

that his car – rather gallingly for the BRM works team, using their spare engine – got to the finish and, with virtually all serious opposition eliminating itself, did so in first place! That this proved to be the only victory for the H16 engine in a two year career says a lot for Clark's ability, and rather less for that of the engine to run reliably for a sustained period of time ... Predictably, the same engine lasted less than 50 miles of practice in Clark's car for the next and final round of the 1966 World Championship in Mexico, and gear selection problems eliminated the Scot from the race.

The Lotus 43 made its final bow in the South African Grand Prix in January 1967, when two examples were wheeled out for Clark and new driver, Graham Hill. This race marked the first appearance of Team Lotus's new star-studded line-up, the first time since the 1950s when two World Champion drivers or two absolutely topline drivers had lined up alongside one another in the same team. The Englishman had been lured back to the team from BRM by the promise of great things to come and with the help of some extra money from Ford as a carrot. This was due to Walter Hayes' desire to have two top drivers at the wheel of Ford-powered car, as he recalls: 'I really didn't want to be in the position where we had a number one driver and a number eight driver or anything like that, so I said that I would very much like to get Graham Hill and so we got him.' Ironically, even in his first race for Lotus, Hill was still maintaining his links with BRM by being powered by one of their engines.

The combination of Clark and Hill was one of immense experience. However, they were quite different characters, both away from the track and behind the wheel. Clark had been born into a reasonably affluent family and was a complete natural when it came to racing. Hill had been born into a relatively humble background and had literally pulled himself up by his bootstraps, including the spell as gearbox engineer at Lotus. During that time, and afterwards, he made quite an impression on Mike Costin: 'It was fascinating seeing Graham develop himself. I remember him saying to me, in the very early days "I reckon I could become World Champion"'. Now it was all very well for the likes of Hawthorn and Collins and Moss to start off in motor racing and have their Dad or somebody buy them a car, but Graham started without any of that. And I remember saying to him "And the best of luck, mate". And yet, he did it.' Although they were different, what the two drivers had in common was that they were extremely quick, were consistent, knew how to win races, and were both former World Champions. This was exactly the combination, which Walter Hayes sought in order to give Ford the possibility of maximum exposure results-wise.

Neither car finished the race in South Africa and it marked a sorry end to the link-up between two of the great Grand Prix teams of the early 1960s. Since the bulky 43s were not particularly renowned for their agility and responsiveness, Lotus reverted back to the more nimble 2-litre cars for the next race at Monaco. Originally, this was intended to have been the event where the 49s would make their debut. However, initial problems with the DFV engine put back the schedule somewhat, so that they would not make their first appearance until the

following month in the Dutch Grand Prix at Zandvoort. As a result, Clark appeared in the Climax V8-powered car he had driven on occasion during 1966, while Hill continued to maintain his BRM links by driving a similar chassis but with the BRM 2.1 litre V8. While Clark set fastest lap and then retired, Hill soldiered on to finish a worthy second, continuing the run of good results in the Principality that he had enjoyed during the 1960s. Both drivers were particularly pleased when this race was over, since for the next race they would have their hands on their new secret weapon, and not a moment too soon.

The visual similarities between the Lotus 43 and the 49 are clear in this picture. In essence the 49 was a slimmed-down version of its predecessor. (Goddard Picture Library)



The complicated, unreliable and bulky BRM H16 engine. Installed in the back of a Lotus 43, it scored its only Grand Prix victory with Clark behind the wheel at Watkins Glen in 1966. (Goddard Picture Library)



Clark was back in his regular R2 for the Tasman series. This bustling pit-lane shot is taken at Pukekohe in New Zealand, one of only two races the team contested in the green and yellow colours of Team Lotus before the Players deal was finalised. (Ford Motor Company)

The race at Levin was to be the last ever appearance of the Lotus 49 in British Racing Green, for the following week, Colin Chapman announced the link-up of Team Lotus with the John Player tobacco firm, which would sponsor the team at all levels with its Gold Leaf brand of cigarettes. Henceforth, the team was renamed Gold Leaf Team Lotus and all cars were to race in the brand's red, white and gold colours. Consequently, Clark's car had to be hastily repainted in the garage of a Ford dealer closest to the venue for the next race, in Christchurch.

The third race of the Tasman Cup, the Lady Wigram Trophy, proved to be a fairytale debut for Gold Leaf Team Lotus. The 2.3-mile aerodrome circuit was ideally suited to the 49 and the Scot romped home to a comfortable victory ahead of Amon and also claimed joint fastest lap with the New Zealander. He also bagged the NZ\$1000 prize for being the first person to lap at 100mph in the race, making sure of it by doing so on only the second lap of the race!

Seven days later, the cars assembled again for the Teretonga Trophy at the Invercargill circuit. During practice, in an apparent effort to combat the aerodynamic

lift being caused by the new generation of wider tyres, Clark and his mechanics tried an experiment which involved the fitting of a wing section on the back of his car above the gearbox, with the objective of providing download. Jabby Crombac recalls that Clark's interest in aerodynamic devices had been sparked by a race (one of only two single seater races that he ever did in which he didn't drive a Lotus) in a USAC car at Riverside in November 1967: 'It was one of those peculiar small



The wing: after driving an Indy car with a vestigial wing, Clark was keen to try one out on his Lotus and so his mechanics made this, from a sawn-off section of helicopter rotor. Angle of attack was determined by hanging it out of the window on the way back from the airfield! When Colin Chapman found out about it, he ordered it to be removed forthwith and it was never raced ... (Roger Leworthy)



Introduced in June 1969, the Lotus 63 was Chapman's intended replacement for the ageing 49. Unfortunately, it did not meet expectations and so the 49s were pressed into service for almost another year ... This shot shows the front driveshaft, which passed just above the driver's ankles, front differential unit, which distributed drive from the main driveshaft running to the driver's left side, and reversed DFV with gearbox under the seat back. (Tony Walsh)



With the exception of his victory at Monaco, Hill's 1969 season was a disappointment. His Championship aspirations evaporated with a run of poor form in the last half of the year, culminating in his accident at Watkins Glen. The lowest point was reached at the British Grand Prix, shown here, when Hill had to drive a car borrowed from Jo Bonnier. (Tony Walsh)



The way it was: Herbie Blash pours a churn of fuel into Rindt's 49 (in the paddock at Silverstone during the 1969 British Grand Prix meeting). Unfortunately, due to the Austrian's flat-out battle with Jackie Stewart, consumption was higher than expected and the luckless Rindt had to make a stop for extra fuel before the end, having already pitted once to have an errant wing endplate removed. (Tony Walsh)



Jo Bonnier finally took delivery of his 49B in time for the 1969 German Grand Prix at the Nürburgring, but his relationship with the car would be brief. (Ed McDonough)



From March 1969 onwards, Love ran 49 R3 in the South African Driver's Championship with high front and rear wings, as well as nose fins. However, the compressed air system to make the wings pivot used at the Grand Prix was dropped due to poor reliability, in favour of a more conventional cable-operated system. Love is pictured here on his way to victory in the Rand Autumn Trophy at Kyalami in April 1969. (Adri Bezuidenhout)

Right - Love's car looked distinctive in its Gunston Cigarettes colour scheme of orange, brown and gold. Here it's pictured after the ban on high wings in international racing was introduced in 1969. Love's lead mechanic, Gordon Jones, is working by the front wheel. (Adri Bezuidenhout)



Below - For 1970, the first year in which Charlton raced his 49C, it was painted in this rather odd-looking combination of colours. Major sponsorship was still a little way off, a large number of smaller suppliers being responsible for keeping the car on the tracks. (Adri Bezuidenhout)



Right - For 1971, new South African Driver's Champion Charlton managed to attract sponsorship from the giant United Tobacco company, through its Lucky Strike brand of cigarettes. Consequently, the team and its cars' colours changed to red, white and gold. This is R8 as driven by Peter de Klerk during the latter part of the 1971 season after Charlton took delivery of his Lotus 72. (Jannie van Aswegen)

