

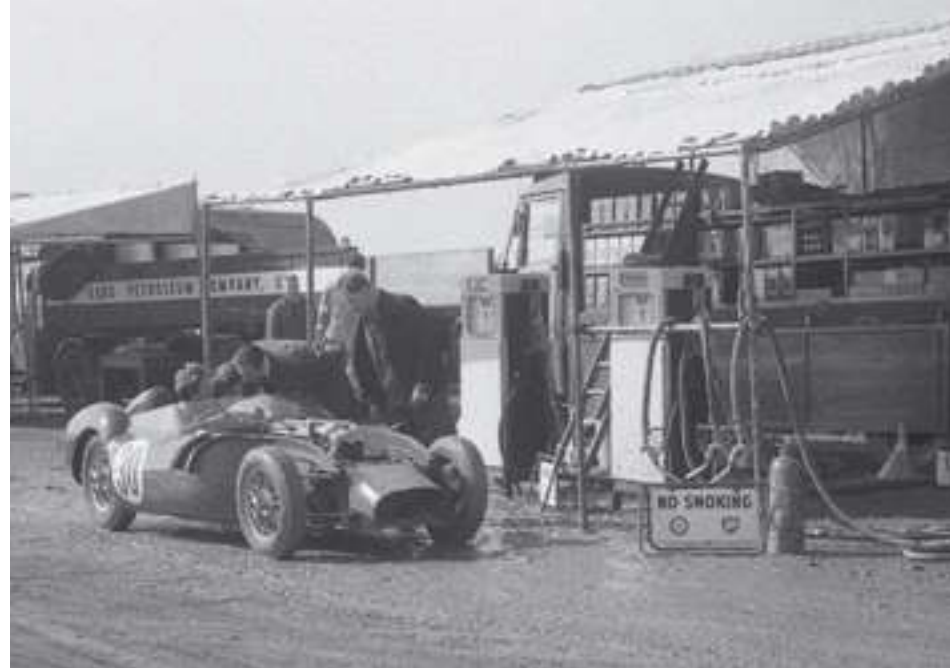


September Goodwood meeting, the Woodcote Cup and the Goodwood Trophy. Our accommodation at The Nags Head in Chichester became a favourite hotel for BRM mechanics and we were always made very welcome. On this occasion when enjoying a social evening, we were paid a visit by a police sergeant, enquiring who was responsible for parking the Commer workshop vehicle. Almost everyone laughingly pointed to Arthur. There is nothing like good mates!

With the BRM problem solved, sod's law strikes Mike's Thin Wall Special: he cannot engage a gear and is left at the start.

He was left with no option but to step forward, pleading guilty. It was pointed out to him that it was illegally parked and he was politely asked to move it, the sergeant pointing out that Arthur was lucky he was on duty and not a keen young constable. Arthur, a lovable sycophant, could apply a bit of flannel when required and invited the sergeant to have a drink. Being in uniform the officer declined and, as he departed, said to Arthur, who had a wonderful head of hair "Let me give you another bit of advice. Look after that head of hair; see what happened to mine". He lifted his helmet to reveal a completely bald head.

Starting racing cars in a built-up area was always a problem, and the garage we then used at Chichester was a good example



Primitive-looking and fraught with danger: the mobile fuel station in the Goodwood paddock. Both Shell and Esso were located in the same area.



Cars lined up on the starting grid for the Glover Trophy race, with Stirling Moss on pole position in car number 7.



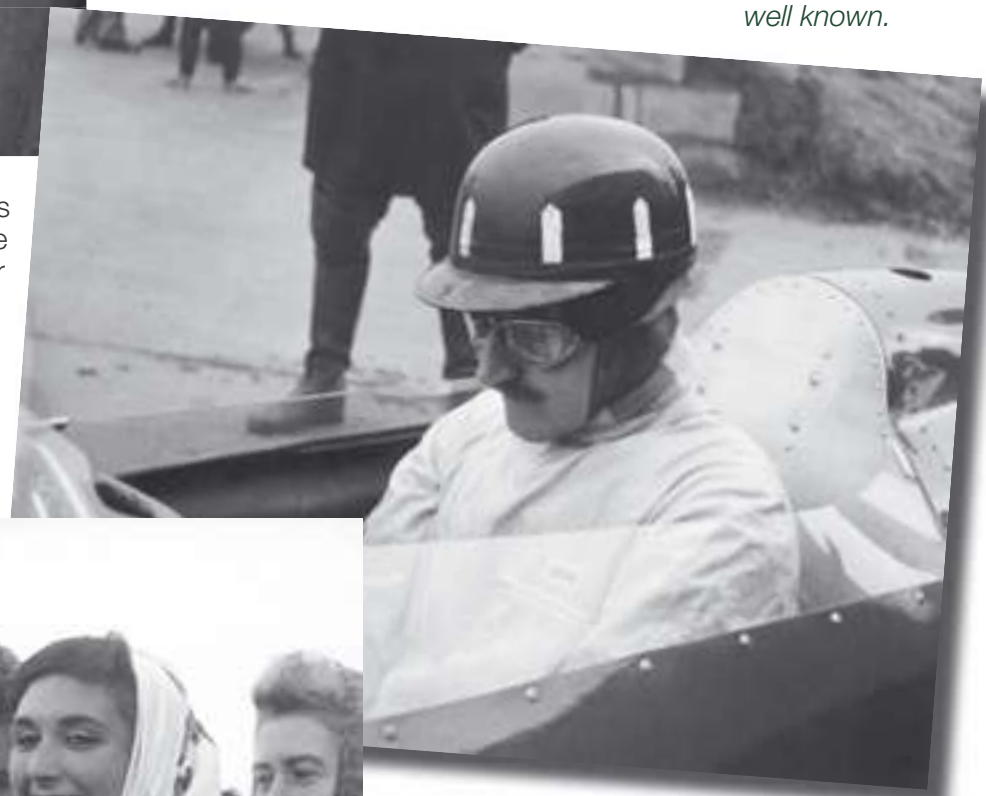


The instrument panel on a P57 BRM in racing trim. Left to right: rev counter, oil pressure, water temperature and fuel pressure gauges.

The look of concentration and determination for which Graham became well known.

chassis was updated as close to 1962 specification as possible. On Thursday 17th May we departed from Bourne for Zandvoort via Harwich and the Hook of Holland ready for the first practice session on Friday.

As so often was the case at this seaside circuit a strong, cold wind was blowing in off the North Sea. This invariably brought sand with it, which lessened tyre adhesion on the twisty track and also detrimentally affected external working parts, throttle controls in particular. This did not deter Graham,



however, who made fastest time on the first day's practice. Conditions were even worse for the second day's practice and generally times were not improved on, with the exception of John Surtees in a Lola Climax V8 who took pole position. His fastest time was treated with some suspicion, general opinion being that the official timekeepers had made an

Graham Hill and wife Bette following Graham's win in the Dutch Grand Prix, his first World Championship victory.



*Thrilling the crowd.
Graham Hill driving
the new BRM to
third place in the
1965 South African
Grand Prix.*



I failed to do so, however, and, in November 1967, together with the Production Manager and other personnel, I was made redundant.

In actual fact, had I returned to the racing team my time there would have been shortlived. By the early '70s the BRM's gradual demise had begun and, when speaking to former colleagues, it became apparent that, under the direction of Louis Stanley, the team which he had renamed Stanley BRM was being run under farcical conditions and could not survive.

Had it not been for two important factors, it is my opinion that BRM would not only have survived but would have prospered.

*Graham Hill at speed in the
South African Grand Prix.*

