

"That's right. It was almost as if Leyland were desperate for some publicity. They expected to win straight away, and when they didn't win straight away, they were desperate not to have bad publicity. But I think people who know about motor racing know it takes time. It was a shame because the car was nice to drive. I'd driven the BMWs for four or five years, before and a little bit after that, and the Jaguar was very good. It was the class of the field, but didn't always finish."

Fitzpatrick told me that they didn't really feel like a big heavy car, and they were fun to drive.

"The handling was good because Broad-speed were pretty good with tuning cars, and so they knew what to do. So they were good fun to drive, and they were certainly very powerful. I remember at the Nurburgring, at the Six Hour Race, that I started and had something like a 20 or 30 second lead on the very first lap, and it broke on the second!

"You might say I drove too quickly on the first lap, but that wasn't really the case. Different things tended to break all the time. "There was also a bit of bad luck. I remember a big race at Silverstone, I think it

was the TT. Tim Scherkan and I had gone out, but Andy Rouse and Derek Bell were actually leading and looked like winning. With a very short time to go, Andy got caught out on some oil or water and spun off, and the big BMW went into the lead. So we sat out early had the mechanical thing, but that was really bad luck. I think if we'd won there at Silverstone, there was a chance they might have carried on.

"I remember after that we went down to do a race at Mugello, and we were waiting for some parts to arrive and, in fact, the parts never arrived. Then we heard that a few days before they had taken the decision not to carry on. Nobody had told us and we were all sitting at Mugello with the cars were waiting to go out for practice and nobody had bothered to tell us. That was it. That was how we found out, which was all a bit unwise."

"Ralph Broad was there, the drivers were there, the team was there, the cars all there waiting, jacked up waiting for the parts to arrive and they never did. Then we heard they'd taken the decision to stop the programme. Great shame."

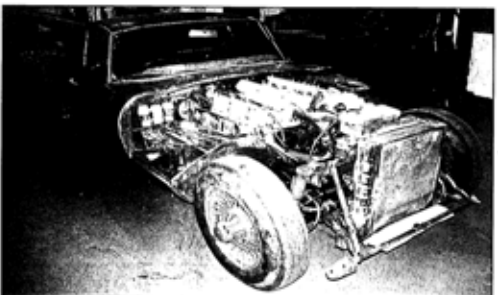
My recollection was that Ralph Broad, whose great ability I personally experienced

when he modified my MG Midget in the late sixties to enable me to go climbing and hillclimbing towards the end of my school days, was made the scapegoat at the time of the XJ6 debacle, but John reckoned he came out of this sad business with his credibility intact.

"Ralph Broad did a good job and then, of course, Walkinshaw took over with the XJ5 and, in fact, had learnt quite a lot from the Broad-speed days and those XJ5s were very good. I think it was '83, I drove with Martin Brundle and Tom himself, and a couple of the others. I think I was at Dorington with Martin. It was quite an interesting period."

I asked John if he felt, even then, that Brundle was going to be very successful. "He was very talented. He was very young then and quite newly in, but he had done very well in Formula Three and Tom had recognised that. He was very quick in everything, there was no question about it. You see these young guys and you hope they will make it into Formula One, but as soon as you've got the talent don't have the luck, and they don't make it. There is a lot of luck involved. I'm sure there are plenty of Scans walking around, who've never had the chance."

9600 HP - A START AT LAST



9600 HP FITS IN THE Classic Motor Cars WORKSHOPS HAVING HAD THE BONNET REMOVED AND 20 PLUS YEARS OF ACCUMULATED GRIME REMOVED. THE LATER RACITOR IS ONE OF THE FEW THINGS THAT WILL GO ON THE SCRAP PILE

The restoration has finally started. The chaps at Classic Motor Cars have been raring to get stuck in, but the demands of television have meant that they have had to be patient. However the fitting is now organised and so the project schedule, which has had to be revised several times to suit the media is now finalised. The goal is Geneva in March 2003.

The first thing CMC did, since the car arrived at their premises in early April, was to clean off the accumulated dirt and grime gathered as a result of more than 20 years sitting in various barns. Obviously

this has allowed us to examine the car in rather more detail and a number of intriguing features have been revealed. The remains of the LHJ throttle linkage are still attached to the bulkhead - the car was originally built in LHJ form but later converted by the factory. There is a thicker anti-rust for than standard. There are a number of differences to the way the car is trimmed and so on.

Now that the stripping has started CMC report that they have discovered some more fascinating aspects that show that the engineers were regularly

modifying the car, with parts being fitted within the bulkhead unpainted, no doubt due to the pressure they were working under. There are myriad scribe lines where parts are, or had been, fitted. More anon.

A 9600 HP BOOK

As a result of the Daily Telegraph feature on 9600 HP, I have been approached by a mainstream publisher to write a book about the old girl. This will be the story of the car, rather than a technical or historical book. It will be as detailed an account of the car's life as we can piece together, and the story of how that history is gradually unfolding. I am delighted to say that, as a result of all the publicity, a number of people are making contact and it is all very exciting. Little by little we are piecing everything together.

Jaguar sold the car in mid-1962 to Coombs of Guildford. This famous Jaguar dealership in turn sold the car to John Paddy Carstairs. Who was John Paddy Carstairs? I had been told, in 1977 when I bought the car, that he



SOME OF THE THING IS IN REMARKABLY GOOD CONDITION WHERE IT HAS BEEN PROTECTED. THE HINGED LOGGAGE BOARD IS LATEST TYPE. FRONT TRIMMING ITEMS HAS BEEN IN THE DOWN POSITION FOR OVER 25 YEARS.

was thought to have been a playwright. The Telegraph did some research and discovered he was film director, novelist, script writer and artist. Following the article in the paper, David Kinisella, who wrote a book on Allards, sent me some photographs of a shot taken from his book of the K3 built for Carstairs in the fifties. So he was obviously a car enthusiast. Bob Jennings, who as a boy I used to watch hillclimbing and who shared various MD with Mike MacDowall (who became MD of Coombs) including the ex-ScotsLife Lightweight 'E', wrote to say that Coombs had good connections with the Elstree and Pinewood studios, which probably explains how Carstairs came to acquire the car. Then someone sent a note to CMC to say that John Carstairs is still with us. We have corresponded and I hope to meet up with her soon.

With my quest for every last morsel of information about 9600 HP, may I ask if there are any readers of *Jaguar Driver* or maybe friends or acquaintances who can shed any more light on the car please?

I am very excited about the book because it is something very different for me rather than just another car book. It is going to be a challenge, though.

WATCH AND HEAR OUR HEROES

Speaking of challenges, after four months of solid, very hard work our first CD-Rom is completed and, as I write, about



LAST MONTH I DESCRIBED THE LIVERIED COACH USED FOR THE PRESS RIDE & DRIVE IN LAMBITZ - THIS MONTH THE PHOTO! AS CAN BE SEEN, THE EFFECT WAS EXTREMELY DRAMATIC AND IT IS HARDLY SURPRISING THE POPULARITY OF THIS DELIGHTFUL TOWN KNOW OF THE CAR'S PRESENCE IN THEIR AREA.

to go into production. The complexities and the possibilities have certainly stretched the little grey cells because there is so much more to a multimedia CD than a mere book.

I am sure they will never replace traditional books, but the CDs are so versatile and so much can be packed in. Apart from copious text and hundreds of photos, we have, for example, video footage of Strirling Moss driving 9600 HP through London's first car wash and the Coombs and Scowthorpe E-types, driven by Roy Salvadori and Graham Hill, racing in 1961. There is film of EJA and his driving in the fifties. More recent and very dramatic video has been recorded by the BBC of material shot for



THE FRONT BULKHEAD IS EXPECTED TO REVEAL MANY SECRETS IN THE COMING MONTHS. IT IS MAINLY FAT AND LAGGERS MADE OF THE PRESSED IDENTIFICATIONS OF THE PRODUCTION CARS. NOTE THE HOLD LHJ THROTTLE PARTS STILL IN SITU.

Top Gear. I will never forget the three days we spent on Exmoor with the Italian Job Roadster and a very nice Fixed Head. I will always remember it for two reasons - I have rarely been so cold in my life and the experience of driving along with a helicopter just above my head, brushing the hedge tops, going forwards, sideways and backwards -

HOT HEADS

As I write, we are looking forward to taking part in the Jabber 50 event in Belgium in late May. We have entered the 120 Roadster which being Old English White (otherwise known as Cream or Ivory) and with zero screens, looks somewhat akin to old HCV 500 which did to the original sun-bath '49.

Unfortunately the car popped a core plug when it overhauled recently, and now we have discovered the head gasket has blown. Tim Kemp of engine specialists VSE has come to our rescue and, at short notice, collected the car. We are currently keeping our fingers crossed and praying there is no more bad news. More on this and the event next month.

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BLOWN HEAD GASKET

or so it seemed. Brilliant flying and camera work, which produced some stunning film.

However, for me the most exciting part of the CD is the ability, and opportunity, to read excerpts from the hundreds of interviews I have conducted over the last 15 years of writing. I like quoting extensively in my books, but now you can actually hear the quotes. I never doubt when I was sitting in lounges, offices, garages and paddocks around the world that one day I would be able to share all this fun with other enthusiasts.

The interviewees range from Bill Heynes, who talks about the first run in EJA, to Jack