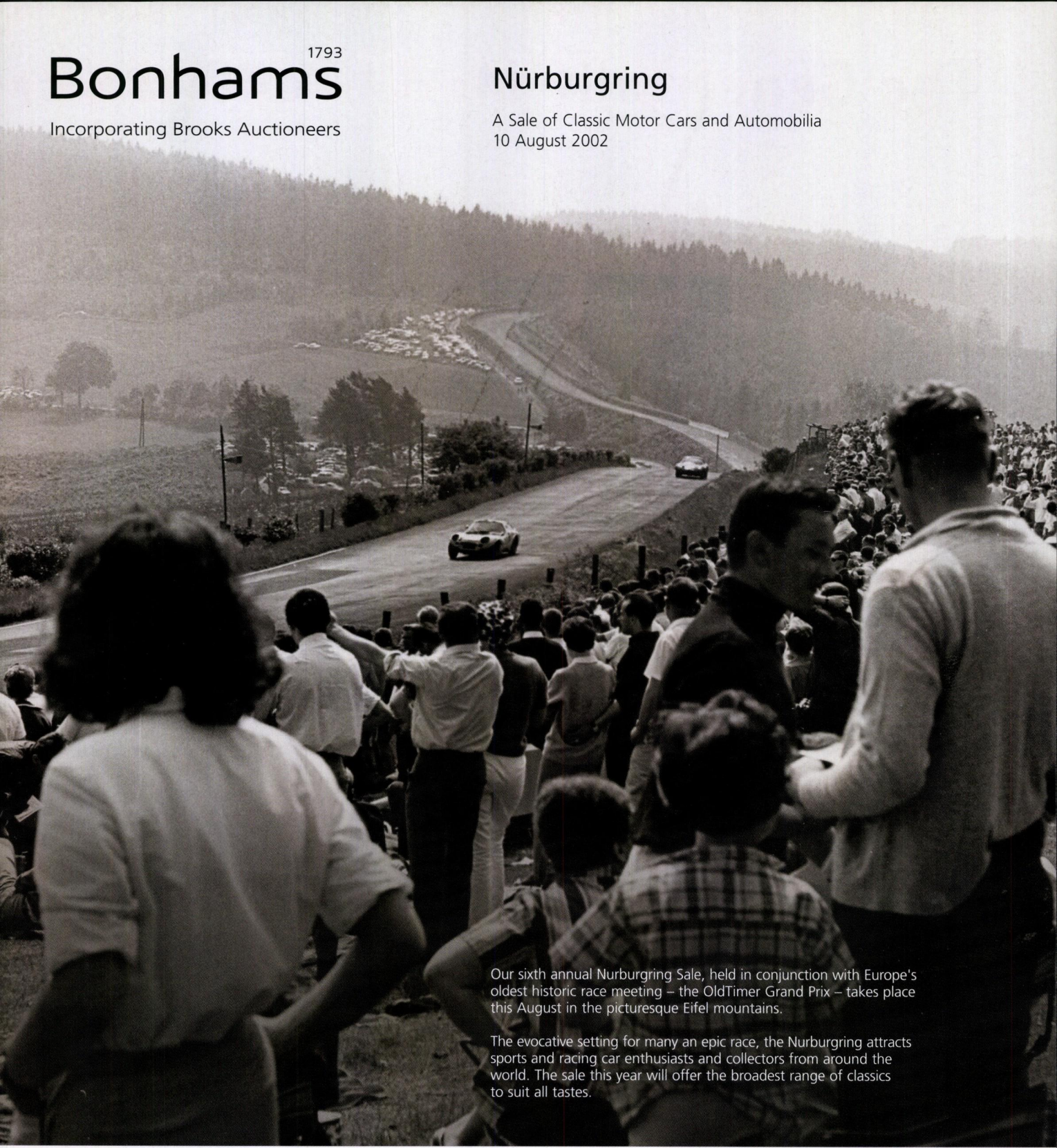
The opportunity to see cars as swift, as charismatic, as this must be grabbed

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Nürburgring

A Sale of Classic Motor Cars and Automobilia
10 August 2002



Our sixth annual Nurburgring Sale, held in conjunction with Europe's oldest historic race meeting – the OldTimer Grand Prix – takes place this August in the picturesque Eifel mountains.

The evocative setting for many an epic race, the Nurburgring attracts sports and racing car enthusiasts and collectors from around the world. The sale this year will offer the broadest range of classics to suit all tastes.

For further information please contact Simon Kidston or Max Girardo in Geneva on +41 (0) 22 300 3160 or email skidston@bonhams.com / mgirardo@bonhams.com

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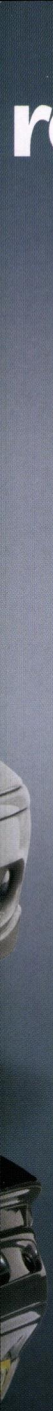


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MONACO GRAND PRIX HISTORIQUE

BRITISH STREET ACES ARE THE PRINCIPALITY PLAYERS



all: James Mann

'Modern' F1 cars were very impressive (below), but the best race was between the ERAs of Julian Bronson and Martin Walford and Irvine Laidlaw's 6CM



FOR THE PATRIOTIC, THE BRITISH DOMINANCE OF the Monaco Grand Prix Historique was a dizzying delight, the seven victories from seven races an embarrassment of riches. For the more objective, the weekend fulfilled a cliché – the biggest winner was historic racing itself.

Martin Stretton achieved two wins, driving the Tyrrell P34 in the pre-1979 race and the C-Type Connaught in the pre-61 event, but had to work extremely hard for his success.

He was overshadowed in wet qualifying by the stunning performances of Flavien Marçais, who put the ex-Howden Ganley BRM P180 and his more familiar Cooper-Bristol on pole for these races.

Unfortunately for the Frenchman, the BRM's fuel-pump belt broke on lap one. Stretton, meanwhile was working his way up from eighth on the grid and when, after a safety car period, the engine in Trevor Reeves' Tyrrell 008 died and F1 driver Alex Yoong found his Lotus 72 stuck in fifth, he was able to grab the lead with less than a lap to go.

His pre-1961 win was far more convincing. Stretton held off the Maseratis of Willie Green and Thomas Bscher into the first corner, and gradually pulled

PAU HISTORIQUE

MARÇAIS RESTORES FRENCH PRIDE

FLAVIEN MARÇAIS MADE UP FOR HIS Monaco disappointments the following week in Pau. He drove the wailing BRM P180 to victory in the FORCE Classic F1 race, and then to underline his mastery of the street circuit, triumphed in the Pre-1959 HGPCA race in a Cooper-Bristol. The challenge of ERA R14B in the skilled hands of Julian Bronson kept Marçais pushing hard, however.

There was also a Cooper to the fore in the Pre-1966 HGPCA as Rod Jolley's press-on style netted victory.

A typically close Formula Junior race fell to Michael Schryver's Lotus 22, with the 27 of Swiss racer Urs Eberhardt an ever-present rival.

The European Sports Prototype field was in action, with series motivator Jonathan Baker winning in his rare Ford F3L, while David Heynes was also victorious in his Lotus 15.

The European Formula 2 Trophy was secured by Robert Simac in his March 712.



Jim Hodgrave

Marçais was as swift in Pau as in Monaco. This time, however, his luck held





Martin Stretton sweeps the Connaught to a win (left); David Franklin hustles the mighty Ferrari Monza past the Swimming Pool on his way to victory

away from his nearest challenger, Duncan Dayton in the Lotus 16. The hugely committed Marçais finished third after a spin on the opening lap.

Best race of the day, however, was provided by the pre-1952 GP cars. Julian Bronson's ERA won, having very gradually eased away from the Maserati 6CM of Irvine Laidlaw, who pulled off a brave outside pass of Martin Walford's ERA to come home an honourable second, complete with fastest lap. Behind this trio was the Maserati 4CL of Mark Gillies, which passed Richard Pilkington's Talbot on the last lap after an absorbing race-long dice.

Laidlaw was again beaten into second in the pre-1959 Sportscar race, this time by David Franklin, who led from pole to flag in his Ferrari 750 Monza. Laidlaw drove his Maserati 250S with great verve to finish 15sec ahead of Rob Walton's 300S, but was no threat to the cool, calm Franklin.

Another man who seemed in control from the moment the lights went green was Frank Sytner in the pre-1966 GP race. In his Tasman Brabham BT4, he launched past front-row men Thomas Bscher (BRM P261) and Rod Jolley (Cooper T45/51) and was even confident enough to set the fastest lap on his penultimate tour. Bscher was almost 10sec behind at the finish.

By contrast, the Formula Junior lead battle was a fantastic three-way tussle between Denis Welch's Merlyn, Duncan Dayton's Cooper and Michael Schryver's Lotus. Dayton retired on the eighth lap, leaving Welch to hold off Schryver by a second.

Julian Majzub and Charles Dean had a similar battle for pre-1934 honours – until Majzub hit the Armco in his Bugatti Type 35B, allowing Dean's T51 an easy win. **DM**

(Turn to page 38 for main feature)

VSCC British Empire Trophy: Donington Park

SYTNER'S 'BOX OF TRICKS

Few of Frank Sytner's wins will be harder earned than a storming Pre-66 HGPCA victory during the VSCC's packed celebration of the British Empire at Donington Park.

Sytner had Richard Attwood in a similar Brabham BT4 as a rival, and to compound his problems, an incorrectly assembled gearbox made every change an adventure into the unknown.

Nathan Kinch took both elements of the Group C feature, beating off a tough challenge from Justin Law in a battle of the Jaguars. In the soggy conditions of Sunday, both drivers recovered from spins at Redgate.

David Morris was another star in the gloom, twitching ERA R11B to Seaman Trophy honours. Equally, Mark Gillies' assured handling of his Maserati 300S was rewarded with drum-braked sportscar victory.

Nick Linney (Lister Jaguar Knobbly), Philip Walker (Lotus 16) and Gareth Burnett/Flavien Marçais (Talbot 105) were other notable winners.

reports in brief

Fredy Kumschick scored his second Thoroughbred Grand Prix win of the season, at Donington Park in May, his Williams FW07 finishing four seconds clear of the Brabham BT49 of Christian Glasel.

* * *

The combination of Win Percy and Jaguar D-type '774 RW' was the class act of a brace of BRDC Historic Sports Car Championship races at Snetterton. With Frank Sytner absent at Monaco, Nick Linney (Lister Knobbly) snatched second from John Harper's Cooper Monaco. Notable other winners included Jamie Boot (TVR Griffith), Nick Crossley (March 73A) and Michael Scott (March 702).

* * *

Justin Law took two wins in the World Sports Car races at Silverstone in early June. His Jaguar XJR10 outpaced slender opposition, although David Leslie gave spirited chase in an Aston Martin AMR1.

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Many of these files were 'pink ribboned' – i.e. not for publication – and we had to sign an undertaking to comply. (We would be prepared to reveal much of our research to any serious historians of the subject.)

All of the organisations were fully prepared to countenance that there was more to Williams' final years than had hitherto been told, and that he may well have survived Sachsenhausen.

We also spoke to many people who actually knew Williams, including Freddie Grover, his younger brother. We also consulted at length with John Staveley and compared notes. He is, incidentally, far from being 'incensed' as was claimed, and we will continue to work together.

A clear, definitive picture of Williams' fate refused to emerge; however, a dark series of events were uncovered, which in many ways we regret being allowed to see.

Freddie Grover, whose knowledge of his brother's wartime exploits was sketchy in the extreme, said in a letter to Jack Bond that, 'After the disturbing revelations you shared with me about my brother's arrestation … we should pool our information concerning the whole affair. I am sure there are many things that you know and I don't.'

Clearly the experts quoted in the Cash article have unparalleled knowledge of Williams the racer; we believe we have similar expertise in his clandestine life over and above the paucity of information available in the SOE files and as displayed by Mr Cash.

In order to make sure the movie, which is in pre-production, pays sufficient tribute to Grover-Williams, we suggest the two camps follow Freddie's dictum and realise that, in fact, we all have one aim in common – to bring this amazing story to a wider public.

And finally, we would like to point out that Duncan Stuart, the SOE Advisor at the Foreign Office, who has acknowledged for some time that Williams survived the war, recently said: "Jack Bond is closer to the truth than he will ever know."

WE ARE, YOURS ETC,
JACK BOND (PRODUCER/DIRECTOR), RICHARD SMITH (RESEARCHER) & ROBERT RYAN (AUTHOR)

tive showpiece for the history of early motoring.

In consultation with the RAC, the Veteran Car Club of Great Britain and the event sponsors, the *Daily Mail* and Tindle Newspapers, the decision was taken to change the eligibility rule. This will enable more cars to take part, welcoming owners of very similar cars who so far have not had the opportunity to participate.

There is categorically no change in the date definition of what constitutes a veteran car, which will remain as present, i.e. up to December 31, 1904.

The improvements planned to the 2002 Run will give the participants an even more special experience than in the past. The cars and their owners are the stars of the show and the increased entry anticipated will give us the opportunity to put on an even greater spectacle along the 60-mile route. But even more important is the fact that these changes, if successful, will ultimately be of wider benefit to the future of the early car movement – an objective which everyone associated with the event should fully support.

Early indications are that the change has been enthusiastically received by many early car owners. We are looking forward to creating a spectacular London to Brighton Veteran Car Run this year, and to welcoming readers of MOTOR SPORT to the event, whether as entrants or spectators.

I AM, YOURS ETC,
ANDREW COE, CHIEF EXECUTIVE,
INTERNATIONAL MOTOR SPORTS



No complaints: Moss and Walker were motor racing's perfect match

which included Tony, Peter Walker and Duncan Hamilton, whose party exploits are legendary, the most rumbustious was Rob, who proceeded to tear up a telephone book and throw the pages out of his bedroom window.

During the next three years, I drove all of Rob's cars, including his Connaught A3, in more than 20 races and this often entailed spending the night with him in various hotels around the county.

In 1959, Rob wrote a letter to *Autosport* in which he said, 'I find Stirling the least exacting, least complaining and easiest driver I have ever had, and I have had a few. There might be one exception, Eric Thompson, but even he complained that his boss went to bed too late and made too much noise doing it'.

A wonderful man!

I AM, YOURS ETC,
ERIC THOMPSON, GUILDFORD

* * * *

GENTLEMANLY ROB WALKER

SIR,

I read with great sadness your article about the late Rob Walker. I was unaware of his death until my copy of MOTOR SPORT thudded onto my door mat. I am sure this is only one of many letters which echo all that you say in your article.

I had the privilege of meeting both him and his wife at several Goodwood meetings, and found him to be all that I had heard and all that you say.

He appeared genuinely bemused and embarrassed that I should a) know who he was or b) that I should want to speak to him and get his autograph. On one occasion he was with Ian Connell, the pre-war ERA driver, and he introduced him to me thus, "This is a real racing driver".

Although I am some 50 years younger than he, his approach to everything made him the very epitome of a gentleman, and the sort of individual that I would like to be remembered as. With Rob's passing, together with that of Ken Tyrrell, motorsport has lost another of the links with what made it so great and popular.

I AM, YOURS ETC,
JONATHAN ROOKE, GLOUCESTER

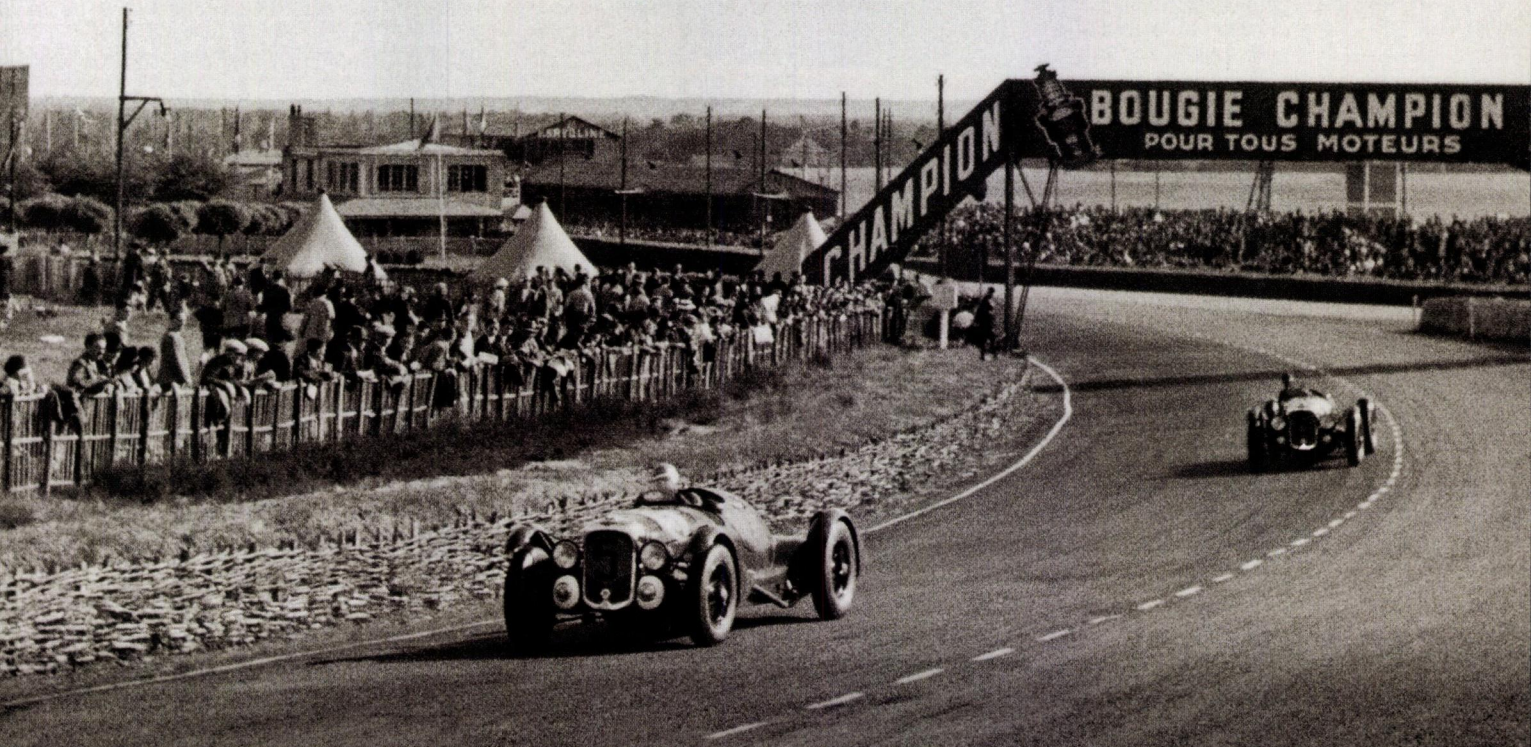
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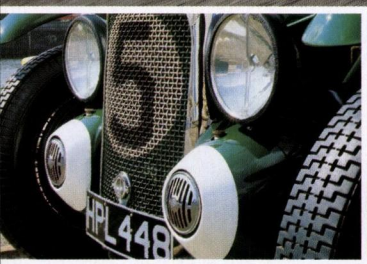


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Entries already received include magnificent Lagondas from The Bernd Holthusen Collection, headed by 'Old Number 5' - the fantastic lightweight Lagonda V12 Team Car, created under W.O. Bentley's experienced direction, which finished third at Le Mans 1939 co-driven by Arthur Dobson and Charles Brackenbury.

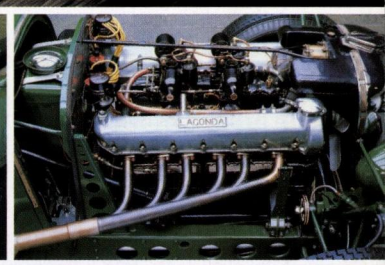
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1938 Lagonda V12 Drophead Coupe, Chassis no. 14055
1939 Lagonda V12 Drophead Coupe, Chassis no. 14065
1939 Lagonda V12 Le Mans Team Car, Chassis no. 14089 *(pictured)*
1940 Lagonda V12 Rapide, Chassis no. 14103/R

Further entries now invited









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The Editor reserves the right to edit all letters

JUST TOO GOOD FOR THEM

SIR,

After reading the June 2002 issue, I would say that not only is the Porsche 956/962 the greatest ever Le Mans car, but it could possibly be the greatest sportscar ever built, eclipsing even the 917 and the 934/935.

I never saw a 917 race in anger although I remember the Kremer brothers racing an updated version in England in the 1980s as a shakedown for Le Mans.

The 934 and 935 raced in my era, and I can vividly recall the long spouts of flame from the exhausts as the drivers came off the throttle, particularly in the 935.

I was at Silverstone in 1982 for the Six Hours at which the 956 made its world debut, and it was generally agreed that it was going to be a hard car to beat. I can clearly recall the Lancia team poring over it and shaking their heads in disbelief. They obviously realised that the LC2 was going to struggle.

The cars were so quick and looked as if they were on rails when they cornered. It was only because of fuel limitations that they didn't trounce the Lancias at Silverstone.

Some will say that the car led to the death of sportscar racing, but I don't hold to that argument. Porsche simply designed and built the best car possible to win races and world titles. When the opposition couldn't beat them they simply gave up. Hardly fair to blame Porsche, is it?

I AM, YOURS ETC,
IAN GILES, WEST MIDLANDS

* * * *

POLISHED JOHNSON

SIR,

May I say how very much I enjoyed Bill Boddy's article 'Businesslike Performer' in the June issue on that fine driver Leslie Johnson. Having been a spectator at Jersey in 1947, including the practice sessions, I can well recall and affirm the favourable impression he made in this, his first road race.

To say, as Mr Boddy does, that Johnson 'went fast in practice' is something of an understatement. In fact, his Talbot started 12th from a grid of 25, ahead of most of the ERAs and well ahead of all the other 'unblown' opposition, notably a Delage D6 trio entered by the Ecurie Gersac.

He finished fifth in the race, less than 13 miles (in a race of 160 miles) behind Parnell's winning Maserati 4CL. A creditable performance.

MOTOR SPORT chose to adorn the cover of its June 1947 issue with a splendid photograph of LGJ exiting the West Park hairpin, tail of the Talbot hanging well out. A pity that this photograph could not have been reproduced to illustrate the article in place, perhaps, of that sad one of the great old car covered in extinguisher foam at Douglas.

I AM, YOURS ETC,
GORDON MAITLAND, BRISTOL



Ian Dawson

Light fantastic: Porsche's 956/962 was the best sportscar ever

ASTON MARTIN'S MILK MONITOR

SIR,

I much enjoyed Gordon Cruickshank's article on Aston Martin CMC 614 and Derrick Edwards. I was interested to read that he had purchased the car in 1963; I thought he had it much earlier, or maybe he ran and prepared it for someone else.

I have always claimed that it was Derrick who kindled my interest in motorsport. In the early 1950s, in my early teens, I delivered milk to Derek at Oppidans Equipe, his garage/workshop close to Primrose Hill. At that time Derek had two Aston Ulsters, a Connaught A-Type and a 3-litre Sunbeam GP car. I was under the impression that CMC 614 was one of the Astons in his garage.

I met Derek a few years ago at a Silverstone VSCC meeting and reminisced. He claimed that the Aston had by that time competed in 2000 or so events of one type or another!

I AM, YOURS ETC,
GERRY CANNON, MIDDLESEX

* * * *

WHARTON'S STAR QUALITY

SIR,

Your story on Ken Wharton reminded me of the several occasions when this great and versatile driver graced meetings at Snetterton in the early 1950s, at a time when enthusiasts were able to watch famous drivers and cars at many meetings other than Formula One grands prix during a season.

It also brought into focus the depths to which motor racing has plunged over the past 10 years or so, as was exemplified by the Ferrari debacle at the end of the Austrian Grand Prix. Was it only 10 years ago when I was able to attend Friday practice at the British Grand Prix for a fiver? And Nigel Mansell always raced to win!

I was privileged to watch such fine drivers as Roy Salvadori, Bob Gerard, Peter Whitehead, Reg Parnell, Ron Flockhart, Stirling Moss, Jack Brabham, Jim Clark, Jochen Rindt, Bruce McLaren, Peter Collins, Archie Scott-Brown and many others.

Wharton gave the Snetterton regulars the chance to see and hear the V16 BRM; I will never forget this car or how this most versatile of drivers was able to master it in a way which defeated the skills and courage of other highly rated drivers. One could also see this great driver at hill-climbs, British circuit racing, trials, driving tests, grand prix meetings *and* rallies! I regarded him as much more of a star than Michael Schumacher ever will be.

Of course, it was not all good in those days: Wharton, Peter Collins, McLaren, Rindt, Clark, Scott-Brown and many others lost their lives. But motor racing has become all the poorer in my opinion because everything now depends upon the dictates of huge and, in many cases, unrelated sponsorship, and the demands made upon the sport by television rights. It is high time that those who are involved in Formula One face the stark reality that the whole pack of cards could come tumbling down if there are any more incidents such as we had to witness in Austria. All it will take is for a few million people to press another button on their television handsets!

I want to see drivers using their considerable skills rather than cars with launch controls and which can be largely controlled from the pit garage rather than by the drivers. Furthermore, I do not want to listen to the appalling explanations of the conduct of the Ferrari team which were given by Brawn and Todt after the Austrian Grand Prix.

I AM, YOURS ETC,
PETER NICHOLS, WILTSHIRE

* * * *

I SPA WITH MY LITTLE EYE

SIR,

In the fine article about Jim Clark's Lotus 25 you made a small captioning error. The featured rebuilt car, chassis R5, was not destroyed at Spa in 1962, but during practice a year later in 1963.

The reason for pointing out this small error is that Trevor Taylor (he really did not have much luck at Spa) had a well-documented coming-together with Willy Mairesse in the race in 1962. That year the team's only 25 (R1) for the race was, of course, used by Jim Clark, who went on to secure the 25's first grand prix win. Taylor's car for this race was the 'old 24' chassis #948.

I AM, YOURS ETC,
HANS CASTRENINKATU, FINLAND

* * * *

ESSES MARK THE SPOT

SIR,

Further to the correspondence concerning Guy Griffiths' interesting photograph of George Saunders' Cooper at Shelsley Walsh, may I suggest that this particular photo was taken at Prescott. Detailed examination of the gradients and background suggest the left-handed exit to the Esses there.

I AM, YOURS ETC,
ROBERT COOPER, BIRMINGHAM

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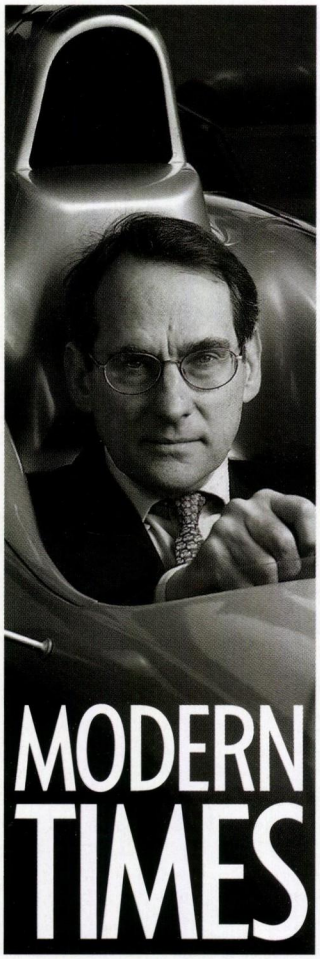
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MODERN TIMES

I'VE HAD A MINOR DELUGE OF LETTERS and e-mails from readers wanting to know what I thought of Ferrari's tactics at the end of the Austrian Grand Prix, when Rubens Barrichello was forced to cede victory to Michael Schumacher. As luck would have it, last month's *Modern Times* had to go to press just before the Spielberg drama. By now, because things move pretty fast in Formula One, it all seems rather a long time ago. However, my thoughts are these:

First, motor racing has always been a team sport – at international level at least, when works teams make up the bulk of the field. This is as true of F1 as it is of Le Mans, or world rallying. There has never been an FIA regulation that forbids a team manager to slow one driver to favour another: so Ferrari were operating within the rules in Austria. Indeed, team tactics, and team orders, are older than the world championship itself.

However, we have to accept that F1 has become – for better or worse – a global television parlour game which, for the good of its commercial health, must take account of the expectations of its audience. When couch potatoes watch football, they are cheering on the team of their choice. But when they watch F1, they follow personalities, rather than teams. They may love Juan Pablo and hate Ralf – or hate Michael and love Rubens. Either way, most of them care little for Williams or Ferrari. So, from their vantage point on the sofa, they find it incomprehensible that a driver who has done the job that Barrichello did in Austria should have to move aside for the man he has beaten in a straight fight.

As Ross Brawn pointed out after Austria, world championships have been lost by much less than the four extra points that Ferrari's team orders gifted to Schumacher. The way he sees it, they have a job to do, which unfortunately is less about winning races and more about winning titles. They will do anything and everything that the rules allow to get that (very highly paid) job done.

Indeed, Ross: so your team's real crime was in the window-dressing. We all know that sort of thing goes on in F1. But more unobtrusive ways are usually employed to handicap one driver in favour of his team-mate. Rigging the result of the race so obviously, so early in the season and with Schumacher enjoying so comfortable a points lead, was extremely foolish.

Yet neither Ross Brawn nor Jean Todt are, by any stretch of the imagination, fools. I can't believe they would be so tactless as to want to play out their scheme in front of a watching world, just as the chequered flag was unfurled. I will never get anyone to confirm it, but I'd hazard a guess that Rubens may have been the guilty party in that.

Remember the Australian Grand Prix in 1998, when David Coulthard was ordered by Ron Dennis to move aside and allow Mika Häkkinen to win? DC was very unhappy about it: allegedly Ron had to resort to threats over the radio to get him to comply. So, as he felt the victory was rightly his, David made sure everyone knew what was going on. Rather than easing his pace by half a second a lap and giving Mika a bit of room round the back, he did as he was told by slowing abruptly in front of the pits and the crowded start-finish grandstands.

Days before the Austrian Grand Prix, Barrichello had just signed his nice new two-year contract with Ferrari, so he presumably felt secure enough to risk the wrath of Todt and make his point. He'd have been told some time before to move aside for Schumacher, but felt sufficiently miffed about it to decide he wasn't going to let his team leader past until he'd





both: LAT

Ferrari have seen all sides of team orders, from the success of the Fangio/Collins car swap at Monza in 1956 to the PR disaster that was Austria 2002 (above)



demonstrated to the world who was the deserving victor – so he did it right on the line. And who can blame him?

Schumacher, of course, won not only the race but also the Oscar for Best Male Actor. It was hardly a surprise to him that Barrichello was asked to move aside: no doubt he had been on the radio having a quiet chat with the pit about it. It was only when he took off his crash helmet and heard the jeers and boos of the crowd that he realised he had a serious public relations drama on his hands – hence his hypocritical statements in the post-race interviews, implying (respectful) criticism of Ferrari's tactics. And hence his silly behaviour on the podium, which resulted in a somewhat bewildered Brazilian standing on the top step while the German national anthem was played. These actions merely increased everyone's realisation that they'd been watching not a race, but a cynical demonstration.

And it's that behaviour which may prove Schumacher's undoing when Ferrari are called before the FIA on June 26. If Max Mosley can't punish Ferrari for bringing the sport into disrepute, he can at least punish Schumacher for not following correct podium procedure – a serious offence in Mosley's crisply ordered world.

Meanwhile, added to his problems of the galloping march of technology and costs in Formula One, Max is surely now going to have to dream up a way of legislating against the use of team orders. Whatever the rights and wrongs of it, the audience won't stand for a repeat of Austria 2002 – and the audience is always right.

In the world of team orders, sometimes best laid plans gang agley. In the 1938 German Grand Prix, with Nazi grandees in the VIP seats, it was required that a German should win the race. Manfred von Brauchitsch duly took pole for Mercedes and, after Lang and Caracciola had problems, was soon in the lead, pursued by his English team-mate Dick Seaman. During his first stop, von Brauchitsch complained to team manager Alfred Neubauer that Seaman was pressing him too hard, and when Seaman came in, Neubauer pleaded, "For my sake, Dick, leave von Brauchitsch alone today." But von Brauchitsch's car caught fire during its second stop, and Seaman won – much to the fury of Korpsführer Adolf Huhnlein, who oversaw the Third Reich's support of the Mercedes and Auto Union teams.

Everyone knows that Peter Collins willingly handed over his Ferrari to team-mate Fangio in the 1956 Italian Grand Prix, helping the Old Man to clinch the fourth of his five world titles. But it's usually forgotten that Luigi Musso was meant to give up his car to Fangio when he came in for fresh tyres a few laps earlier. Musso refused to get out of the car, staring stonily ahead while Fangio hovered alongside, and roared back into the race. He was leading his home grand prix three laps from the end when his steering broke.

There have been other cases of drivers disobeying orders. Renault wanted René Arnoux to let Alain Prost win the 1982 French Grand Prix, but René decided otherwise.

In recent times, of course, Ferrari have made frequent use of team orders. At Hockenheim in 1999 Mika Salo, who was standing in for the injured Schumacher, would have scored the only F1 victory of his career had he not had to let Eddie Irvine take the win. An on-form Irvine, leading at Suzuka in 1997, had to move aside for Michael – and dropped to third as a result. And in Malaysia in 1999, there was the rare situation of Schumacher, returning from his injuries, moving aside for Irvine, who was still in the running for the title.

In all of this nonsense, the culprit, as I've said before, is the obsession with the world championship, rather than with the grands prix themselves. I pine for the days when what mattered was the race, and the winning of it – around the streets of Monte Carlo, in the dusty, bumpy heat of Monza, in the rain at Spa or Berne. That's why I was so delighted by Monaco this year. It will have no effect on the outcome of the world championship, for after just eight rounds, Schumacher has 70 points, almost three times that of his closest rival. But I could forget about the championship that day, and concentrate on the race, and on one of the finest victories in Coulthard's career. Under the strongest of pressure and on this most unforgiving of circuits, he made not the tiniest mistake, from his perfect start to his restrained acknowledgement of the chequered flag.

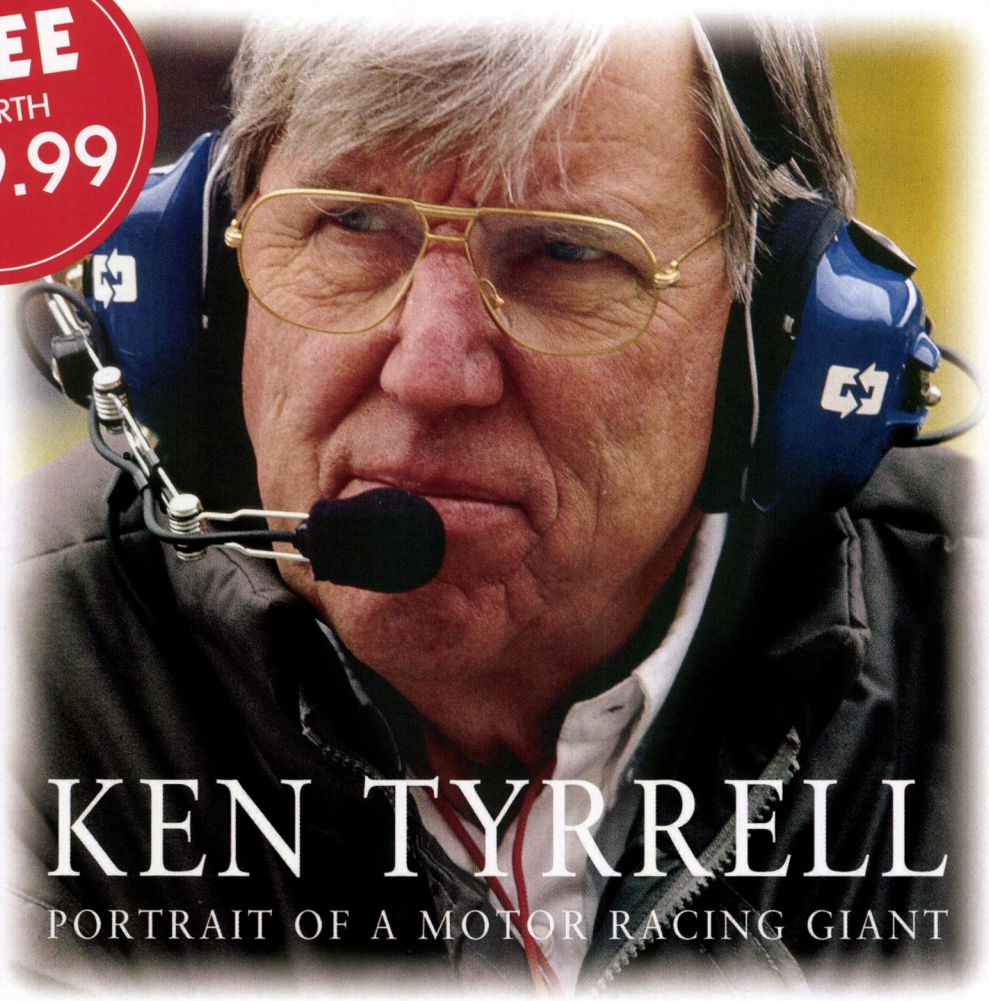
But nowadays, for most people – and indeed for most teams – it seems individual races have little glory of their own. They are merely laps on the way to the totting-up of points at the end of the season. This is why team tactics happen, producing the sort of embarrassment we saw in Austria: and why a driver is often satisfied with second place, to be sure of six wretched points, rather than going all-out for victory.

And that's not motor racing. It's just arithmetic. M

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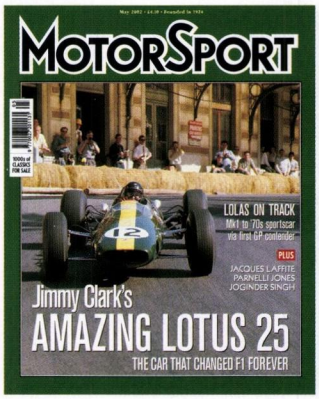
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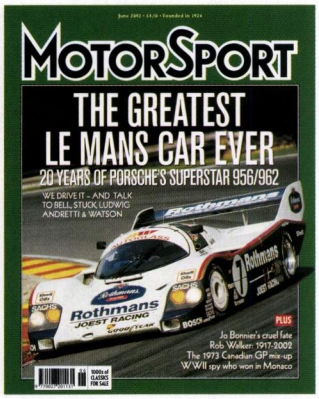
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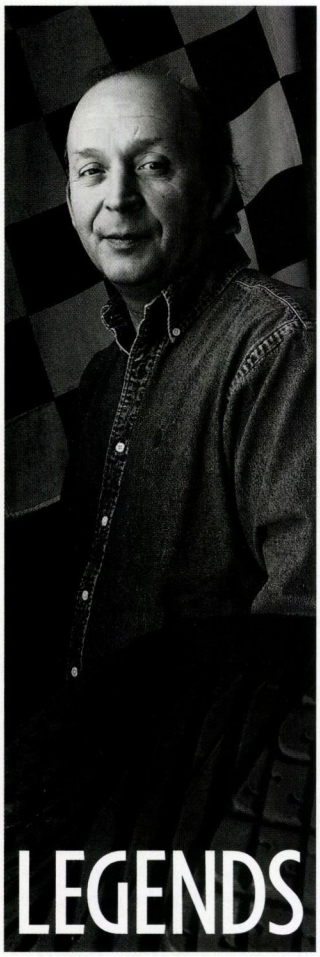
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RICCARDO PATRESE



RICCARDO PATRESE IS ONE OF THOSE racing drivers who ages well, I thought again when I saw him in Monaco a few weeks ago. Greying a little, and strolling around with a son much taller than he is, he has the look of a man at peace with himself.

For much of his career, though, I avoided him, after a brief exchange at Zandvoort in 1979. He had crashed in what Jackie Stewart would call 'a fairly important way', and when I later asked him what had happened, he gave me advice not only anatomically impossible, but also, I thought, bloody rude. That being so, I made a similar suggestion to him, and stalked off, siding with those who thought him a brat.

Thus we had one those ridiculous 'situations', and it endured until Patrese joined Williams years later. "Look," Ann Bradshaw, the team's PR said to me one day, "I love you both, and it's stupid you don't talk to each other." In the motorhome Riccardo and I shook hands, exchanged apologies, and were friends ever after.

"I think," he said, "that maybe I often used to behave like that in those days. Everyone thought I was arrogant, but actually I was shy. I was very young still, and didn't know any of the other drivers very well. And I must admit, I was *very* intense."

Disliked, too. Riccardo was one of those young drivers very quick from the outset, and often drove over his head in those early days. But what affected him more than anything was the accident at Monza in 1978, which cost the life of Ronnie Peterson.

Other drivers judged Patrese culpable for the chain-reaction disaster, which occurred within seconds of the start. It seemed not to matter that the blame lay plainly elsewhere: this upstart was a natural whipping boy, who needed to be taught a lesson. If Patrese's entry for the next race, at Watkins Glen, was accepted, they said, they wouldn't take part. Thus they effectively had him banned for a race.

"It was because they didn't like my attitude over the season, but by timing it when they did, it looked as if they were punishing me for the Monza accident. Psychologically, I had no problem with that, because I knew it hadn't been my fault. But it took a long time to forget how the other drivers treated me."

Many years on, one of them told me that this was the only incident in his career of which he felt truly ashamed. It had been a witch-hunt, nothing more or less, and one of the loudest voices, sad to say, was that of James Hunt. To the end of Hunt's life, the rift between himself and Patrese was never healed.

A karting world champion in 1974, Riccardo came into F1, via F3, with Shadow in 1977, and spent years – too many of them – with Arrows, then as now a fringe team. Bernie Ecclestone was always a fan, and tried to get him to Brabham in 1979, but Patrese was starry-eyed about Ferrari, and declined to sign long contracts, so as to be free to accept *the* offer, which was constantly promised, but ultimately never delivered.

In 1982, finally, he committed to Brabham, scoring his first grand prix win, at Monaco, and his second, at Kyalami, the following year. For '84, though, Ecclestone unfathomably replaced him with the overrated Teo Fabi, and Riccardo, against his better judgement, signed for the Euroracing Alfa Romeo team. Two seasons in the deep wilderness followed.

"The cars were hopeless, and I was so angry about it that, by 1985, it was beginning to affect my private life. I can remember one day saying to myself, 'Hey, Riccardo, you have to do something'. I mean, I was not smiling *at all*! It was a turning point. I changed my approach, my mentality, everything – I still don't know how I did it. After that, life became easier."

Ecclestone has been really close to very few drivers, but Patrese was one of them, and so he went back to Brabham for two more years.

"It was lucky for me that Bernie and I were friends. When he decided to give up being a team boss in 1987, he recommended me to Frank Williams."

This was to be the most productive relationship of Riccardo's career.

"When I went to Williams," he said, "it was like a camera which had finally come into focus." Soon everyone in the team became very fond of him, not least because of his excellent rapport with Patrick Head – not least, either, because he was much easier to live with than Nigel Mansell, who returned to Williams in 1991. Rather more of a team player, too.

"You'd call Riccardo up," said Head, "ask him to test at a moment's notice, and he'd say, 'Fine. No problem. I'll be there'. He's not a *selfish* man, that's the point, which is quite rare in a racing driver. His ego's under control, too. Which is also quite rare."

Speaking of egos, in 1991 Mansell said this: "I take Riccardo's speed this year as a great compliment to me." Er, how so? "Well, because I'm the only one who can motivate him." Had Patrese been inclined to return the back-handed compliment, he might have suggested that perhaps Mansell had overdone the motivation: it was not until Silverstone, after all, that the great man managed to outqualify him.

As it was, Patrese always tolerated Mansell's excesses with admirable fortitude. And although the Williams-Renaults were not conspicuously reliable in 1991, Riccardo had a very fine season, with four pole positions and a couple of victories.

While not on the same page, week in, week out, as Senna or Prost, when the mood was on him Patrese was a magnificent racing driver, and my abiding memory of him is in final qualifying at Estoril that year.

Early in the session his own car blew up, and his behaviour was pure Latin theatrical as he stomped back to the pits. There the spare Williams sat but, under the terms of Mansell's contract, it was for his use alone. Not until the last five minutes, when it was clear that Nigel would not need it, was Riccardo permitted to climb aboard.

There had been no opportunity for set-up work, and the Renault V10 was of an earlier specification, but Patrese had ire and adrenalin to spare; after a single warm-up lap, he shoved Senna, Berger and Mansell aside, and put himself on pole. He won the next day, too.

Williams went 'active' for 1992, and although their performance advantage was enormous, Patrese was less at ease, and rarely now on terms with Mansell.

"I admit I prefer passive cars," he said, "because they have so much more feel. Nigel either has more bravery, or less imagination, or both."

He finished second to Mansell in the world championship, and then left for Benetton, with whom he had signed when it seemed that Frank would run Prost and Mansell in '93. Almost immediately, Riccardo learned that Mansell was quitting F1, that he could have stayed after all.

"That's life, isn't it?" he shrugged. "Two weeks after I had signed with Benetton, there was a chance for me to stay with Williams, but I said, 'No, Riccardo, if you've signed something – even given your word – that's it'."

Sadly, Benetton behaved differently when it came to the second year of his contract, and at the end of a disappointing 1993 season, partnering the youthful Michael Schumacher, he had to accept that his 256-race F1 career was over.

There were only six victories, fewer by far than might have been predicted when he blitzed into F1 in the late 1970s, but I'll warrant that Patrese got more pure pleasure from his racing life than any of his more highly touted colleagues. In a paddock, he was patently a happy man. Away from it, too, thanks to the divine Suzy and their three kids, to whom he is devoted.

It was never in Riccardo's nature to be flashy – there were to be no private jets or helicopters for him – and nor was he obsessive about money, which also stood him proud of your average GPDA member.

"I know other drivers make much more than I do," he would say, "but I can make a good life on what I earn, and I think what Frank pays me is correct for a driver of my record."

Perhaps, on reflection, Patrese left F1 at the right time, for he had little in common with the average driver of the 1990s, preferring Beethoven to the inevitable 'Phil Collins and George Michael', and devoting himself, as well as to golf and skiing, to unusual hobbies, like collecting classic watches and rare Marklin model trains. If he kept an apartment in Monte Carlo, home was always Padua, where he was born, where he went to university.

You can tell a lot about a driver, I have found, from talking to his mechanics, and among them Patrese was always adored, perhaps because he never took them for granted. F1 drivers are invariably tardy when it comes to reaching for their wallets, but in Adelaide, Riccardo would always treat the entire team to a memorable end-of-season dinner. Folk remember these things.

It was a sign of the team's affection for him that Patrese was invited to have a run in the Williams-Renault FW18 late in 1996. Riccardo set a time which would have qualified him in the first couple of rows at the British GP. I wrote about it at the time, and later a letter of thanks came chattering over my fax.

Unlike some, Riccardo Patrese will always be one of those retired drivers you hope you'll run into in the paddock at Monza or wherever. Absurd now to think how long we avoided each other. M



Imola highlights: Patrese won the1990 San Marino GP (left), and started from the front row the following year

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In the August edition...

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Was this the greatest GP car of the 1970s?



Malcolm Griffiths/LAT

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PLUS

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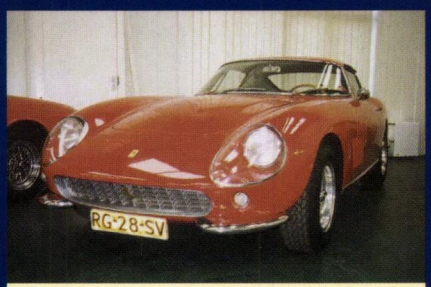
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1969 A.C. Frua 428 Sold £34,000



1952 Connaught A8 Sold £106,000



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The Domination Game





Rainer Schlegelmilch

NIGEL MANSELL AND WILLIAMS BLITZED THEIR OPPOSITION THROUGHOUT 1992, YET ENDED THE YEAR IN ACRIMONY. WHAT WENT WRONG?

story by Adam Cooper, Paul Fearnley and David Malsher

He had a reputation for not being keen on testing. But there he was pounding round Estoril, in February. At seven days, this was the longest pre-season evaluation Williams, the most fastidious of teams, had ever done. For they had a very big decision to make: passive or active?

Nigel Mansell was beginning to dig the latter suspension, having been one of its sternest critics. But whatever the decision, he knew this would be his best chance of righting that 1986 Adelaide wrong.

He was fighting fit, extolling the virtues of his new Florida lifestyle – and he was on it. Every session. He'd often downplay the advantage he possessed in the shape of Adrian Newey's FW14B. But when he was in it, he couldn't help himself. He loved it. Revelled in it.

Adrian Newey: "I joined Williams in the middle of 1990, just in time to design the FW14 of '91. It was the first time I'd designed an F1 car that won races. But our reliability wasn't good enough; we had a lot of gearbox problems. Patrick Head was good enough to give me a pretty free hand. He always enjoyed the design of the gearbox and transmission, and gave me the general packaging, layout and aerodynamics. Very trusting. I'll always be grateful to him for that."

Patrick Head: "Active suspension was very tempting, but we were very concerned about our ability to make the car reliable [this was only the second year in which all 16 GPs counted]. Nigel was very wary initially because he'd done a lot of testing of the Lotus system, and it had dumped him in a pool of oil a few times."

The pendulum, though, had swung active's way…

David Brown, race engineer: "Nigel was gagging for it at the beginning of the season. He'd obviously primed himself over the winter, and never let up. The active car was quick immediately. There was obviously an advantage in it and, as ever with Nigel, if there was an advantage, he'd adopt it and get on with it."

> 'As ever with Nigel, if there was an advantage, he would simply adopt it and get on with it'
>
> DAVID BROWN

Newey: "Nigel quickly realised we had a very good car, and that his most likely rival for the title was going to be Riccardo [Patrese, his team-mate]. So he set about systematically demoralising him."

Brown: "We had the ritual weigh-in at the first race [South African GP, Kyalami], and Nigel was determined to be lighter than Riccardo…"

Newey: "I remember something about a dummy helmet…"

Brown: "There were all sorts of shenanigans. No stone was left unturned in this effort for Nigel to be lighter. And he was [76kg to 78]. He was chuffed; Riccardo got extremely Italian about it."

It was about to get a lot worse for Riccardo: his pole-sitting team-mate was 1.5sec quicker in qualifying and romped to a 34sec victory…

Newey: "The car looked competitive but, as always, you're never quite sure where you are until that first race. To qualify on pole by a big margin and then win, without any serious reliability problems through the weekend, was really something."

Brown: "Kyalami was a bit of a surprise – it was certainly a surprise to Riccardo how much quicker Nigel was."

Head: "In 1991, Nigel and Riccardo were close on performance, but in '92 Nigel stepped up. The main reason for this was the feeling ➤

and feedback from the active system. Nigel worked out that, if you persuaded yourself to trust it, it would be there once you had got into the corner. He adapted; Riccardo always wished it was a standard car.

Newey: "Nigel definitely outpsyched Riccardo, but I think he would have outdriven him in any case. The active car was suited to his style – aggressive, throw it in, have belief in it. You had to muscle it because it was generating so much downforce. In the high-speed corners, Nigel was much quicker; it didn't have power steering, which it should have done in hindsight, and Nigel has tremendous upperbody strength."

Riccardo Patrese: "Nigel also benefited more from the traction control than I did. The year before, exiting slow corners, I was always able to carry a little more speed because I controlled the power and traction better. In 1992, the computer controlled it."

Mansell made hay, winning the first five races – South Africa, Mexico, Brazil, Spain and San Marino– on the bounce. Williams and Renault (the 67-degree RS3C V10) had produced a couple of gems, the rest hadn't: McLaren were in a flap, sending six cars to Interlagos, and no longer had F1's best engine; Rory Byrne's neat Benetton 192 was also short of breath; Ferrari's twin-floor chassis was a disaster. "The gap is false," said Nigel. To be fair to him, it did verge on the unbelievable.

> 'People were saying he wins easily. That was annoying for Nigel – he was driving its arse off'
>
> PATRICK HEAD

Head: "People were saying the car is so fast relative to the others that Nigel wins easily. That was annoying for Nigel, because he was driving the arse off it. I can understand it from his point of view: he'd been in a position to win championships before and it hadn't worked out; all of a sudden it *was* working out, and everybody was saying to him, 'Oh well, a monkey would win in that car.' It couldn't have been too pleasant for him. He had to say, 'It may be a good car, but I'm driving it very well.'"

Mansell eventually snapped during the post-race press conference in Barcelona, telling one journalist: "You must be on drugs." Those close to the team were more appreciative of his efforts that day…

Williams: "Spain in the wet is the race that stands out for me. Nigel just disappeared at the start. When Michael Schumacher began pulling him in at about two-thirds distance, and we thought there was a problem. But when Michael got within 2sec, Nigel pulled away again at 2.5sec a lap."

Brown: "We were all right in the dry, but when it got very wet, Schumacher started to reel him. We were all wondering what was going on; talking to Nigel after the race, so was he. He couldn't understand where Schumacher was getting his times from. In true Nigel fashion, he decided he must be doing something wrong and so started driving on all the weird bits of the circuit, off-line everywhere. He found a load of grip that way and went faster again."

On the track at least, it seemed Mansell had it all under control – and some of it under wraps…

Newey: "He developed a couple of things that Patrick and I were slow to realise. There were various knobs in the cockpit that allowed you to change things such as ride height and the suspension settings. What Nigel would do was put them in one position, which is what would go down on the set-up sheets because, when you looked in the cockpit, that's where they were. (We didn't actually record those particular channels on the telemetry). Then he'd go out and, with David Brown's blessing, change them on the circuit.

"This developed to the point where Nigel and David would have a communal debrief as normal, them on one side of the table, Riccardo and his engineer on the other, but whatever they talked about was a load of rubbish mainly designed to fool Riccardo. Then they'd go away and have their proper debrief. From a team point of view, it was not constructive; from Nigel's point of view, it was quite smart." ➳



DPPI

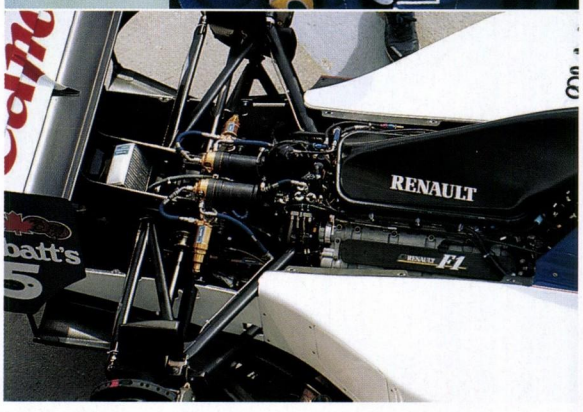


Rainer Schlegelmilch

Mansell sets his stall out at Kyalami; Head and Williams in cahoots



Rainer Schlegelmilch



LAT

No wonder Patrese looks rueful; Renault power and active



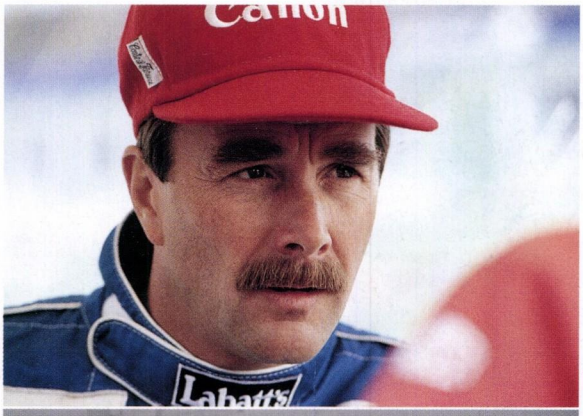
Mansell's freakish car control and commitment undoubtedly got the best out of the FW14B; race engineer Brown (below left) was a vital and loyal Mansell ally



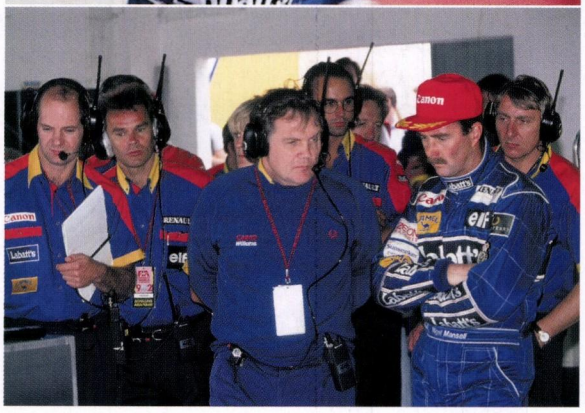


Monaco was a 'disappointment' but provided a thrilling final few laps against Senna; this Brit with grit wore his heart on his crash helmet. The fans loved him





Rainer Schlegelmilch

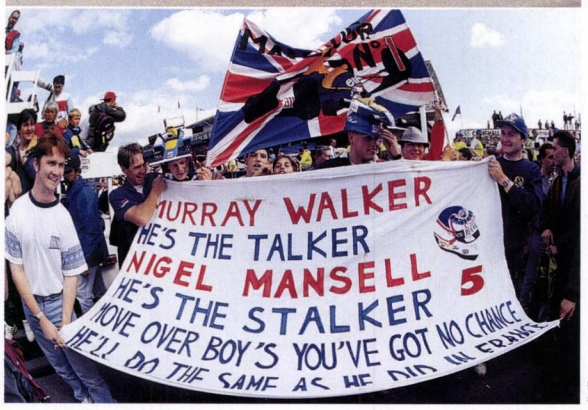


DPPI

Loose Canon? Mansell energised team, but kept things under his hat



LAT



LAT

Mansellmania took a firm grip all over the UK – except at Didcot!

Brown: "We often discussed the car in relaxed circumstances out of hours. I don't think it was to the detriment of anybody in the team. Nigel required a bit of personal attention, and if that's what it took to get the best out of him as a driver, then I was happy to meet him in the evening. As far as debriefs are concerned, there was a structure and we adhered to that structure."

Newey: "What Nigel was doing was running the front much lower. He'd get a fair bit of performance out of it, though it would make the car more difficult to drive. Then in the debriefs Riccardo would say, 'I think I'll try going lower at the front', and Nigel would say, 'You don't want to do that, it's much quicker if it's higher."

Mansell's run of success eventually came to an end in round six, Monaco, courtesy of a late pitstop caused by a loose wheel nut…

Newey: "It was the result of a very stupid thing. One of the ties on the tyre blanket had got trapped between the wheel and the disc bell when the nut was being done up on the grid – bits of strand were still there after the race. As a consequence, the nut worked loose."

It was the 'nut behind the wheel' that failed in Canada, where Mansell made his only major mistake of the season…

Brown: "He tried to straightline the chicane in circumstances that no normal man would have attempted! I think he got a bit fazed by Senna. He was suitably pissed off."

Mansell was up against it in Magny-Cours, too, Patrese leading the early stages. Rain caused the race to be red-flagged, which is when Riccardo's season was turned on its ear…

Patrese: " I think it had been decided at the beginning of the year that I couldn't go for the championship. But it was never said clearly to me, before Magny-Cours, that I had to be second. In my mind, I thought I could go for the title. That moment was a very sad one for me, because I was driving well and I could have won. But when they stopped the race Patrick told me. I think it was hard for him to say because he was always for me, but I realised I had to come down from my cloud."

Silverstone was next up – Mansell's Cloud Nine. Critics said his performance there proved he'd been holding back; believers said he'd just dug extra deep. Whatever, he pulled out a pole lap of apocalyptic proportions, almost 2sec faster than Patrese, 3sec ahead of Senna…

Head: "Silverstone qualifying was pretty special."

Brown: "The car was quite soft, and it used to move around a bit. Riccardo found it difficult at places like Copse Corner to put absolute faith in the car, whereas Nigel would just get on with it. He just had the confidence. Riccardo walked into the truck, came up to Nigel, looking very stern with his hands on his hips, and said, 'Stand up!' I thought, 'Oh my God, he's going to hit him!' Nigel stood up, and Riccardo stuck his hand out and said, 'Show me the size of them!'"

> 'I think it had been decided at the beginning of the year that I could not go for the title'
>
> RICCARDO PATRESE

Mansell wouldn't allow himself to dare think it, but the title was now a formality; the press and the rest of the paddock were much more interested in 1993, and who would be driving for Williams. Prost had been linked to the Didcot team as early as Mexico, which is where Frank Williams made his first offer to Mansell – and allegedly told him to prepare to have Prost as his next team-mate. By the time of Hockenheim, Prost was said to be a shoe-in for Williams.

Mansell railed against this. Prost had outmanoeuvred him and outraced him at Ferrari. Already a formidable foe, sorry, team-mate, Prost's strong links with Williams' engine supplier made Mansell understandably nervous. He made it known that he'd be happier to have Senna alongside. Sadly, the title run-in was a sideshow. It boiled down to Hungary, but only after heated discussions between ➤

Mansell, Williams and Head. There was, though, a title to be won…

Brown: "In Hungary, Nigel had a left-rear puncture. The active car had a detection system whereby it would issue a warning if there was a steady degradation in the attitude of the car. We hauled him in and that put him well down. He had to finish third to take the title. Patrick had misunderstood this and told him that he had to be second, so he attempted a do-or-die move on Gerhard Berger – and pulled it off."

Job done. Everything else up in the air – especially when Senna mischievously announced he would drive for Williams for free…

Newey: "I do have sympathy for Nigel. You could argue that the car carried it, but nevertheless he was particularly dominant. He deserved it. But the last few races were clouded by the fact that Frank had signed Prost, and therefore Nigel was effectively out of a drive. I always got on very well with him and so felt slightly aggrieved, especially over the fact that Frank and Patrick knew about it for a long time. Actually, I think Nigel would have beaten Prost in the active car."

Patrese: "I would have been happy to stay at Williams for 1993, but I thought there was no room, because Nigel was the champion and Prost was coming. It seemed to me incredible that an English driver could win the championship with an English team then leave for America. I was sure they'd find a compromise. I couldn't wait any longer and signed for Benetton."

'Nigel had a winning car, but by that time he had developed into an unstoppable driver'

Sir Frank Williams

Just hours before the Italian Grand Prix, though, Mansell announced his second retirement from F1; Indycars would be his focus in 1993.

A weight had lifted from his shoulders. He suddenly seemed more assured than Prost and Senna as they bickered over the Williams drive. There would be numerous rumours before the year was out that Nigel wouldn't go Stateside: Bernie Ecclestone, worried that he might lose Mansell and Senna to Indycars, stepped in; *The Sun* launched a 'Save our Nige' campaign. There is no doubt that Mansell loved all the attention, or that he quietly milked the situation, but at no stage did he go back on his deal with Newman-Haas. He had a couple of unnecessary digs at Prost "the chauffeur", demanded a reduction in F1's high-tech (just as he was leaving!), but generally gave the impression that he was well out of it. His Australian Grand Prix collision with Senna was the final nail in this particular coffin…

Brown: "Adelaide was a shame, really. At the end of the day they were the two best guys out there, and they were racing and playing as many games as they could with each other. It was an even bigger shame that it had all gone a bit sour between Nigel and Frank. This meant we were losing our star man, the champion driver. Nigel was the force behind our enthusiasm to gain a technical advantage, and the absolute need to be at the front all the time. When he's keen about something, he's absolutely unstoppable; when he's not, it's exactly the opposite. But he was on it all the time, and drove us to greater things, showed us what could be achieved. He made a massive contribution during that season. He didn't just get in the car and pedal it every fortnight."

Head: "It was rather a pity that we weren't able to run Nigel in 1993. As it was, leaving enabled Nigel to win an Indy championship which probably meant more to him than another F1 title. The process we went through wasn't pleasant, though."

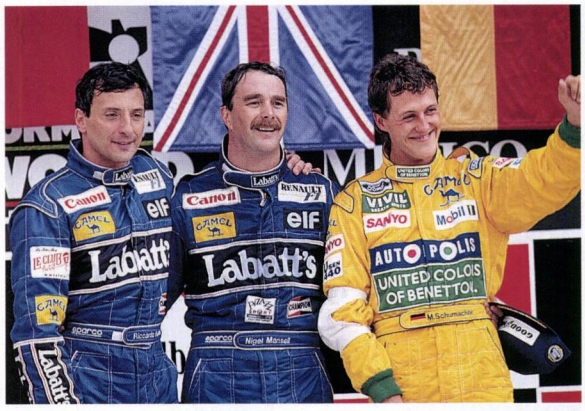
Williams: "Over the years the team had quite a few rocky moments, and Nigel didn't hesitate in expressing his disappointment in his own well-known way. But in 1992 things went well – for most of the year. Nigel had a winning car, but by that time he'd developed into an unstoppable driver. He was almost in a class of his own that year. We couldn't have won without him."

Or he without them. But modern F1, sadly, isn't all about winning. M



LAT

Despite the sponsors, Williams' pit was not always an oasis of calm



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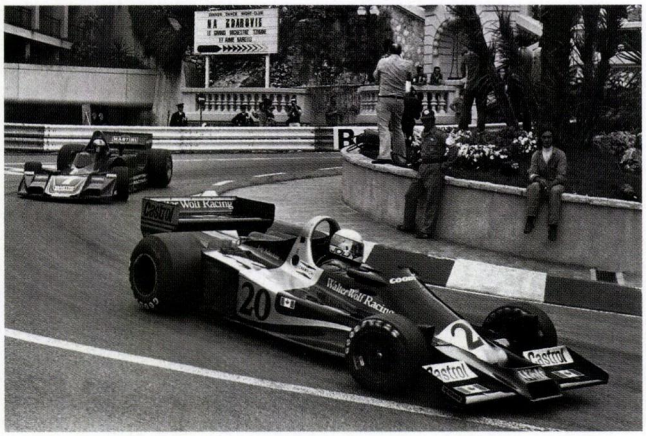
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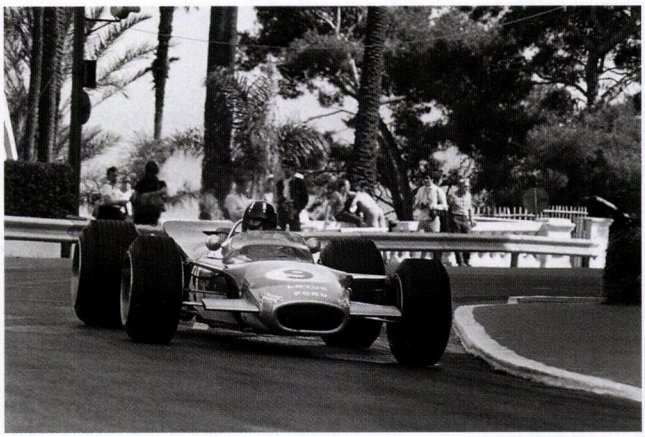
Patrese, the champion and future champ; setting Silverstone alight



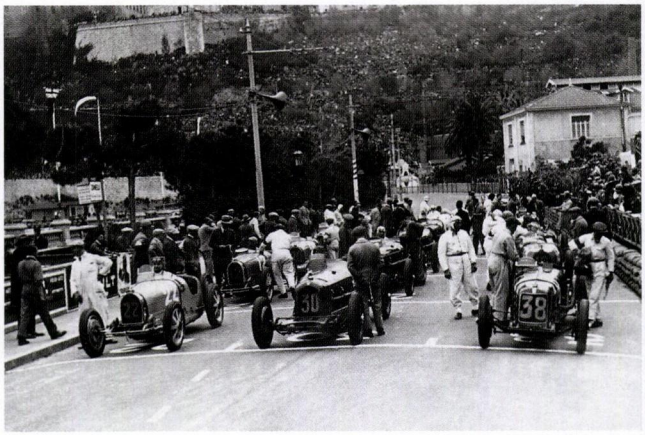
Active suspension soaked up the bumps of Mexico and Mansell led from start to finish; **The Sun** *made sure it got a bit heated under Didcot's cooling towers*











LAT, Adriano Cimarosti

Jody Scheckter's Wolf heads John Watson's Brabham in 1977. The South African led from start to finish and this win handed him a comfortable lead in the championship. But four retirements followed and he was runner-up to Niki Lauda in the title race – still a fantastic year for a brand-new team

Graham Hill thrived in Monaco, winning F1's blue riband event five times. On two occasions, 1968 and '69, he drove the same Lotus 49B. Here Mr Monaco sweeps into Casino Square in the former year. He was pressed throughout by the surprise package of Richard Attwood's BRM, but was always in control

In his second stint with Maserati, Stirling Moss's 250F gets the jump on a phalanx of Lancia-Ferraris and the Vanwall of Harry Schell. One hundred unruffled laps later, the Englishman scored the first of his three wins here. In contrast, second-placed Juan Manuel Fangio put in one of his wildest displays

Ranged against Bugattis and Maseratis in 1932 were three works Alfa Romeos. They were driven by the eventual winner Tazio Nuvolari, Giuseppe Campari (middle of the second row) and Baconin Borzacchini. Records don't reveal who drove which car, but the Alfa pictured opposite was part of that team









MIRABEAU IMAGES

WOLF WR1, LOTUS 49B, MASERATI 250F AND ALFA ROMEO 8C – MONACO GRAND PRIX WINNERS ALL. BUT HOW DID THEY FARE AT THIS YEAR'S HISTORIQUE FESTIVAL? DAVID MALSHER FOLLOWED THEM WHILE THEY FOLLOWED THE FOOTSTEPS OF SCHECKTER, HILL, MOSS AND NUVOLARI

photography by James Mann

WOLF WR1 – MIKE LITTLEWOOD

MIKE LITTLEWOOD APPEARS A LITTLE PENSIVE AS HE PREPARES TO TAKE Jody Scheckter's WR1 surfing around the Monaco puddles. With 480bhp under his right foot, and on a track he is familiar with only through PlayStation, concentration isn't going to be a problem.

Pensive but animated is how he returns to the pits after the first 20 minutes. He's only 16th, and his hand movements speak volumes: in these conditions, the rear of the car has a life of its own.

"I just cannot get the power down," he states quietly. "It feels like we're just riding over the water, and it's trying to send me into the barrier. Normally in the wet I would expect to be top three – better than in the dry with the same set of drivers."

Tom Denyer, the chief mechanic on the Willans Harness-entered machine, reckons the differential is to blame, which is a problem since there is no spare available.

"We're just going to do what we can to minimise the problem," says Denyer. "In these conditions, we've disconnected the rollbars already, and the shocks are fully soft. So now maybe we need to change the rear springs, too. Because, really, this car should have top-six potential."

At this point no-one knows that the second session's going to be slower, which means Littlewood is resigned to starting the race from the eighth row of the grid. But he ends the day in a far chirpier mood.

"It felt much better in the second session. We're still aquaplaning, but at least the rear is finding some grip – eventually."



Differential problems in a very damp practice forced Littlewood's Wolf to start in the middle of the pack

Adds Denyer: "Tonight we'll adjust the diff for the race, but it's buggered, basically. We're going to soften the rear springs, but reconnect the anti-roll bars, as we think it's going to be dry tomorrow."

He's right: it is dry, and so there's greater cause for hope. Mike makes the most of it. He's up to 11th at the end of the first lap, 10th on the second, and by the time the Safety Car comes out as a result of a blown engine on Murray Smith's Brabham, he's in seventh.

Two cars have skidded on the resultant slick and so the green flags are shown with just two laps to go, and in the bedlam that follows, Mike's Wolf reaches fifth. However, concentrating on Nico Bindels' Lotus 77, less than a second ahead, Littlewood fails to notice Hubertus Bahlsen's Brabham-Alfa is right behind him. Out of Rascasse for the final time, Bahlsen drafts him and snatches fifth at the chequer.

"It's annoying!" says Mike. "I just didn't see him there, so when I realised I wasn't going to catch the Lotus, I was cruising for the line.

"Overall, I'm pretty happy with the way the weekend went given the circumstances. As well as the diff problem, the car was jumping out of second from the third lap on, which meant I was slow in three places – Portier, the chicane and Rascasse."

Ten days later we speak again, and the Monaco bug has bitten hard: "I can still remember how I felt finishing each lap. The buzz as you came rushing up the pitstraight towards Ste Devote was very special. It's an amazing circuit."



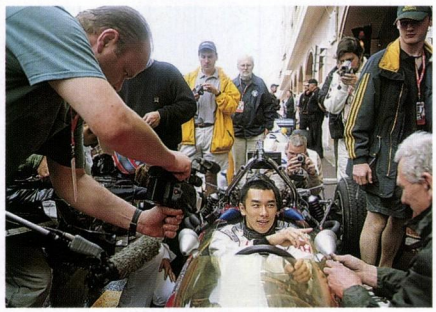
LOTUS 49B – TAKUMA SATO



THE CAR'S ARE THE STARS THIS WEEKEND, right? Well, no. Charming F1 back-of-the gridder Alex Yoong does not possess enough status to attract much more attention than the ex-Ronnie Peterson Lotus 72 he's piloting this weekend. But Jordan's Takuma Sato, who is driving Graham Hill's 1968-69 Monaco-winning 49B is a media magnet, even in a town where celebrities and would-be celebrities are 10-a-Euro.

No doubt this phenomenon is heightened by what happened a week previous, when Takuma escaped an horrific shunt in the Austrian GP. In more ways than one, therefore, it's great to have him around to display his phenomenal car control.

Sato was the centre of media attention and starred on the track until a costly moment of overambition



I know, I know, there have been clashes and crashes aplenty as last year's British F3 champion has struggled to define the limits in Formula One, but Sato has a lot of talent. Highly regarded Jordan team-mate Giancarlo Fisichella has not met such a stern internecine challenge since partnering Ralf Schumacher, also at Jordan, in 1997.

Bob Sparshott, former chief mechanic to Graham Hill, is working for Classic Team Lotus this weekend and is helping Takuma set the 49 up, while the driver attempts to learn Monaco in time for next weekend's grand prix. There's a lot of mutual respect, each listens avidly to the other. Yes, Sato spends a lot of Saturday signing autographs and chatting with friends and fans, but when it's time to deal with the car, he has eyes only for Classic Team Lotus personnel.

On the streaming wet circuit, Takuma rarely lives up to his ragged-edge reputation; only at Casino Square does it get lairy. Is he not really on it? The stopwatch doesn't lie, though. He's seventh-quickest in one of the most unsuitable cars for the conditions.

"It's the regs," Clive Chapman explains. "The car never originally ran treaded tyres and the duck-tail rear wing at the same time, so we can't run the combination now. If we had used the wing, as it did when it won in 1969, we could only have used grooved tyres rather than the treads of '68."

In the circumstances, Sato has done a remarkable job. The first to acknowledge this is Sparshott: "I am very impressed with him. He's been enthusiastic about the 49 since he drove it at Hethel, and his lap time here is excellent. It's very different to what he's used to. But Takuma is very sharp, mentally."

Six hours later, the mood has changed. The characteristic Sato grin is not apparent. Instead he is shrugging resignedly, accepting commiserations and trying not to look at the bent Lotus 49 at his feet.

"The circuit is incredibly slippery," Takuma says. "The car gets so sideways, and I was getting wheelspin in fourth. The car handles very well, but maybe I was trying too hard and turned-in too early at the Swimming Pool. Unfortunately, the chassis is affected and the team don't have a way of fixing it here, so that is it.

"I have always loved cars. I got a lot of satisfaction driving this Lotus. The history of the car, that is the important thing, and I would like to drive old racing cars again." The guy's got soul. ➳

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MASERATI 250F – PETER HEUBERGER



IT LOOKS BEAUTIFUL. OF COURSE IT DOES, despite the questionable stickers applied by the AC de Monaco declaring it the 1956 Winner, and despite the fact that someone appears to have graffiti'd the car's scuttle.

"They are the autographs of Luca di Montezemolo and Jean Todt," declares owner Peter Heuberger. "I have known Luca for many years, and the pair of them came to see me when I was racing at Monza last year, and they signed the car."

I hope he charged them.

But nothing can detract from the aura that surrounds this car: not only did Stirling Moss guide it to a dominant victory here 46 years ago, it is also the car in which Maserati tested their V12 F1 engine. These days it retains the lengthened rump necessitated by the multi-cylinder engine's increased thirst and, to my mind, it looks slightly better for it. Under the bonnet, however, is the original straight six. Its Maser melody, played over a backing track of Dunlops swishing through puddles, is one of the highlights of this filthy day.

Back in the pits after morning practice, Heuberger has good news *and* bad news for Klaus Werner's mechanics who maintain his car.

"Down from Mirabeau to the Grand Hotel, the front brakes are locking, and no matter which way I steer, it doesn't make any difference. We need to adjust the balance. On the other hand, the clutch problems we suffered at Spa haven't returned."

He will start ninth and is happy: "I have previous experience here,

This 250F looks different from when Moss won in it, a larger, later tail stemming from its V12 testing



but look at who's in front of me. They're all professional racers: Martin Stretton and Flavien Marçais are fantastic drivers. I'm a 66-year-old amateur. I am in the first half of the grid. So yes, I am happy. Tomorrow, I will look only forward."

Even before the start, the 250F moves up a place, as Joaquin Folch's Lotus 16 fails to make the grid. An excellent getaway also sees Peter establish himself ahead of Barry Cannell's Cooper-Bristol. But in the course of the first lap, Ian Nuthall's Alta slips past.

Eighth it is. But from lap three, Peter comes under pressure from Gigi Baulino's A6GCM-250F. It is interesting at this point to note our man's commitment, staying on the power very late approaching Ste Devote. Thereafter, I choose to disregard his self-deprecating comments from the previous day: Herr Heuberger is nobody's fool.

He is, however, struggling to contain his rival, and on the sixth lap, Baulino slips past. Peter attempts to hold on, but the rate at which the other Maser pulls away through the tightest corners (Loews and the chicane after the tunnel) convinces him that pursuit is fruitless. With a remarkable dearth of retirements, he is destined to finish ninth.

"Yesterday I had asked to transfer more of the brake balance to the back. But when I saw the race would be dry, I wanted it changed again, and I don't think this was done. Baulino was better on the brakes, and normally I don't have a problem with him. Also, I needed a longer first gear. Taking that into account, ninth's not so shabby." ➤

ALFA ROMEO 8C MONZA – ED DAVIES

FROM HIS PERSPECTIVE, HE'S ABOUT TO DRIVE ONE OF THE MOST BEAUTIFUL and best handling pre-war cars on the most charismatic circuit in the world. Reason to be cheerful, 2.3 8C.

But from an outsider's point of view, Ed Davies' relaxed bonhomie is completely at odds with the situation. He is preparing to thread an ex-Nuvolari (he drove it on the 1932 Targa Florio) Alfa Monza (US$ seven-figure sum) between the Armco on a track still 'green' with traffic detritus and white-striped with ludicrous zeal. Add relentless drizzle, and grip on tall narrow tyres will be merely a state of mind.

As if the situation isn't daunting enough, this is Ed's first competitive event in a car he has owned for three years. And he has never lapped Monaco in anger before. He is, however, completely unfazed.

"No problem!" he grins when I broach the subject. He is being neither facetious nor blasé. "I've never competed in this car before, no, but I have driven it a lot. I'm pretty familiar with it. I have four pre-war Alfas, which all get used on the road. And I've learned that once these cars are set up, they're set up. I sent it to Klaus Werner's mechanics, who brought it here for me, and they're really good."

Okay, you know the car, but the circuit's treacherous, the Alfa's tyres are skinny, it's hugely valuable and those aren't hay bales lining the circuit.

"Sure it's valuable, but it's also repairable. That's why I'm happy to use it on the road back in Florida. For me, the trick is to drive it within my limits. It's that simple."

With that slice of philosophy still hanging in the air, Davies is into his race overalls and climbing aboard for second qualifying, having clocked 14th-quickest time in this morning's dry session. Predictably for a car that gets regular usage, the Monza fires first time.

Out on the circuit, Ed's driving style is as easy as his pitlane chat. Familiarity has not bred contempt but instead given him a certain blend of confidence and competence. He doesn't crouch over the wheel, and now that he knows his way round the circuit, he can turn in early, squeeze in the power gently. There is none of the dramatic understeer that afflicts many of his overly vigorous rivals, and his pace appears to be the sort he could keep up all day. It's irrelevant in terms of grid position but, for the record, despite quitting the session early, his lap time holds for 11th place on the grid, precisely midfield.

Ed is composed for the race. There are no last-minute fidgets; anticipatory without being nervous. The Alfa too appears confident and gains a place on the first lap. But its engine is misfiring.

It never comes round again.

"The generator quit," shrugs Davies. "The battery alone couldn't keep the fuel pump going, so that was that. It's too bad."

He'll be back in 2004, though. And in the meantime, Ed, his wife (another racer), and his kids can enjoy their Alfa 8C on the sun-kissed Florida blacktop.

Life doesn't get better than that. M



Alfa passes Bugatti! This ex-Nuvolari 8C did 99 fewer laps than in 1932 because of electrical woes



John Colley

Hand autographed by Niki Lauda

The 1975 US Grand Prix Winning Ferrari 312T



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Niki Lauda's debut in F1 was in 1971 at the Austrian Grand Prix. But it was not until 1974 that Ferrari, having been impressed by his tenacity the previous season, offered him a permanent seat.

1974 was a learning year with many retirements and frustrations.

In 1975, he got off to a better start with a sixth at Buenos Aires and a fifth at Interlagos and Kyalami. His first GP victory followed at Monaco.

Further victories in Belgium, Sweden and France meant that he only needed a third at Monza to clinch the Championship.

The Watkins Glen 312T

The 312T debuted in South Africa. The car signed by Niki is the USA GP winning car; his last victory that year.

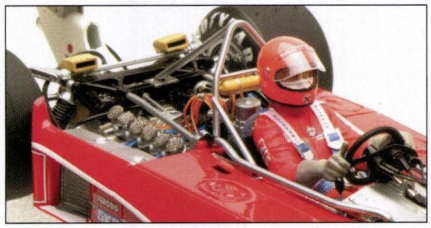
With its transverse gearbox and brutally powerful flat 12 engine, the 312T is one of the most important and famous cars in Ferrari's history.

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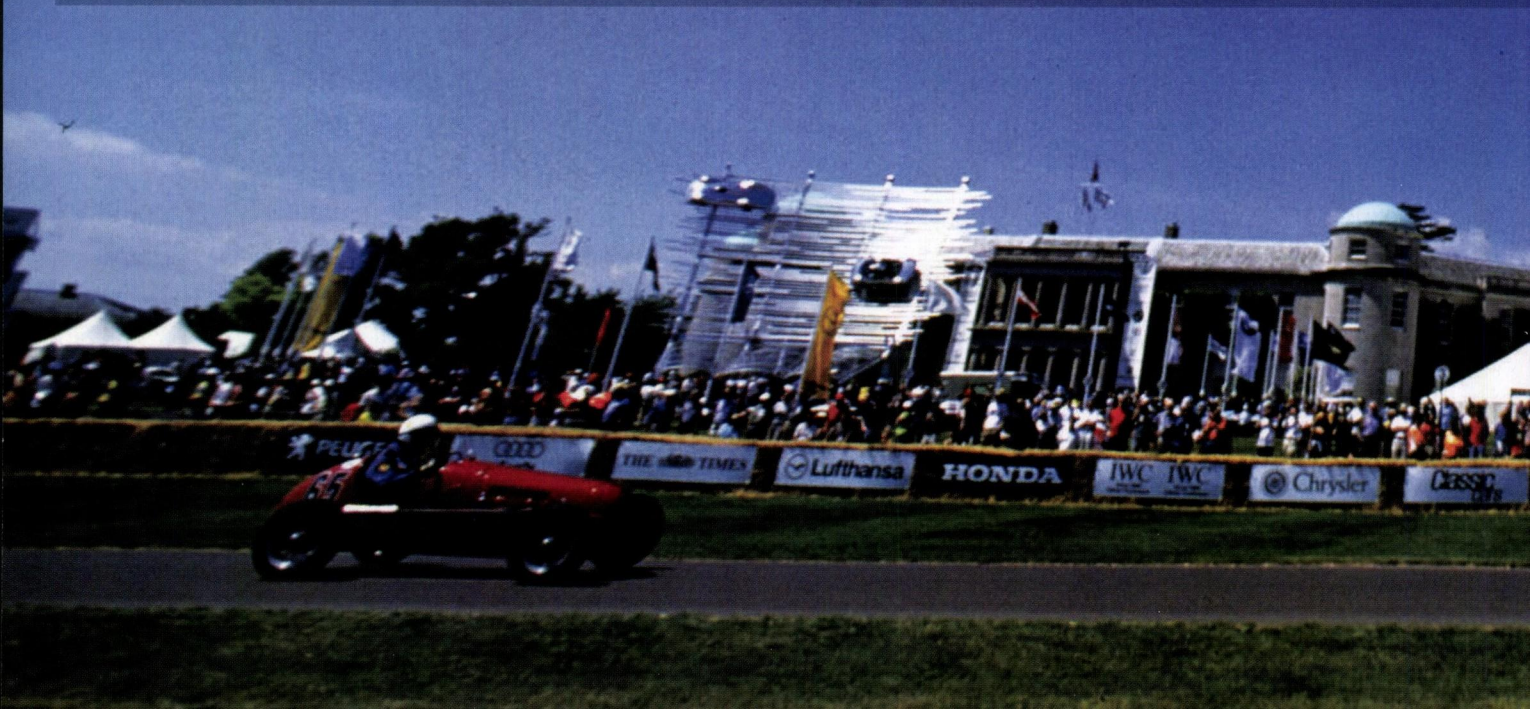
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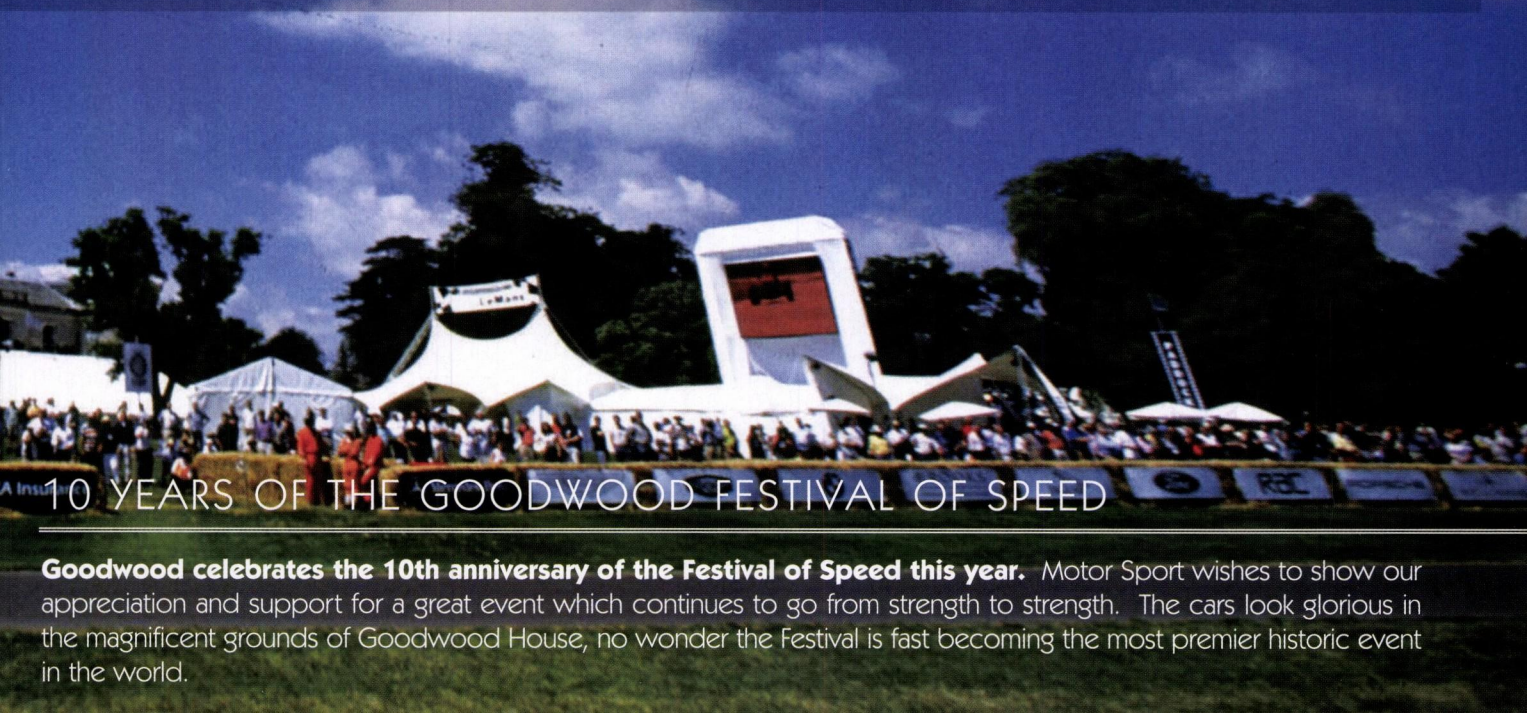
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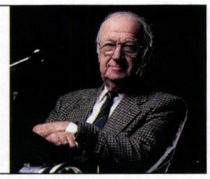
10 YEARS OF THE GOODWOOD FESTIVAL OF SPEED

Goodwood celebrates the 10th anniversary of the Festival of Speed this year. Motor Sport wishes to show our appreciation and support for a great event which continues to go from strength to strength. The cars look glorious in the magnificent grounds of Goodwood House, no wonder the Festival is fast becoming the most premier historic event in the world.

BUGATTI TYPE 35

THIS SUCCESSFUL MIX OF ENGINEERING AND ART IS ONE MAN'S VISION OF HOW A CAR SHOULD BE. ITS CREATOR PROVED THAT A FEEL FOR THE MATERIALS AND AN EYE FOR DETAIL WERE WORTH ANY NUMBER OF DIPLOMAS

BRIAN LISTER
Managing Director,
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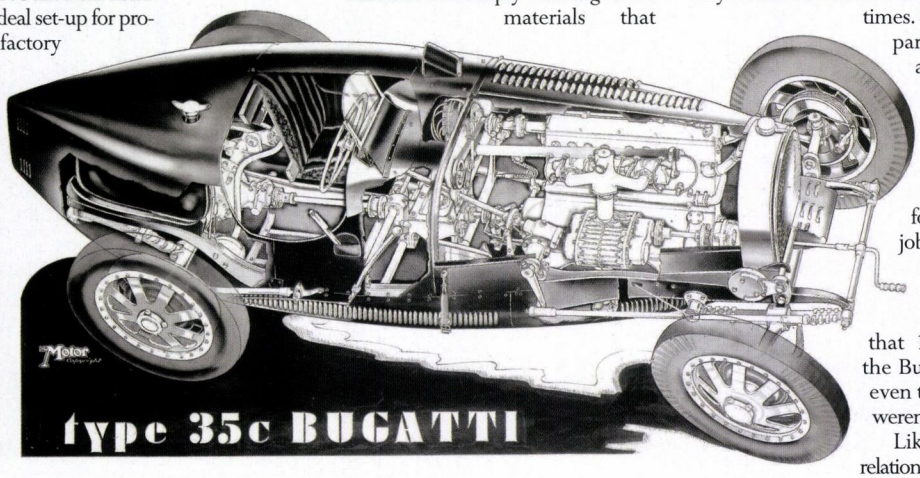
Charles Bast

IF I HAD ONE CAR AS A MUSEUM EXHIBIT IN MY HOUSE I'd have a Bugatti Type 35. While I was at prep school in the mid-1930s, an uncle of mine used to hand on copies of *The Motor* and *The Autocar*, and in the adverts of cars for sale it was always the Delahayes, Delages and particularly Bugattis which caught my attention.

After being demobbed from national service in the RAF, I got hold of W F Bradley's book on Ettore Bugatti, and I remember being very impressed by Ettore's insistence on tidiness and cleanliness in the workshop – nobody was allowed to put a saw-mark or file-mark on any of the vices on the benches. And he was a craftsman; when he told someone to do it right, they knew he was able do it himself.

All his cars have a certain character. It's a question of one man being in total control of a company and of the design. I felt it was the kind of thing I'd like to do, though I hadn't built a car then.

It struck me as being an ideal set-up for producing cars – an attractive factory with a perfectionist running it. The Bugatti family was remarkable: Carlo the father designed silver and furniture, and was a painter and sculptor; his son Rembrandt was also a sculptor, famous for his animal bronzes. Ettore also studied to be a sculptor, but acknowledged that Rembrandt was more gifted.



The Type 35 was introduced in 1924, becoming the 35B in 1926, and is one of the most successful racing cars of all time. Today they appear technically basic, but they are things of beauty. Among the technical achievements were a hollow front axle with forged ends, showing a practical approach to weight-saving, coupled with leaf springs mounted through a forged hole in the axle. This shows an understanding of materials and a kind of artist-cum-mechanic's approach. Then there were the light alloy wheels with integral drums – I think he was the first to use these. Most of his cars featured a ball-and-roller crankshaft, and on all Bugattis the nuts and bolts were of non-standard diameters. What a supremely confident attitude – not so much arrogant as perfectionist.

Every part of the car is a joy to behold, even the leather flexible joints on the steering; the handbrake lever is shaped to the human hand, and the axles and steering arms are beautifully finished. A 35 is a car that looks as good with the bonnet open as shut, the mark of a supercraftsman who had a natural gift of mechanical engineering, knew the quality of materials, and had the eye and feel of a great artist. He had the ability to know what the part should look like to do the job properly. I think if you have abilities as a sculptor, you automatically make something which is pleasing to the eye.

I think it was simply working in the materials that taught Ettore what he could do with them. Someone asked me recently how I learned to design and build a car; I said, by designing and building a car. I think it was probably the same with Bugatti.

Coopers, who showed that it was possible for a UK firm to build and race cars successfully, had this practical approach to car design and started the march towards today's British racing pre-eminence, whereas Colin Chapman took a more scientific approach which led to the super-efficient but less characterful cars of today. I was surprised when I first started how few of the people constructing cars had much of a clue on how to calculate loadings; I think a lot of it was just watching what other people had designed. The person I watched was John Tojeiro; my company made parts for his cars. I knew that what he was achieving was impressive, and it came from his imagination and practical ability.

I occasionally get involved with jazz music, and the first really great musician I accompanied on the drums was Yank Lawson, trumpet player with Bob Crosby, Tommy Dorsey and Benny Goodman. When I said I'd never accompanied anyone as talented and experienced as him before, he said, 'One rule: keep it as simple as you possibly can.' And that was really the principle of the Lister cars. I was eager to show the prowess of the family firm as mechanical engineers, not myself as a designer. I couldn't afford to make mistakes – it had to be right first time. And that basic simple chassis did not really change between the first Lister-MG and the Jaguars.

We made fewer than 50 cars and estimate that they have so far won or been placed more than 2000 times. Not that I would compare myself with the achievements of Ettore. Low-cost manufacture was important; our fabricated wishbones might not have the visual satisfaction of forged items, but do the job just as well. But there is a very strong character in the 'Knobbly' Lister which evokes that 1950s period, just as the Bugatti evoked its era – even though my workshops weren't run quite like Ettore's.

Like him, we had a good relationship with our customers and we had faithful craftsmen working for us, but he was so autocratic that none of his craftsmen ever got the publicity they deserved. Everything had go via *Le Patron*. It would be quite impossible to run an outfit like that now, with one man doing the design and being the front of the operation. I can't think that he would have put up with drivers criticising the cars as they have in F1 recently. I don't think he would be very happy with things today, and I don't think I would be, either, having to rely on so many specialists and their computer designs.

Ettore was a renaissance man: what better life could there be than to have his talent, have a beautiful factory and estate, and just produce elegant cars?

Brian Lister was talking to Gordon Cruickshank M



Ernest Friderich leads team-mate Meo Costantini during the T35's debut: 1924 French GP at Lyons. Frederich finished eighth, while Costantini suffered steering failure

LAT

TOUGH GUY WITH A SOFT TOUCH

TOM WHEATCROFT IS 80. HIS HAS BEEN A LIFE FULL OF INCIDENT AND STRUGGLE, SUCCESS AND JOY. THE ACHIEVEMENTS THEREIN ARE TOO NUMEROUS TO LIST, BUT HIS MOST INTENSE PERIOD, HIS YEARS ALONGSIDE COMING-MAN ROGER WILLIAMSON, SAYS IT ALL. STORY BY PAUL FEARNLEY

portrait by Charles Best

As strong as oak, Tom Wheatcroft is. A few weeks before our interview – held in his museum's cafe over (as usual) fried eggs on toast – he'd driven smack into a wall. At speed. And Tom being Tom, he'd done so in Alberto Ascari's Ferrari 500.

His elbows whacked dents into the cockpit surround, his knees crushed the dashboard, and the steering wheel boss punched him unconscious. He laughs it off now in that room-stopping Sid James-meets-Barry White chortle of his, but it was a close-run thing. Ah yes, but what a way to go for the man who has lived the enthusiasts' enthusiast's dream: stable of glorious cars, own track to play on.

Though still beat-up, he was happy to limp the full length of his crankshaft-shaped house of cars to have his photo taken, joking throughout. By his own admission, he can be stubborn and pedantic, but you can't help warming to a man you'd definitely want on your side, be it a night raid on Tobruk or scything through town hall red tape.

He is also, again by his own admission, a soppy bugger. He had a soft spot for Donington Park and would make an annual pilgrimage for old time's sake. He'd been present pre-war when the Silver Arrows had ripped up the Leicestershire countryside. And although he had returned the compliment a few years later, in a tank, Bernd Rosemeyer and Tazio Nuvolari were, will always be, two of his greatest heroes.

He had no plans, though, to buy the rundown circuit, but once the seed had been planted by a local council officer, who tipped him off that the land was up for sale, the deal was done in a matter of days.

That was 1970. And that was the easy bit. Years of wrangling and seven-figure legal bills ensued. Lesser mortals would have thrown their hands up. He, though, knuckled down.

It was the same when it came to hosting his one and only grand prix. He had come close to landing the F1 fish in 1981, '83 and '88, only to be scuppered at the last minute. Time was running out. He and his circuit were "getting a bit outdated". So when Bernie Ecclestone offered him an April date and the 1993 European Grand Prix, it was now or weather.

It poured down. He made a huge loss. But Tom being Tom, his indomitable spirit was rewarded with one of the most memorable races ever. His podium moment alongside Ayrton Senna will live long – especially when you consider the circumstances. Tom being Tom, he had checked out of hospital to be there. He'd had a heart attack at lunchtime, you see – while demonstrating a Mercedes-Benz W154 in the pouring rain.

This is a man who deals with wholes, not halves. He thinks big, but revels in the detail. Meander through the Donington Grand Prix Collection and the McLarens and the Williams, the stunning Lancia D50 and Alfa Romeo Bimotore, the Vanwalls and the BRMs, begin to blend after a while. Stupendous. Overwhelming, too.

But there is a space that forces you to pause rather than take for granted, to peer intently rather than stare agape. Not at the cars, less impressive than their neighbours, but at the surrounding ephemera. The items in cabinets are bland yet compelling. Even if you don't know the background to it, this, plainly, is a shrine to the young man who stares from a passport photo on a yellowing 1973 competition licence: Mr R Williamson, of 24 Barlby Road, Leicestershire.

He is more clean-cut Yank than the then-fashionable uncut and lank. His sandy complexion smacks of ex-choirboy, not of cut-and-thrust racer. But Williamson R very definitely was the latter.

His rise was swift – Ford Anglia one year, F3 stardom the next. His end was slow and grisly, and shamefully unnecessary. And with him every step of the way on this intense three-season journey was a jovial, philanthropic Leicester builder. These were Tom's best of times, the worst of times – a microcosm of what he is all about.

"One night the doorbell rang," he remembers. "It was ever so late and I was asleep in my armchair. My wife woke me and said there was someone to see me. It was Roger.

"He was covered head to foot in grease and oil having just changed an axle on one of his father's buses. He gave me some tickets for the next day's races at Silverstone. I told him I only went to grands prix nowadays. But when I woke up the next morning, I felt bad about ➤



LAT

Wheatcroft's Donington has only hosted one GP, the 1993 European, but it was a memorable one. Tom joins a jubilant Ayrton Senna on the podium


DUNLOP RACING





what I'd said after all the effort he'd gone to. So I went."

And arrived just as Roger's on-the-never-never March rocked up in the paddock on the back of a breakdown truck. It was wrecked; Williamson's F3 gamble was on the verge of failure.

Tom sprang into action, striking deals with March, Dunlop and BP. The car was repaired overnight and Roger raced it to fifth in the support race to the International Trophy.

They met again in Monaco: "Roger was doing the F3 race and smoke was pouring from his engine. I went to see him and told him to get a new one and that I would pay for it. He said, 'We haven't paid for this one yet!'"

By July 1971, Wheatcroft Racing *with* Roger Williamson was go. Tom had run Derek Bell very successfully in Formula Two and the Tasman series, but his latest venture seemed more focused, more committed, more serious.

Wheatcroft: "There was just something about Roger. Dead honest, he was – I could tell by his eyes. He never asked me for anything. And he was a real fighter in the car, never gave up; the number of races we won by half a car's length."

In his first season of single-seater racing Williamson scored 13 victories, won the Lombank F3 title, was second to Dave Walker's works Lotus in the more significant Shell Super Oil series, and received the prestigious Grovewood Award.

They stayed on in F3 in 1972 and Roger, once he had swapped March for GRD, was the man to beat, winning the Shell Super Oil and Forward Trust titles. He contested some F2 races, too, with no luck, but with an eye to '73.

He began that campaign in a GRD, but it was only when he reverted to March (and BMW power) that things began to gel. He was impressive at Rouen before being halted by low oil pressure. Then came the Monza Lottery race.

"We missed first practice," recalls Wheatcroft. "And then the transporter wouldn't fit under the bridge so we unloaded the car on the road. We plonked Roger in, no time for set-up work, and he got pole inside five laps." The supershow didn't stop there.

Williamson won the first heat at a canter. But on the first lap of the second, Vittorio Brambilla spun in front of him. The Brit took to the escape road and rejoined last, his first-heat advantage gone in an instant.

By lap six, however, he was already up to second – passing six cars on one lap – and catching the leading Alpine of Patrick Depailler hand over fist. His first attempt to pass Depailler saw him off the track again, but the second, two laps from home, saw him score his most memorable win. Nobody could know it at the time, but it would also be his last.

Blessed with natural talent and spurred on (and cushioned by) Wheatcroft's financial clout and irrepressible spirit, Formula One was calling. Roger impressed BRM at Silverstone in the winter of 1973, but Tom knew the shortcomings of their V12 compared to the DFV, even if the team's patriach, Louis Stanley, did not.

Wheatcroft: "Ken [Tyrrell] wanted Roger; and I wanted him to go with Ken. A contract hadn't been signed but it was getting closer, when Roger rang and asked if he could come round for a chat." They spent most of the day together, but it was only after the *Nine o'Clock News* had finished that Roger got round to it.

"He said, 'Can I stay with you instead of going with Ken?' I hadn't thought of us doing F1 together. Ken had forgotten more than we knew. But Roger was insistent." And Tom, it seems, was ready to persuaded. Later that same night he was on the phone to Pat McLaren asking if he could buy a pair of M23s for Roger.

Their longer-term plans were even more ambitious: Tom would build his own F1 car, Roger would drive it.

"We had it all worked out: we wanted Harvey Postlethwaite to design it, and Trevor Foster was going to be our lead mechanic. I bought all the best kit for the build." Kit that would remain under dust sheets for years.

In the midst of a hectic 1973, Wheatcroft arranged some sighter F1 outings for Roger at the wheel of the works March vacated by Jean-Pierre Jarier. The second of these was the Dutch Grand Prix at Zandvoort on July 29.

"I always went with him onto the grid," says Wheatcroft. "But I had just signed the biggest sponsorship deal Formula One had ever seen, with Marlboro, and was running a bit late. By the time I arrived on the grid, the engines had started and I had to leave before I had chance to speak to him."

He would never get another.

On lap eight, a plume of smoke hinted at the worst. Then it was confirmed: Roger was gone. Wheatcroft was devastated.

"I know now that I'd got too close to him. You shouldn't do that in such a dangerous business. His death affected me like you wouldn't believe. Farmers used to burn stubble off the fields in those days, and the smoke always used to set me off."

Wheatcroft did build his own cars, F2 and Formula Atlantic challengers driven by the likes of Brian Henton and Bob Evans, but that particular spark had gone. Roger was irreplaceable.

Looking back, Tom knows he missed something vital by not becoming involved in Formula One, but by the time he had recovered from Roger's death, the sport at the highest level had no room for his blue-collar 'Hesketh'.

Instead he concentrated on the development and promotion of his circuit – to the benefit of all. Unassuming supertalent Roger Williamson might have been his favourite 'son', but Tom has since become a father figure to everyone involved in the sport he loves so much. M



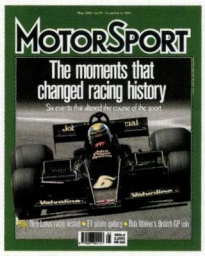
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Top: Williamson's schedule with Wheatcroft was strenuous but successful. Above: Tom demo-es the 'heart-stopping' W154 before the European GP

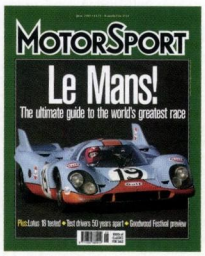
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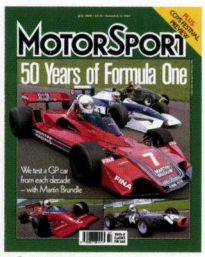
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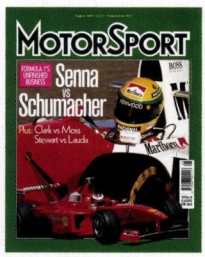
May 2000
David Richards; Lotus Elise test; 1968 British GP; women racing drivers; Malcolm Campbell; Ron Flockhart; Jaguar's F1 return



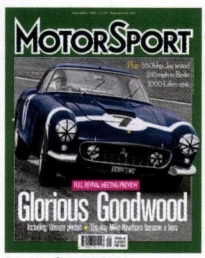
June 2000
Audi at Sebring; Lotus 18 test; Scarab in F1; Jaguar test drivers – old and new; Piero Taruffi; Goodwood Festival preview



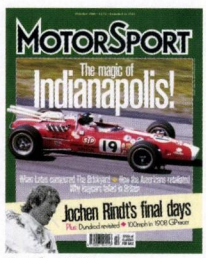
July 2000
Bruce McLaren; Aston Martin's Project cars; Reid Railton; Coys Festival preview; Crosthwaite and Gardiner; Acropolis Rally



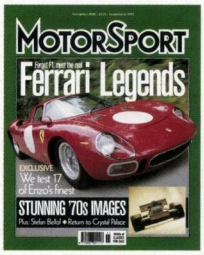
August 2000
Duels fate denied us; Audi Sport quattro test; 1000 Miles Trial; Shadow's first Can-Am car; Seaman's Delage; Stanley Mann



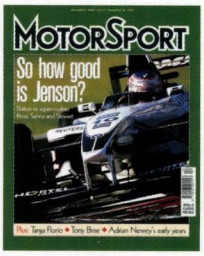
September 2000
Mike Hawthorn at Goodwood; F1's streetfighters; supercharging; Broadspeed Jaguar XJ12C test; Rod Jolley; 1974 1000 Lakes



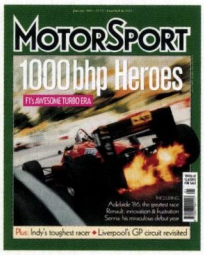
October 2000
Clark at Indy; Jochen Rindt's champion year; Dundrod; Group S rally cars; GP Panhard on test; Tony Merrick; Stewart's worst car



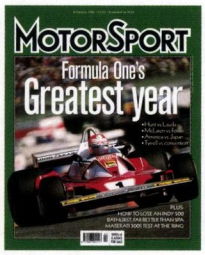
November 2000
17 Ferrari sportscars on test; Stefan Bellof; Crystal Palace; Goodwood Revival report; Metro 6R4 pt1; Woolf Barnato



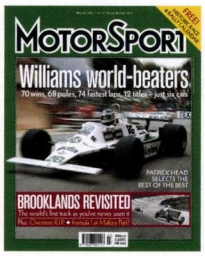
December 2000
Button compared to superrookies; Targa Florio revisit; Vaccarella; Tony Brise; Adrian Newey; Metro 6R4 pt2; RAC Rally



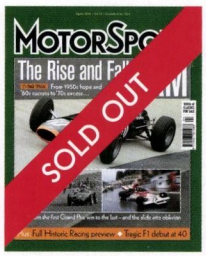
January 2001
Adelaide 1986; Senna's F1 debut season; Renault's turbo years; Jimmy Bryan; Aintree; John Love; Capt Marendaz; Ferrari 330P2



February 2001
Niki Lauda versus James Hunt; six-wheeled Tyrrell; Penske and Parnelli; Bathurst; Rover Special; Maserati 300S test; Rick Mears



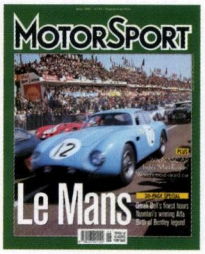
March 2001
Patrick Head's favourite Williams; Brooklands; Aurora F1 series; Mauri Rose; traction control; Opel's GP cars; BMC rally photos



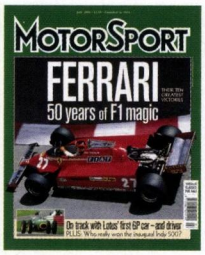
April 2001
BRM's first GP win; BRM P207; 1972 Monaco GP; Jo Schlesser; Charles Jarrott; Ecurie Cod Fillet; Bob Freeman's art; Lola T290



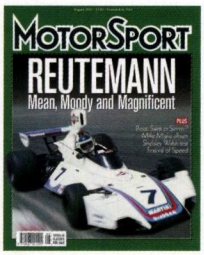
May 2001
Tony Brooks' 1957 Nürburgring 1000km win; shock F1 victories; F5000 track test; René Arnoux; Ecurie Ecosse car transporter



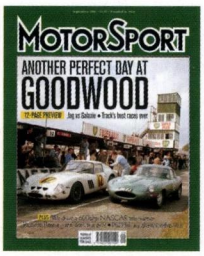
June 2001
Derek Bell; Nuvolari Alfa test; 917's return; ERA R5B 'Remus'; Bill Vukovich; rally driving styles; 1960s NASCAR; Hans Herrmann



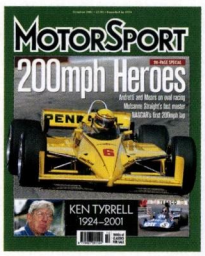
July 2001
Ferrari's 10 greatest victories; Alessandro Nannini; P-Wagen; Cliff Allison & Lotus 12 reunited; Markku Alén; Cy Patschke



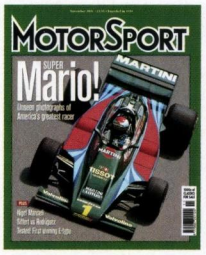
August 2001
Alain Prost; Carlos Reutemann; Shelsley Walsh test; Mille Miglia album; Max Le Grand pictures; Malcolm Wilson; great swansongs



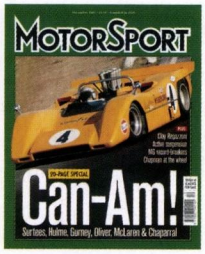
September 2001
Revival preview; Goodwood's greatest races; Riccardo Patrese; Darrell Waltrip's '85 Chevy tested; Phil Hill's '61; Mickey Thompson



October 2001
ChampCars, Le Mans, LSR and NASCAR at 200mph; Ken Tyrrell; Montjuich Park; Martin Donnelly; images of a weekend with BRM



November 2001
Mario Andretti; 1938 Pau GP; Pedro Rodriguez versus Jo Siffert; Sydney Allard; E-type track test; Pescara; Goodwood Revival



December 2001
Surtees, Hulme and Shadow; Colin Chapman as racing driver; Chimay; Clay Regazzoni; active suspension; Colin Crabbe;

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THE VINTAGE SPORTS-CAR CLUB

MOTOR SPORT WITH A SMILE

RALLYING SUPERCARS ARE THE NORM these days: their standard specification includes several hundred horsepower and four-wheel drive. Their drivers, meanwhile, can do clutchless gearchanges courtesy of a Cray computer and several miles of hydraulic piping.

Not so many years ago, though, rally drivers had much less technology on their side. And despite the best efforts of the corporate designers of the 21st century, some of yesteryear's cars made up in good looks for what they lacked by comparison with today's high-technology racers. One such was the Lancia Fulvia Coupé.

This attractive little car arrived on the European rally scene in the mid-1960s, at a time when front-wheel-drive cars largely ruled the roost. The impact of rear-engined cars such as the Porsche 911 and the Alpine Renault A110 was yet to occur.

In the early 1960s, front-wheel drive gave sufficient traction for the modest power generated. At the same time, the car could be controlled even in the most slippery conditions by the application of new driving techniques, such as left-foot braking. For example, in the early 1960s, the 850cc Saab 96 had only 75bhp yet clocked up a brace of Monte Carlo wins and a hat-trick on the RAC Rally. It was shouldered out of the way by the Mini Cooper S, whose 110bhp gave it the best power-to-weight ratio of the front-wheel-drive cars of the era. Conventional cars such as the Ford Lotus Cortina could win forest rallies, but not the majority of European events.

It was during this time that the Italians were becoming more interested in rallies. Alfa Romeo had always encouraged participation with their Giulias and Giuliettas, while Lancia, in their post-F1 era, had supported private drivers in Appias and Aurelias; the latter won Monte Carlo and Liège-Rome-Liège for them. But now Lancia wanted to be more hands-on.

Cesare Fiorio, son of Lancia's commercial director, Sandro, had a vision of Lancia becoming a major player in European rallying. He could hot have known then that his vision would be fulfilled many times over.

Lancia were an independent ➤

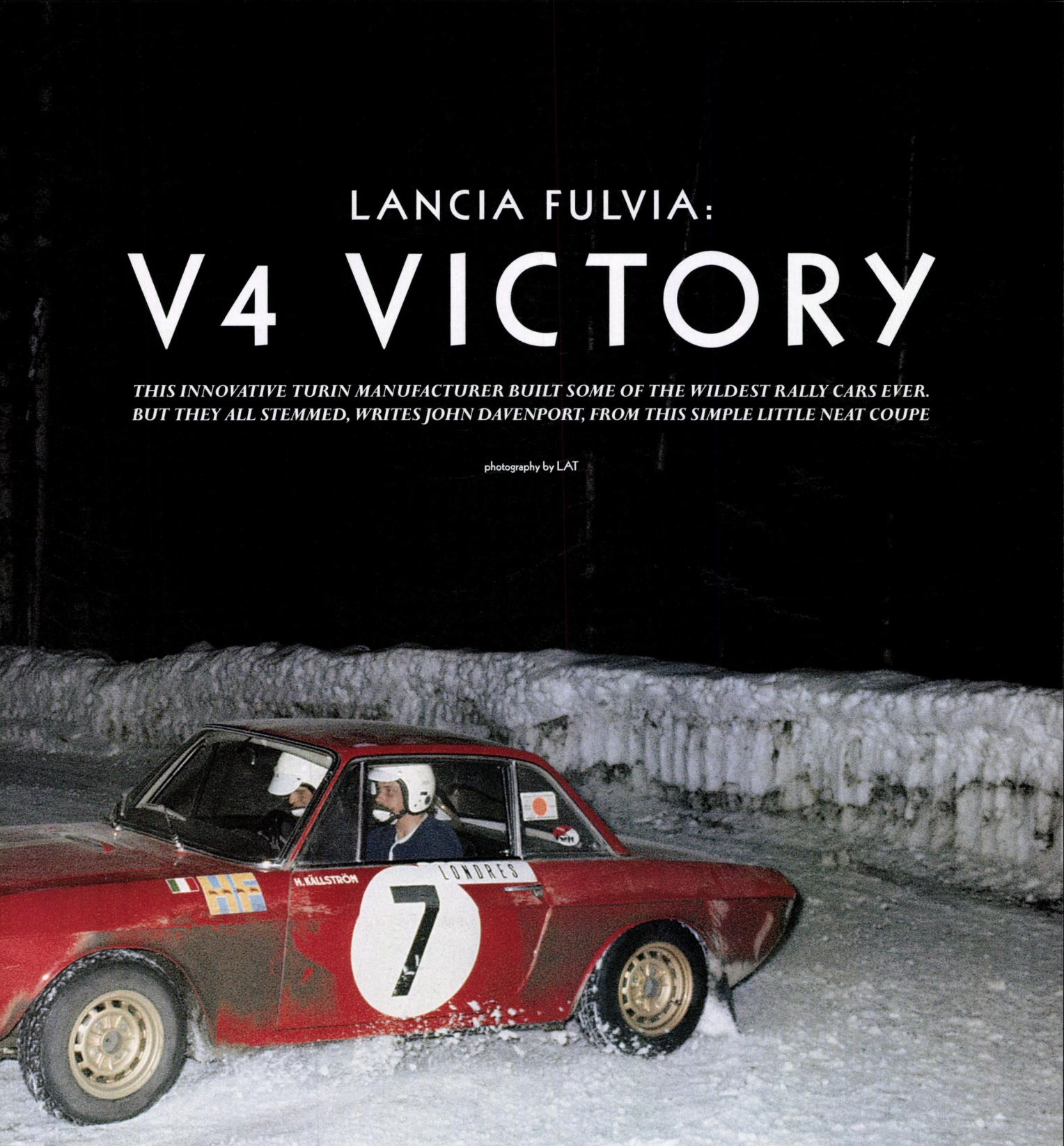


LANCIA FULVIA:

V4 VICTORY

THIS INNOVATIVE TURIN MANUFACTURER BUILT SOME OF THE WILDEST RALLY CARS EVER. BUT THEY ALL STEMMED, WRITES JOHN DAVENPORT, FROM THIS SIMPLE LITTLE NEAT COUPE

photography by LAT



Despite being the only crew with no road penalties on the 1972 Monte Carlo, Harry Källström and Gunnar Häggbom finished second



René and Claudine Trautmann finished 13th on the 1968 Monte, and won the team prize along with Pat Moss and Bengt Söderström



McKlein

'Sputnik' Källström and 'Twinkle' Haggböm celebrate 1970 RAC win

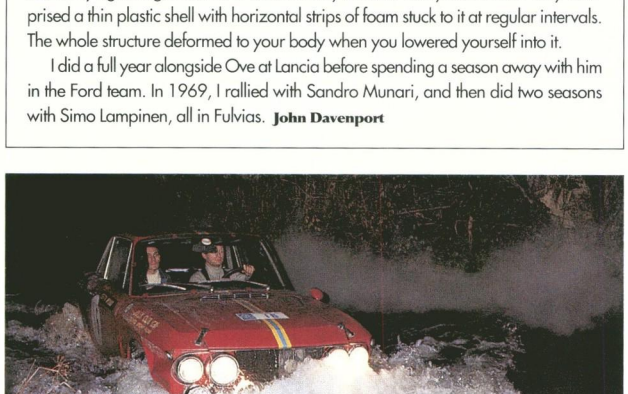
FROM THE COCKPIT

My first acquaintance with the Fulvia Coupe was on the 1966 RAC Rally with Ove Andersson. This was a 1.2 HF with an extensively reworked Facetti engine. Just as well, for we lost third gear going into Wales and Ove drove all the stages to Oulton Park by pulling 9000rpm in second and changing directly into top. We had other problems, including a long stop in the Lake District with a blocked fuel pipe that was eventually bypassed using a Parker pen barrel to join two lengths of pipe. Otherwise we would have been second instead of seventh.

Those early Fulvias were standard in many ways. The gearlever was a metre long and inclined at 45deg. On bumps, the lever's inertia was capable of disengaging, so part of the co-driver's function was to hold it in place. This was a problem finally solved by the arrival of the five-speed 'box and remote lever with the 1.6 HF.

Reparto Corse was always trying to reduce the car's weight. Fiorio came up with extremely lightweight seats that would horrify modern safety scrutineers. They comprised a thin plastic shell with horizontal strips of foam stuck to it at regular intervals. The whole structure deformed to your body when you lowered yourself into it.

I did a full year alongside Ove at Lancia before spending a season away with him in the Ford team. In 1969, I rallied with Sandro Munari, and then did two seasons with Simo Lampinen, all in Fulvias. **John Davenport**



Colin Malkin/Keith Wood head for retirement on the 1969 RAC Rally

Fulvia Coupé was not competitive with the Cooper S. Within two months, two steps towards the solution had been taken: the Fulvia Coupé 1.2 HF was launched and homologated. This had getting on for 90bhp in standard form and an all-up weight of 820kg thanks to aluminium doors, boot and bonnet and plastic side windows.

Results picked up almost immediately: Cella won the Rally of the Flowers and San Martino di Castrozza, while Andersson was third on the Flowers, fourth on the Acropolis and seventh on the RAC. But in truth, more was needed since Porsche was now rallying seriously and the Cooper S was still superior in terms of power-to-weight.

For the Monte Carlo of 1967, the 1.2 HF was still the peak of Lancia's homologation curve but, thanks to a determined drive by Andersson, only 13sec separated it from Rauno Aaltonen's victorious Cooper S, and it came home comfortably ahead of Vic Elford's 911. In fact, there were three Fulvias in the top five places.

Fiorio had the 1.3 HF ready for homologation. This was a 'stroked' version of the 1.2 and the output was lifted to just over 100bhp, which meant that, for the first time, the Fulvia Coupé had more power in competition guise than the Mini. The 1.3 made its first international appearance on the Acropolis, where Andersson was second. He went on to win in Spain, while Pauli Toivonen was an excellent seventh on the 1000 Lakes.

But it was a young Italian called Sandro Munari whose star was truly in the ascendant. He won several minor internationals in Italy, was second on the Geneva and Spanish rallies, and then won the Tour de Corse outright. This last victory was actually with a 1440cc engine, his Fulvia running in the prototype category. But nevertheless, the effect of an Italian driver winning a premier French rally in an Italian car was sufficient to lift the Lancia effort onto the front pages.

For the time being, the Reparto Corse was stuck with the 1.3 HF and campaigned it steadily throughout 1968, up until October 1, 1969, which is when the 1.6HF (1584cc) engine was homologated.

But right at the beginning of 1968, while the euphoria of the Corsican victory was still raging, fate struck the team a cruel blow. A crash ➤

on a Yugoslav motorway during the Monte Carlo Rally killed Luciano Lombardini and put Munari in hospital. Lombardini was one of the backroom boys of Lancia's success, while Munari was just coming to his peak as a driver. Sandro was out of the sport for several months.

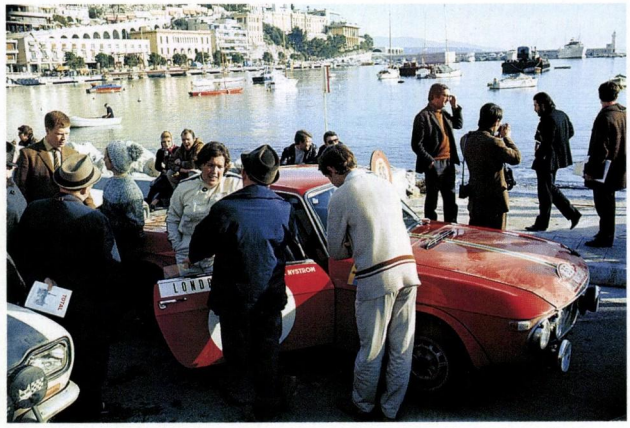
Worse, Cella was killed testing an Alfa T33. So it was during this period that Fiorio took an enforced opportunity to try new drivers – and new events. He lost Andersson to Ford and Toivonen to Porsche, but brought in Hannu Mikkola, Pat Moss-Carlsson, Harry Källström, Aaltonen and Tony Fall to join Italian regulars Munari, Sergio Barbasio and Raffaele Pinto.

The results were equally varied: victories in Portugal (in 1968), San Remo, Spain and Sestrière (in '69). The team did the Safari for the first time, in '69, and embarked upon a steep learning curve that was to continue with the Stratos and 037 before success finally came Lancia's way with the Delta in '88.

During 1969, the five-speed 'box was homologated in the 1.3 HF, which was great relief for the drivers. The previous year, Fiorio had noticed that it was allowed to have an overdrive without any need to put it into full production. This was intended to allow retro-fitting of electro-mechanical overdrives such as were made by Laycock. Fiorio had a second, two-speed, gearbox fitted to the rear of the existing four-speed. Two gear levers allowed the driver to select – in theory – seven overall ratios. (Pat Moss always said that she reckoned that the little second lever was there to hang your handbag on!) It was a modification that was not much tried in rallies but did have some value in races such as the Targa Florio, where Munari and Pinto finished just outside the top 10, ahead of a string of private Porsche 911s and a 907.

At last, the 1.6 HF was made in sufficient quantity to be admitted to major events. Its debut as a homologated car was in October 1969 at Elba, where Barbasio won outright. This happily coincided with Fiat's takeover of Lancia. Further victories followed before the end of the year for Källström, who won in Spain and on the RAC to clinch the European Championship.

The Fulvia was now at its fittest, with 132bhp, a well-sorted five-speed gearbox, and knowledge from



Pat Moss and Liz Nystrom's Gp2 1.3 finished ninth on the 1969 Monte

'Pat Moss always said she reckoned that the little second lever was there to hang your handbag on!'



Five works Fulvias finished in the top 10 on the 1968 San Remo Rally



McKlein

Amilcare Ballestrieri/Arnaldo Bernacchini secured the 1972 San Remo

three years of intense competition. But, as is so often the way, the rivals had not stood still: Alpine's A110 was more reliable, and that, too, was shortly to have a 1.6-litre engine; Porsche was still around with its 911S; Ford was just upgrading the Escort from TC to BDA; Datsun had their 240Z; and Saab's 96 V4 was still winning rallies.

In 1970, Källström was second on the San Remo and the Polish Rally, won in Bavaria and, in the face of very stiff opposition, won the RAC Rally for a second time. New recruit Simo Lampinen was third in the 1000 Lakes and won in Portugal and Austria, but none of these results brought Lancia the titles or fame for which it was searching.

Much the same was true of 1971. Third in Sweden, eighth in Safari, third on the Acropolis, second in Portugal and sixth on the RAC; the Fulvia was always there, but not in front. Behind the scenes, there were plans for a Fulvia replacement. A Stratos prototype had been shown at the 1970 Turin Show. However, these were Fiorio's plans and not necessarily those of his new bosses, who would have preferred to see a Fiat in the forefront. Something was desperately needed to launch the Stratos into orbit.

This 'something', the Fulvia 1.6 HF, finally delivered in spades. One thing that had always been missing from the Reparto Corse's rallying CV was a major Monte Carlo victory. Now, in 1972, it came with Munari storming home past the fallen vehicles of the Alpine Renault team and finishing almost 11min ahead of Gérard Larrousse's works Porsche.

The Fulvia went on to win the tough Moroccan Rally and San Remo, was third in Sweden, second in Acropolis and fourth on the RAC, all of which was sufficient for Lancia to secure the International Championship for Makes. Second in the ICM was Fiat with its 124 Spyder, which had also been soundly duffed up by Lancia on all but one of the Italian Rally Championship rounds.

It was just the right moment for Fiorio to play his cards and get Fiat management's backing, first for production of a Stratos and then to get a Ferrari engine earmarked for the project. The story of Stratos is well known, but this talismanic car, rallying's first supercar, might never have happened had it not been for the pretty little Fulvia. M



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GEBHARDT: LE MANS 24 HOURS – MAY 31-JUNE 1, 1986

THOUSANDS OF BRITS ARRIVED IN THE HOPE OF SEEING JAGUAR BEAT PORSCHE. THEY WERE TO BE DISAPPOINTED, BUT A TINY BRENTFORD TEAM UPHELD OUR HONOUR, WRITES GARY WATKINS

Spice had the big organisation, Argo had the big horsepower and Ecosse had the big name. A tiny British team with a bitza car built by a band of enthusiasts in Germany was never going to feature as one of the pre-race favourites for Group C2 honours heading into the Le Mans 24 Hours of 1986. Yet ADA Engineering and its Cosworth DFL-powered Gebhardt came away from La Sarthe with a famous class victory and an amazing eighth place overall.

ADA, from Brentford in West London, had built its reputation as parts supplier and gearbox specialist, rather than via its exploits on the racetrack. The company's Group 5 Triumph TR8 and the sit-up-and-beg ADA 01 Group C Junior had hardly set the world on fire. Gebhardt, meanwhile, was one of Europe's leading producers of automated warehouse systems: building racing cars was a sideline for the Gebhardt brothers, Fritz and Günther.

This 1986 success looked all the more unlikely after the ADA Gebhardt JC843 swiped the barriers at Arnage early in the race. British amateur Tom Dodd-Noble had suffered a blowout in the early evening and was lucky to make it back to the pits.

"The rear of the car was quite badly damaged," remembers Chris Crawford, the racing brains behind ADA. "As I remember, there was no suspension damage, but the body, a lot of ducting and the oil-cooling system were badly mauled.

"We had one quick stop initially to get back out there, and had the new bits made up and waiting to be put on the car at the next pitstop."

Just under 30min were lost in total, and this clever strategy allowed the Londoner and team-mates Ian Harrower, Crawford's business partner at ADA, and Evan Clements to stay within 10 laps of the C2 lead.

The faster cars, meanwhile, were failling by the wayside. First to retire had been Martin Schanche's works-run Argo JM19C. The non-arrival of the latest version of its Formula One-based Zakspeed turbo motors had forced the rallycross legend to start with an engine damaged during qualifying. The car was out after just one lap.

The pole-winning factory Spice had been delayed by the clutch problems that had dogged it throughout the week. A later-spec Gebhardt, run by the German constructor's in-house team, then hit the front before two incidents put it out of the race.

Further delays for a number of bit part players in the class promoted Harrower, Clements and Dodd-Noble to second as early as the 11th hour, albeit seven laps down on the leading Ecosse-Rover C286 of David Leslie, Ray Mallock and Mike Wilds. The complexion of the race then changed dramatically when the last-named spun on oil and was clouted by an equally out of control factory Porsche.

Wilds made it back to the pits, but time lost to repairs eroded the Ecosse's lead to just two laps. Four hours later, the ADA Gebhardt moved into first when Leslie suffered a tyre failure on the Mulsanne Straight, holing a radiator in the process.

The British-run Gebhardt now held a clear lead, though there were nine hours still to go.

"My overriding memory of that race is being asked at eight o'clock in the morning by Radio Le Mans if we could keep it going to the end," says Harrower. "I could barely speak because I was so nervous about our chances."

Crawford's ultra-conservative tactics ensured that the team did get to the end – and with an eight-lap advantage over the second-placed C2 car.

"Apart from the smash, the car ran like clockwork," he recalls. "We always set ourselves a pace and ensured that our drivers stuck to it. That was the way you got to the end at Le Mans. The biggest problem, if we had pushed, would have been the wheelbearings. They were a bit marginal at Le Mans with all its high-speed corners."

The JC843 had been substantially re-engineered since ADA had taken it over 18 months previously. Crawford insists that its car was very different to the JC853 that Gebhardt was running that year, though Fritz Gebhardt maintains that the major differences were in the British team's attention to detail.

Whatever, ADA was instrumental in turning around the fortunes of a little operation that only became a constructor when Günther, a handy Super Vee racer of the mid-1980s, realised he didn't have the wherewithal to make an impact in Formula Two.

The first Gebhardt utilised drawings from the defunct Toj concern, was built around a March F2 rear end, and was powered by an unraced F2 engine built by Toyota Team Europe. It also had an all-enveloping body that had to be removed to change the wheels. By the time the car became a regular on the world championship scene in 1984, there was new bodywork and a BMW F2 powerplant.

ADA happened to be one of the German squad's suppliers while at the same time looking for a way back into the secondary Group C division. The result was that the British leased a car – at least the front half of it – for the 1984 sportscar finale at Sandown. ADA installed an ex-F1 Cosworth complete with the entire rear end of Williams FW06 for that race and went on to buy the chassis. It remained in this configuration throughout the following season, which included a C2 win against limited opposition at Selangor in Malaysia.

The works team repeated this feat twice in 1986, but the Le Mans victory was the high point in the histories of both Gebhardt and ADA. The following year, the Germans looked to pastures new, though privately entered Gebhardts still graced the world sportscar scene. The Brits, meanwhile, produced their own chassis built on the lessons learnt from the JC843.

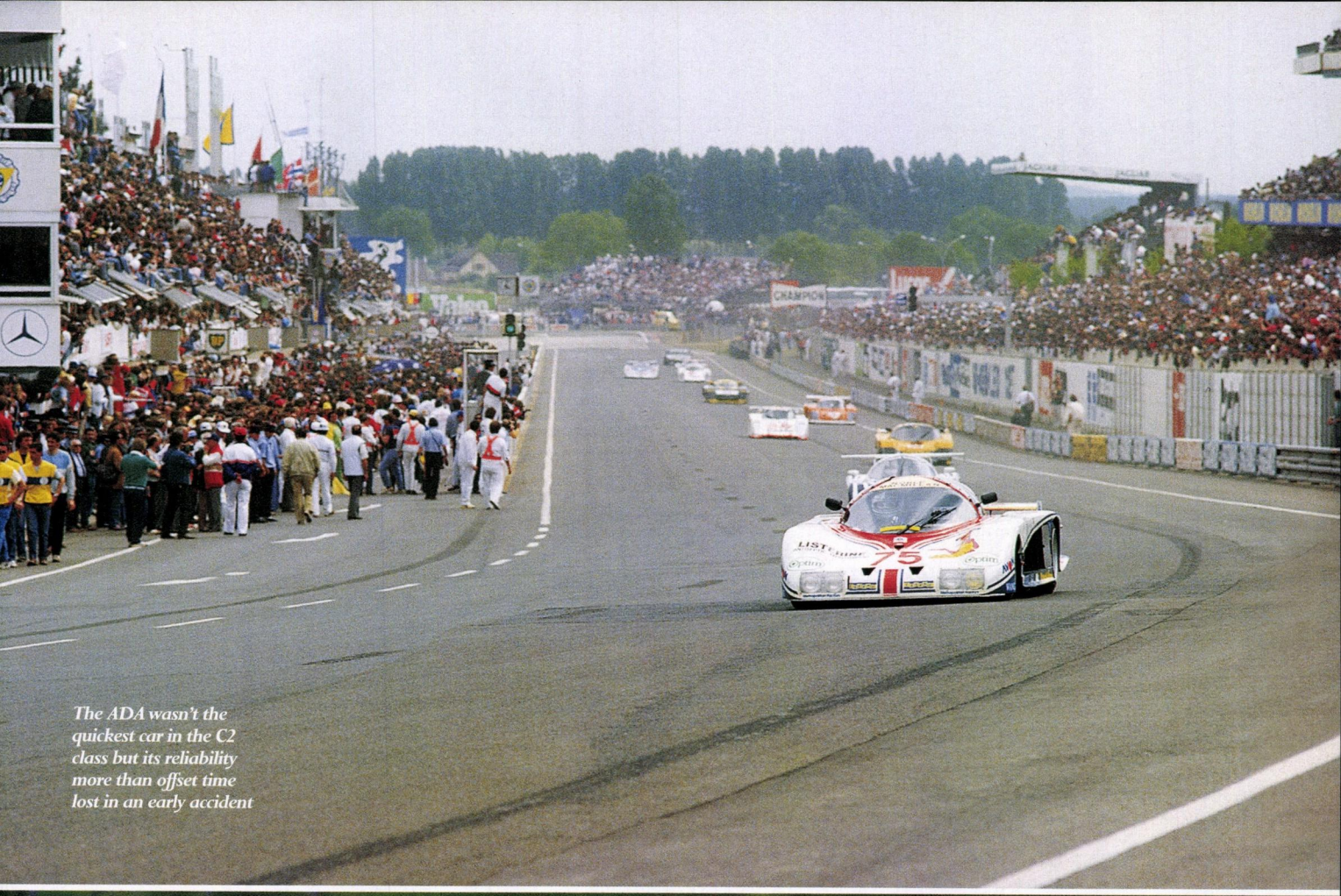
Fritz admits he and Günther lost interest once their favoured pilots, Frank Jelinski and Stanley Dickens, were picked up for C1 drives: "Racing was more or less a hobby for us. We tried to make money out of it, but we stopped too early."

ADA's own chassis were much admired but never achieved the same results as the Gebhardt. A major deal to produce a run of cars fell through and the team eventually bought a Porsche 962C before being disbanded in the mid-1990s.

"I believed the Le Mans win would be the start of something big," says Crawford. "I thought that, after all the euphoria had died down, the company would go places. Unfortunately, it led nowhere. Nor, for that matter, was there any euphoria." M



ADA ran conservatively, but gained with some quick-thinking pitstops



The ADA wasn't the quickest car in the C2 class but its reliability more than offset time lost in an early accident

A SENSE OF INJUSTICE

MOSS RATED HIM AND YET COLIN CHAPMAN DROPPED HIM FROM TEAM LOTUS. DID HIS RECORD ACCURATELY REFLECT THE TALENT OF INNES IRELAND, ASKS ANDREW FRANKEL?

photography by LAT

ONE OF THE FEW THINGS IN MY CAREER OF WHICH I AM PROUD IS appointing Nigel Roebuck to write his 'Legends' column for this magazine. Over five years ago, this title suffered the dubious delight of being relaunched with my backside occupying the editor's chair and I needed someone to offer perspective on the greats of the bygone era. Having known Nigel's writing since I was a child of seven but never having spoken so much as a syllable to him, I cold-called him and he simply said yes. Sixty-something columns later, his contribution to MOTOR SPORT remains invaluable.

The point of this? From all the subjects in over 100 years of motorsport, the one he chose for his very first column was Innes Ireland. If it appears unusual that Innes, rather than a Fangio or a Clark should be chosen to populate that first column, all I can assure you is that the feeling evaporates before you're close to finishing. For in Innes Ireland lay one of motor racing's true treasures: the last of a breed of men who did it purely for the love. He retired because he was disgusted that the sport he adored had become infected by naked commercialism; he was disillusioned because there was no longer room for fun if you wanted to reach the top.

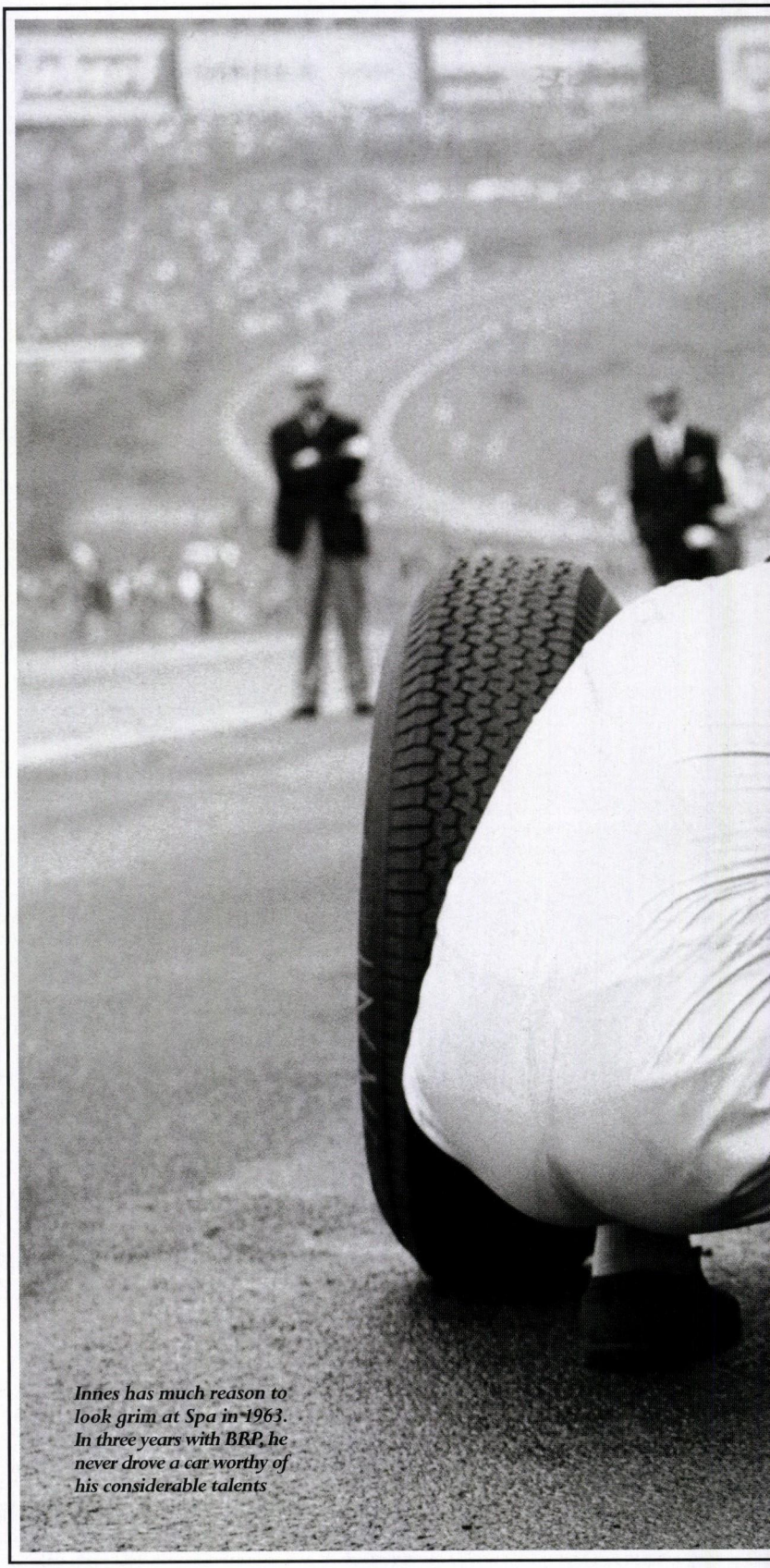
Yet, and I think sadly, when we recall Innes Ireland today, I don't believe too many of us first think of his driving talent. I fear most of us don't think of his driving at all but his hell-raising, booze-fuelled off-track antics. And even when we concentrate on his on-track activities, it is usually to his many and miraculous escapes from death that we turn.

To an extent it is inevitable. Read his sublime autobiography *All Arms and Elbows* and you will not fail to notice how diligently the author cultivates this image (while specifically denying it) and how his natural modesty precludes him from estimating his talent. There are exceptions, particularly on the painful subject of his relationship with Jim Clark, but overall the impression is of a free spirit borne on the shoulders of a true romantic, charging from caper to caper and inevitably susceptible to disillusion.

But talk to those who knew him and another picture of Innes emerges, one too often clouded today by the engaging ephemera, myth and legend that has blown up around him in the 35 years since he retired and nine since he succumbed to cancer aged 63.

This is the Innes I am after; we all know there probably was no better person in the history of the sport with whom to spend a night on the tiles, but the man I wanted to spend time with was Innes the driver, Innes the team-mate, Innes the employee.

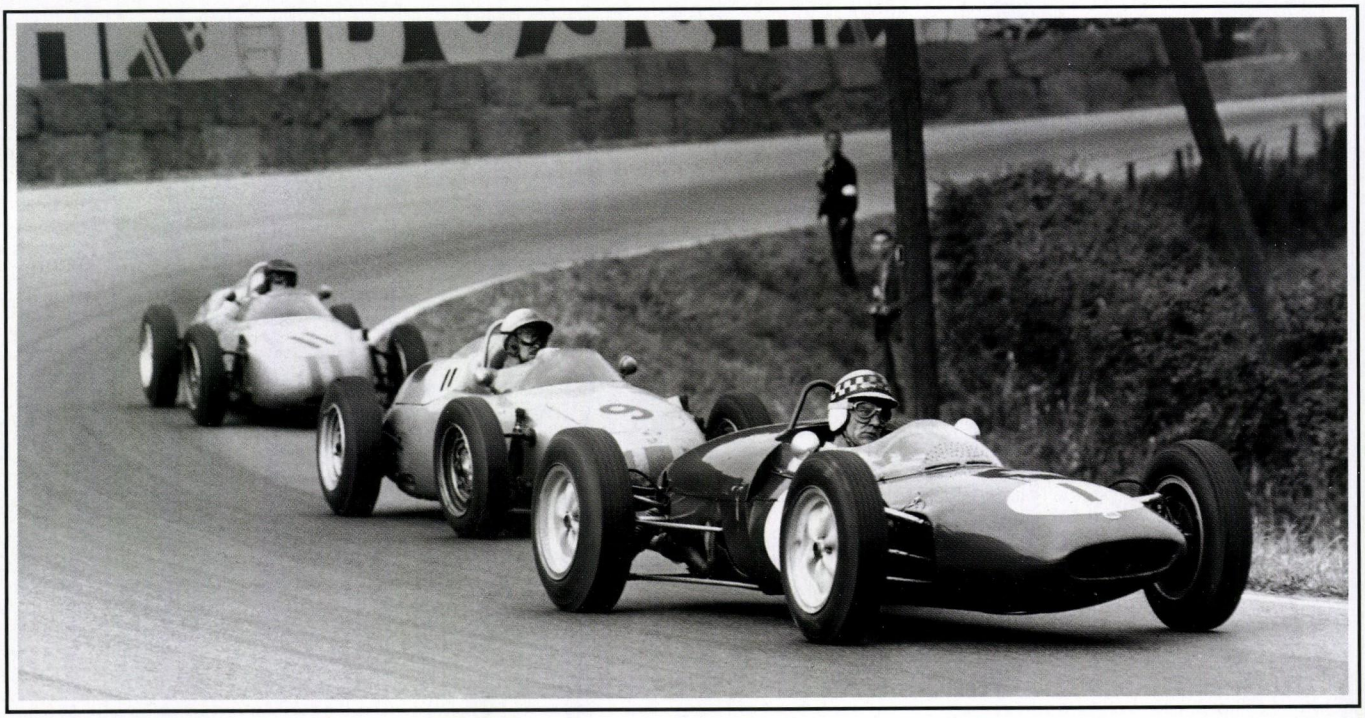
Ken Gregory probably knew him as well as any. At the end of 1961, Innes won at Watkins Glen and delivered Team Lotus' first – and his only – grand prix victory. Colin Chapman fired him 16 days later and, to add insult to considerable injury, told a number of other people before Innes. Consequently, Ireland suffered the indignity of finding out from Geoff Murdoch, competitions ➤



Innes has much reason to look grim at Spa in 1963. In three years with BRP, he never drove a car worthy of his considerable talents

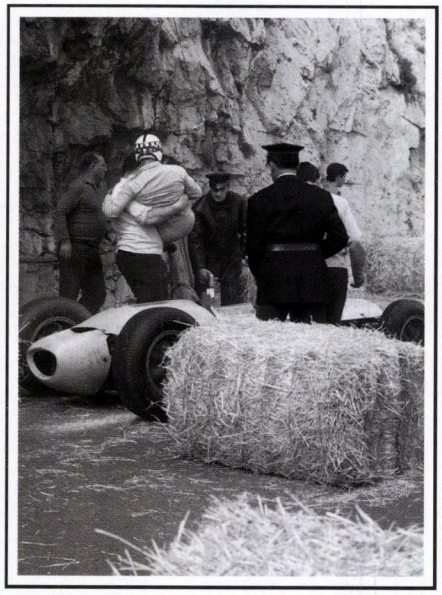








Clockwise from left: Two young fans recognise Innes as a leading talent; Ireland liked sportscars – here he drives a Ford GT40 in 1966; being eased from his car at Monaco two years earlier





Left top: Innes with Graham Hill and Jimmy Clark, who would replace him at Lotus. Left below: Heading works Porsches at Solitude in 1961

manager at Esso, whom he happened to bump into at the London Motor Show. Gregory picked the shattered Innes off the floor and offered him a job at the British Racing Partnership.

"Innes was loyal to me, not just for the three seasons we raced together, but for the rest of his life," Ken recalls. "For all the fun and games he had, he was a man of incredibly high principles and he felt crushed by the way he'd been treated. In all the years I was in racing, I never met a more loyal man."

And as a BRP driver, says Gregory, Ireland was second to just one: "We employed a lot of people over the years [Masten Gregory, Harry Schell, Hans Herrmann, Ivor Bueb and Chris Bristow to name a few] and Innes was the best of the lot – except, of course, for Stirling."

Few would argue that after the retirement of Fangio in 1958, and before his accident in 1962, anyone other than Moss was the finest racing driver on the planet, if not the finest selector of race-winning machinery. In one of few estimations of his ability more honest than modest in *All Arms and Elbows*, Ireland wrote: 'I think I was a pretty useful driver and I always felt I could hold my own against anyone – except perhaps Stirling Moss – provided I had as good a car.'

'He was a man of incredibly high principles. In my years of racing, I never met a more loyal man'

The words were written in painful defence of his rude ejection from Team Lotus. Elsewhere in the book, Innes happily confides, 'Never in my wildest dreams have I ever thought I was in the same street as Stirling!'

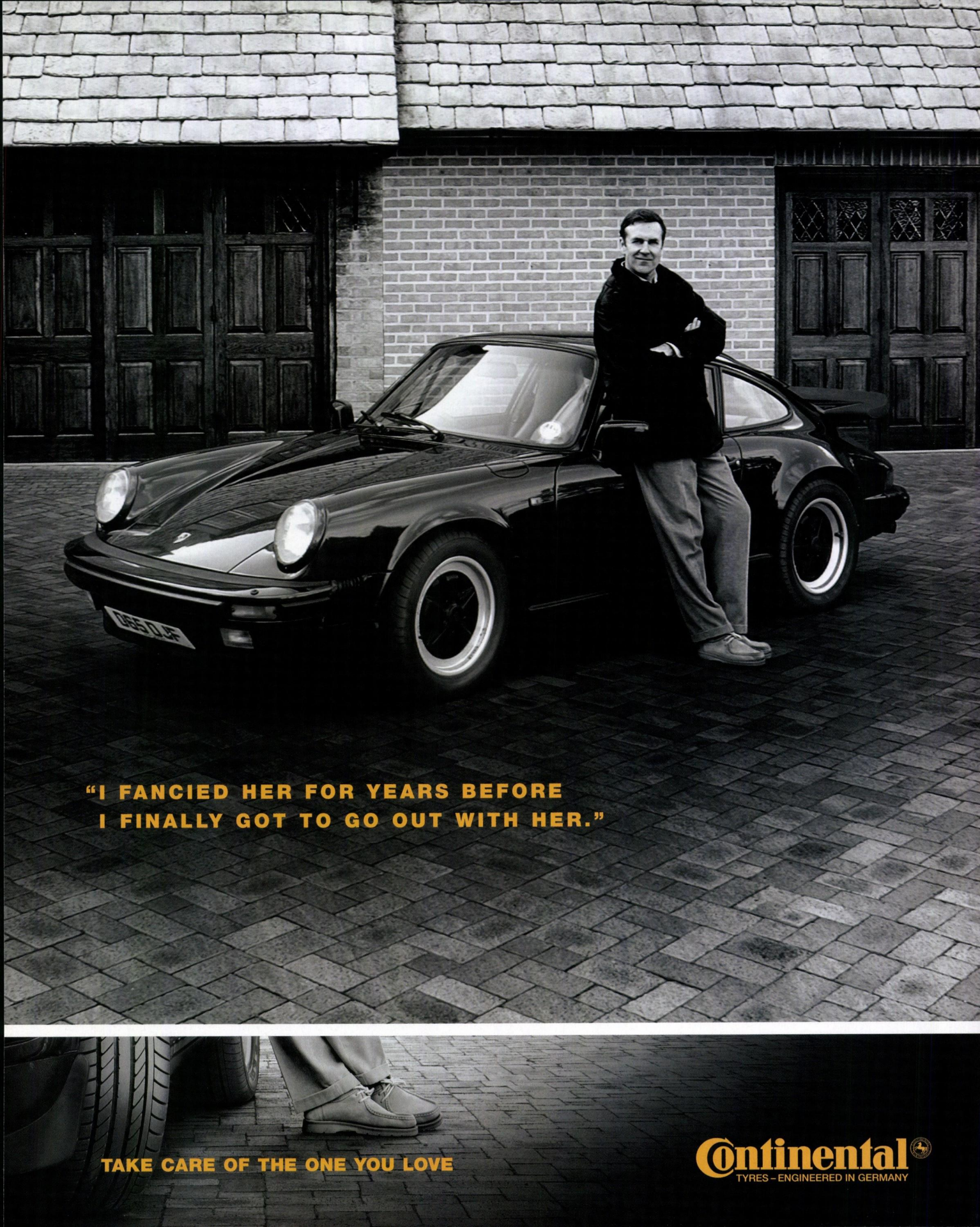
Today, Moss is another who thinks Innes' reputation as a driver never received the dues his talent and skills deserved: "Everyone remembers what a good bloke Innes was, but I'll tell you what, when the practice times went up, you only ever bothered to look at three or four of them – and I always checked those that Innes put up."

And if you believed the popular press at the time, Innes was a man who was given and then squandered the talent to be the next Moss. It all stems from the Easter Monday meeting at Goodwood in 1960 when, driving a Lotus in F1 and F2 races, Innes convincingly beat Stirling. And if at the time Ireland was less specific than he should have been about his Team Lotus cars being built to a higher specification than Stirling's Rob Walker machines (Stirling drove a Porsche in the F2 race), this sin of omission was entirely understandable in the context.

The press went predictably mad, happy not to let what they knew was the truth stand in the way of a damn good story. And having put Innes right up there, they were, of course, all the more delighted to shoot him down when Chapman fired him.

In fact, Moss sees another motive for Lotus dropping Ireland so suddenly: "Up until then, he was the best driver Lotus had ever employed. I'm not saying he was better than Jimmy [Clark] became, but at the time he was of that order. Thing is, Jimmy fitted in with Colin's mindset so much better than Innes; he was pretty much a racing virgin when he came to Lotus and he would do what he was told."

But it is also true that while Innes outqualified Clark in all but one of the world championship rounds they both contested during 1960, so the ➤


"I FANCIED HER FOR YEARS BEFORE
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TYRES – ENGINEERED IN GERMANY

emergent Clark repaid the compliment identically the following season. For Chapman, the writing was on the lap chart.

But the problem was never a lack of pure speed. Moss confirms that Innes was "a racer to his core"; what he lacked – the vital commodity that had taken Moss, and would take Clark, right to the top – was the right attitude. We think today that motor racing at the highest level is a science-fuelled business where there is little room for pure sport, but the seeds of that situation were sown just as Innes should have been reaching his peak – and that was to be his downfall. He was cut from the same fun-loving cloth as Hawthorn and Collins, and when a new breed of racing driver came along, those of the old guard had either to adapt or lose out.

Innes was unlucky to be team-mates to all three who best defined this new and dedicated genre: Moss, Clark and John Surtees. Moss happily admits it: "I was pretty serious about motor racing. Jimmy was more serious still; I think it's why Chapman saw the future lay with him and not Innes."

Surtees was another who burst out of left field in 1960, coming from (four-wheeled) nowhere to F1 in his first season. He was runner-up in his home GP, ahead of Ireland, on his second F1 outing, and then planted his Lotus 18 on pole at the next race in Portugal while Innes could only manage seventh. The last straw in the relationship as team-mates came at the US Grand Prix. "It was the first place Team Lotus had gone where there was really big prize money," remembers Surtees, "and Chapman said all the winnings would be pooled. I got a really bad start and was coming back through the field when I tried to pass Jimmy. Unfortunately, I forgot that there's a lot of sand at Riverside off-line and I spun in front of him, whereupon he T-boned me."

Innes, for whom money was never the aim but always an issue, won $5000 that day when he drove home second behind Stirling. Splitting it with team-mates who had collided on lap three was not his idea of a good deal. "Innes was very angry indeed," admits Surtees.

It was neither the first nor the last time that Ireland and Surtees crossed swords: "At the end of the season, Colin offered me the number one position in the team for 1961 and asked who I wanted to be my team-mate. I chose Jimmy. When Innes discovered this, he rang me up from Paris asking what I thought I was doing stealing his place in the team. In fact, I ended up walking away from Team Lotus because of Innes' antics. I think he disliked a newcomer arriving and usually going quicker than him, and by the end of the season there was so much aggravation and unpleasantness, I left." As a driver, Surtees assesses Ireland as "extremely competent, but not brilliant".

'He rang me from Paris asking what I thought I was doing stealing his place in the team'

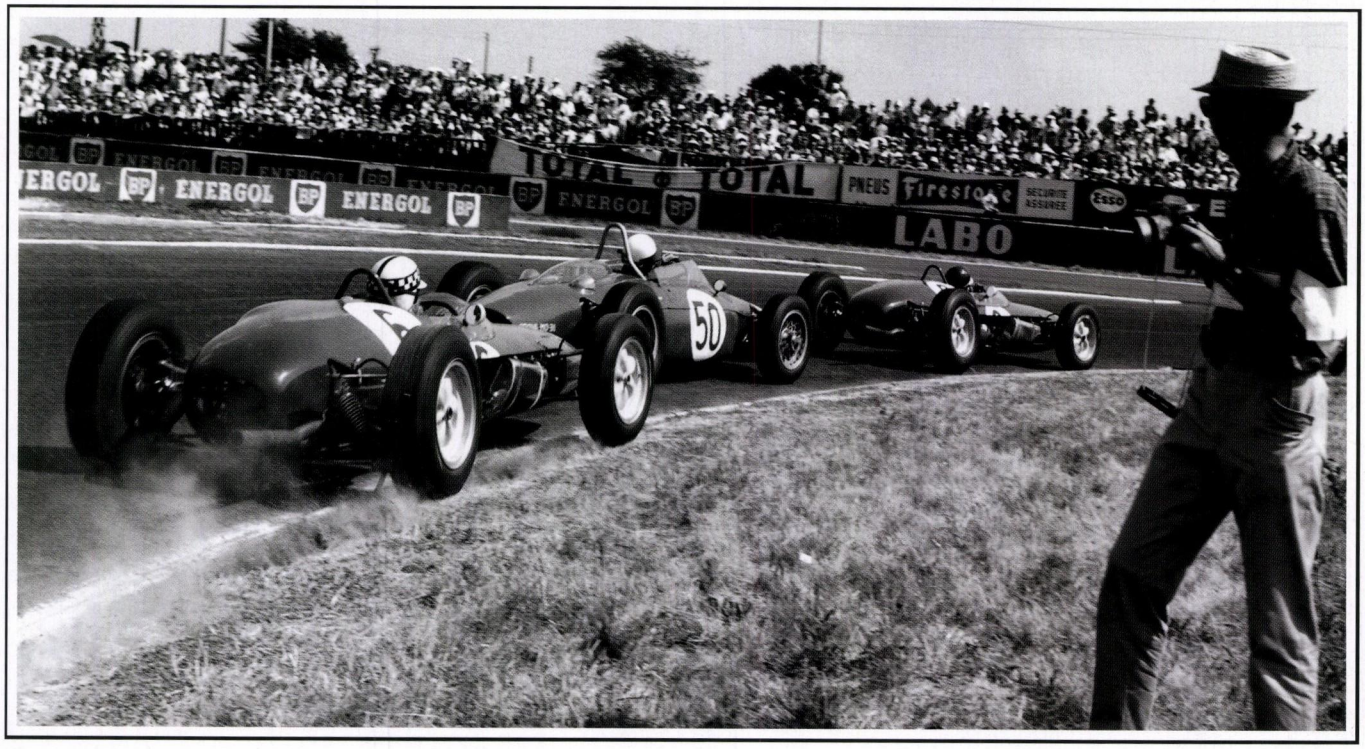
It must have been with a sense of the unfulfilled that Innes looked back on his career after he retired in early 1967 and saw that its highest point, that win at Watkins Glen, came in only his third full season of F1, though he would compete in another four.

Despite being promised near-identical machinery to the works drivers for 1962, the British Racing Partnership (then operating as the UDT-Laystall Racing team) ended up with second-string Lotus 24s, while Jim Clark was given a handy little device called the Lotus 25. And while the cars that BRP designed and provided themselves in '63 and '64 were beautifully engineered, the money was simply not there to compete with the big boys. One fifth and two fourths were the best results of three seasons in the world championship.

By 1965, Innes found himself without a drive as BRP had run out of money. Rather racing anything than nothing, he ended up driving a BRM-powered Lotus 25 for Tim Parnell. Richard Attwood was his team-mate who remembers that time thus: "It was like driving for Minardi today. We were never going to win anything in them.

"Innes' era had passed," he continues, "and I don't recall ever thinking he was an outstanding driver, but in those cars it was all a bit of a waste of time. ▶

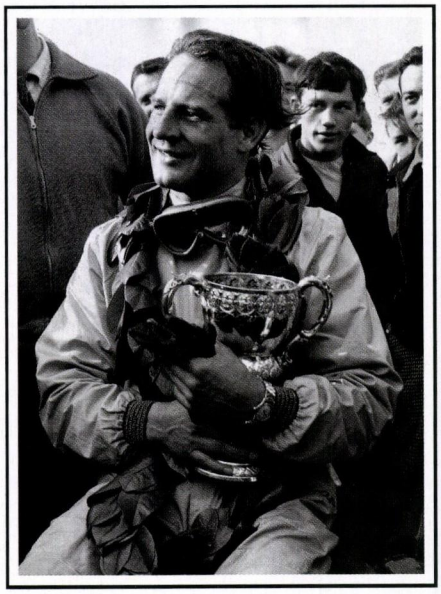
Lotus 21-mounted Ireland hassles the eventual winner Baghetti at the 1961 French GP. Clark leads them both



Right: Tim Parnell, Innes and Clark listen to their master's voice, Aintree 1961. Below: Innes was a handy GT pilot. Here he conducts an Aston Martin DB4 GT around Montlhéry in 1960







Above: Innes was duly fêted by the media after the 1960 Goodwood Easter meeting when he beat fellow Lotus pilot and friend Stirling Moss

By then, at least, Innes had to be enthused about a racing car and there was simply nothing to be enthusiastic about. So in the end, I don't think he took it very seriously. And if you're looking to see how he stacked up against me, don't bother – my car always had the more powerful engine."

Sportscars, however, had enthused Innes ever since he won the Goodwood TT in the BRP's Ferrari 250 GTO in 1962, and the fact that one accounted for the most serious accident of his career did little to deter him. It happened in 1963 when he drove a Ferrari V12-powered Lotus 19 for Rosebud Racing at the North-West Pacific Grand Prix in Seattle. During practice and, by his own admission, going too fast, he lost control and hit a car that had no right to be parked where it was. When they finally cut him loose from the wreck, they discovered he'd not only dislocated his right hip but the impact had rammed a femur eight inches into his body.

In 1964, he and Graham Hill were a split fuel tank from winning the Nürburgring 1000km in a Maranello Concessionaires Ferrari 330P, and when Col Ronnie Hoare started campaigning a Ford GT40 in 1966, Innes leapt at the chance to race it, his F1 career now truly over. It came to nothing.

'He was underrated – smooth, mechanically sympathetic and entirely lacking in bullshit'

Mike Salmon co-drove him and remembers a man still in command of his talents when the occasion arose: "He was underrated," he recalls, "and a natural. He was smooth, mechanically sympathetic and entirely lacking in bullshit. I remember when we shared a 250LM having all kinds of trouble with the gearbox and asking him how many clean changes he'd made in it. He said, 'About three', whereas any number of other hotshots would have pretended to have had no trouble with it at all."

A consensus is emerging: Innes Ireland was never one of the best, nor would he have been even if it had mattered to him as much as it mattered to Moss, Clark and Surtees. They had something he lacked. Were he alive today, Innes might conclude the fun he had and they missed was more than a fair trade.

But do not mistake him for some middle-order makeweight who happened to be around when Colin Chapman got it right and cashed in as a result, before fading thereafter. Such people would never be paid the compliment of watching Stirling Moss surveying their practice times.

Ireland's best F1 races, at Goodwood in 1960 and Solitude in 1961, where he humbled everyone, are not well recalled today because they lacked championship status, but the drivers drove no less hard for that. But the difference between Ireland on one hand and Moss, Clark and Surtees on the other was that Stirling, Jimmy and John drove like that all the time. Innes, clearly, did not.

The verdict on Ireland's talent is best summed up by Moss – Innes' friend, team-mate, rival and, at BRP, boss: "There are many people out there who have won a grand prix without ever deserving to. Innes deserved to win a whole lot more than he did. The record does not do him justice."

Given that the same record books show Stirling was never world champion, it is fair to say that this is a subject on which he can speak with more than usual authority. M

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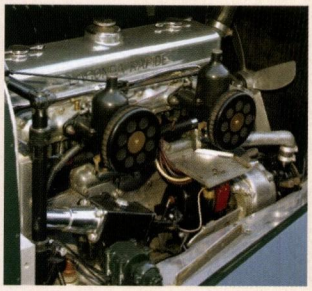
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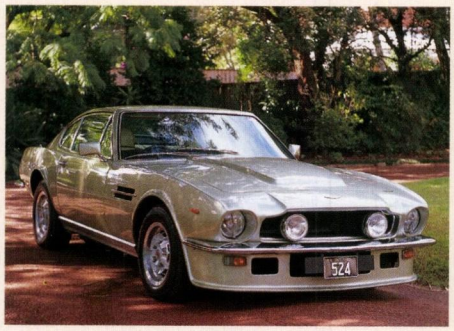
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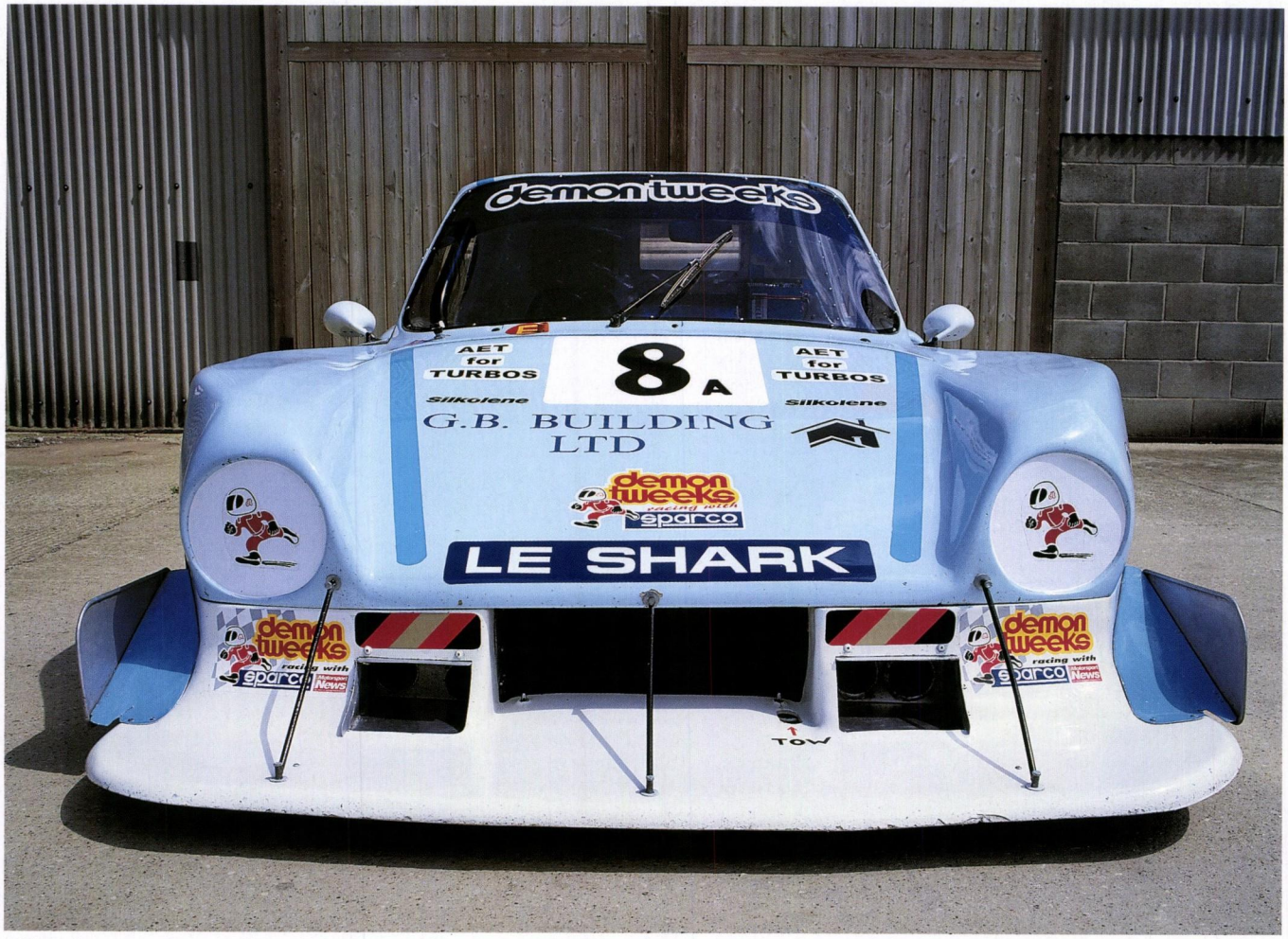
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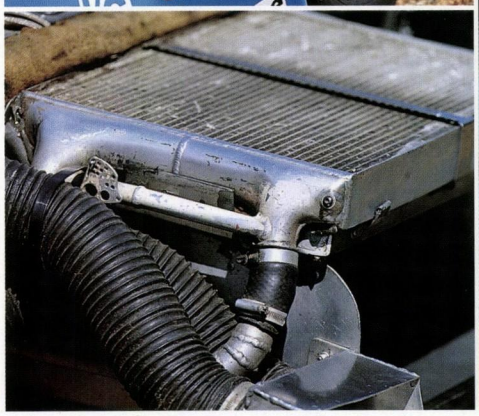
THOUGH SILHOUETTE RACING REACHED ITS ZENITH SOME TIME AGO, ONE MAN HAS STAYED LOYAL TO THE SAME MARQUE FOR YEARS. FORD? VAUXHALL? ER, NO. THINK CZECH REPUBLIC. GORDON CRUICKSHANK REPORTS ON THE FASTEST CAR SKODA NEVER BUILT

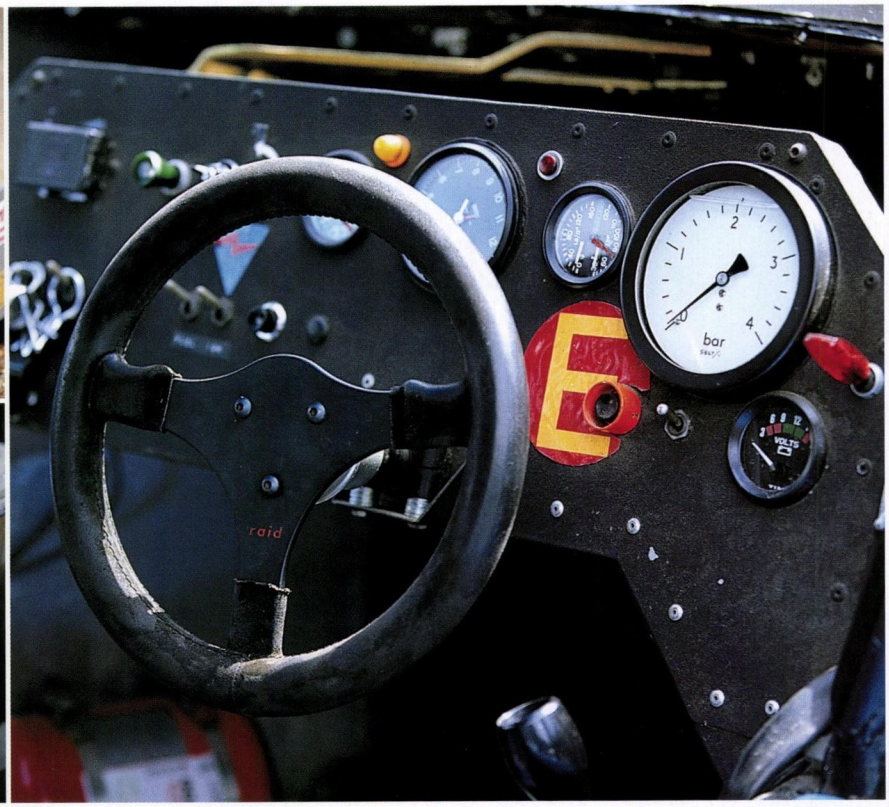
photography by Clive Rose



THERE'S A HINT OF PORSCHE 935 TO TONY SUGDEN'S OUTRAGEOUS SKODA. AND IT DOESN'T STOP THERE: 500BHP OF TURBO FORD GIVE IT COMPARABLE PERFORMANCE







WHEELARCHES BULGE TO COVER F2 SUSPENSION; SIMPLE DASH INCLUDES BOOST KNOB FOR EMERGENCIES; FLAT FRONT-MOUNTED RADIATOR EXHAUSTS THROUGH BONNET

Trouble is, the irony has faded a bit. Once it was amusing to win races in a Skoda, but nowadays the rejuvenated Czech firm makes good cars, and has a serious presence in the World Rally Championship. It's not like it was when Tony Sugden began racing a silhouette-bodied saloon in 1979. Then, Skodas were bargain-basement economobiles, and putting a Skoda body on an extremely rapid racing car seemed funny. Now that some Skodas are rather fast, the joke is less pointed. But Sugden's current 'Skoda' is so mad it's still funny. And it's still doing 15-20 races every season. And it's still winning.

Back in the 1970s it was the Tricentrol Super Saloon Championship which sparked the rush of silhouette racers. One driver, John Turner, realised that the rules, aimed at allowing extensive modification of a saloon car, actually only demanded that the engine was in the same place and that the top of the car looked the same. Taking a lateral jump through the rule book, he completely hollowed out a Skoda coupé and dropped the shell over a Leda F5000 chassis. Oh, and fitted a 5-litre Chevrolet V8 lump! It flew, and soon any redundant Lola or Chevron sportscar chassis was in danger of being reclothed in a Czech jacket.

Why pick a then-unglamorous Skoda? Because the engine was in roughly the right place (Special Saloon rules did not distinguish between rear- and mid-engined), and because the Rapid coupé's wheelbase suited the racing car underpinnings. There were few other rear-engined choices, and the result was that these Eastern Bloc lookalikes soon possessed more track presence than any Modena exotics.

The special saloon movement gradually faded, and with the burgeoning of historic racing many such hybrids were converted back to original-spec sportscars. You can still see some of these cheerful imposters in mixed Sports/GT racing, though, and one of the busiest series runs in the North West, courtesy of the BARC. And that's where Tony Sugden exercises his 500bhp turbo-boosted Skoda, third in a line which stretches back 20 years.

This one, however, does not borrow the underpinnings of a famous sportscar name. It features a Leek chassis. Who? John Leek, Yorkshire farmer, ex-racer and self-taught amateur car-builder. This is the second of three monocoques, all three of which have ended up under Skoda bodies. While the first was very much like a March sportscar chassis, this one incorporates Leek's own improvements. Constructed like the others from sheet aluminium, it has a slight input from a famous British name: Leek went to Chevron to have the large inner panels folded. It was, he reckons, the last job they did before they themselves folded.

He originally planned this one as an open two-seater for the Thundersports series, but when that was cancelled the car became a special saloon instead.

Suspension comes courtesy of March, the rear from the Formula One 761 design, while the front originally propped up the F2 762, though the lower wishbones are now a tougher design to cope with the extra weight in the front end. Ditto the brakes, whose massive calipers and vented discs are heavier-duty than March envisaged.

In between the massive 17in wide rear tyres is a Hewland FGB/C gearbox, and ahead of that a four-cylinder Ford engine.

'These Eastern Bloc lookalikes soon possessed more track presence than any Modena exotics'

Geography is the limiting factor: 'From Doncaster, Silverstone means a 21hr day, and I am 70!'

But like everything else on this car, it's a bit special. It's a four-cylinder Cosworth of similar spec to the hairy Ford RS500 saloons which dominated touring car racing in the 1980s. With a fat Garrett turbocharger force-feeding it, Sugden reckons it has around 500bhp on the normal 1.8bar boost, with another 30 or so on tap with a twist of the knob if any rivals look threatening. "Mind you, when someone's having a go, I usually forget to turn it up!"

Not that there are too many threats: when we spoke, Sugden was just back from Cadwell Park, where yet again he and his trusty Skoda had won their race and put up fastest lap of the race. And it was raining. "The power comes in bang at 5000rpm," he says. "Keeps you sharp in the rain, that does."

It used to be scarier, says the pilot, but he has made a few tweaks which have boosted wet traction. He's been running this one since 1990, but there's always some little gain to be made. Previously he and Leek maintained it, but John's other commitments have intruded, so nowadays Tony does the work himself, with his wife Rose as chief mechanic. Not that lack of manpower stops him entering any race within reach. Although the special saloon scene has shrivelled, there are open classes at many club meetings where a fire-breathing Skoda is welcome. Geography is the limiting factor: "From Doncaster, even Silverstone means a 21hr day – and I am 70!" Of course, there's no prize money, even in his own series – it's all for the fun of it, and even after so many years racing, Sugden still enjoys the social aspect. "They're a real good bunch of lads," he says.

For anyone who remembers the Seventies and the bizarre sight of a VW Beetle thrashing the field, helped by a huge Chevrolet V8 midships, this BARC series is a chance to watch these daft but exciting silhouette racers still at play. It's about as far from the world of historical accuracy as you can get. While wealthy historic grand prix car owners were huffing in the Monaco pits about rivals on the wrong tyres, Tony was steaming round Cadwell Park with a mob of Darrians, Elan lookalikes, outrageous Ultima 'roadcars' and a 6.7-litre spaceframed Sierra at his heels. Thoroughbred it's not, but it is mechanically creative and closely fought.

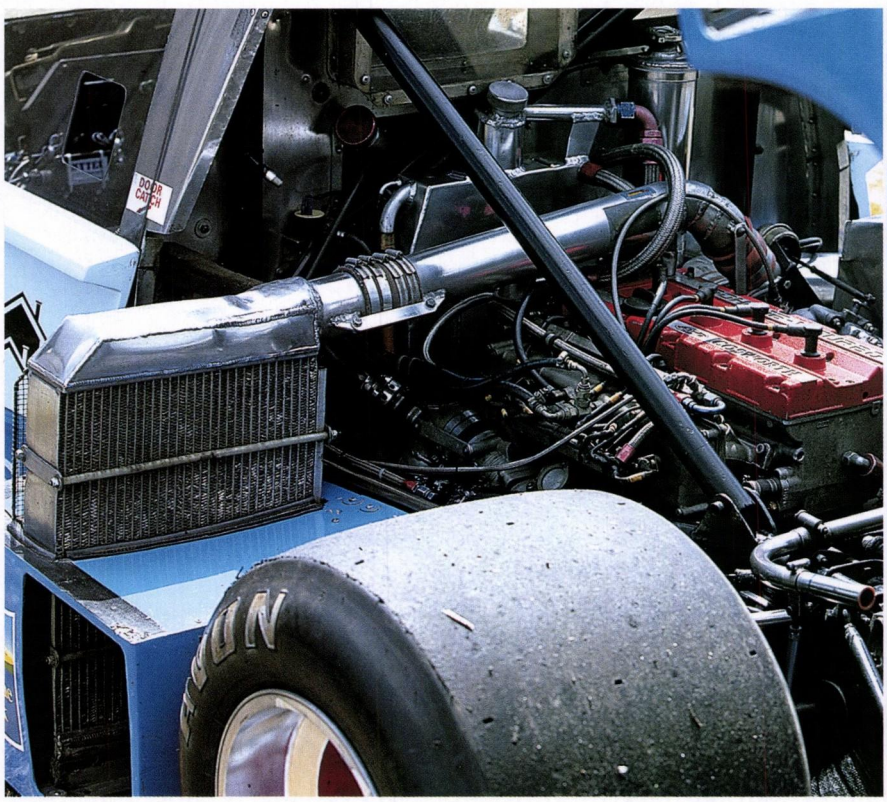
Despite the extreme tune of the 2-litre lump, it's been remarkably undemanding. "We fit it in March and only take it out in September," he says, "though the Garrett T4 turbocharger itself goes back to local firm AET for a rebuild every five or six races".

Unusually, this season some valve troubles have meant taking the head off several times, but London specialists CTM have now sorted this out. They also pointed out that, with bigger valves, there might be another 10 per cent more power to come...

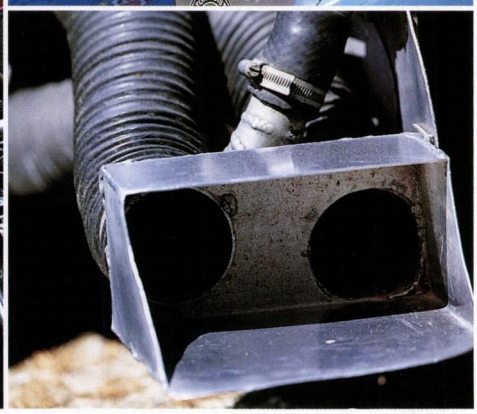
Sugden is tempted; this unit has served well for 12 seasons, which is much longer than the previous permutations. Tony's Skoda record so far covers three different chassis and five different engines.

First, in 1979, there was the Chevron B23 with a 2-litre Ford, then the Leek-chassised Group 5 Esprit... How did that one get in there? Well, Leek had built it for Jim Evans to race in Germany, but when he baled out, Leek took it over and asked Sugden to drive. They ran it in Thundersports with the Lotus body, but when that series stopped in the early '80s they put the Skoda body on to ➤

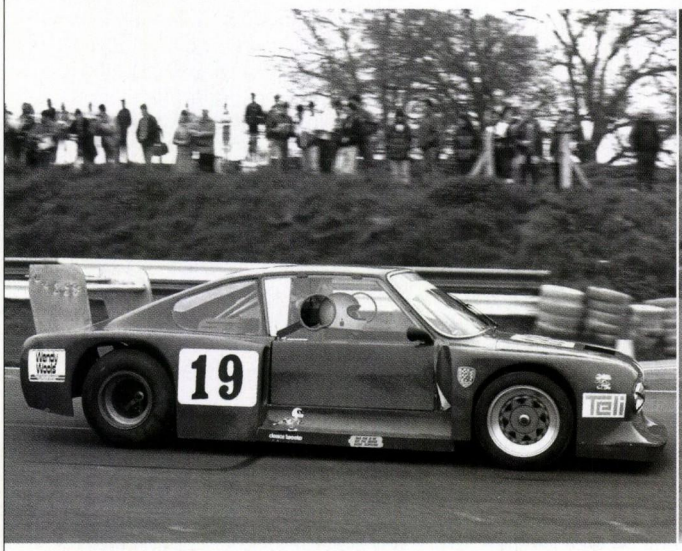
TURBO INHALES THROUGH MASSIVE INTERCOOLER; ADJUSTABLE AEROFOIL INTERRUPTS FASTBACK PROFILE OF SKODA COUPE; EXTRA INTAKES COOL BRAKES – AND DRIVER







TONY SUGDEN'S SUPER SALOON CZECH LIST





LAT

TANGLED HISTORY: CURRENT SUGDEN CAR IS THIRD TO WEAR EASTERN BLOC CLOTHING; SECOND, LEFT, BEGAN LIFE AS TURBO FORD-POWERED GP5 LOTUS ESPRIT LOOKALIKE BEFORE SKODA BODY FITTED FOR SPECIAL SALOON RACING; FIRST VERSION, RIGHT, CLIMBING THE MOUNTAIN AT CADWELL IN 1979, IS RECOGNISABLY A SKODA S110R COUPE DESPITE ITS CHEVRON B23 BASIS

reclassify it as a saloon. Power came variously from a 1700 Cosworth BD turbo (almost as powerful as the current mill but nothing like as reliable) and a Cosworth GA, the 3.4-litre V6 more usually seen in the Cologne Capris. That was originally due to be the power for this one too, but as parts became scarcer, the four-cylinder Cosworth made more sense.

So the upright cabin of the Communist coupé has clad a confusing variety of running gear over a couple of decades, but the spec of the current runner has changed little so far. Sponsors and liveries have changed, though, and while the sponsors are hardly household names, Sugden takes presentation seriously. "You have to put on a show," he says, hosing the Cadwell mud off the GRP body panels.

You might think that the body would be the easiest part of building a silhouette racer – just mould off a real one and cut off everything below the axles – but it never quite works like that. On its first runs, the car overheated seriously because air wasn't getting to the intakes, so they resorted to the traditional method of wool tufts and photos, at Mallory Park. Well, F1 teams had been doing that only a couple of decades before... At first they kept the glass screen from the Skoda, but these became hard to source when chipped, so now all the see-through bits are Lexan.

With its very short wheelbase, square-shouldered arches and full-height cabin the two-tone blue machine looks tall and stubby, but when the panels come off the structure is as ground-hugging as any purpose-built racing car. Only the roomy roll-cage stiffening the tub and the front-mounted radiator stand out from the norm; the gaping intakes ahead of the rear wheel feed only brake ducts and the huge intercooler; the colder the air being inhaled by the turbo, the more horsepower is released. As if you needed it... Tony vividly describes the feeling when the boost arrives: "Imagine you're sitting at the lights and a double-decker bus hits you up the back at 40mph. That's what it feels like when the boost comes in. I've sometimes taken a passenger [the tub is technically a two-seater, with the driver slightly offset] and they've not been able to lift themselves off the seat."

Paint schemes have changed over the years, but one fixed element has been the words Demon Tweeks somewhere on the body. Alan Minshaw, founder of the racing accessories firm, has been a friend for years, since Tony built his first racing car out of a crashed Escort in 1969. Remember the Demon Tweeks BDA-engined DAF back in the 1970s? That was Tony. As men both are retired, Minshaw claims it's a case of "one OAP helping another"– but there can't be too many senior citizens out most weekends racking up motor racing trophies. Though he's not keeping an accurate score, Tony reckons he has collected some 200 outright and 300 class wins, and that's not counting the bike-racing period before the cars, which included a couple of Manx GPs.

The whole concept of silhouette racers may look baffling to an outsider, but it's driven by the same urges as vintage special building – the desire to combine unlikely elements to make a unique, and hopefully fast, racing car. So many series are filled with matching factory-built cars where the ingenuity of the amateur builder has no place, and I'm not one of those who wants to see drivers challenging each other in identical chassis. I'd much rather see an interesting paddock than a level playing field, and the weirder the entries the better. M

'Imagine a double-decker bus hitting you up the back at 40mph – that's what the boost feels like'

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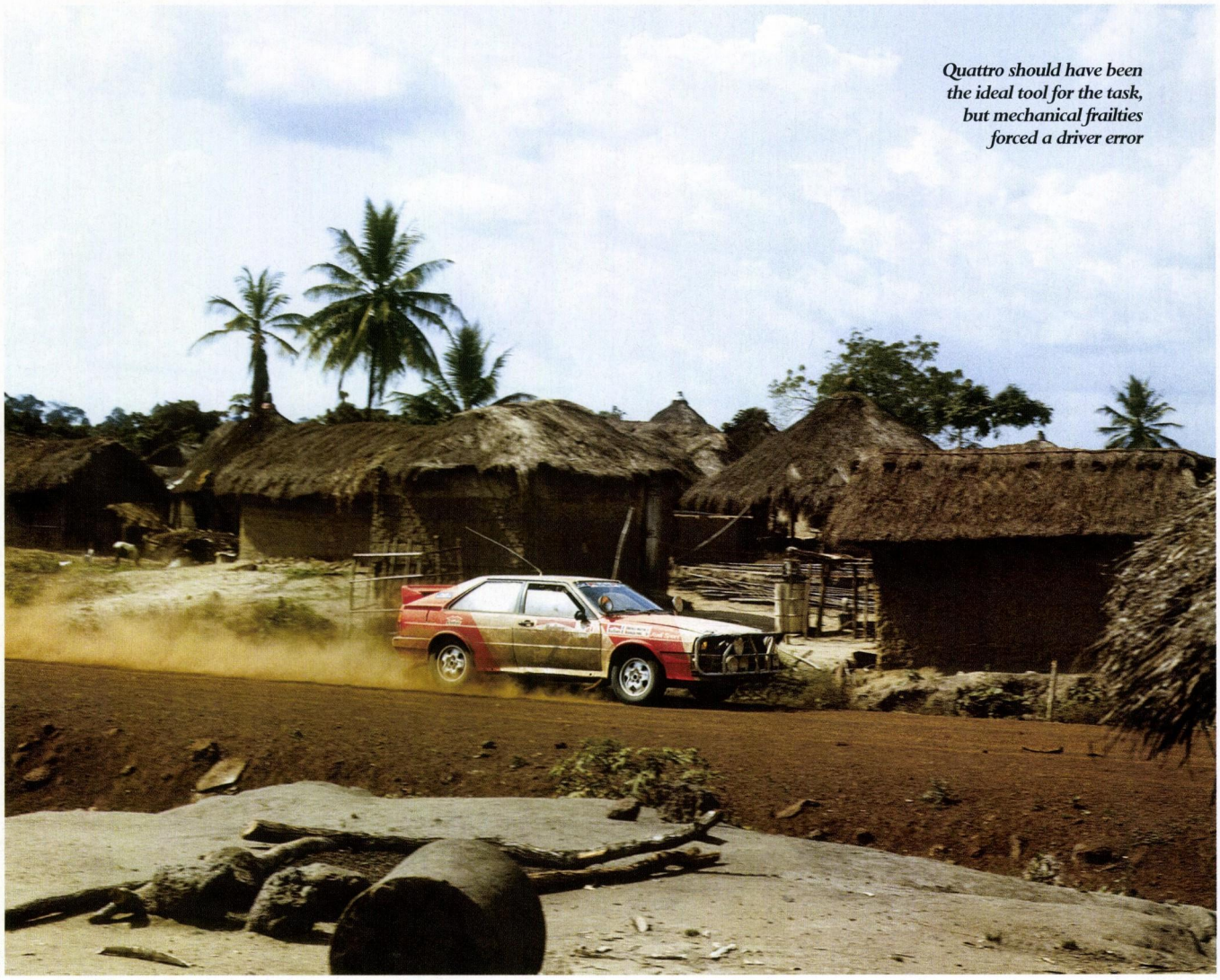
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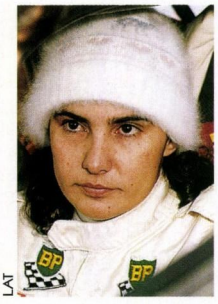
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Quattro should have been the ideal tool for the task, but mechanical frailties forced a driver error

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LAT

THE ONE THAT GOT AWAY

MOTHER COURAGE

MICHELE MOUTON 1982 IVORY COAST RALLY

LOSING THIS RALLY COST MICHELE AN HISTORIC WORLD TITLE. BUT, SHE TELLS JOHN DAVENPORT, THERE WAS A FAR BIGGER BATTLE TO BE FOUGHT AND WON

IT WAS THE TENTH YEAR OF THE WORLD RALLY Championship and only the fourth season in which the drivers had competed for their own title. And it looked as if something amazing was about to happen – the first female rally champion. But there was to be a sad twist to this tale.

With 10 of the 12 drivers' rounds completed, and with outright wins in Portugal, Acropolis and Brazil to her name, Michèle Mouton lay just 19 points behind Walter Röhrl and 30 ahead of her Audi team-mates, Stig Blomqvist and Hannu Mikkola. Röhrl had accumulated his total via eight scores compared with the six of Mouton, and WRC rules allowed only the best seven scores to count. Thus the German was already due to drop his worst score (10 points). Nor did the remaining rounds favour him and his two-wheel-drive Opel Ascona 400: Röhrl had never competed in the Ivory Coast and was known to heartily dislike the RAC Rally, the final round. Although Audi and Mouton herself had never been to the Ivory Coast either, the 100 per cent gravel roads and mud definitely favoured four-wheel drive.

Both teams threw themselves, slightly unwillingly, into a West African event that had not previously featured in any of their plans. Röhrl did not even practice; instead he sent his co-driver, Christian Geistdörfer, to do it for him. Both teams entered chase cars: Audi's was crewed by Mikkola and team manager/technician, Roland Gumpert,



McKlein

with Stig Blomqvist in another rally car; Opel ran an extra car, too, for Swedes Björn Johansson and Bruno Berglund.

"For Audi, the problems really started in the second of the four legs," says Mouton. "First, Hannu had trouble. He broke the rear differential and tried to go in just front-wheel drive, but then the other differential broke. He and Roland had to be rescued from near the border with Guinea. I, too, had an oil leak in the rear differential, but I had it changed. Walter had lost a lot of time with his rear suspension so that, when we came to the end of that leg, I was leading him by 59 minutes.

"But I was uneasy. My gearbox was not correct. It was stiff and hard to engage, which normally meant trouble. I was so pleased to see Hannu and I asked him what we should do. He said I must have it changed and he and Roland decided it would be changed at the end of the next leg."

This third leg was a real horror through the infamous Forest of Tai. Nearly all the cars suffered problems: Röhrl's starter would not work and his engine had an unhappy knack of cutting out under braking; Michèle broke a driveshaft, but was able to have it changed and lost none of her lead. But the scheduled gearbox swap was not so wonderful.

"We changed the gearbox quite quickly, maybe 20 minutes or so. Then I jumped into the car to find that there was no gears, no clutch, nothing. I can still see those two German guys peering under the bonnet saying, 'It should work, it should work.' So I shouted, 'Yes it should, but it doesn't!' Eventually they fixed it, but we lost nearly all my lead."

By the time Michèle checked in at the end of the leg, even taking into account Röhrl's own problems, her lead was down to 18 minutes. And that included eight minutes of a disputed penalty given to the Opel for allegedly checking in early at a control. Ten minutes in an African rally of the severity of the Ivory Coast is a blink of the eye. Already, Michèle's total penalties came to just under seven hours – and she was leading! The sixth-placed Peugeot 505 was on 17 hours of penalty.

The start of the final leg was dramatic. It was four o'clock in the morning and a swirling fog wrapped everything in its chilly embrace. And its clammy fingers had penetrated the Audi's electronics.

"The car would not start. There was water in the electronic box. We had to push it and, of course, we lost more time. Now we knew we had to hurry not to lose more time, but there was all the fog. There was a sort of parking place and I thought this was an open space where we had to turn. It wasn't! We rolled the car. It was possible to continue but not everything was working correctly. We stopped later with the Audi service, but there was nothing to do and we had to stop. It was the end.

"But this Ivory Coast Rally was not so important for me. You see, maybe an hour or so before the start, when I was doing an interview with a TV crew, I took a telephone call from France. My father had just died. I wanted to go home immediately and leave the rally, but my mother told me I should do the rally for him. So I said nothing and just drove. But when all this pressure started with the gearbox and the penalties, all the rest for me was gone.

"I tried my best from the beginning, and while it was going well, everything was okay. Afterwards, I was sad to lose the rally and the title, but not so sad as to lose my father. He was everything to me and he was how I came to be in rallying. The championship did not seem so important any more." M



Salmson tweaked up at Henley Park, scene of the Inter-Varsity Speed Trial of 1926

STUDENTS *of* SPEED

THE INTENSE SPORTING RIVALRY BETWEEN CAMBRIDGE AND OXFORD STRETCHES BEYOND THE THAMES, LORD'S AND TWICKENHAM. BILL BODDY REMEMBERS THEIR CAR AND BIKE BATTLES – A VERITABLE BREEDING GROUND FOR FUTURE BRITISH MOTORSPORTING TALENT



IT IS RATHER PLEASING TO THINK OF THE SIGHT AND sound of racing cars invading usually quiet private drives in country estates, as the Dark and Light Blues compared their motoring skills, even if these lacked the prestige of the Oxford vs Cambridge Boat Race.

That each university had a motor club was probably influenced by enthusiasms stemming from parents who had owned cars from early times and whose sons found the faster ones (and motorcycles) an exciting escape from toiling for hoped-for places in the religious, legal, medical or business firmament. Or simply as an enjoyable pastime between public school and awaiting access to an inherited fortune. Whatever, let us look back at these events, at which some of the participants were to emerge as accomplished racing drivers in a broader field.

Cambridge UAC was started in 1902, its President Professor Inglis; it had garages in Jesus Lane. Cars were then few, but members' vehicles included a Locomobile steamer, a Lucas Valveless, an MMC, and a motorbike built by the Secretary, W Gregory. This club lasted for 10 years; a prominent member was Harry Ricardo of Trinity.

The club reformed in 1913, only to be halted by WWI, but afterwards G A Jenkins of Trinity got it going again and the Inter-Varsity hill climbs began.

Oxford UMCC was formed casually in 1910/11, but L P Openshaw, rider of a 90-bore Zenith Gradua with wicker sidecar, put things on a firmer basis, reviving it in 1919. The title was changed to Oxford UMC in 1922, Humphrey Cook of Christ Church acting as President. By 1927, it had premises in Cornmarket and about 120 members who took part in several events, one against Oxford City MC. Many of its members later had motor industry associations – Riddock with Blackburnes, Harwood with JAPs, and Lord Settrington an apprentice at Bentley's. Lectures were given by Capt Frazer-Nash, Prof A M Low and the then-editor of MOTOR SPORT, etc.

Motorcycles predominated at first, and Cambridge beat Oxford in the hill climbs from 1923-26. In '25, the venue was Aston Clinton, presumably just before the RAC ban on public-road events. Cambridge beat Oxford by 28 points. FTD was made by J A Temple, whose Norton averaged some 51mph. Watched by RAF cadets from Halton, and with the crackle of open exhausts abounding, the car classes were won by E Berry's Alvis from two ACs, the faster driven by R Millais, who was to become well-known in later years with his racing cars, and G Legge's 30/98 Vauxhall for Oxford, from a Beardmore and a Bugatti.

Another Inter-Varsity happening was the winter trial over a very difficult course, from Harpenden, many retiring after only 16 miles. Tunnel Slide near Nettleden was a 'stopper', but Bagshawe (Sénéchal – Oxford) and Martineau (Salmson – Cambridge) made it. Oxford won the *Motor Cycling* Cup, the Sénéchal and A7 Chummy won their classes, and the Birkin Cup went to a rider of a huge Henderson.

Back to speed. In 1926, Cambridge ran eliminating tests at Wimpole Hall before the I-V contest. Over a two-corner half-mile course, an AJS was quickest bike, R C Symondson on his new Brough SS100 won his class, (another who became very well-known) 'Ferni', with that one-pot Morgan, took two classes, but Braidwood's GN was 0.2sec faster.

The climb was over a very twisty 600 yards of private road at Henley Park. The car classes were won by Byrom's A7, Swann's Frazer Nash and Martineau's 30/98. Cambridge won by 39 points. We called it 'perhaps the premier amateur motoring event held in this country'.

With public-road speed events banned, it was difficult to find courses for the I-V fixtures; prior to that, Cambridge had once lured Oxford out to the wilds of Harling Common near Thetford, but the Dark Blues had prevailed. In 1927, Mr J Murray lent his one-kilometre 1-in-14 private drive at Ewelme Down, which included a number of bends. From a standing start, over this wet course, J W Marshall (Cambridge), on an ex-Brooklands Norton, rode fearlessly to FTD. 'Ferni' blew up the only cylinder his Morgan possessed. Cambridge riders won the bike classes, but Bagshawe set FTD for Oxford ➳

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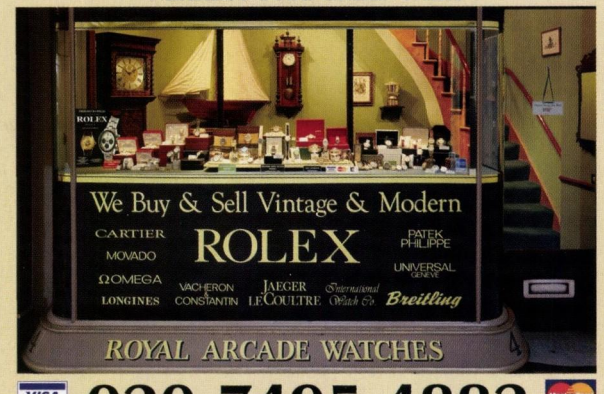
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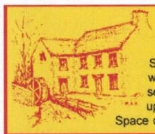
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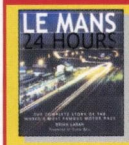
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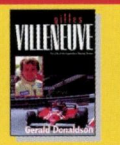
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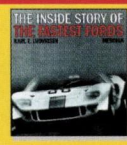
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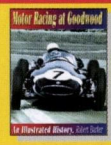
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'If you drive this road, perhaps nose-to-tail, think back to days of such freedom'

in a Frazer Nash to which a supercharger had been hastily fitted. R R Jackson drove the s/c 1100cc Frazer Nash 'Rikki-Tikki II', but its supercharger expired after a slowish first run. Cambridge had no sidecar competitors and were just beaten by Oxford.

Ewelme Down was the venue again for the 1928 I-V climb, held in hot sunshine, the gravel surface cutting up, making the final long right-hand bend on the 1-in-10 section tricky. Of the bikes, H W Taylor (AJS – Cambridge) made an outstanding ascent, clocking 66.1mph, Cambridge winning all the solo classes. T G Moore was second in class on his 500cc Rudge and third in the unlimited class and, with a sidecar, second in the up-to-600cc class. It looked like a victory for Cantab, although the car classes were Oxon's, with the twin-cam supercharged Amilcar Sixes of A S Llewellyn and A A Arnold (43.68 and 44.55sec) taking the top two places, with M Miller's Amilcar third in the 1100cc class, and T G Moore's 4.5-litre Bentley third in the unlimited section with 45.22sec, and winning the touring class. (Moore would soon acquire MOTOR SPORT.) Kent Karslake drove his stripped 1913 Alfonso Hispano Suiza. Cambridge won by 61 points to 23. One wonders whether the 'bulldogs' (the college 'police') were out, looking for first-year students' forbidden cars, hidden as Karslake's had been during his first term?

In 1929, there was difficulty in finding a course for the I-V trial suited to both bikes and cars. The former could get up Alms hill when the cars seldom could, and it was all very difficult. Oxford earned a mere 12.92 marks, to Cantab's 49.92, the May Cup going to H Robson's MG. Tough, yes, but a non-competing A7 saloon, three-up, buzzed up one section that was troubling the competitors!

For 1930, a new speed course had to be found as Ewelme Down was now a stud farm, so the CUAC persuaded Mrs Tonge to let it use 550 yards of her straight macadam drive at Branches Park. W B Scott and Spottiswood ran Bugattis, the former crossing the finish at over 100mph to set FTD. Jack Robinson had his very quick Brescia Bugatti, well-known at Brooklands, as were Meeson's 30/98 and the Frazer Nash 'Slug'. Robin Jackson had his Morgan, and Willis a BC A7, and Agabeg, not yet known as Fane, the Salmson, all leading their classes on this pleasant day near Newmarket.

A sporting course was found that winter for the I-V trial, which took in the chalk of Lewknor and the rutted Maiden's Grove. Competitors famous in racing included Oliver Bertram (30/98), Maurice Falkner (MG Midget) and T G Clark (MG Midget). May was now in a side-valve Aston-Martin instead of his Ceirano, and Scroggs used his famous Trojan. All got awards. Final score: Cambridge 67.3, winning the *Motor Cycling* Cup, Oxford 46.1.

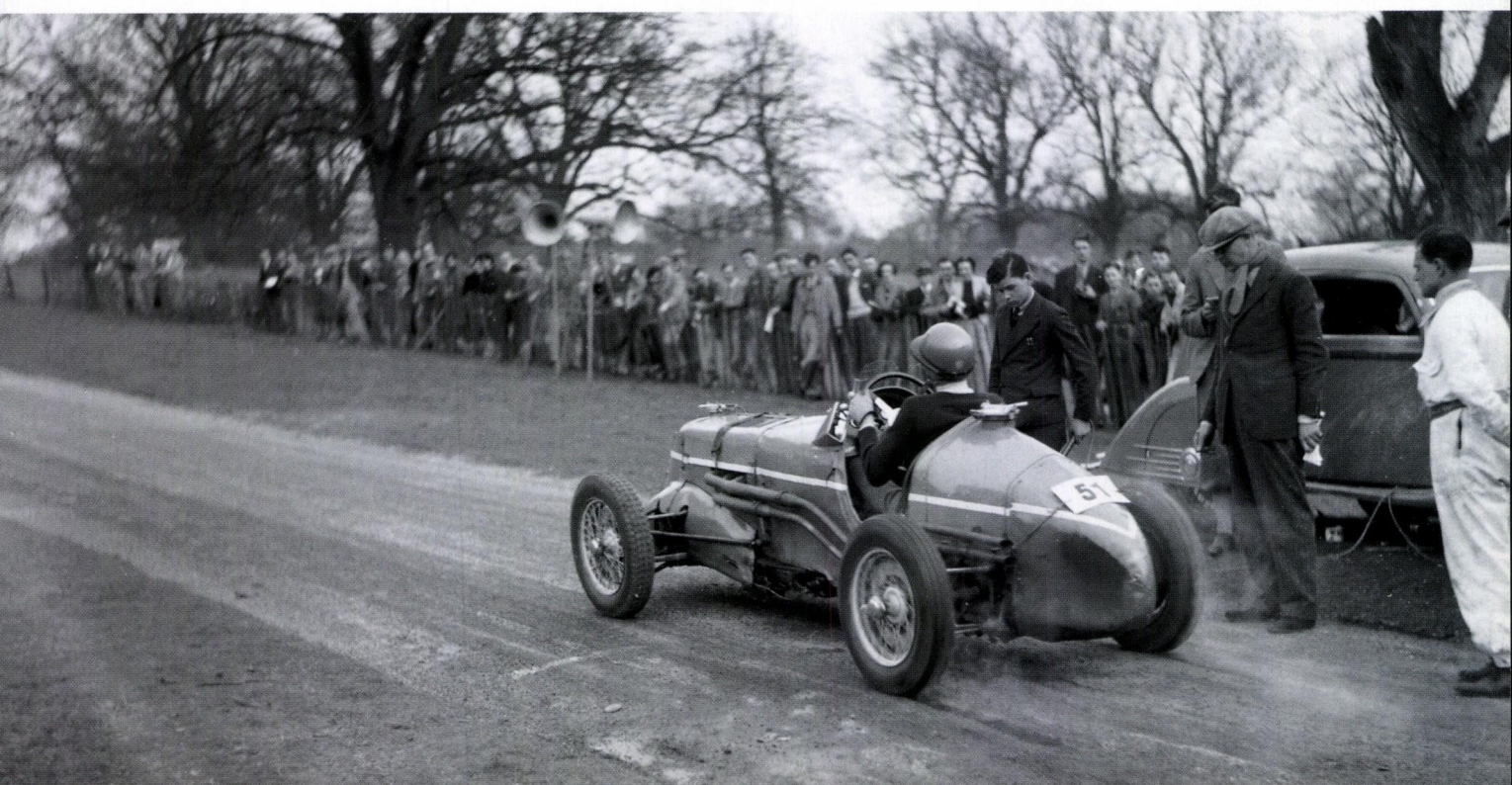
In 1931, past members of the universities were now eligible. R G J Nash had the Frazer Nash 'The Terror', Ginger Llewellyn had borrowed a Davenport GN, and Spottiswood's Bugatti clocked 21.2sec. Plus fours had given way to Oxford bags and some wore crash helmets. The GN set FTD, in 20.4sec, for the standing-start 550 yards after an improvised clutch pedal had been fitted. Nash was only a tenth of a second slower after his car had caught fire and coasted to the finish! Brian Twist was also fast in an Amilcar Six and Falkner's s/c MG Midget, MG 557, won its class, in 24.0sec.

Charles Brackenbury arrived, refreshed himself in the drinks tent, then managed second in the unlimited class with a 2.3 Bugatti. W S Braidwood, Joint Editor of MOTOR SPORT, did 22.7sec in his Frazer Nash, SO 2573. The Conan Doyles who brought Chitty 1 and 'The Slug' did not behave very well, alas, as I have described previously. Kehoe demonstrated a 4.5-litre Invicta instead of attempting proper runs, of which every entrant was allowed three or four. The Cup for best time by an undergraduate in his own car went to Robinson's Brescia Bugatti.

The next year this enjoyable, well-organised event was held at a most unusual venue. A bypass was being built round Eynsham, and Oxford managed to get permission to use an unfinished section of it. A minor road crossed it but somehow a policeman was posted there to hold up legal traffic. I wonder what these drivers said as a racing car screamed past? If you drive over this road, perhaps nose-to-tail, think back to the days of such freedom!

Past undergraduates added fast cars to the ➠

LAT



MG of A R Phipps, secretary of the Oxford club, wheelspins away from Syston's start in 1936. He shared the car on this occasion with Kenneth Evans

'The old spirit... Sumner bought two GNs for £4 and ran the amalgamation'

proceedings, but the organisation was poor: the start was two hours late and further delays ensued; the paddock was half a mile away; and a biting wind kept engines off-form. A 1-in-80 gradient gave excuse for the 'hill climb' title and the half-way crossroad added a bad bump to proceedings. After a 40-yard rolling start there was the timed km on this 30-feet-wide course. Earl Howe had his Alfa Romeo, its engine too stiff to risk competing, but his 38/250 TT Mercedes-Benz made FTD (29.7sec, 75.1mph). Best undergraduate was Thomas Fotheringham, whose 2-litre Bugatti clocked 29.8sec. Neither 'Slug' nor 'Terror' upheld Frazer Nash reputation, but Dick Nash's s/c Frazer Nash won its class, as did an MG Midget, a 1926 Frazer Nash, an MG Six, Hamilton's MG Midget and a s/c BNC. But Fell's Douglas beat the cars, with 25.65sec. Cambridge won easily.

In 1933, each club ran its own invitation event. Oxford used Eynsham bypass again. Kenneth Evans drove his 500 Mile Race MG Midget, and was almost as quick as Hall's class record. Richard Marker had his Le Mans 4.5-litre Bentley, the Duke of Grafton an old racing Sunbeam, slowed by clutch slip. Andrew Fairclough, who later favoured ACs, drove a Salmson, a Ford V8 beat May's Alvis, but Baker-Carr's Bentley reversed this and Oxford led.

The return match was at Gospall Park's half-mile with excellent CUAC organisation. Whitney Straight in an 8-litre Bentley (30.6sec), Marker's Bentley (36.3sec) and Baron von Liergardi's Ford V8 and a Chrysler were quick, Bertram's 30/98 tying with the latter (37sec). But the Bellevue Garage MG's 31.1sec won much acclaim for Evans until Bertram's old 10.5-litre Delage achieved 26.8sec.

That winter, Cambridge won the I-V trial in the Chilterns, their Frazer Nashes taking the team prize.

The following year, the OUCC was about to become the OUMDC, so Cambridge ran the 'Battle of the Blues', again on a bit of that Eynsham bypass, now downhill, with 10 yards of rolling start. Called an acceleration test, 15 bikes and 53 cars entered. Dick Seaman in an MG Magnette took the 1100cc racing class (34.33sec), Dick Nash won his class with the 'Spook' (29.20sec), and Fotheringham in the 2.3 Bugatti (27.27sec) beat Bertram in the big Delage (28.09sec). Fernihough's Excelsior bike vanquished them all, though, (26.69sec). The old spirit was present when Sumner, who had bought two GNs for £4, ran the resultant amalgamation.

These I-V duels were now bringing fast cars to Syston Park for the 1935 round. In rain, Bertram made FTD in the Brooklands lap-record Delage, now with twin rear wheels, in 28.86sec over the half-mile. Tim Davies' MG Midget (29.09sec) was next, then Humphrey Cook's ERA (29.14sec), and Kenneth Evans' MG Midget (29.32sec). Reggie Tongue's MG Magnette was best 1100cc car, Bolster's 'Bloody Mary' was first in class and Bertram in 'Old No1' Bentley with Barnato's coupé body was slower by 0.68sec than Cardo's s/c 7-litre Mercedes-Benz. The Light Blues scored 9 to 2.

Syston, near Grantham, was the venue again in 1936, when Tongue's R-type MG contrived to go 0.2sec faster than the giant Delage of Bertram, with 27.2sec. But again 'Ferni's' Brough was best of them all (26.3sec). Cambridge were again on top, eight to two. Hugh Conway, the CUAC Secretary in 1935, got praise for how well everything went.

It was similar in 1937, when Jucker's Alta achieved 27.54sec, a new record for the original long Syston course. Sumner, new owner of the big Delage, was second-best (29.34sec). The light blues prevailed, 8 to 2, and they also at last won the I-V trial.

In 1938, Connell broke the record with his ERA (25.67sec), the runners-up being Fry in the revamped Freikaiserwagen (26.39sec) and Eric Fernihough in his first car event with an ex-Dobbs single-seater 2-litre Riley (27sec). So the *Motor* Trophy went to Cambridge, 4 to 2. In the trial there was only a point in it, and Tongue, for Oxford, in an unfamiliar Allard, was the only one 'clean'.

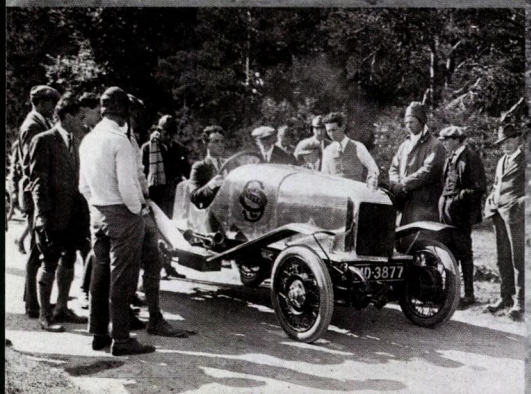
With war clouds forming, Oxford won the 1939 Chilterns Trial, and in the last Syston sprint before war started, the inexperienced Habershon in the ex-Hyde GP Maserati, after some wild runs, made FTD (26.99sec) on the wet tarmac, and Connell broke the sportscar record in the Darracq (27.53sec).

Whatever the Dons thought of it, this was a good way to prepare for a racing career and great fun. M

Below: Vauxhall 30/98 tackles the I-V Trial of 1931. Left: C Lind-Walker's Brescia 'Bug' at Syston, 1935. Bottom: Raymond Mays' Hillman 'Quicksilver', 1921

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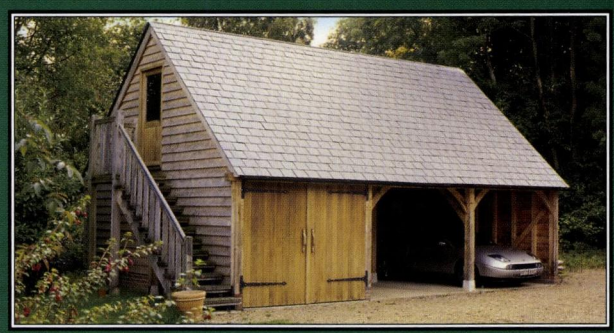
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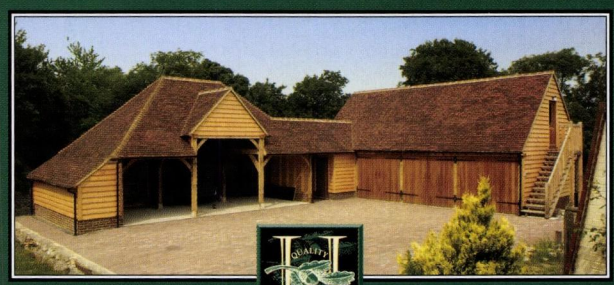
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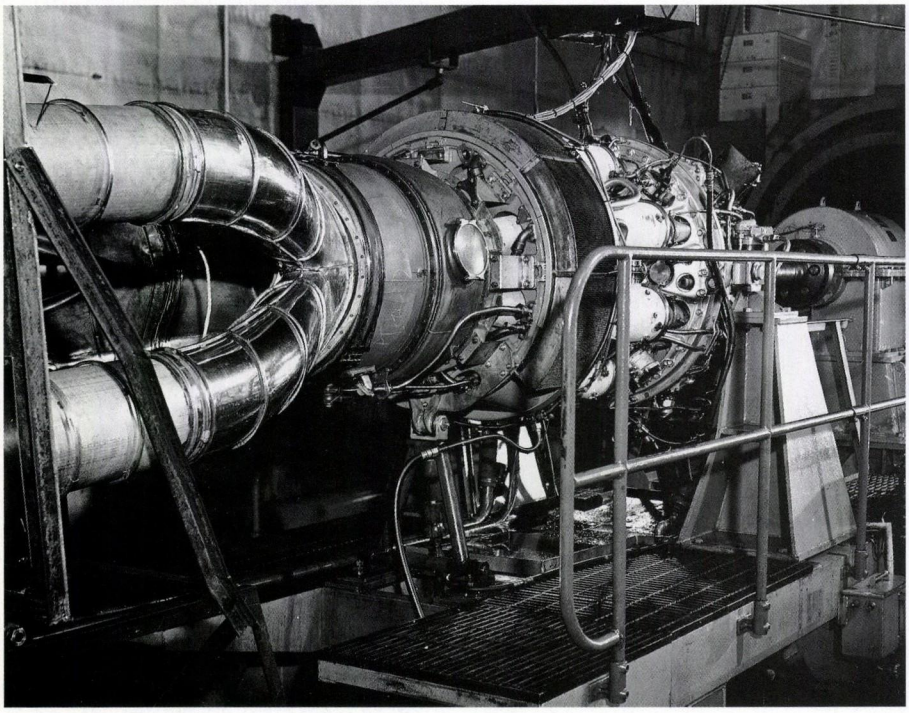
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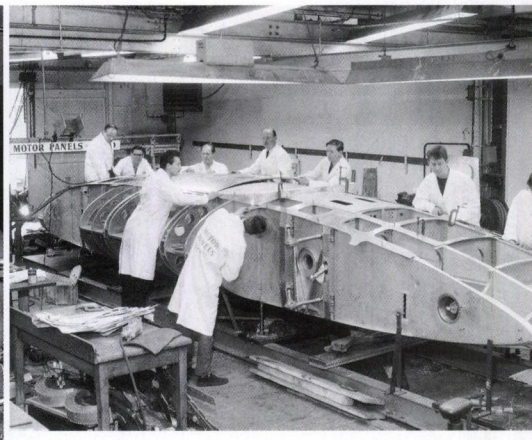

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MEET THE LAND SPEED RECORD'S ANSWER TO THE BRM V16. WITH THE MIGHT OF BRITISH INDUSTRY BEHIND IT, DONALD CAMPBELL'S JET-POWERED BLUEBIRD BROKE THE RECORD BY JUST 9MPH – AFTER FOUR YEARS OF EFFORT. BUT IT HAD THE POTENTIAL TO GO A LOT FASTER, WRITES KEITH HOWARD

photography courtesy of Peter Holthusen





Left: Bluebird's 4100bhp Bristol-Siddeley Proteus gas turbine is tested at the Patchway works prior to fitment for the 1964 record bid

Above: Bluebird under construction at Motor Panels Ltd, Coventry. Four longitudinal members form the basis of foil-shaped alloy honeycomb

Right: Despite big input by British industry, Bluebird carried no advertisements. Here the team preps it before another run on Lake Eyre

Plot a graph of land speed record marks against the dates they were set and the upward trend holds consistent until August 1939, when John Cobb raced across Bonneville's salt at 369.70mph. There is then, predictably enough, a pause during WWII, after which Cobb continues where he left off, recording 394.196mph at Bonneville in September 1947.

If you were a sober statistician, let alone a betting man, you'd have laid money on 400mph being cracked within a few years and the record being stretched beyond 450mph by 1960. But something odd happens. A glass ceiling is reached and Cobb's mark proves difficult to beat. Mickey Thompson achieves it one-way, and therefore unofficially so far as the FIA is concerned, in September 1960. Bob and Bill Summers eventually raise the official wheel-driven record to 409.277mph in November 1965, where it remains pegged until Don Vesco's recent campaign in Turbinator and his two-way average of 458.440mph for the flying mile, set last October.

Between Thompson and the Summers brothers came Donald Campbell, the only man ever to set world speed records on land and water within one year. In Bluebird CN7 he was the first to crack 400mph for the mile in a wheel-driven car, a two-way 403.135mph set on Australia's remote Lake Eyre in July 1964. And yet Bluebird, and Campbell, are often recalled as failures.

When Bluebird crashed on its first outing at Bonneville in September 1960, rolling across the salt from around 350mph, people questioned whether Campbell had the skill to get the job done. When a further attempt failed, because of bad weather at Lake Eyre in 1963, those same voices asked whether, after the Bonneville accident, Campbell had the guts. Both Sir Alfred Owen, whose company had built Bluebird, and Stirling Moss publicly expressed their doubts as to Campbell's ability – an unwise criticism, you might think, to level at a man who had already recorded a one-way average speed of 286.78mph on water (Coniston, September 1956).

Any doubts about Campbell's courage or ability were swept away, to all reasonable observers, when he eventually grasped the record in what were again atrocious conditions in 1964. But for the Bluebird project as a whole there was no reprieve. It had taken almost nine years, and pots of money, to design and build the car – and then rebuild it after the accident – just to better Cobb's 17-year-old record by a paltry 9mph. When the Summers, whose operation ran on a shoestring by comparison, displaced Campbell less than 16 months later with little apparent effort, the naysayers had their final piece of ammunition. In their eyes, Bluebird was an ill-conceived, over-engineered and vastly expensive folly, a cipher for Britain's lingering imperial notions in a post-colonial world. Writing in *Car* in 1981 about the Chrysler Hemi, the engine which powered the Summers' Goldenrod, Leonard Setright distilled this view into two succinct words by describing Bluebird as 'absurdly elaborate'.

'In their eyes, Bluebird was a cipher for Britain's lingering imperial notions'

But did the car deserve such criticism? Or, had they been blessed with a middling amount of good fortune, might Campbell and Bluebird have punched a hole in that glass ceiling so large that – even with the jet cars reaching to 500mph and beyond – the world would have whistled over its newspaper headlines and the Summers brothers stayed at home?

Ken Norris, chief designer of CN7 (Campbell-Norris project number 7), became involved in record-breaking by accident. During WWII, he worked for Armstrong-Whitworth in Coventry, where he began as an apprentice and worked his way up to head of the testing department. He then read for a degree in aeronautical engineering at Imperial College in London. When his professor there learnt of Norris's intention to start his own business upon graduation – together with his brothers Lewis (a marine engineer) and Eric (an accountant) – he offered Ken his first commission 'doing some stress work'. It turned out that the job was for Frank Hanning-Lee and the 'stress work' was on White Hawk, his world water speed record contender.

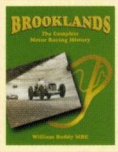
White Hawk completed, Ken joined Lewis in designing the jet-powered Bluebird K7 for Donald Campbell's new attempt on the water speed record. Lewis had already worked with Campbell converting Bluebird K4 – which Campbell had had to buy from his late father's estate – from jet power back to propeller drive because, as Campbell had discovered when he ran it in 1947, K4 was prone to unanticipated gyroscopic effects as the Goblin II engine spooled up or down. The redesigned K4 then tore itself apart on Windermere as a result of propshaft whirl, at which point work began designing a jet-powered successor free of K4's misdemeanours.

Campbell took the world water speed record aboard K7 in November 1955. It was in the immediate aftermath of that campaign that Ken Norris mischievously ➳



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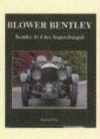
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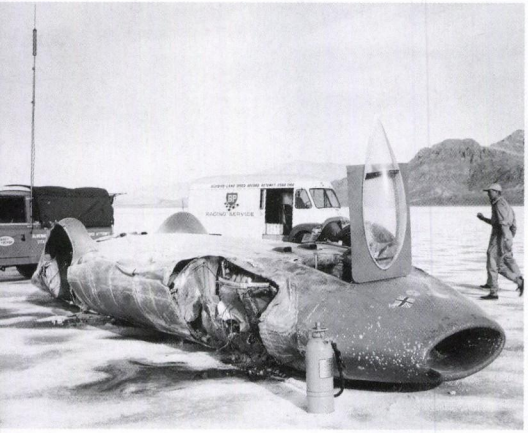
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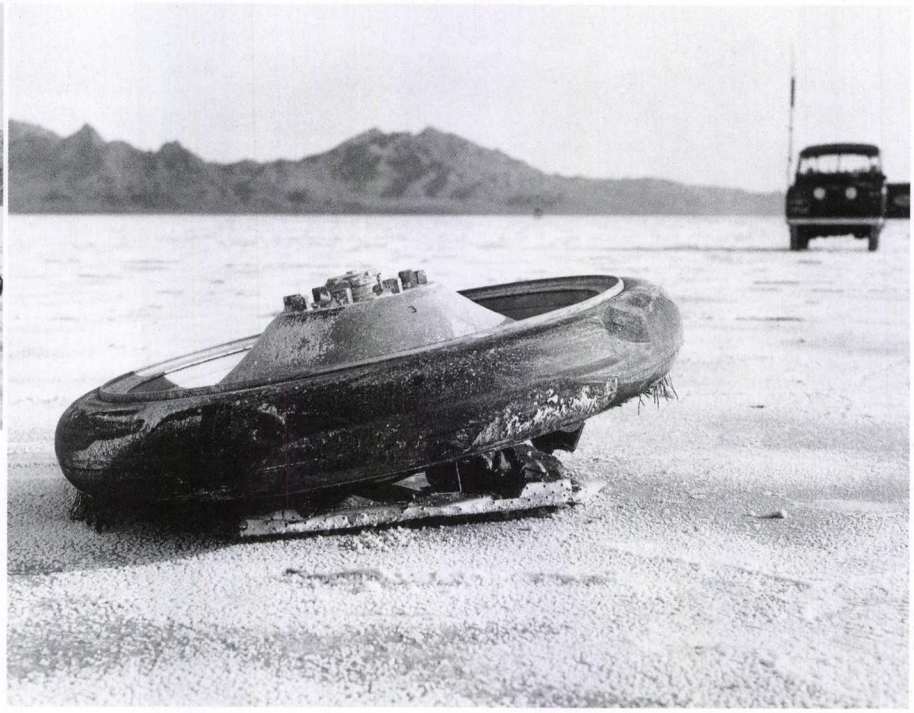
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Above: Disaster! On only its sixth run, Bluebird crashed at 360mph. It was testament to its strength that Campbell survived the accident

Right: The car slewed left and became airborne at the two-mile mark. It then rolled and shed its wheels. Dunlop provided 80 of these 52in tyres

Below: Drivetrain layout was surprisingly simple; a driveshaft at each end of the specially adapted engine coupled to two fixed-ratio final drives

offered a toast to the land speed record, to which Campbell replied, 'Well, just think about it' – which is precisely what Lewis and Ken did, individually, while working on other commissions. Then they compared notes, agreed the key features of the design – gas turbine engine, four-wheel drive, streamlined bodywork – and set about assembling the key components.

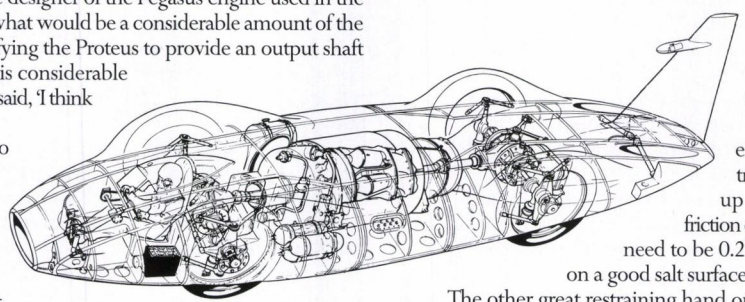
It was clear from the outset that the project would require considerable support from British industry. Before the design process could begin they had first to persuade the Ministry of Supply to donate two gas turbine engines of suitable power. Bristol Siddeley's Proteus – the engine that powered the Bristol Britannia 'whispering giant' turbo-prop airliner – was selected for the task, but after toying with numerous different arrangements for taking drive to both axles from one end of the engine, the brothers concluded that all the options added too much weight and complexity. The design of the car would be much more elegant if drive were available at both ends of the engine, necessitating only a final drive and halfshafts for each axle. So they went cap in hand to Bristol's Sir Stanley Hooker – famous as the designer of the Pegasus engine used in the Harrier – and asked him to spend what would be a considerable amount of the company's time and money modifying the Proteus to provide an output shaft at either end. Hooker absorbed this considerable request, turned to his colleagues and said, 'I think we can oblige, can't we?'

The next important steps were to enlist Dunlop to design the tyres and to use the Imperial College wind tunnel to determine a shape for the car that was not only low-drag but also neutral in lift (in as much as this could be determined reliably in a fixed-floor facility). The end result was a shape and major dimensions remarkably similar to those of Reid Railton's design for Cobb, but Ken Norris is adamant no copying was involved. Norris Brothers Ltd always did its own thinking on any project before checking the prior art, he says, so the similarity was a case of convergent evolution.

Norris Brothers were influenced by Railton in one respect, though, in the decision not to equip Bluebird with a rear fin to stabilise it in yawed airflows. Railton was opposed to the use of fins, Ken Norris trusted to his judgement – and came to rue that trust when Bluebird crashed at Bonneville.

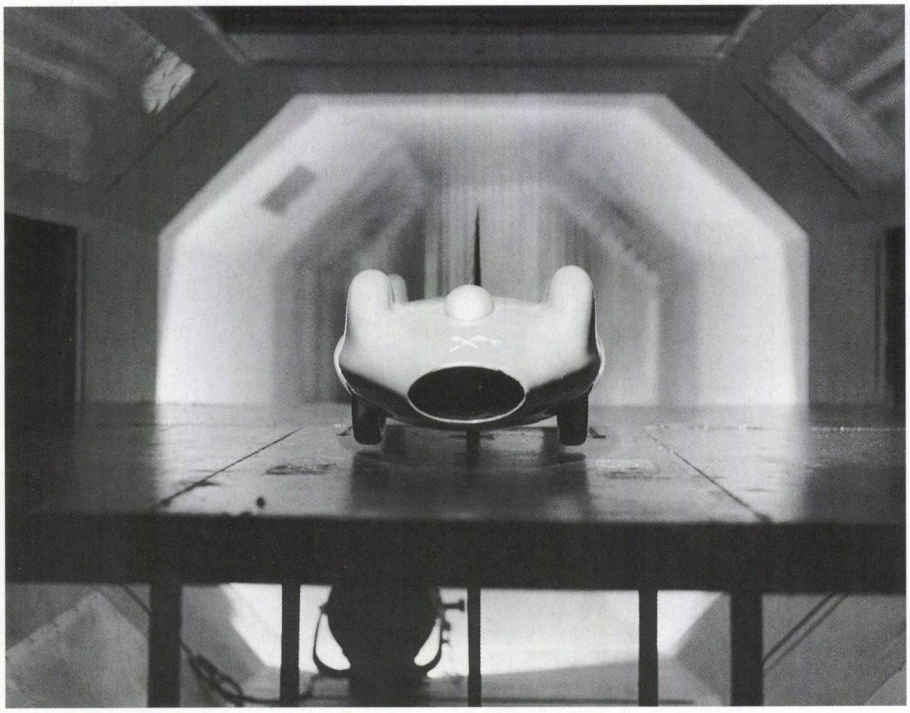
Dunlop's decision to supply tyres of 52 inches overall diameter came as an unwelcome shock, but tall, streamlined wheel covers were added to accommodate them without too much impact on the aerodynamics. Despite – or perhaps because of – these unexpected excrescences, Bluebird CN7 remains to my eye the most beautiful LSR car ever created, a much more evocative shape than the 'power pencil' Goldenrod. But therein lay one of its purported weaknesses. Whereas Goldenrod had a quoted frontal area of 9sq ft and drag coefficient of 0.117 to give a CdA of 1.05sq ft, Bluebird had a much larger frontal area (26sq ft) and a drag coefficient of 0.16, giving it a CdA of 4.16sq ft – getting on for four times greater.

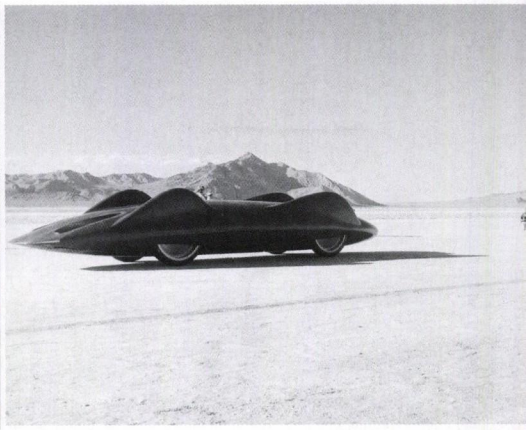
Much has been made of this aerodynamic disadvantage, but it wasn't so severe as might be supposed. To push Bluebird through the air at 450mph, its original target, would necessitate a power of around 2583hp – considerably more than Goldenrod's 652hp at the same speed but substantially offset by Bluebird's power advantage, on paper, of around 1700hp, which can only have been increased in practice by greater losses in Goldenrod's transmission.



Traction was not a limiting factor either, since to provide the 2154lb of tractive force required, assuming an all-up weight for Bluebird of 9500lb, the friction coefficient between tyre and salt would need to be 0.23 – a fraction of the 0.5-0.6 available on a good salt surface, although this reduces with speed.

The other great restraining hand on an LSR car is tyre drag, and in this respect Bluebird was almost certainly superior to Goldenrod, as Ron Ayers – Thrust SSC's aerodynamicist – has explained in these pages (October 2001, page 54). Quantifying tyre drag on salt has never been a simple matter, not least because the compression of the surface depends on its condition, which varies from season to season and year to year. But George Eyston's aerodynamicist Jean Andreau had developed an equation to allow its estimation which, in addition to showing that tyre drag is much more highly speed-dependent on salt than on a hard surface like asphalt, established the crucial importance of tyre ▸





Above: Bluebird sets off on its first Bonneville run. Its early form was minus tail fin. Though the cause of the crash was never discovered...

Left: ... designer Ken Norris took no chances and, after tests in Imperial College's wind tunnel, added a tail fin for the record runs in Australia

pressure. According to Andreau's formula, tyre drag at 300mph could be reduced by three-quarters by doubling inflation pressure from 60 to 120psi. For this reason, Cobb's tyres had run at a high 120psi; CN7's were enigmatically specified as operating at 'greater than 100psi', but in truth ran substantially higher. During the Goodwood shakedown in July 1961, Dunlop technicians were spotted setting the pressures to 130psi. For the record attempts, Ken Norris recalls, 160psi was used. So, despite the fact that tyre drag didn't feature in his calculations for Bluebird because of the difficulty in quantifying it, he could be confident that CN7 had unprecedentedly low rolling resistance, a factor that will have helped nullify, at the very least, its higher aerodynamic drag.

In fact, Bluebird had all the essential ingredients necessary not just to break Cobb's record but to smash it. Railton's and Norris's designs had similar aerodynamic drag, but CN7 packed 60 per cent more power in addition to its lower rolling resistance, which may have been further assisted by Bluebird having the same tracks front and rear; its rear tyres could run in the indentations made by the fronts, whereas the Railton car's narrower rear track made this impossible.

Although the initial target was 450mph, CN7 was designed, with a change of gearing, to achieve 500mph. The crash, and then two years of rotten surface conditions, prevented it achieving anything like those speeds, but its capability was plain to anyone paying sufficiently close attention to its runs.

Immediately before the Bonneville accident – even on a surface that was acknowledged to be at less than its best – Campbell was well ahead of a target schedule that would have seen him enter the measured mile at about 405mph and complete it at 420mph. According to its telemetry, the car was already doing 365mph when it crashed, less than 1.8 miles into its run and with 3.3 miles still to go to the first timing position. Ken Norris conservatively reduced the estimated crash speed to 325mph, but even then the car would have been 35mph (12 per cent) ahead of schedule. The inference is obvious: had the fateful side wind not intervened, Bluebird would comfortably have exceeded Cobb's mark – in one direction, at any rate – on only its sixth run on the salt.

Criticisms that CN7 was too complex have to be viewed in the light of its considerable ambition. Ken Norris refers to it, with obvious pride, as 'a year 2000 car'. Norris Brothers spent 36,000 man-hours designing it and produced a total of 800 manufacturing drawings (for which they were paid £16,000). It included technical novelties such as honeycomb sandwich structural panels, a telemetry system to monitor key operating parameters (which proved to be an abject failure in the difficult radio reception conditions presented by the salt flats) and even a head-up display of vehicle speed developed by Smiths Industries. Campbell didn't like the HUD because of its green digits, but whether his notorious superstitiousness deemed the colour unlucky or he simply couldn't read it against the glare of the salt is uncertain.

'Criticisms of CN7 have to be viewed in the light of its considerable ambition'

In its essentials, CN7 was actually remarkably simple – more so than Goldenrod in some key respects, most notably its drivetrain. Whereas the Summers' car had to grapple with synchronising four piston engines and their transmissions, CN7's gas turbine with a driveshaft at both ends required no complex transmission arrangement and no gearchange – just a fixed-ratio final drive at either axle line to gear-down the shaft speed and redirect the torque to the wheels.

Any suggestion that the complex structure of CN7 was overly elaborate is refuted by Donald Campbell surviving the accident with only minor injuries – something it is difficult to imagine Cobb having done had he rolled the Railton Mobil Special at the same speed – and the discovery, when the car was returned to Motor Panels' Experimental Department in October 1961, that about 75 per cent of it was salvageable for the rebuild. A tail fin was added and various other refinements incorporated, but the reconstituted CN7/62 was little different overall to the unfortunate CN7/60.

Once the record had finally been broken in Australia, Campbell returned his attention to the water speed record. But CN7 had one last outing before being retired, when Campbell agreed to perform a demo for charity in August 1966, on the long runway of RAF Debden, near Saffron Walden in Essex. Campbell was ill at the time, so a driver unfamiliar with the car drove it in his stead. Unused to the delayed power delivery of a gas turbine, he overshot the end of the runway, crossed a public road just in front of a bus and crashed in the field beyond, causing an estimated £50,000 of damage.

Still with its twisted bodyshell, CN7 lines up today alongside other stalwarts of British LSR history in the National Motor Museum at Beaulieu.

My own two-word epitaph to it certainly would not read 'absurdly elaborate' but 'potential unrealised'. It could and should have elevated the wheel-driven land speed record to a remote new plane. M

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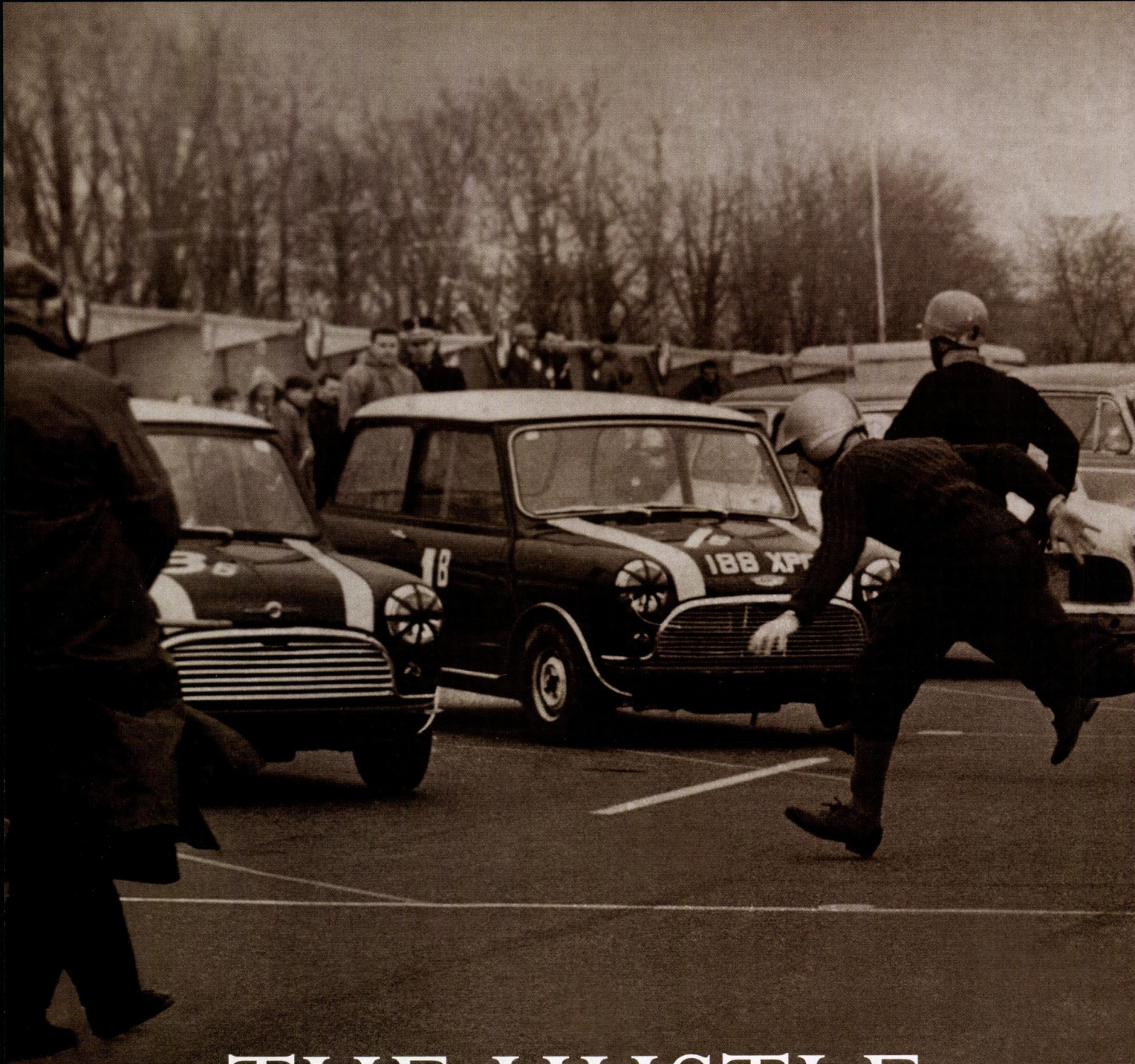
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THE HUSTLE IN BRUSSELS

THE AMAZING MINI COOPER MADE ITS DEBUT 40 YEARS AGO. BILL BLYDENSTEIN EXPLAINS HOW HE SCORED THIS LEGENDARY CAR'S FIRST INTERNATIONAL RACE WIN – AGAINST THE HOPES OF A PARTISAN CROWD AND CONTRARY TO THE TACIT WISHES OF HIS TEAM BOSS



Bill Blydenstein stumbles towards his Mini Cooper. Team-mate Lucien Bianchi would lead for much of the race – but not at the finish

courtesy of Bill Blydenstein

THERE WAS NO WAY A SIX-CYLINDER ZEPHYR WANTED TO LET THIS pipsqueak by. But it was raining, and the big Ford slid wide on a cobbled S-bend… "Left him for dead!" grinned John Cooper.

It was late in the autumn of 1959 and this had been John's first drive of the new Mini. He was exultant, recounting the cheeky overtaking manoeuvre with his usual gusto to a large crowd in the pub round the corner from Cooper Cars at Surbiton.

Among us was Graham Hill, who was able to substantiate John's story. Graham had recently been to Brands Hatch in the first Speedwell-tweaked Mini. Fitted with twin carbs and a free-flow exhaust, he had lapped within a second or two of the best time achieved by the fully developed Austin A35 Speedwell racer. The Mini was big news, and clearly had huge potential.

In my capacity as a consultant stress engineer, my visits to Cooper Cars were frequent, and during the next two years I was given the chance to test several Mini Cooper prototypes. One such had been fitted, temporarily, with a 78bhp 1100 Formula Junior engine. It flew! Prepared by Ginger Devlin, it caused a sensation at Brands when Tony Maggs and I were told to see what it could do. At a time when the quickest works-supported Rileys lapped in 66sec, we were soon down in the low-64s and improving – moving into 3.8 Jaguar territory. However, Devlin called us in as soon as our times stabilised, loaded up and disappeared back to Surbiton. Like all the best engineers, he frowned upon drivers frivolously enjoying themselves and wearing out machinery.

When John Cooper was casting around for the fourth driver for his team of works-prepped Mini Coopers, I happened to be in the right place at the right time. It helped that I had been involved in saloon car racing since 1958 at national and international level. The other drivers were all stars in their respective categories: John Love and Tony Maggs, both Rhodesians, were Cooper's FJ drivers – managed by Ken Tyrrell – and John ➳





Blydenstein took centre stage on the podium (left), despite playing second fiddle to team-mate Lucien Bianchi for much of the race (right)

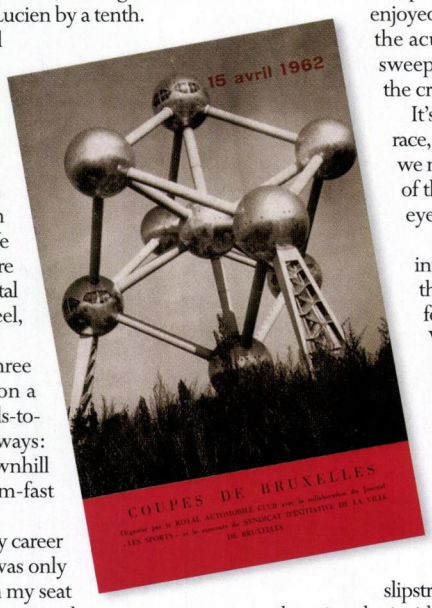
courtesy of Bill Blydenstein, André van Bever

Whitmore had been the 1961 BRSCC Saloon Car Champion in a Don Moore 850 Mini. So I was very much tail-end Charlie.

The first events for the team were at Snetterton and Brussels on April 14 and 15, respectively: Tyrrell was to take two cars, for Love and Whitmore, to Snetterton, while John took the two destined for Lucien Bianchi and myself to Brussels.

Our immaculate green-with-white-stripes Minis caused a sensation at scrutineering. Local ace Lucien was fresh from winning at Sebring and was itching to get going. Our practice times only served to fan the flames. We pulverised the lap record for the up-to-1000cc class by more than 12sec, beating times set for the 2-litre race. In the end, I pipped Lucien by a tenth.

Having discovered that Love and Whitmore had finished first and second in the up-to-1000cc class at Snetterton, our dinner that evening was a cheerful affair. But John pointed out that he expected us to behave responsibly in the race; while he refused to lay down the law, he suggested that we hold station for the first seven of the eight laps. We could then make a race of it. But how were we to know when we had entered that vital last lap? He would show us a spare wheel, he said.



The Coupes de Bruxelles featured three saloon car races and three GT races on a 4.5km track that used bits of the Brussels-to-Antwerp and Gent-to-Antwerp motorways: two long straights and one long fast downhill sweep were connected by five medium-fast corners and three hairpins.

I felt confident. For the first time in my career I was driving a competitive car. There was only one snag: how would I be able to fasten my seat belt after the Le Mans-type start? Having survived a head-on crash the previous year, saved only by my harness, I had promised my wife to make use of belts at all times.

The flag fell. I tripped off the kerb and nearly fell flat on my face before propelling myself almost horizontally to the car. Bianchi and I went off as one, racing flat out down to the first double right-hander. Having the inside line, I eased in front.

It was now or never with my seat belt, and while I fumbled with it, Bianchi passed me. By the time I had both hands back on the wheel, he was 20 yards in front. Which was fortunate for me!

You see, the suction effect of the brick-like Mini's slipstream was very powerful. So much so that, on the next long downhill sweep, I had to back off to stop myself from ramming into my team-mate. As we had never run in convoy during practice, this was a revelation to me and, as yet, unknown to Lucien. I eased off. It was not in my interest to make a move until the last lap. I decided that the passing place would have to be the 110mph sweeper before the final hairpin. Plan finalised, I enjoyed the drive, practising slingshot exits from the acute hairpin at the entry of the aforesaid sweep. Bianchi was enjoying it too, waving to the crowds.

It's amazing how one loses count during a race, each lap drifting by. Only eight laps. Surely we must be near the finish? There was no sign of the spare, though. And John was avoiding eye contact, and kept shaking his head.

It finally occurred to me that he had no intention of provoking a fight to the finish: the darling of the crowd was leading comfortably, about to score a popular victory. Which is why I kept an eagle eye on the pitcrew. On the next lap there was a commotion; someone was pointing at the spare. It was now or never.

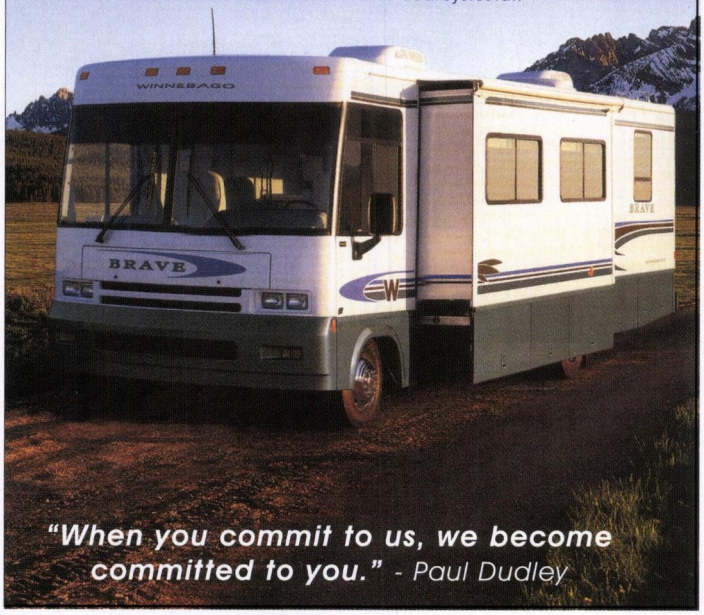
Hanging back, I achieved the vital slingshot exit, about 30 yards behind Bianchi. Finally booting it and catching the full effect of the slipstream, I barrelled past. Lucien looked up in horror and amazement. He ducked into my slipstream. But too late! I had a 10-yard lead and was hugging the inside line into and out of the last bend. I had scored that coveted first race win for the works Mini Cooper.

The Belgians crowded around. They were all asking Bianchi what had happened. By then he knew very well: on those last few hundred metres he had, at last, experienced the Mini's overwhelming slipstream effect.

My belts-and-braces approach had worked. M

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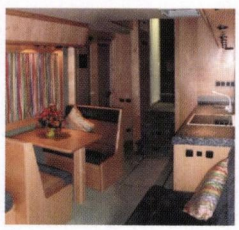
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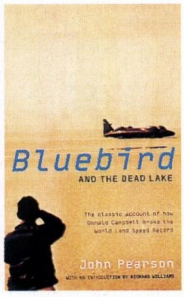
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BOOK REVIEWS

BLUEBIRD AND THE DEAD LAKE

BY JOHN PEARSON
ISBN 1 85410 836 0
Published by Aurum Press Ltd, £9.99



ACCOUNTS OF LAND, AIR and Water Speed Record attempts can get bogged down in endless stats, but there is no such danger here. This thoroughly absorbing story was by a reporter who tracked Donald Campbell during his LSR attempts in 1964, and it was first published just a year afterwards.

Campbell opened up to Pearson more than he did to other reporters, most of whom seemed to revel in his failure more than his successes, yet their mutual respect won't be mistaken for warmth.

Donald was a driven man. That Pearson was able to faithfully capture his Biggles-like persona in print was a clear case of him making the most of a fantastic opportunity.

On the down side, the price is steep for a small softback. **DM**

PORSCHE IN LE MANS

BY MICHAEL COTTON, ULRICH UPIETZ, EKKEHARD ZENTGRAF
ISBN 3 928540 28 9
Published by Gruppe C Motorsport Verlag GmbH, £49.99



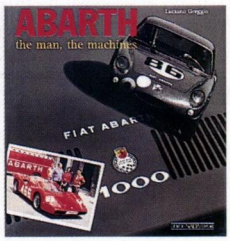
IT WAS VERY TEMPTING TO approach this book with cynicism; I knew what it would be like already, didn't I? The first inkling that I might be wrong was when I saw that Michael Cotton, doyen of sportscar reporting, was involved.

When I opened it and clocked a few pages, my misgivings disappeared completely. If some of the photo choices lack a little imagination, the quality is excellent. And though the bilingual text sometimes enforces a scrappy and confusing layout, the exceptional images have been given their head and printed as large as possible.

From the 356 of 1951 to the class-dominating GT3 911 of today, passing through the awesome 917, 936 and 956/962 years, a good-looking book like this is rarely quite so informative. **DM**

ABARTH – THE MAN, THE MACHINES

BY LUCIANO GREGGIO
ISBN 88 7911 263 5
Published by Giorgio Nada Editore, £60.00



HAS ANYONE OWNED A tweaked Fiat and not had that superb Abarth scorpion logo dangling from their keyfob?

But how many of those so endowed will have realised that Carlo Abarth, master tuner of small-capacity cars, hailed from Vienna, was originally called Karl, and was a leading sidecar racer before WWII?

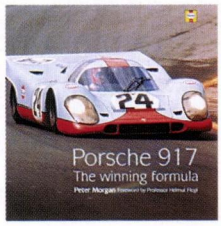
They will if they buy this 520-page homage to him. Although it skips over his war years in Yugoslavia, no other stone is left unturned: there is technical data for every model and a welter of unseen photographs.

The prose is not beautiful, but it does a good job of condensing the story of 7300 Abarth victories scored between 1949 and '71. No wonder the results section runs to 100 pages!

A very worthwhile work, but given its price and super-specialist nature, most tweaked-Fiat owners will, I guess, stick with the keyring. **PF**

PORSCHE 917 – THE WINNING FORMULA

BY PETER MORGAN
ISBN 1 85960 633 4
Published by Haynes, £25.00



ANY CAR IN THE RUNNING for the title of 'world's greatest racing car' runs the risk of being over-exposed in print, and the Porsche 917 has certainly had a healthy share of coverage so far.

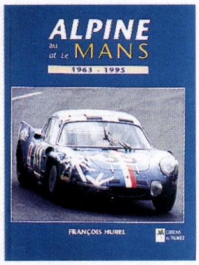
But this book has more to say than usual, since the author has spoken to many of those directly involved in the massive project of building a production run of the sensational racer.

The Porsche company is often seen as some sort of machine, but here we learn it is made up of humans like any other, as engineers, managers, and aerodynamicists debate how to hammer the fast but wayward prototypes into the ultra-reliable and superfast winners they became.

Factory photos show the many experiments which led to the huge range of body styles between the slinky prototypes and the 1100bhp blockbuster Can-Am versions, with plenty of racing action too. A good one-stop source for the whole 917 story. **GC**

ALPINE AT LE MANS 1963-95

BY FRANÇOIS HUREL
ISBN 2 914920 00 8
Published by Editions du Palmier, £29.99



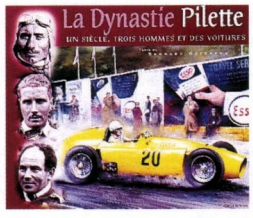
ALPINE MADE NO FEWER than 58 LM entries, and this is the story of how Jean Rédélé's philosophy of production parts in a lightweight frame evolved towards the Renault takeover and the 1978 victory of the A442.

French and English texts run in parallel in short sections, which makes it easy to look up a particular year. Every Alpine entry is listed and pictured, with a short resumé of its race, and there are sidebars on significant characters and events.

If the tone is amusingly upbeat ('In 1966, Alpine was one of the main victors, along with Ford and Porsche…"), it suits this relentlessly keen little team which, almost by accident, switched from chasing class wins to facing the big boys for overall victory. **GC**

LA DYNASTIE PILETTE,

BY GERARD GEERAERD
ISBN 9 782930 354002
Published by Apach, £24.99



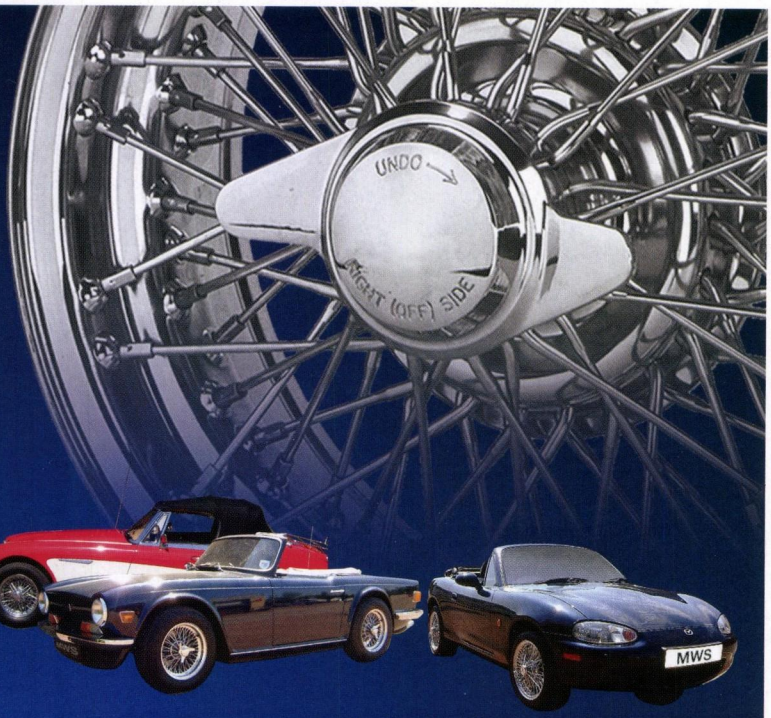
RACING DYNASTIES ARE not so unusual, but to find three generations competing, like the Belgian family of Theodore, André and Teddy Pilette is rare.

Many readers will know of the Pilette racing school, and Teddy's time in F1, F5000, sportscars and Can-Am, but the text also outlines his father André's exploits in grands prix, for teams such as Gordini and Scirocco.

But it's the story of Theodore's pre-WWI days which grabs the interest. From a spindly de Dion trike, he went on to massive Mors and Mercedes, entering GPs and the Indy 500 before dying in a road crash in 1921. These pioneering days are vividly brought to life by some exceptional photographs.

There is an English *précis*, but the wonderful photos say it all. **GC**

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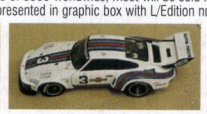
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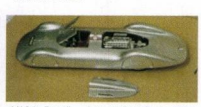
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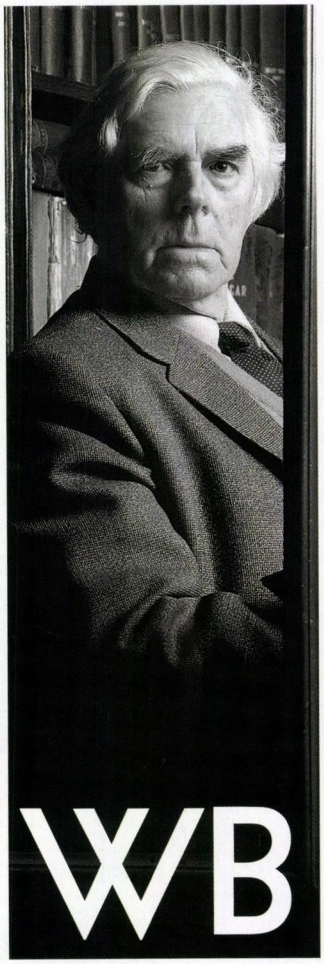
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Boycott for Brighton Run?

THE VETERAN CAR CLUB OF GREAT Britain and a great many of its members are, in my opinion absolutely correctly, objecting to the IMS/MSA change of dating for veteran cars in this year's Brighton Run from pre-1905 to pre-1907.

The Times has announced that up to 150 entrants are considering boycotting the Run as a protest against the participation of what it quaintly refers to as 'boy racers from 1907', although the Run is not a race. The VCC is angry that it wasn't consulted before the change was introduced.

Motorsport Now!, the MSA's magazine, has a piece entitled 'Edwardian Car Owners', in which it sees nothing wrong with extending the age limit of Brighton Run veterans. It says that this means "more Classic Car owners can take part in this world-famous event" and "those elegant Edwardian vehicles that were left behind in previous years can be part of the procession". Mr Andrew Coe, the MSA's Chief Executive, sees a mix of veteran and Edwardian vehicles as a financial gain, as elevating entries by an additional 200 to around 600 gives an extra entry-fees profit of some £20,000.

What an astonishing way to view a 75-year-old event, renowned the world over, intended to commemorate the repeal of the Red Flag Act in the days of pioneer motoring!

Apparently, the VCC Committee was not informed of this, but the MSA announcement appeared in their pages in *Veteran Car*, the Club's magazine, which its editor Elizabeth Bennett was therefore unable to kill. Already an advertisement for a powerful 1905 Delaugere 'now eligible for the Brighton Run' has appeared.

The accepted cut-off year for a genuine veteran car has been 1904 ever since the 1928 Run, and this is accepted universally. In 1930, when the Sutton Coldfield and North Birmingham AC had a run for old cars, the main prizes were awarded to pre-1905 vehicles, and at Brooklands the *Daily Sketch* observed the same dating for the races it put on there with the permission of the BARC. The same date was observed also for such races held there in 1939.

In 1930, the AC de France held a



Finishing Brighton Run is still a real challenge for a veteran car, as pictured left and right

a run from Lisieux to Pont l'Eveque for 'the ancients', i.e. really early cars; in 1931, a 1906 Hotchkiss was only allowed to act as a follow-up for any veterans needing help. MOTOR SPORT remarked 'that if only they would build that Channel tunnel we could make the London-Brighton Run a London-Paris Run...'

Now those true veterans are to be mixed with more sophisticated motors, a stupid and sad change after so long a period when good sense has prevailed.

The Vintage Sports-Car Club originally observed a cut-off date for vintage cars of pre-1931, but from 1936, following a suggestion by E K H Karslake in MOTOR SPORT in 1930, added a 1905-18 class to embrace those exciting racing cars such as the 1912 Lorraine-Dietrich 'Vieux Charles Trois', the 1908 GP Itala, 1910 10-litre Fiat and 200hp Benz, etc. Some long time afterwards, the VCC decided also to include Edwardians for certain of its events, but never for the Brighton Run it had shared with the RAC.

This latest unwanted and unnecessary change in Brighton Run dating has raised vehement objections from many. Steve Cropley, editor-in-chief of *Autocar*, is dead against the change. He thinks the motorsporting world will be surprised that the British, of all people, are willing to chuck away traditions in this way as, if the pre-1907 dating is adopted, he believes everything will change and that the famous Run 'will lose much of its point'.

I am sure that the majority of VCC of GB members and veteran-car owners far afield all agree. As I do.

Perhaps VCC owners with post-1904 cars could be persuaded to refrain from entering this year's Run?

miscellany

FOUR ROUNDS OF GRAHAM Chambers' Austin 7 Triple Challenge Racing contest have been held so far, 21 A7s turning out for the H&H Historics weekend at Donington Park. Every one of these rounds was won by an 'upright radiator' A7, and all those who normally run in VSCC trim had 15in wheels. At Donington Park, Alistair Fryling-Cork was first on handicap in his pre-war Special.

* * *

THE RECENT RALLY OF THE NEW Zealand section of the STD Register was notably successful. The Sunbeams ranged from a 1912 12/16 to a 1932 20, the Talbots from a 1915 4CY to a 1936 BG110. Alison Moores rode a 1924 350cc Sunbeam motorcycle. Supporters from Britain numbered 24, including Mrs Brett, STD Register Secretary, and 14 came from Australia. The aero-engined theme was represented by a Sunbeam 24/60 with two-seater bolster-tank body in which Wallace McNair has installed a 12.5-litre 250hp Sunbeam Maori V12 engine as used in WWI seaplanes, the Handley Page O/400 and the R33 airship.

* * *

THE ERA CLUB CONTINUES TO include some very fine pictures of ERAs in its magazine, both pre- and post-war, with long articles by those well qualified to write them, like Terence Brettell, Brian Shawe-Taylor, Brian Classic etc. If interested, the best way to see this is to apply for membership. The Hon Secretary is Guy Spollon, Arden Grange, Tamworth-in-Arden, Solihull, West Midlands B94 5DZ. The subscription is £8.

* * *

GOOD NEWS FOR ENTHUSIASTS of Alta. The prototype of Geoffrey Taylor's sportscars, registered PK 4053, has been reimported into this country.

THE MIDLAND AC HAD GOOD photographic shots of Ken Wharton with Leslie Wilson at Shelsley Walsh, some of the lady drivers at the Centenary, Wharton with a V16 BRM at Shelsley, Reg Hargrave's F3 Kieft displaying rear suspension deflection under take-off, and a fine colour aerial view of the famous hill, in its *MAC News* for April. With the season coming up, you may need the MAC Secretary's address: Roger Thomas, Shelsley Walsh Hill, Worcester WR6 6RP; tel: 01886 812211.

* * *

A PERSON WHO STARTED READING MOTOR SPORT in the 1960s has purchased for restoration an Austin-Healey, Reg KOX 70, which John Richardson used for transport and raced twice at Castle Combe and Brands Hatch in 1964/65, race numbers respectively 125 and 62. History and pictures of the car prior to 1960 are sought. Letters can be forwarded.

* * *

THE FOUR-CYLINDER O.H.C. Hispano-Suiza Bis 20 which the late Alec Ullman, a past-President of the American Hispano-Suiza Society, previously owned is now in this country.

* * *

THE CLASS WINNERS IN THIS year's MCC Land's End Trial were: D Hazelden (VW Golf), J M Williamson (MG PB), R D Bolt (Ford Escort), P E Mitchell (Skoda), P Tucker (Triumph), R C Chapple (VW Beetle), C T Kalber (Dutton) and D Foreshaw (Ford GVS).

* * *

THE REMAINS OF THE VERY RARE straight-eight racing Salmson have been found in France and it is being recreated with as many period parts as possible which are in keeping, although not those from the actual car.

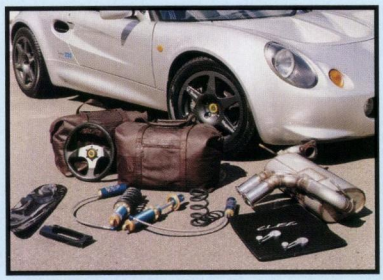
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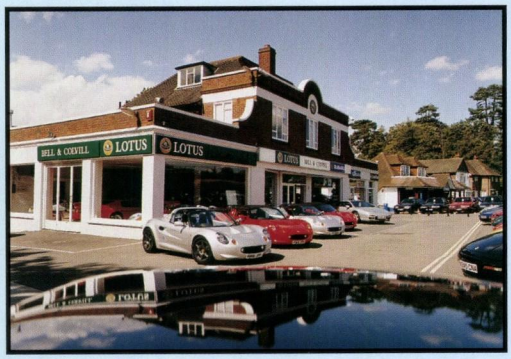
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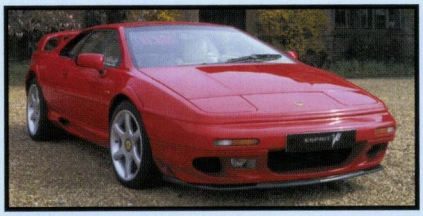
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Eric Fernihough's singular success



Fernihough's special Morgan competes at Bedwell Park in 1926, by which time it had gained a flimsy body

both: Brooklands Society Archive

MORGANS HAVE HAD A LONG, SUCCESSFUL AND OFTEN excitingly impressive competition history, carried on now in VSCC and other events. They normally used and use V-twin engines. But not always so.

In 1925, Eric Fernihough, who was to become one of the very greatest racing motorcyclists in the world, decided to use a single-cylinder engine of under 500cc in a Morgan, so as to attack 500cc records. A special frame was brazed-up at Morgan's Malvern Link factory and a single-port, pushrod-and-rocker inclined-valve JAP air-cooled engine of 85.7x85mm (494cc) installed.

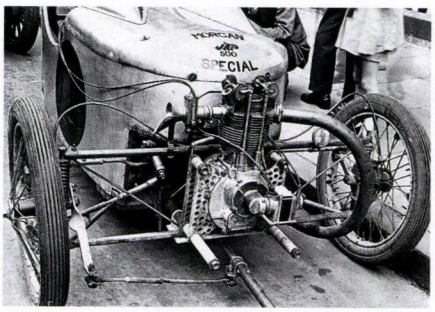
A special clutch thrust bearing was found necessary to protect the bike engine and a bevel-drive was contrived for the magneto. The steering-arm and stub-axles were solid steel forgings. Morgan's diminutive front-wheel brakes were retained, but the contracting-band rear-wheel brake was deleted. The direct steering was used for a while until its ratio was reduced with the aid of an epicyclic box from a Model T Ford. A trackrod of Ubas steel with spring-loaded ball-joint was fitted, as also to the steering draglink.

At first, occupants sat on a plank, with another for their feet. In this form the single-cylinder Fernihough Morgan was tested over 200 miles of snow-covered roads. A 2.5-gallon fuel tank was slung under the chassis, fed by an ex-aeroplane pump and large filter to the twin-float chambers. The weight was 615lbs.

At the time 'Ferni' was at Cambridge studying engineering, his rooms shared with Robin Jackson. The skeletal Morgan was run at the February 1926 Inter-Varsity speed trials at Wimpole Hall. With a passenger it won the up-to-600cc and unlimited sidecar classes by over six seconds. It had been towed there behind an old Swift two-seater.

In the return 'Varsity match at Henley Park, the unusual Morgan obliged again: finishing second in the unlimited sidecar class to Jackson's 1098cc racing Aero Morgan and first in the 600cc class, helping Cambridge to an overall victory.

Fernihough then took it to Brooklands, a drive of 180 miles out and back. An aluminium body had been made, detachable "to keep an eye on the more sheddable parts". A large Hartford shock-absorber subdued the back wheel and was found to increase speed by a useful margin. Avon Speedster 26x3 beaded-edge tyres were used at the front, a straight-sided Avon Tricord 26x3.5 at the back. A 4.5-gallon tank was now placed on the tail and oil dripfeeds fed the bevel-box and chains. The countershaft sprockets could be easily changed to give the ratios required (two speeds of course).



Just one pot and three wheels, but lots of records

Kathleen Butler, 'Ferni's' fiancée, rode and drove with him at Brooklands. In 1926, they took 14 Class H2 (three-wheeler cyclecars up to 500cc, with passenger) records, the flying-start 5km at 73.12mph, to six-hours at 49.51mph, after which a tyre burst. 'Ferni' yelled to Kathleen to jump out as he did; they were only bruised. In 1927, they increased the two-hour record to 62.37mph, taking the engine up to 5700rpm.

'Ferni' saw a future for a production 'one-pot' Morgan, with the then-annual tax at £4, selling for about £70. He did not proceed with this, but half-litre Morgans were raced by Jackson, with a 60x88mm (497cc) V-twin Blackburne engine, which did a flying-start kilo at 72.44mph.

In 1929, Mrs Gwenda Stewart used a one-pot 70x90mm Morgan-JAP to set 350cc-class records of up to 74.07mph. She also took 500cc records, the fastest at 80.59mph. Her Morgan was the first 750cc car (unless you prefer cyclecar) to exceed 100mph, in 1930, before the MG claim.

With today's scarcity of V-twin engines, I am surprised some Morgan men have not resorted to 'one-pot' motorbike power, which wouldn't be historically incorrect.

The man behind the name?

MOTOR SPORT'S VERY FIRST ISSUE WAS published in 1924 as *The Brooklands Gazette*. A year later this title was changed for the present more all-embracing one. I have often wondered who was the genius who, with two words, covered every aspect of motoring sport.

Originally Radclyffe's of Victoria Street, London, were the proprietors, and its editor by August 1925 was Bean and Frazer Nash-owner Captain Richard Twelvetrees. So perhaps he thought up the clever new name.

Before WWII, Wesley J Tee had acquired MOTOR SPORT and took me on as its at-first uncredited and unpaid but – if I may be permitted a mild boast – 100 per cent enthusiastic editor.

I have told the subsequent story in Jubilee Editorials, especially how W S Braidwood, BSc, studied to be a doctor while running the magazine and racing his hot GN for Cambridge in Inter-Varsity speed events.

Many organisations copied our title, which naturally Mr Tee tried to stop. But in the end he had to concede that it was easier to accept imitation as a sincere form of flattery.



VINTAGE TIMES

THE VSCC SEASON IS NOW IN FULL CRY. Recent results: the Curborough Speed Trials held on May 5 saw James Baxter (1934 'Nash) make FTD in 37.86sec. The vintage-car course record was broken by David Leigh's GN 'Spider'.

At Wiscombe on May 12, FTD at the popular hill-climb was set by Bruce Spollon's ERA R8C in 48.08sec. Best vintage-car: the 1929 Frazer Nash of Geoff Smith, 52.39sec. Quickest sportscar: the TT Rep Frazer Nash of Brian White (50.12sec). Best lady driver: Mrs Way, 1930 A7 Ulster.

A very bad moment

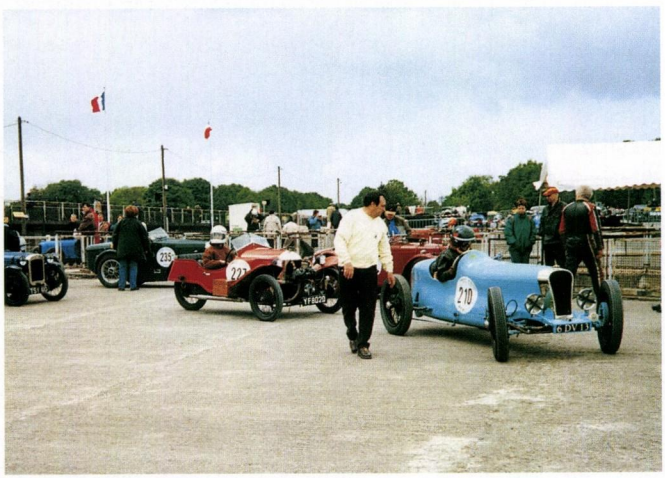
THE RECENT CASE OF GARY HART, WHO was involved in the accident involving two trains when his Land Rover and trailer left the M62, reminded me of my worst-ever driving experience.

I had left London in the dark to drive in the Rover back to Wales. I was sober and awake and going at a reasonable pace on the M4 when I felt a slight thump and the car spun through 180 deg and stopped, facing in the opposite direction.

Fortunately, other traffic was some way back, but headlamps began to flash as their drivers saw my lights facing them, as if coming towards them on the wrong side of the motorway. I rammed in bottom gear, used full throttle, and the Rover fortunately turned round and I drove on before anyone came up. I can only think a crushed can of some slippery fluid had caused the spin. But if a fatal accident had resulted, would I have gone to prison for criminally losing control?

In the present crash into a train, am I foolish in wondering if the road bridge needed more adequate Armco?

Montlhéry memorial meeting



British and French sporting cars filled the GP Historique paddock in Paris

WHATEVER MONTLHERY'S FUTURE, and pray that it be preserved, there is no lack of enthusiasm for it.

The fifth GP de Paris Historique for vintage vehicles in April was a memorial to the late Jacques Potherat.

There were masses of Morgans, opposed by two Sandfords and three Darmonts, 16 Amilcars and three Salmsons, and examples of Bedelia, EHP, Rally, Lombard and Anzani among the smaller French makes.

Well-known French, Italian and British cars were there, of course, and there was a class for 'Dames de Montlhéry', 48 entries. The races, over one of the well-preserved very steep bankings, were fun and a good time was evident, from competitors and those who merely looked on.

miscellany

THE POTTER TROPHY IN THE VSCC's Northern Ashbourne Rally was won by Adrian Chettle/Mrs Chettle (Ford Model A) and the Team Award went to the three-car 30/98 Vauxhall outfit.

* * *

THE VCC'S SOUTH WESTERN Welsh weekend had a good turnout for various social splendours, with routes chosen to suit the driver's estimate of his car's ability. As A7s predominate in VSCC events, so Renaults seemed to in this one, but there was admirable variety, from Johnny Thomas' 1902 GB Napier to a stately R-R, the latter perhaps anticipating a time when those of up-to-1914 antiquity will be seen going down to Brighton!



* * *

WE LEARN FROM THE INVICTA CC magazine that David Venables has acquired the ex-Douglas Blain 3-litre Invicta tourer.

* * *

SUBTITLED 'THE ENTHUSIASTS' guide to every Lotus 7 and Caterham 7 from 1957 to the present day', *The Magnificent 7* by Chris Rees is just that, with large and clear colour photographs of all these very sporting little cars, supplemented with action shots, etc. Included within the pages is the evolution of the Seven from Colin Chapman's days, and advice on how to buy, run and restore a 7. This Haynes Publishing 160 large-page book, ISBN 1 85960 848 5, costs £19.99.



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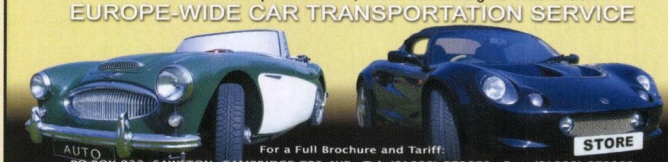
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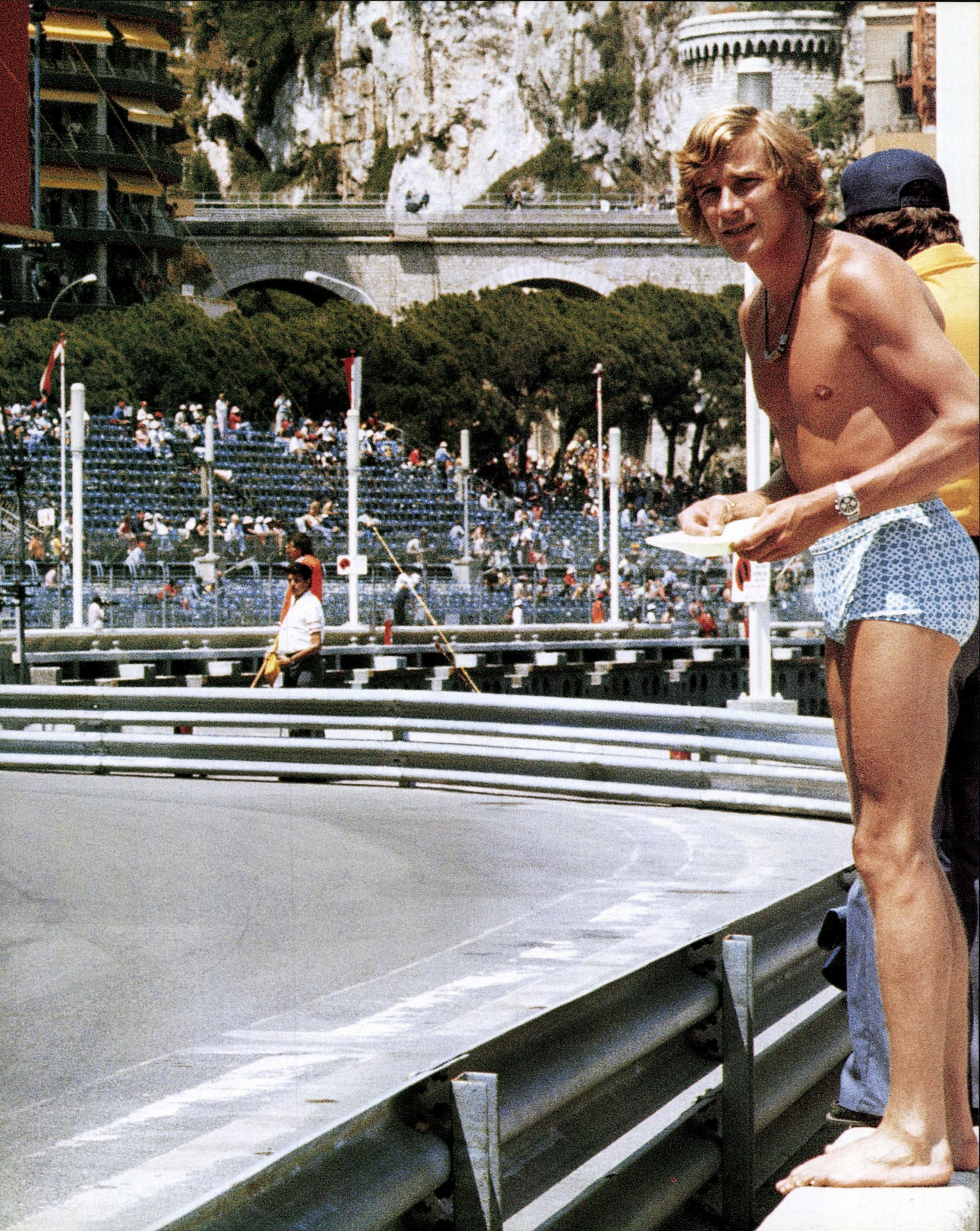
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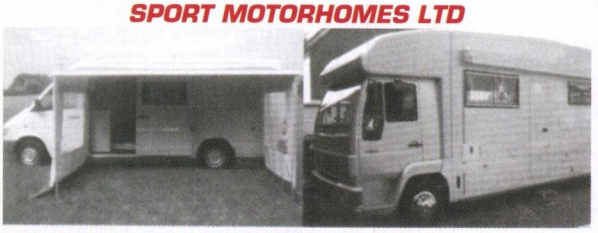
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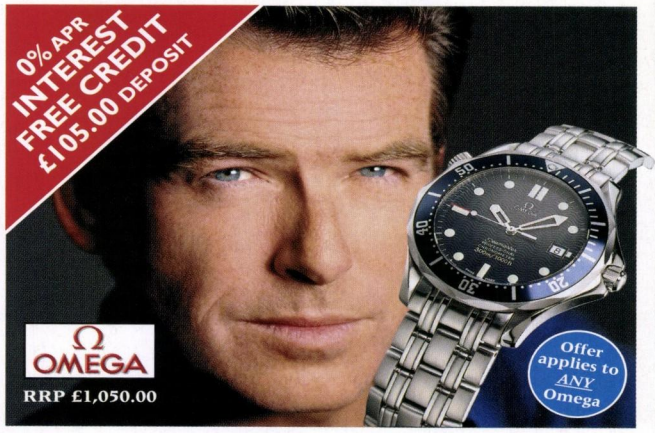
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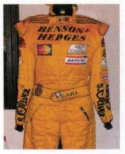


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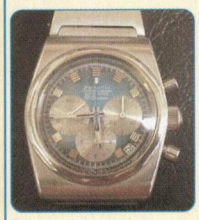
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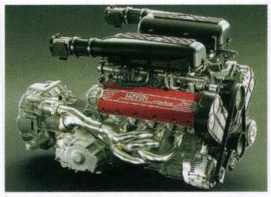
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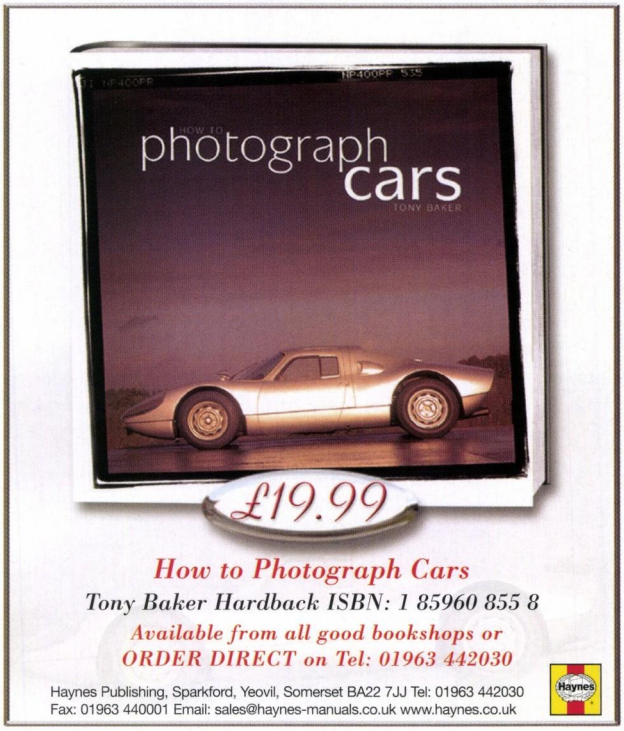
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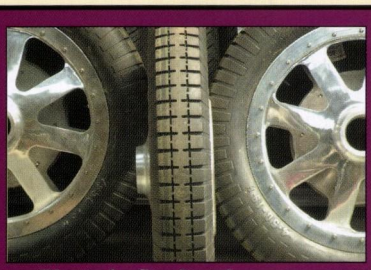


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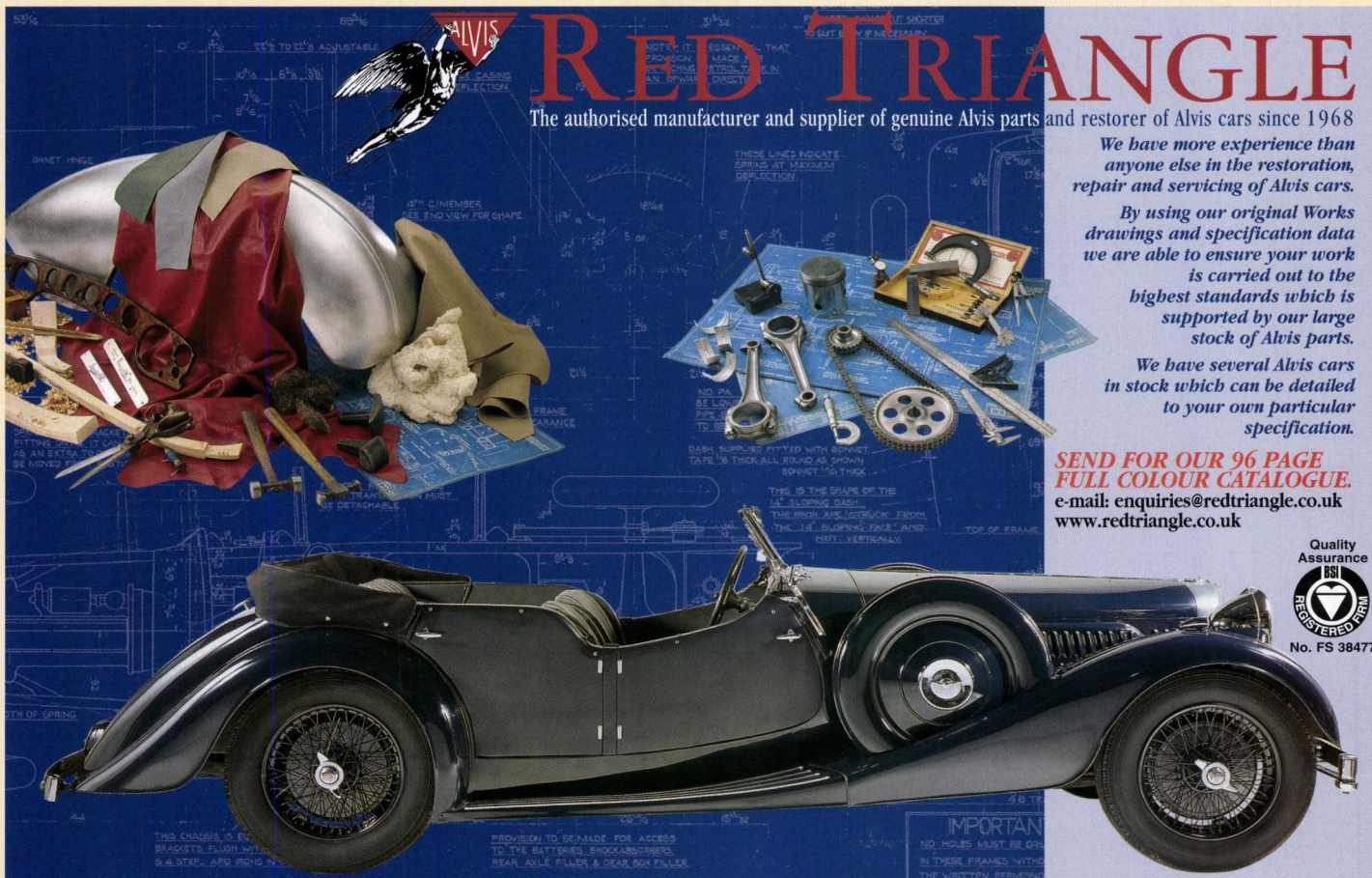
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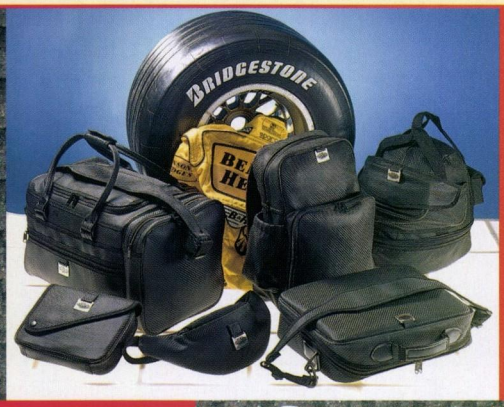
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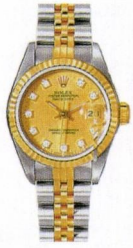
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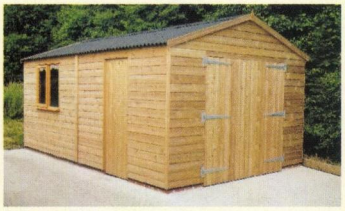




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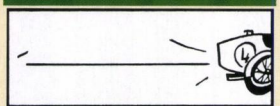
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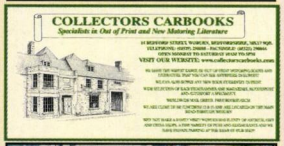
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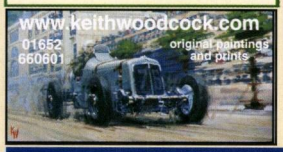




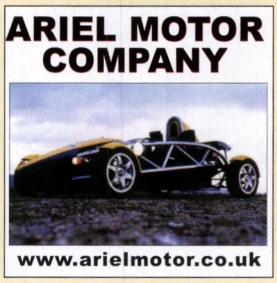
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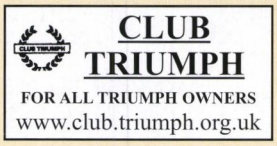


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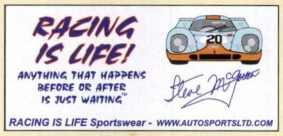
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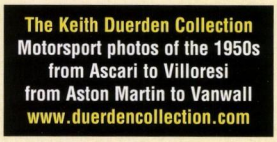
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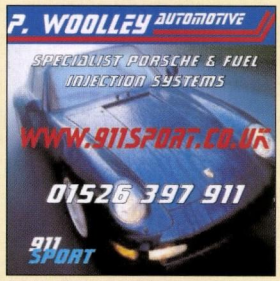
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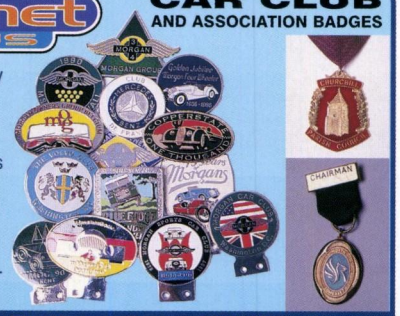
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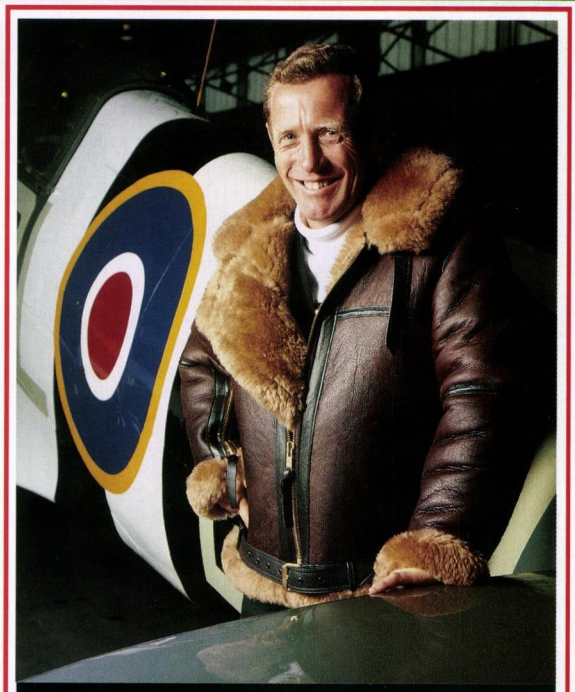
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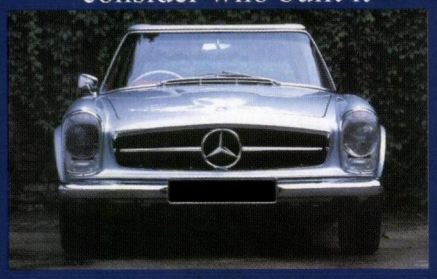
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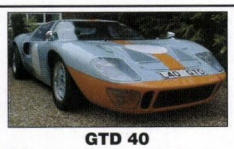
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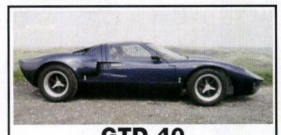
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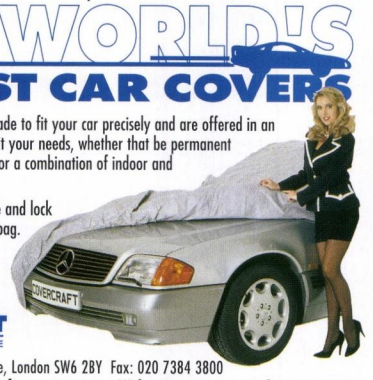
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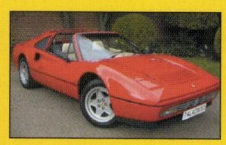
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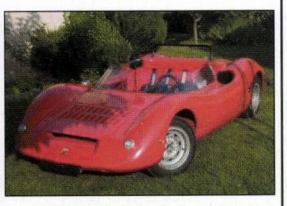
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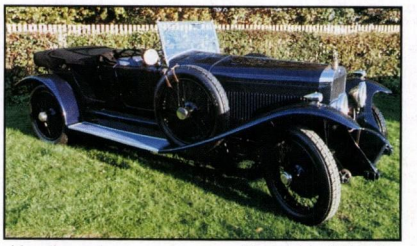
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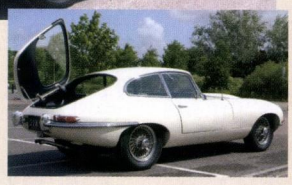


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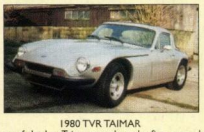
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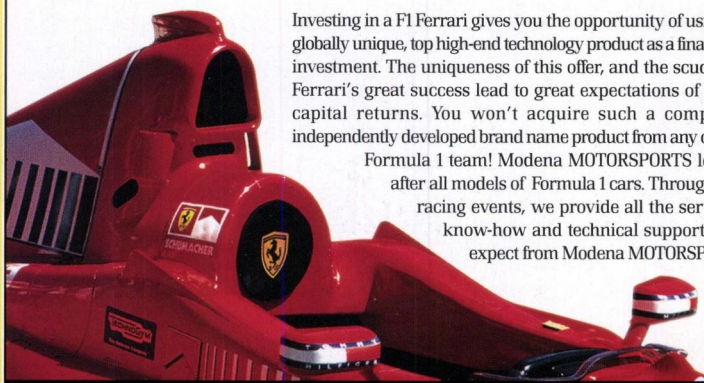
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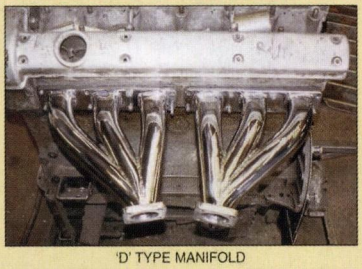
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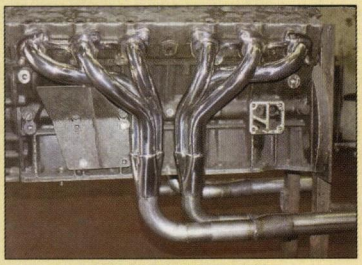
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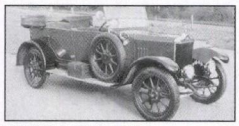
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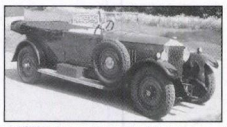


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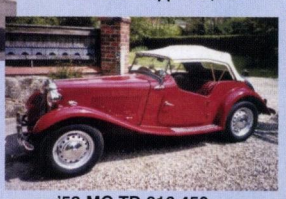
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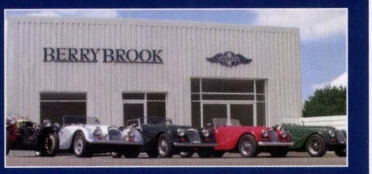
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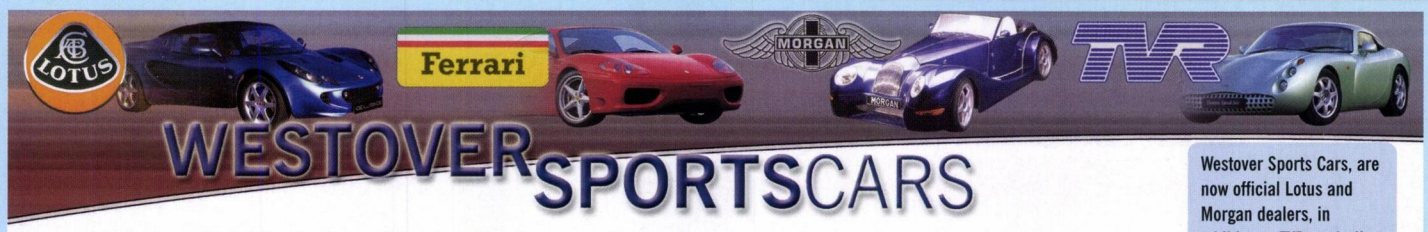
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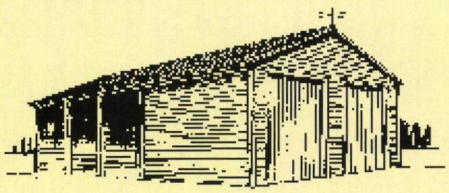
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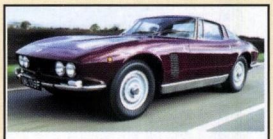
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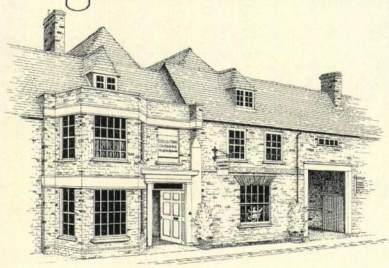
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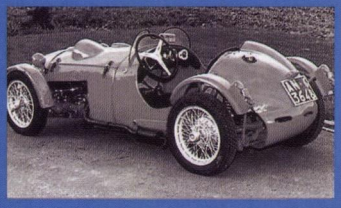
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MORETTI 1955



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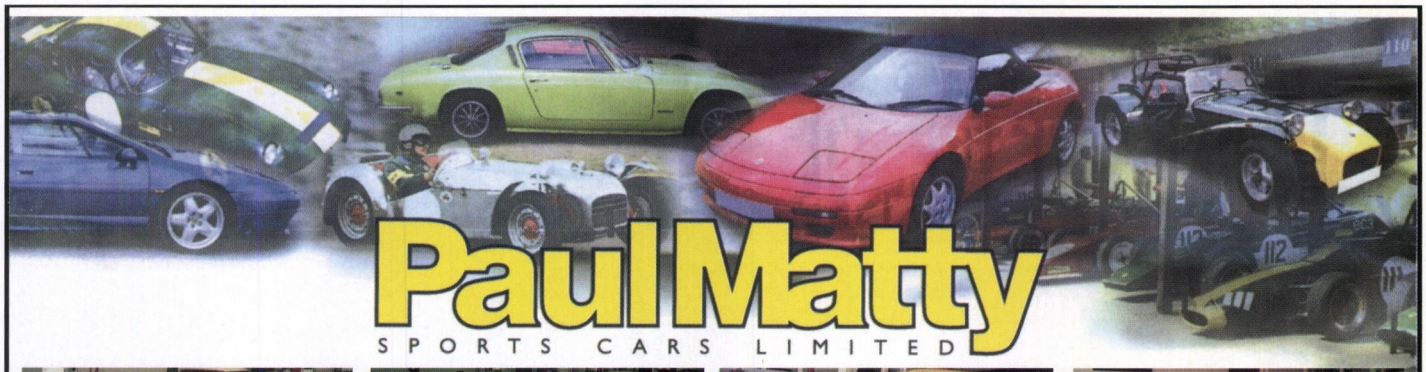


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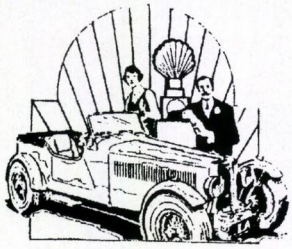
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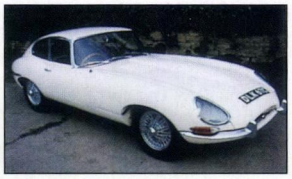
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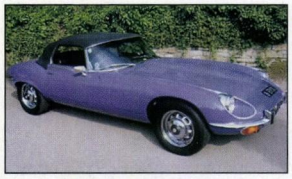
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1962 Lotus Elite S2. (Bristol Double, Dimple Body) 1460 Coventry Climax engine, with ZF 4 speed gearbox. Lotus Racing Green, a superb and rare motorcar, with very important history and provenance correctly priced, please phone/e-mail for full details etc.....**POA**



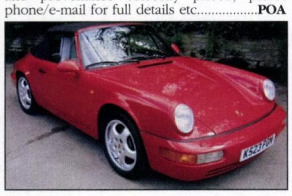
1962 Austin Healey 3000 Mk2A. RHD. Ice Healey blue, with Blue hood and Blue leather trim, overdrive, wire wheels, upgrades to brakes, engine etc. Superb restoration by last owner, one of the best there is **£27,950**



1972 Jaguar E-Type V12 Roadster. Manual, PAS, Roman Purple, with Black leather trim, chrome wheels, last owner 10 years, superb, original example that has just had circa £4,000 spent by us on re-commissioning (clutch, wheels and paintwork), cherished reg. number, superb to drive. The best value, and condition example anywhere at **£32,950**



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PORSCHE STOCKLIST

2001 PORSCHE 911 TURBO LAPIS BLUE 4000 miles
1999/0 PORSCHE GT3 LHD YELLOW 18000 miles
2001 PORSCHE BOXSTER 3.2 S ARCTIC SILVER 17000 miles
2000 PORSCHE BOXSTER 3.2 S ARCTIC SILVER 15000 miles
2000 PORSCHE BOXSTER 2.7 TIP LAPIS BLUE 23000 miles
1999 PORSCHE BOXSTER 2.5 METALLIC BLACK 22000 miles
2001 PORSCHE 996 COUPE ARCTIC SILVER 7000 miles
1999 PORSCHE 996 COUPE TIP ARCTIC SILVER 29000 miles
1999 PORSCHE 996 CABRIOLET ZENETH BLUE TIP 23000 miles
1999 PORSCHE 996 COUPE GUARDS RED 23000 miles
1997 PORSCHE 911 TURBO 4 POLAR SILVER 41000 miles
1997 PORSCHE 993 COUPE S POLAR SILVER 30000 miles
1997/8 PORSCHE 993 CABRIOLET ARCTIC SILVER 42000 miles
1997/8 PORSCHE 993 TARGA ARCTIC SILVER 15000 miles
1996 PORSCHE 993 COUPE IRIS BLUE 41000 miles
1995 PORSCHE 993 CABRIOLET TIP MIDNIGHT 27000 miles
1995 PORSCHE 993 COUPE POLAR SILVER 42000 miles
1995 PORSCHE 993 CABRIOLET MET BLACK 33000 miles
1989 PORSCHE 911 SSE CABRIOLET RED 71000 miles
1989 PORSCHE 911 SE CABRIOLET METALLIC BLUE 55000 miles
1988 PORSCHE 911 TARGA RED 72000 miles
1984 PORSCHE 911 S/E COUPE SILVER 99000 miles
1980 PORSCHE 911 SC COUPE WHITE 76500 miles

AC COBRA / JAGUAR / OTHERS

1967 JAGUAR E-TYPE 4.2 RDST MET SILVER CONCOURS 55000 miles
1966 JAGUAR E-TYPE 2+2 AUTO PRIMROSE 82000 miles
1962 JAGUAR E-TYPE ROADSTER RED 36000 miles
1936 BENTLEY 41/4 PILLERLESS COUPE BY GURNEY NUTTING DARK BLUE 1 OWNER 28 YEARS

Ferrari

FERRARI STOCKLIST

2000 FERRARI MODENA 360 FI MET SILVER 5000 miles
1999/00 FERRARI MARANELLO 550 TITANIUM 11000 miles
1997/8 FERRARI 355 SPIDER RED 2000 miles
1997 FERRARI 355 SPYDER RED 11000 miles
1997/8 FERRARI 355 FI GTS LHD RED 30000 miles
1997 FERRARI 456 GTA LE MANS BLUE 7000 miles
1997 FERRARI 456 GTA RED 8000 miles
1996 FERRARI 456 GT YELLOW 32000 miles
1995/96 FERRARI 355 GTS RED 12,000 miiles
1995 FERRARI 355 GTB RED 16000 miles
1994 FERRARI 348 SPYDER RED 23000 miles
1991 FERRARI TESTOROSSA RED 8000 miles
1990 FERRARI TESTOROSSA RED 15000 miles
1990 FERRARI MONDIAL CABRIOLET 3.4T RED 36000 miles
1989 FERRARI 328 GTS RED 8000 miles
1988/9 FERRARI 412i BLUE 45000 miles
1988 FERRARI 328 GTS RED 43000 miles
1987 FERRARI MONDIAL CABRIOLET 3.2 RED 32000 miles
1986 FERRARI 328 GTS RED 30000 miles
1979 FERRARI 308 GT4 RED 54000 miles
1979 FERRARI 512 BOXER BERLINETTA MET BLUE 21000 miles
1974 FERRARI 365 BOXER GTB/4 RED 16000 miles
1973 FERRARI 246 GT MET BLUE 26000 miles
1972 FERRARI 246 GT AZURE 48000 miles one owner
1967 FERRARI 275 GTB4 RED 36000 miles

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1980 MARCH FORMULA 2 802-8
EX TEAM HORAG - CANAM

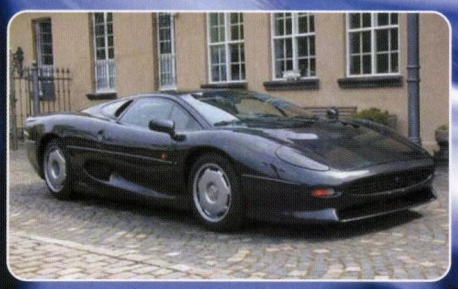
With a full, very impressive history, this Formula 2 and later, CanAm Team Horag, March has superb provenance and is a guaranteed investment. This car, chassis number 8, is also supplied with its original Canam body and has been restored to the very highest standards. Its original chassis holds the BMW M12/7 engine and even boasts an original *Wagenpass*. This car has never been raced since its restoration, however it is fully race-ready and available immediately in Europe for only **Euro 25,000**.





1964 Alfa Romeo TZ 1 Stradale

A unique opportunity to own a very rare TZ 1 Stradale. With its tubular chassis number 84, this car is in absolutely immaculate condition and its 1600cc engine is pristine. A very limited number of these cars were ever produced. Including FIA papers, this car is race-ready and eligible for all historical events. Available in Europe for only **Euro 175,000**.



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Surely one of the most renowned sports cars ever produced, this 200+ mph monster is available for a fantastic price. Finished in black metallic over grey hide, two previous owners, the first being Flavio Briatore, who never drove the car! With only 21,000km on the clock and in absolutely perfect condition cosmetically and mechanically. Available in Europe for only **Euro 190,000**.



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Also with a truly impressive history, including wins at Silverstone and Brands Hatch, this car has recently undergone a COMPLETE restoration by Richardson in the UK. Reflected in the price, it included totally stripping, dismantling and rebuilding from scratch using the latest methods and materials. Available in Europe for **Euro 175,000**. Contact us for further details.

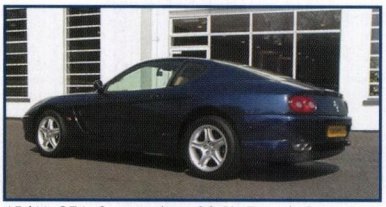
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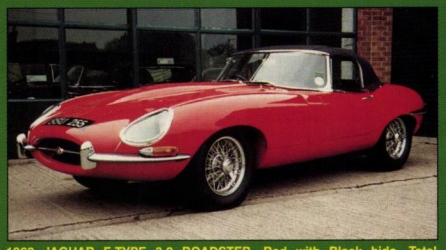
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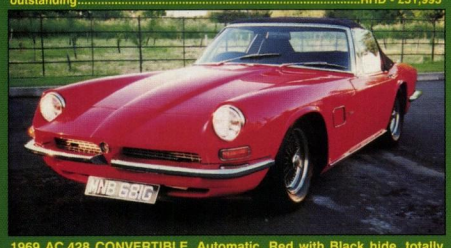
1952 JAGUAR XK120 ROADSTER, ALLOY BODY. UK car, chassis number 661026, O.E.W. with Tan hide. Total nut and bolt 4 year restoration and upgrading carried out by the most acknowledged experts. Disc brakes, high ratio axle, B Type head, competition wire wheels, uprated suspension and modifications to accommodate the taller driver. Sensationally quick with handling to match. Would cost to replicate, well over £90,000. Quite outstanding.....RHD - £51,995



1963 JAGUAR E-TYPE 3.8 ROADSTER. Red with Black hide. Total restoration, just undergoing extensive upgrades, 5 speed getrag,k comp c.w.w., 4 pot calipers, suspension etc. An outstanding example that would cost to replicate well in excess of £70,000 .....RHD - £49,995



1951 MGTD. Ivory with Biscuit hide and Tan weather equipment. Total ground up restoration to the very highest of standards, the attention to detail is second to none. Equipped with high ratio axle, wire wheels, boot rack, period radio, badge bar etc. A finer example would be hard if not impossible to find.....RHD - £18,995



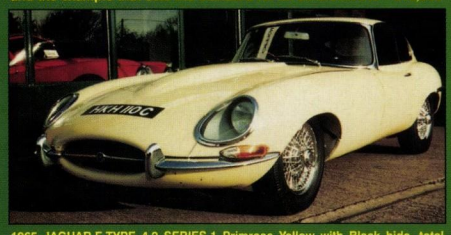
1969 AC 428 CONVERTIBLE. Automatic, Red with Black hide, totally restored and uprated by Marque specialist 'Uniclip' at a cost well in excess of £55,000. Considered by many to be one of the ultimate all time greats. Only 29 produced, a true supercar. When new I owned several examples used as everyday cars. Not until I purchased a Daytona Ferrari did I have more fun "on four wheels". Simply stunning and the example that sets the standard for all others....RHD - £49,995



1967 MERCEDES BENZ 250SL MANUAL. In Deep Blue with Grey hide. 4 owners and a warranted 61,000 miles from new with a most comprehensive history, PAS, rear seat, hard top, period radio and manual gearbox. A most original and outstanding example.....RHD - £21,995



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1965 JAGUAR E-TYPE 4.2 SERIES 1 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



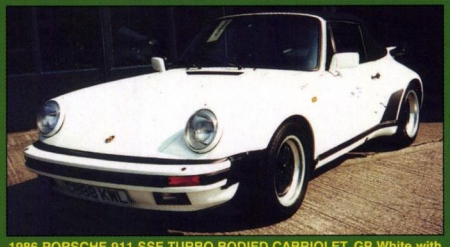
1947 MGTC 1250. Black with Biscuit hide and Tan double duck weather equipment. Restored to a concours standard by a leading TC specialist. The attention to detail is second to none. The finest example I have ever had the pleasure of offering.....RHD – £19,995



1972 MGB ROADSTER. BRG with Black hide. Total restoration on a new heritage shell. Stage 2 engine, uprated suspension, overdrive, C.W.W. etc. Built to the highest of standards, would cost in excess of £20,000 to replicate. Quite sensational.....RHD - £13,995



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1986 PORSCHE 911 SSE TURBO BODIED CABRIOLET. GP White with Dark Blue hide. 55,000 miles, FSH. Elec sports seats, CD music system, top tint screen, factory alarm, cruise control etc. Impeccable condition and very rare.....RHD - £20,995



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1967 LANCIA FLAMINIA 2.8 3C. Ivory with Black hide. Last owner since 1972, a warranted 25K. 1 of only 17 RHD, out of a total production of 180. Works hard top, Nardi steering wheel, period radio. Quite unrepeatable.....£29,995

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.....£28,995

1947 MGTC 1250. Black with Biscuit hide and Tan double duck weather equipment. Restored to a concours standard by a leading TC specialist. The attention to detail is second to none. The finest example I have ever had the pleasure of offering £19,995

1953 MGTD 1250. Opalescent Fern Green with Biscuit hide and weather equipment. Total restoration in 1991, little use since. Equipped with wire wheels, spot lamp, badge bar, boot rack etc £15,995

1964 DAIMLER DART SP250 C SPEC. Ivory with Black hide piped Cream. Rack & pinion steering, tonneau cover, over riders, wood rimmed wheel, fuel reserve etc. History from new, unrestored but lovely £13,995

1964 MGB ROADSTER, PULL DOOR HANDLE. In O.E.W. with Red hide. Fitted overdrive, wire wheels, foldaway hood, wood rimmed steering wheel. Total restoration in 1996. An exceptional example would please the most critical £10,995

1977 TRIUMPH STAG AUTO. Java Green with Black Ambla trim. FSH, extensively restored to the highest standards with rebuilt engine, Minilite wheels, PAS & radio. An outstanding example.....£9,995

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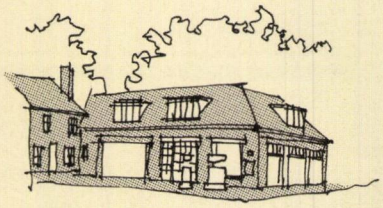
1978 PILGRIM FAMILY TOURER. Finished in Primrose with contrasting Black interior. This fine example is fitted with the 2.3 V6 engine and Cortina running gear. Built to an exacting standard and totally detailed throughout. An awful lot of fun £6,495

1968 MGC GT AUTO. Black with black hide. Equipped with webasto sunroof, radio, spot lamps etc. Comes with a most comprehensive history going back many years, good value £5,995

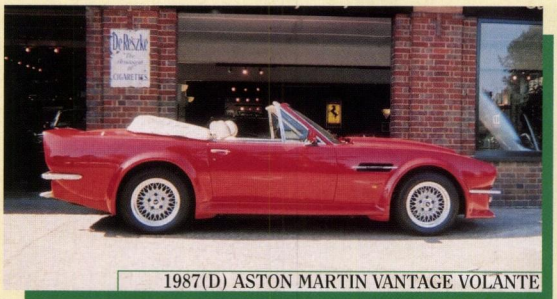
1985 LANCIA GAMMA MK2 AUTO COUPE. Oyster with Tan trim. Possibly the finest example available, only 36,000 miles from new, P.A.S., elec windows, radio/cass, alloy wheels etc. Only used in dry weather, simply sensational £5,995

1964 MINI COOPER 1275S. Blue, White roof, 1340 eng, minilite wheels, twin tanks, Monza fillers, wood rimmed wheel. Not for the faint hearted £4,495

1978 ALFA ROMEO 2.0 SPYDER. Oxford Blue with Mocha trim and Black mohair hood. 83,000 miles, extensive history, restored some years ago to a very high standard, little use since, superb. RHD £9,995

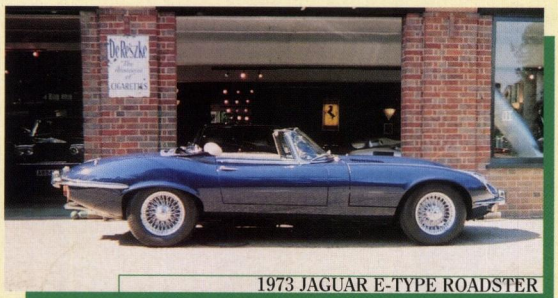


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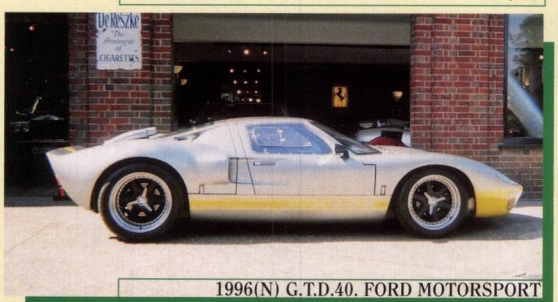
1987(D) ASTON MARTIN VANTAGE VOLANTE

5.3 V8 400 BHP SUFFOLK RED/MAGNOLIA STUNNING CONDITION, AIR CON. POWER HOOD, MANUAL, SERVICES AT FACTORY, 15,000 MILES FROM NEW **£79,995**



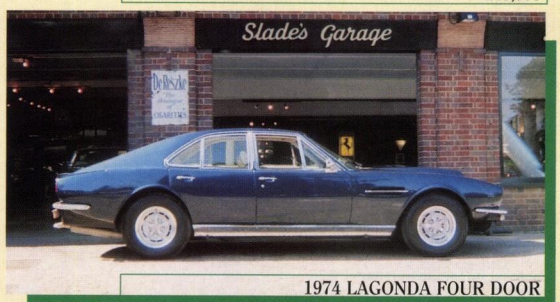
1973 JAGUAR E-TYPE ROADSTER

BLUE/BISCUIT, FULLY RESTORED IN 1990 AT NO EXPENCSE SPARED, STUNNING CONDITION, ABSOLUTELY THE VERY BEST **£49,995**



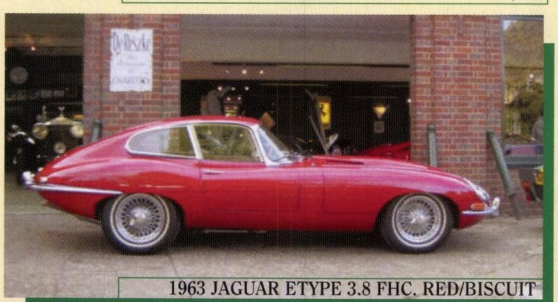
1996(N) G.T.D.40. FORD MOTORSPORT

302 CUBIC INCH (5.0 LITRE) ENGINE, FACTORY BUILT, ALL CORRECT, STUNNING RECREATION, SILVER WITH YELLOW STRIPE, BLACK INTERIOR, AIR CON, 1,300 MILES **£35,995**



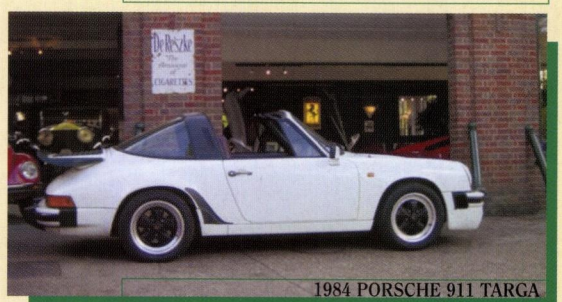
1974 LAGONDA FOUR DOOR

THIS VERY RARE 1/7 CARS BUILT AND ONLY 5 STILL LEFT IS A FANTASTIC EXAMPLE OF BRITISH MOTORING, CURRENT OWNER OF 20 YRS IN EXCESS OF £75,000 OF WORK DONE **£89,995**



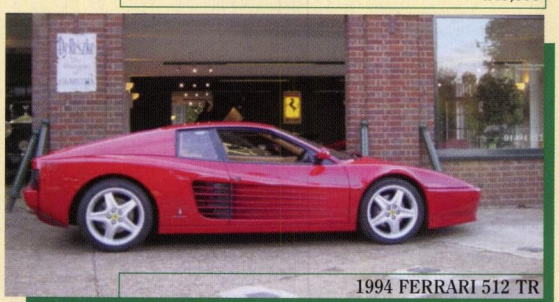
1963 JAGUAR ETYPE 3.8 FHC. RED/BISCUIT

FULLY RESTORED TO CONCOURSE CONDITION AND COMES WITH A COMPREHENSIVE PHOTOGRAPHIC HISTORY FILE, PERFECT CONDITION **£45,000**



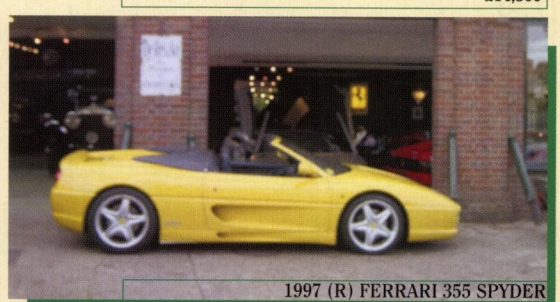
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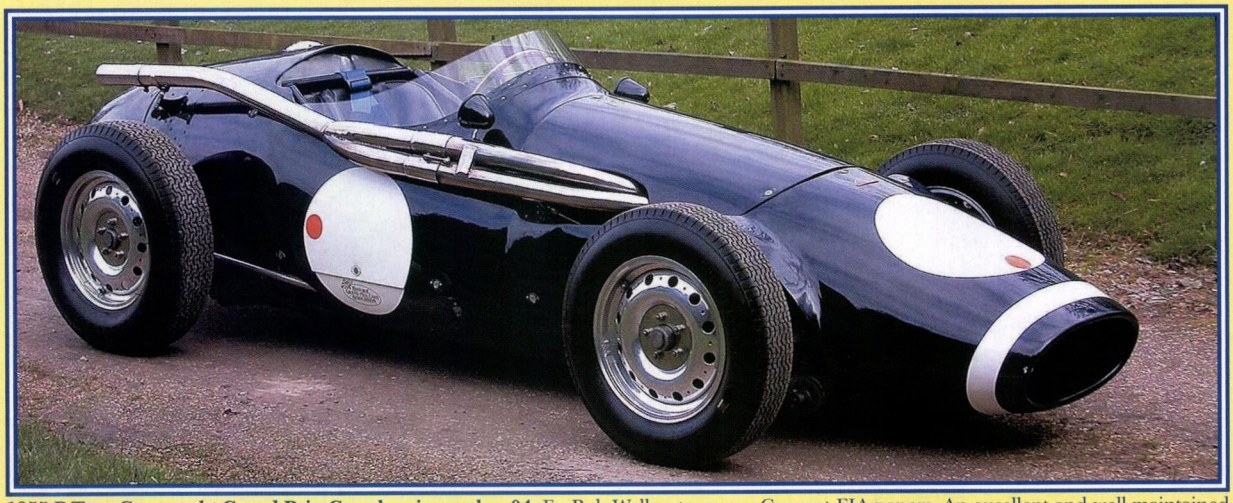
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JAGUAR XK 140 ROADSTER, RHD – Dark Blue/Grey hide, Dark Blue carpets, Dark Blue hood, chromed wire wheels, total chassis off restoration to J.D. Sports specification including modified original C-Type engine, 5 speed gearbox (not Getrag), disc brakes, uprated suspension, rack and pinion power steering, uprated wiring loom with alternator, bucket seats, full harnesses, full burr walnut dashboard, etc. Only 300 miles since completion last year. Ideal touring/rally car.

JAGUAR XK 140 ALLOY BODY ROADSTER, RHD – Silver/Red hide and carpets, Borrani wire wheels, radial tyres, disc brakes, rack and pinion power steering, uprated suspension, tuned engine, 5 speed gearbox, unique all alloy bodywork. Previously supplied by ourselves 3 years ago, 3000 miles since, truly stunning.

JAGUAR XK 140 DROPHEAD, RHD – Battleship Grey/Red hide and carpets colour coded, wire wheels, full matching numbers, original right hand drive, subject of a total chassis off restoration 8 years ago to a exceptional standard, now nicely mellowed, very rare in this condition.

JAGUAR XK 140 DROPHEAD MC, LHD - Black/Red hide and carpets, color coded wire wheels, full matching numbers and original specification, C type clinder, head sandcast carbs, overdrive gearbox etc. Restored by ourselves to original concours condition 3 years ago. No updates fitted but updates can be retro fitted if required. The best example available.

JAGUAR XK 140 DROPHEAD, RHD – Black/Red hide and carpets, Black hood, 16" chromed wire wheels, full matching numbers, original right hand drive, full restoration 11 years ago. Not in concours condition but an exceptional sound useable example.

JAGUAR XK 150 'S' 3.8 LITRE DROPHEAD, RHD – British Racing Green/Green hide, Black hood, 16" chromed wire wheels, original right hand drive, matching numbers, subject of a total chassis off no expense, spared restoration by J.D. Classics over a two year period, finest attention to detail throughout, very limited use since. The best available.

JAGUAR XK150 3.4 LITRE DROPHEAD, RHD – British Racing Green/Tan hide and carpets, Black hood, 16" chromed wire wheels, full matching numbers. A superb original low mileage example previously supplied by ourselves 4 years ago, recently fitted with inertia rear seat belts, exceptionally rare in this condition.

JAGUAR XK 150 J.D SPORT 3.4 LITRE ROADSTER, RHD - Dark Blue/Grey hide, Dark blue carpets and hood, 16" chromed wire wheels, subject of a total restoration by ourselves, built to a superb standard, updates include latest specification engine, 5 speed manual gearbox, fully adjustable suspension, amplifier ignition, rack and pinion power steering, milled alloy dashboard etc. STUNNING!

JAGUAR XK 150 4.0 LITRE V8 FIXED HEAD COUPE, RHD - Dark Blue/Grey hide, Dark Blue carpets, 16" chromed wire wheels, total restoration and update to include V8 4.0 litre engine, 5 speed ZF automatic gearbox, independent rear suspension, uprated front suspension, fully uprated brakes including ABS, electric seats, air bags, walnut dashboard and door cappings etc, an excellent opportunity to beat our waiting list for modified cars.

THE J.D. SPORT MARK II SALOON, XK 140 AND XK 150 – Developed over 10 years, and hand-built by J.D. Classics for modern motoring, with a little old-fashioned excitement! Colour specification to your choice, J.D. Classics sports front seats, complete leather interior, including door panels, parcel shelf etc., inertia reel belts to front and rear, our own unique walnut veneered centre dash to match your choice of woodwork, CD/music etc. to your choice. Highest specification, completely rebuilt sports engine, choice of either 3.4 or 3.8 litre, 4.2 litre fuel injection or our latest XJR V8 Supercharge. 3.4 to 4.2 litre engines are gas flowed, lightened and balanced, unleaded fuel head, electronic ignition, fast road camshafts. 2" stainless steel manifolds and exhaust system, catalytic converter, rack and pinion power steering, remote adjustable sports suspension, competition wire wheels, sports braking system, VR tires, choice of gearbox, air-conditioning, etc. Our work is carried out to an impeccable finish, and we will build to your individual specification if you wish. The world is blessed with 'look-alike', efficient, luxury vehicles. But are you excited? Boredom can be very expensive! The "J.D. Sport" is exclusive. It is a car that will express your taste, and your individuality. You may even get excited, again...! 'Please contact us for a brochure'

J.D. SPORT MK II SALOON 4.0 LITRE V8, 5 SPEED AUTOMATIC – Opalescent Silver/Red hide and carpets, competition chromed wire wheels, full XJ V8 drivetrain including independent rear suspension, climate control, electric windows and sunroof, central locking, ABS brakes, full leather interior, electric heated seats. Alpine stereo system, multi-function steering wheel, air bags etc, low mileage since completion.

JAGUAR MARK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Blue/Red hide and carpets, chromed wire wheels, subject of a total restoration 3 years ago, updates include rack and pinion power steering with alternator, air-conditioning, modern stereo etc. Excellent example.

JAGUAR E-TYPE SERIES 1 3.8 ROADSTER, LIGHTWEIGHT RECREATION CHASSIS No.51 – Silver/Black interior, modified engine, Webers, race exhaust system, correct lightweight wheels, vented hard top and boot lid, roll cage and full harnesses etc. We have just completed a major mechanical overhaul and body detailing. A very early example ideal for Race/Rally or Road use.

JAGUAR E-TYPE SERIES 1 4.2 ROADSTER, LHD - Opalescent Silver Blue/Black hide and carpets, competition wire wheels matching numbers, one previous owner and a genuine 17,000 miles from new. Unique. The best available.

JAGUAR E TYPE SERIES 2 4.2 FIXED HEAD COUPE - British Racing Green/ hide and carpets, chromed wire wheels, matching numbers, subject of a total restoration 7 years ago to an excellent standard, previously supplied by ourselves 4 years ago, wonderful example.

JAGUAR 'E' TYPE SERIES III COMMEMORATIVE V12 ROADSTER – Black/Beige hide, Black hood, chromed wire wheels, one of sixteen manual cars built, subject of a sympathetic restoration 2 years ago. Stunning.

JAGUAR XJC COUPÉ 4.2 LITRE AUTOMATIC – Red/Black hide and carpets, chrome pressed wheels, 17,000 miles from new, previously supplied by ourselves at 9,000 miles, original paintwork and interior, unused tools, original 8 track stereo meticulously maintained full history, the finest original example available.

JAGUAR TWR XJR 15– Metallic Blue/Black interior subject of a total TWR restoration 8 years ago unused since. Stunning throughout. Ideal car for Group C Invitation Series.

JAGUAR XJR V8 SUPERCHARGE SALOON – British Racing Green/Ivory hide, 1998 'S' registered, 8,000 miles and one owner, chauffeur driven from new. Full factory options fitted including special order heated rear seats and rear seat centre consul. Unrepeatable.

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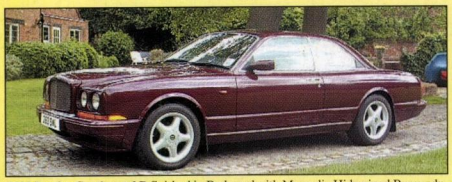
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1979 Aston Martin V8 Volante. This is a beautiful example finished in Rolls Royce Blue with new Blue Mohair hood and Magnolia Hide trim piped Blue. Fitted with all the usual refinements including automatic transmission, power hood and power steering and it also has a beautifully detailed engine bay. In the last 6 months, the car has benefited from a complete repaint and retrim and is in first class condition throughout. **£49,995**



1962 Bentley 4 Door Continental Flying Spur with Coachwork by HJ Mulliner. This is a very nice example finished in Burgundy with Beige Hide which has just been re-connelised. All of the wood veneer has recently been professionally refurbished and the car comes with a thick and detailed file of its continuous history. Fitted with the tried and tested V8 Bentley engine and power assisted steering this car offers excellent luxurious period motoring at a reasonable cost. Offers invited based on **£38,500**



1955 Citroen Light 15 finished in Metallic Sherwood Green with Spruce Green connolly hide interior with English Elm door cappings. Restored to a high standard, excellent throughout. **£8,995**



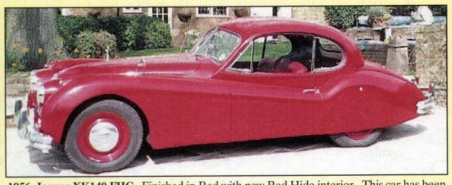
1981 Rolls Royce Carmargue III. Finished in Paprika with Tan interior and has covered only 82,000 miles from new. It has a really detailed service history and records kept by the previous owner. Being the third series, it is the most desirable of the Carmargue models and drides beautifully **£14,950**



1975 Jaguar 4.5 Coupe. Finished in Deep Ocean Blue with Magnolia hide and fitted with a "Forward Engineering" upgraded 4.5 engine with triple Weber carburettors. Despite this, the car is docile in traffic yet quick on the open road and has modified suspension and cross spoke alloy wheels. It is in fine condition throughout and is sensibly priced at **£7,995**



1974 Jensen Intercepter J Series finished in British Racing Green with Beige Hide interior and a considerable amount of service history. Fitted with automatic transmission, alloy wheels and air conditioning. **£7,995**



1956 Jaguar XK140 FHC. Finished in Red with new Red Hide interior. This car has been in the same ownership for the last 20 years during which time it has been regularly used and well maintained. **£19,950**



1975 MGB Roadster recently taken in part exchang New MOT, new hood, mechanically excellent, requires minor cosmetics. **£2,995**



1961 Aston Martin DB4 Series III. This is a very nice example finished in Burgundy with Black Hide. It is one of the rarer overdrive models and was delivered new with electric windows. We have a considerable service history file showing its continuous maintenance over the last 12 years. A nice solid car at only **£39,500**



1963 Aston Martin DB4 Series V. A really excellent example finished in British Racing Green with sumptuous Red leather interior. This model is the last of the DB4 line and is the same length as the DB5 with slightly increased boot space, sitting on 15" wire wheels and radial tyres. Fitted with overdrive and in splendid condition throughout. **£49,500**



1963 Aston Martin DB4 Series V Vantage. Come racing with Aston Martin this year. Lots of fun, nice people, huge adrenalin pump. You will have the most fun you have ever had. Enquire regarding this car.



1970 Aston Martin DB6 Mk II finished in Steel Blue with Natural Tan Hide. Fitted with manual 5 spd ZF transmission, PAS and chrome wire wheels. Unleaded. **£45,000**



1969 Aston Martin DB6 finished in Fiesta Red with Cream Hide interior and contrasting Red carpets. Beautifully restored 3-4 years ago and has very restricted use since. **£42,500**



1967 Aston Martin DB6 finished in British Racing Green with full Black Hide interior. Engine upgrade to 4.2 litres fitted with tripe Weber carbs taking it to beyond Vantage specificaiton. **£49,500**



1980 Aston Martin V8 Oscar India finished in Silver with Dark Blue Hide interior. An extremely nice example which has been in the same ownership since 1983. During this time, it has been very well maintained and comes with a complete service history through to the present day. Recent new sills and wheel refurbishment. **£24,950**



1987 Aston Martin V8 Coupe finished in British Racing Green with Tan Hide interior. An extremely nice example which has passed through our hands before. Complete service history through to the present day, 73,000 miles, fitted with cross spoke alloy wheels, automatic transmission, air conditioning and new sills. **£34,950**



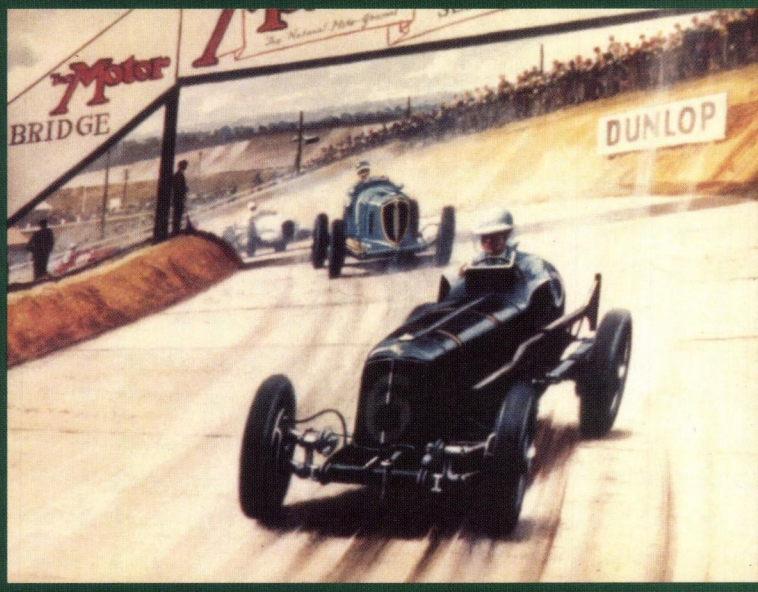
1983 Aston Martin V8 Coupe finished in Jubilee Silver with Tan Hide interior. This car has been the property of the same owner since 1985 and has a long and continuous service history with Aston Martin Service Agent, Ian Mason. Recently had the benefit of new sills, excellent condition both mechanically and cosmetically. **£29,950**

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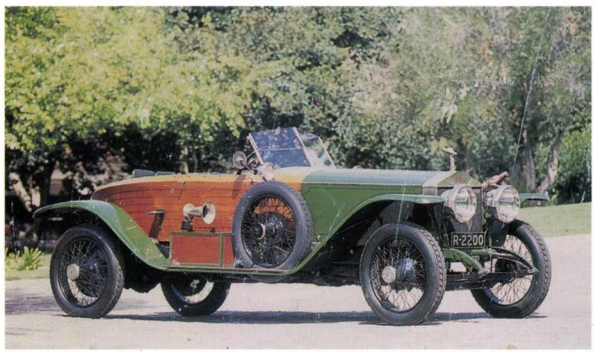
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