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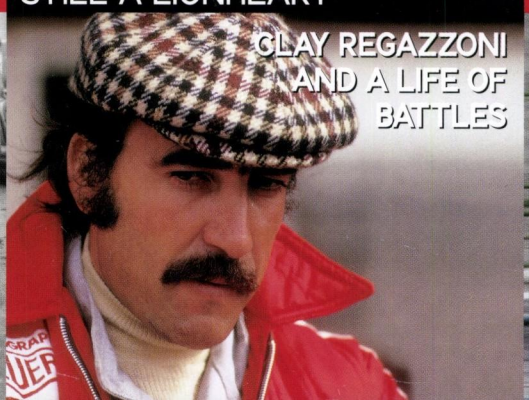
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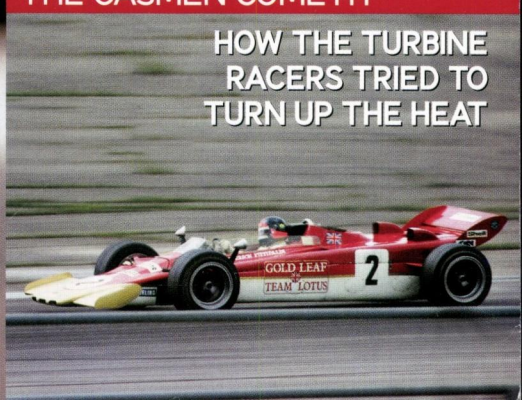
STILL A LIONHEART

CLAY REGAZZONI AND A LIFE OF BATTLES

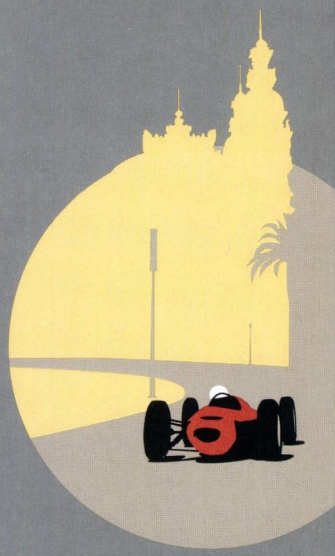


THE GASMEN COMETH

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30-second board

Editor Simmons drags out his mid-70s trump card collection



Can you trump a sports-racer with an Escort?

Ah, the long summers of 1976/77. Drought, James Hunt versus Niki Lauda, the Queen's Silver Jubilee, weird-looking teenagers walking round in clothes held together with safety pins... And, for any boy who was in the late stages of primary school, trump cards.

It was a simple yet devastatingly effective new craze, and the world of cars (and, more importantly, *racing* cars), lent itself perfectly to it. All of a sudden, boys aged nine to 11 were talking about horsepower, cc, cylinders and something called r/min (we all thought he was a Ugandan despot). Top Trumps were the market leader, if you like, but look further on the shelves of your local paper shop and you'd find offerings from other companies including, in this case, Ace Trumps.

To this lad's delight, Ace Trumps' 'Super Racers' cards, totalling 32 (the most desirable among them was the Alfa Romeo 33 TT12 sports-racer), included eight Super Saloons, all illustrated with what look suspiciously like shots taken from the inside of the same corner during the 1975 British Grand Prix support race at Silverstone.

That was one of many races won by Gerry Marshall and 'Baby Bertha' – stars of this month's issue. Only a short while earlier, most of the F1 field had skated off-track in a downpour. Then the sun came out and the Super Saloons raced on a dry circuit. Everything was right in the world again – and it became even better over a game of trumps!

'Boys aged nine to 11 were talking about horsepower, cc, cylinders and something called r/min'

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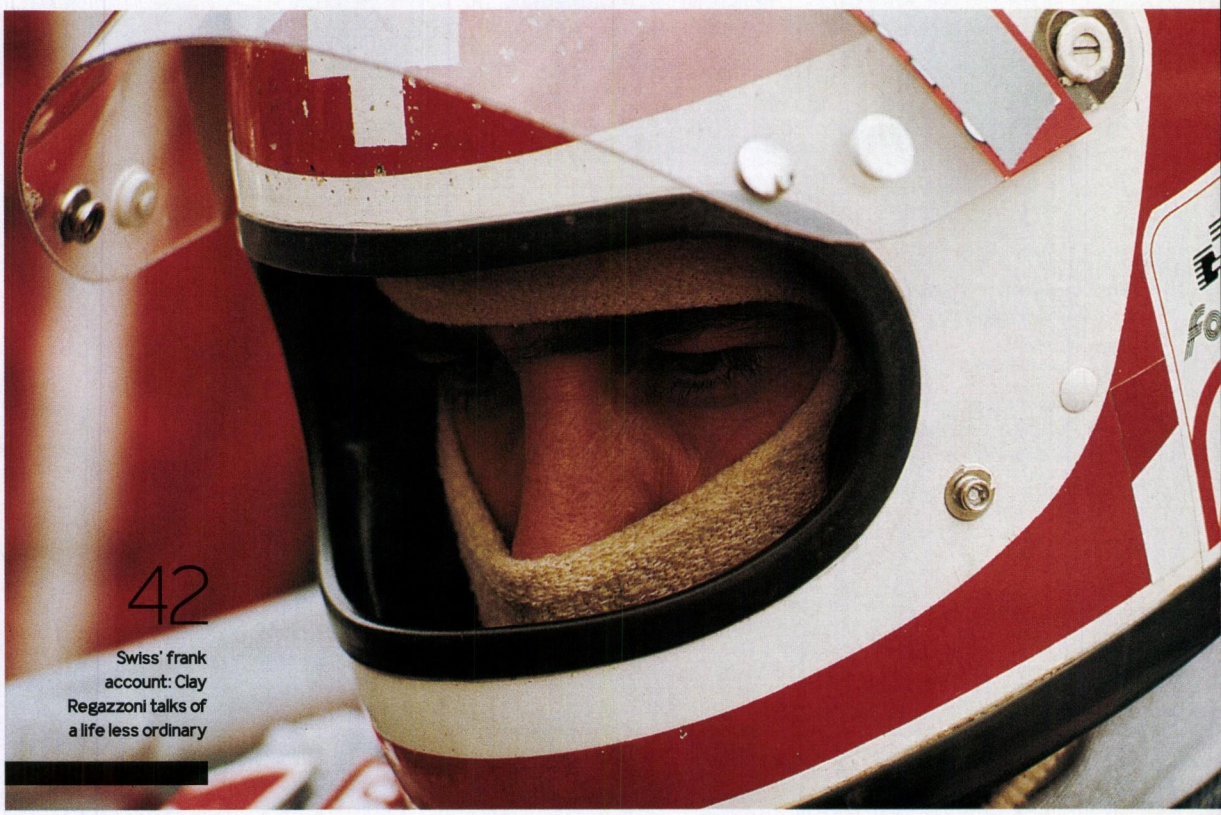


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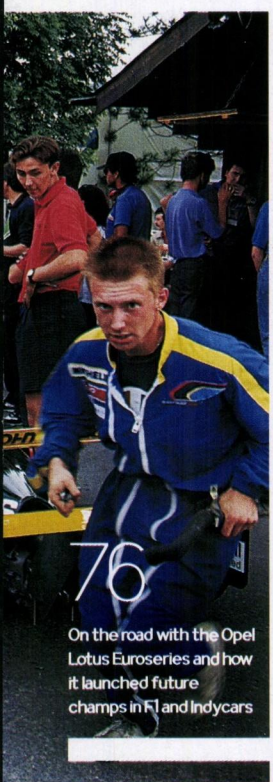
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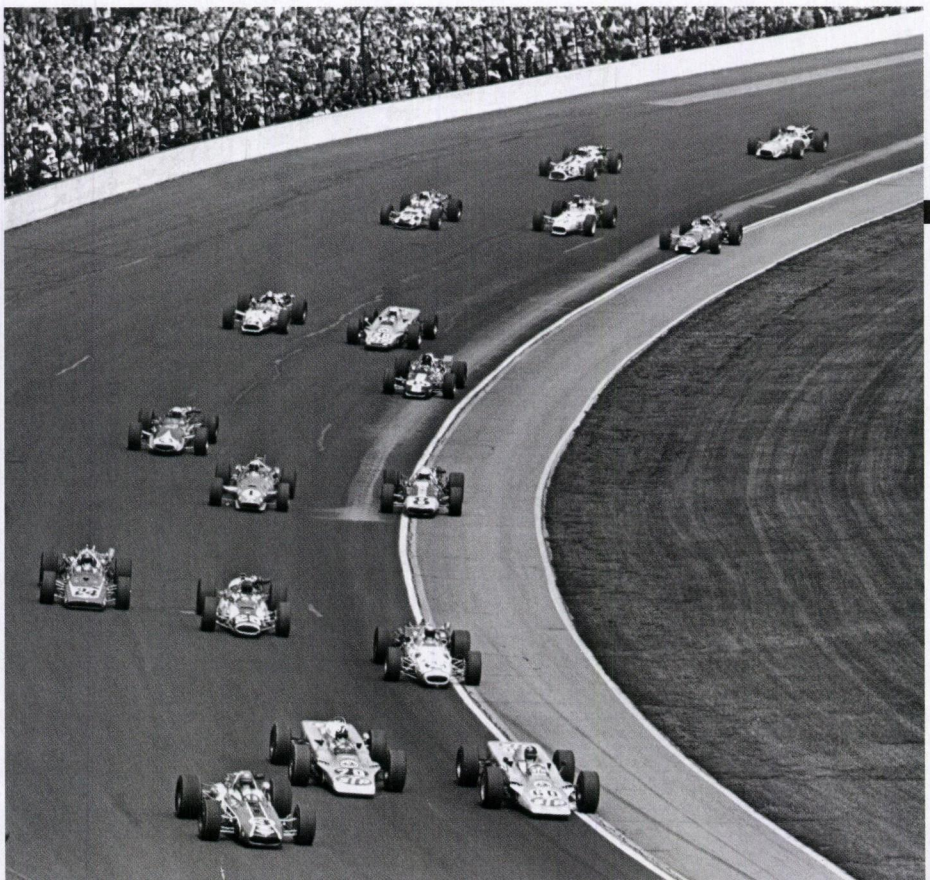
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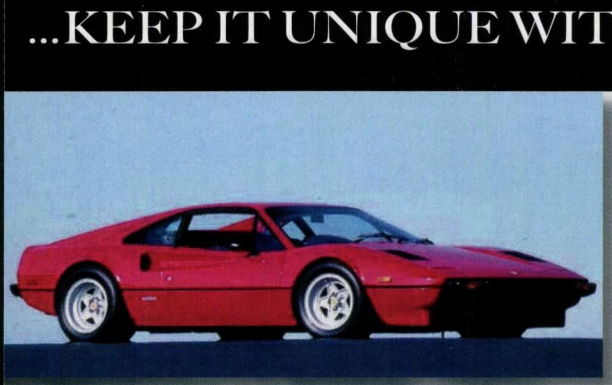
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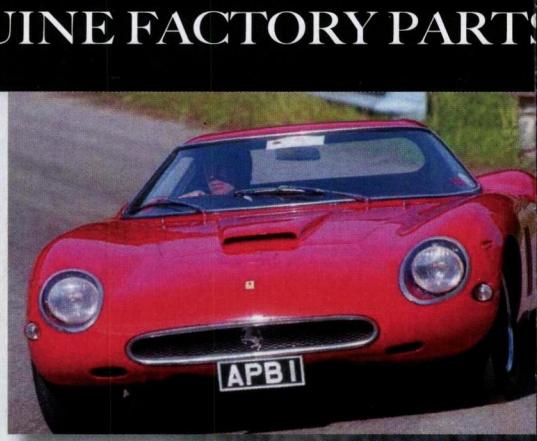
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'I had no idea why he was doing that. It was only later I realised he must have been steering on the throttle'

Off the line

GERRY AND CLAY

Gerry Marshall died on April 21 2005, of natural causes, while he was doing what he was born to do: driving a powerful racing car in a manner unthinkable to most of us mere mortals.

That's why, to mark a year since his passing, we are celebrating the cars and the movement he made famous: the sensational DTV-built Vauxhalls and the ridiculously ingenious Super Saloons. Dave Richards, who has written our DTV feature, has a prodigious knowledge of the Vauxhalls that rolled out of Bill Blydenstein's Shepreth premises; and Marcus Pye, our Super Saloon writer, has always been captivated by the wacky hybrids that scorched British circuits in the 1970s.

Me too, actually. Marshall was my first racing hero, and some of my earliest memories entail the Thames Television-backed Old Nail Firenza at Thruxton's Allard bend – usually at ludicrous angles and with the engine note continually barp-barp-barping. As a young kid I had no idea why he was doing that, and it was only much later that I realised he must have been steering the thing totally on the throttle.

In later years I remember my disappointment as Gerry headed pitwards with Baby Bertha. But then he'd re-emerge to carve his way through the field: the only reason for the pitstop had been to give himself a bit of work – and the rest of us a bit of fun. What an amazing guy.

Clay Regazzoni – also featured in this issue – was another hero. Over two interviews, Adam Cooper has got the Swiss's life story, from his early competition days to the inspirational way in which he has coped with the aftermath of his 1980 accident at Long Beach.

Regazzoni is actually the only guy who refused to sign my autograph book when I was a lad! It was after final qualifying for the 1977 British GP – and he'd failed to make the cut in his Ensign. I saw him through the open door of the Ensign team caravan and pushed my book through, but he shook his head and said, "Tomorrow". I couldn't blame him, but I knew there was no chance of him being around the next day… How strange this sport is: two years later he'd be back at Silverstone, winning the '79 British GP to give Williams its first victory.

● The eagle-eyed among you will have noticed some changes in the panel on the left. The editorial team of *MotorSport* is the same, but the publishing rights have been transferred from Haymarket to Stratfield Ltd. There are exciting plans for the magazine as we move forward into a new era.



Regazzoni fails to qualify his Ensign at British Grand Prix 1977: no autographs please!

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LAT

Austrian re-enters grand prix arena after taking new role in Scuderia Toro Rosso. But controversy awaits over its use of V10 engines against the V8 opposition

Berger buys share in F1 team

Multiple grand prix winner Gerhard Berger has returned to a Formula One role two years earlier than planned – as the new co-owner of Scuderia Toro Rosso.

The Austrian, who retired from F1 driving at the end of 1997, had already declared that he was thinking of setting up a team for 2008. But Berger has now bought into Toro Rosso, the squad known as Minardi until the end of last season. This was the second team acquired by Red Bull magnate and fellow Austrian Dietrich Mateschitz, who in return has taken half ownership of Berger's road haulage business.

But the team is at the centre of F1's biggest pre-season controversy over its use of old-spec 3-litre Cosworth V10 engines. The FIA has allowed teams to continue with V10 motors, limited to 16,700rpm, so that small squads such as Minardi would be allowed a year's grace before switching to the new 2.4-litre V8 powerplants.

The testing times of Toro Rosso drivers Vitantonio Liuzzi and Scott Speed have worried Midland, its most likely direct rival, which is using 2.4-litre Toyota V8 engines. This team may lobby the FIA for further restrictions on V10s.

And, in the build-up to the opening grand prix of the season, in Bahrain on March 12, speculation was mounting that one of the big hitters – most likely McLaren – could use V10 engines.



New Scuderia Toro Rosso co-owner Gerhard Berger looks likely to act in an advisory role – through an F1 political minefield?



Valentino Rossi heads out of the garage – and into a new career in Formula One?

Rossi quick in Ferrari

Motorcycle racing superstar Valentino Rossi is still being linked with a move to Formula One with Ferrari in 2007 after a strong test with the team at Valencia.

Rossi tested one of Ferrari's 2004 cars, fitted with an old-spec V10 engine, at the Spanish circuit. Although he was 2.1sec slower than Michael Schumacher's best time last year with a similar car, it is estimated that the restrictions to the V10 engines have cost 1.5sec in lap times. That would effectively leave Rossi just 0.6sec slower than Schumacher.

The Italian is now set to concentrate on defending his Moto GP crown, possibly for the last time, for the works Yamaha team. But Rossi has indicated that it would not be a problem for him to fit F1 testing in around his bike commitments.

"You could even run on the same day in the car and on the bike because they are so different," he said. "In fact, when I tested the F1 at Valencia, the next day I went to Qatar to test the bike and after five laps I went quicker than my fastest lap of last year's race."

Yamaha is already on alert in case Rossi leaves for Ferrari. Team director Davide Brivio said: "We talk about him leaving. But we're scared to think about it – we don't want to find ourselves in that situation."



Sir Jackie Stewart and Stuart Turner were among those who gave addresses at the memorial service to Keith Duckworth in Northampton. The service was 'attended' by some F1 cars - and a DFV stood in the church doorway

ICKX TAKES ON LAUDA IN THE DTM

The son of Niki Lauda and the daughter of Jacky Ickx are to compete in the German DTM touring car series.

Mathias Lauda is switching from single-seaters to drive for Mercedes, while Vanina Ickx will line up for Audi in a squad run by Midland F1 principal Colin Kolles.

Ickx (below) is not the only female competing in this season's DTM: Scottish single-seater convert Susie Stoddart has been signed up by Mercedes.



Ickx gets DTM chance with Audi

McNISH ON BOARD FOR DIESEL AUDI

Scotsman Allan McNish has been confirmed as one of Audi's six drivers for its Le Mans 24 Hours challenge with the new diesel-fuelled R10 sports-racer.

McNish, who won the event for Porsche in 1998, will team up with seven-time winner Tom Kristensen and other Audi favourites Frank Biela, Emanuele Pirro, Rinaldo Capello and Marco Werner.

The R10 will also contest the American Le Mans Series races after the 24 Hours.

Rahal goes Lebanese

Former Indycar champion Bobby Rahal's son Graham has made his debut in international single-seaters - as a Lebanese!

Rahal contested the A1 Grand Prix double-header at Monterrey, the Mexican track which features on the Champ Car calendar, in the car run for Lebanon, as he has Lebanese ancestry on his father's side.

He finished in 13th place in the first race and 14th in the second - ironically in the latter race he was hard on the heels of the USA entry, driven by former Team Rahal Indycar race winner Bryan Herta! Rahal will now concentrate on his campaign in the Atlantic series in the States.

The Monterrey races were won by Alexandre Prémat for France, which is on the verge of wrapping up the inaugural title.

DOING WHAT DAD DID

Ickx, Lauda, Rahal... Here are some 'genetic' up-and-comers

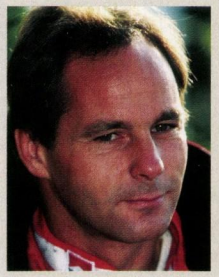
Nico Rosberg	Formula One
Marco Andretti	IRL IndyCar Series
Tomas Scheckter	IRL IndyCar Series
Nelson Angelo Piquet	GP2 Series
Vanina Ickx	DTM
Mathias Lauda	DTM
Nicolas Prost	Spanish Formula Three
Graham Rahal	Champ Car Atlantic
Leo & Greg Mansell	Formula BMW
Alex Brundle	T-Cars
Jolyon Palmer	T-Cars
Henry Surtees	Ginetta Juniors



Graham Rahal makes a splash in the Lebanon entry at Monterrey

My first race

Ford Escort, Osterreichring, 1979
by Gerhard Berger



In the village where I lived there was a guy who had a Group Five Escort, and after school I always went by the shop and had a look at the car. The guy liked me, but didn't take me too seriously. I told him my dream was to race, and he said there's a race in Zeltweg, we can try to get you in. He didn't say anything about the price. It was like Christmas! I found out afterwards that he knew my parents had a little bit of money, and he was sure that I would destroy the car and he would sell them the wreck. So that was the game...

I didn't tell my parents anything. Then the day before he told me the price for the race, but I was still at school and I didn't have any money. But he'd told all his friends that I was going to crash the car and he'd sell it for a super price. So he made me sign, saying how much I'd have to pay if I crashed. I won the race, and I was in every newspaper the next day. There was a big problem at home, and for a year my father cut off my money!

...and my last race

Jaguar E-type, Goodwood, 2005

I didn't want to go, but Charles March persuaded me at the last minute. In the changing room I met Jochen Mass, René Arnoux, Patrick Tambay, Emanuele Pirro... Suddenly I had the whole F1 group together from the past. It was really super fun, but everybody was very serious. We finished second in the race because after the safety car I had a misfire. **AC**



LAT Paul Howard Photography

Berger has 'super fun' in Jaguar E-type at Goodwood

BRDC delays its vote

The British Racing Drivers' Club has voted to postpone the possible handing over the running of the British Grand Prix at Silverstone to a horse racing promoter.

Property company St Modwen is the 'preferred bidder' for a 125-year lease of Silverstone, under which it would be able to redevelop the land around the circuit. St Modwen intends to construct retail, hotel and leisure facilities. Horse racing promoter Northern Racing is part-owned by St Modwen, and under the plan it would run the Grand Prix for 25 years.

BRDC chairman Stuart Rolt was pushing for the move, and said that finding a partner to share the financial risk of basing a business around one event – the British GP – was the only viable way of allowing the race to stay on at Silverstone.

But, after an Extraordinary General Meeting which took place on February 22, Rolt and BRDC president Sir Jackie Stewart said: "Members need more information and a longer period of consultation before we put the resolutions to the vote. Members need an additional period for briefing and consultation and we are happy to accept the strong view of the meeting. St Modwen and Northern Racing are in support of today's decision."



Horses to courses: British Grand Prix and Silverstone at the centre of new proposals



The new Super Aguri F1 team has been attempting to put in some test mileage ahead of the 2006 season. GP rookie Yuji Ide is pictured in the Honda-powered ex-Arrows

SPA FALLS OFF THE '06 F1 CALENDAR

The Belgian Grand Prix looks certain not to be held in 2006 - but it will be back on the Formula One calendar in '07.

The Spa circuit has fallen victim to financial difficulties after being asked for a £10 million upgrade, while political problems in local government have also hampered efforts to save the race.

Now Bernie Ecclestone is said to have agreed to promote the race from 2007. FIA president Max Mosley said: "Spa is fundamental to the championship. If we are interested in racing we have to have it."

Martin Morris



One of the best-known vintage racers has died, aged 74. Hugely successful with ERA R11B (above), winning 10 Seaman Trophies in it, Martin Morris was the only driver to win both Historic and Vintage Seamans on the same day.

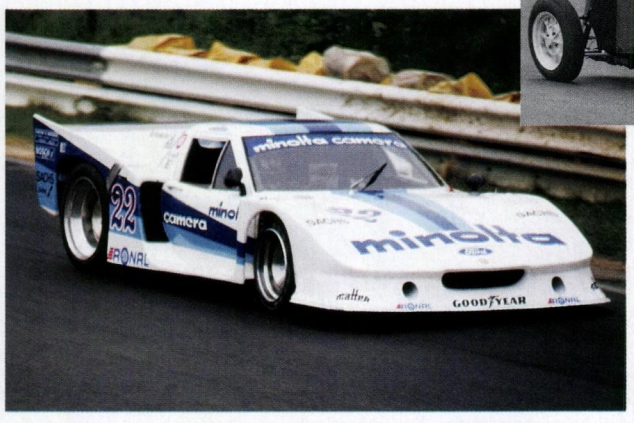
He began racing and hillclimbing in the 1950s in his Speed Six Bentley and then a Frazer Nash LM Rep. He also raced Anthony Blight's Talbots, taking BGH23 to one of the first major historic meetings abroad. After R11B arrived in 1962 he alternated with OKV3, the D-type he felt obliged to buy after crashing it heavily, racing all over the world and driving the D to and from meetings whenever possible; on one New Zealand trip Morris did nine races and 4000 road miles in it.

He won often in both cars, but heart problems meant that from the 1980s he had to wind down his racing; however he retained a speed licence and did his last hillclimb only last year. In his fifties he became a high-performance driving instructor, but his enthusiasm for historic racing never flagged, and he was usually on hand while his son David raced R11B. The VSCC pits will be emptier without him. **GC**

Mystery car competition

A year's free subscription is the prize for the knowledgeable reader who recognises this month's offering from LAT Photographic's archives. Answers must be received by Friday March 31. In the event of there being more than one correct answer we will favour the entry with the fullest information. Good luck!

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Last month: Fairley Cooper-Climax
Where & when: Prescott, Sep 8 1957
Winner: we were inundated with entries this month. Winner, though, is **Paul Bason**, who correctly identified Reg Phillips's oddball hillclimber that started life as a Cooper F3 car, only to be adapted to house a 1460cc Climax motor, mounted transversely. It was later rebodied by Williams & Pritchard with a more comely outline. Bason now owns the car.

LAT Jim Holgrave

Bonhams 1793

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NICHOLAS MEE

Brave photographer or warm-up lap? You decide! Hadfield leads the way. Below: Frank Lyons shipped McLaren down under





Local racer Graham Smith leads the way at Ruapuna in his Formula 5000 March 73A

EVENT OF THE MONTH

Southern Festival of SPEED

There wasn't an earthquake in New Zealand in February - but it felt like it! Mark Holman reports

Photography by Fast Company/Mitchell-Warbirds, Mark Holman

As far from Goodwood as you can get, the Southern Festival of Speed in New Zealand has four meetings on successive weekends in February.

The Skope Classic at Ruapuna near the 'garden city' of Christchurch attracted about 245 entries for a 36-race weekend.

Sadly, the expected UK-entered F5000s never arrived. A number of their drivers were loaned cars. Frank Lyons airfreighted his ex-Hunt McLaren M26, a superb partner for the locally owned ex-Hulme M23.

There were still over a dozen F5000s at Ruapuna, all but two of them NZ-owned. Can any country – let alone one with a population of just four million – regularly present such a grid?

The F5000s had three races. Simon Hadfield and Michael Schryver made good use of their borrowed Lolas. Michael set pole, but Simon won races one and three. A very cold Sunday morning presented a different challenge: while Hadfield powered into an early lead, his tyres suffered badly as the track dried. Lyons's M26 was able to conserve its rubber and he took a popular 12sec victory.







Above: Phil Mauger pretends to be Denny Hulme in McLaren M23. Below: Ralph Smith in Lycoming Special (22) lines up next to ex-Fangio Lago-Talbot T26 of Peter Giddings



Above: Ian Clements took a clean sweep of three wins at Teretonga in his Lola T332, but maybe he's not as brave as Anne Thomson (below), who drove this 14-litre ex-Malcolm Campbell 1906 Darracq at Ruapuna!

Above: Antipodean touring car legend Jim Richards raced this Sidchrome Imp early in his career. Tony Mann drives it now. Below: Formula 5000 crowd enjoy convivial company at Ruapuna - *MotorSport* diarist Marcus Pye towards the right of shot



Above: New Zealand legend Ken Smith gets a run in a Formula 5000 Matich. Below: Noel Atley, a visitor to the UK last summer for the big Brands Hatch and Silverstone historic events, was back on home ground in his Begg







Graham 'Cassius' McRae was a guest commentator, noting that he started building his own McRae cars because he was unable to get a McLaren M19 in which to install a Chevrolet V8!

Hadfield rated Ruapuna as having more to it than first appears: "You have to take a deep breath to avoid overdriving." Though the winning margins weren't tight, there were good dices in the pack, which included three Beggs, a Talon, a March and a couple of Lola T142s. Veteran NZ driver Ken Smith – who raced F5000s when they were current and is looking to get back into it – drove a Matich A50 but retired.

In the small capacity single-seaters, Nigel Huston of Lowestoft had shipped his Johnston FFord back to NZ and ran happily in mid-field, delighted to be getting nine race starts for his £90 entry fee!

Other winners included Trevor Crowe's V8-powered Skoda 120LS saloon, Steve Hildred's '69 Holden Monaro and Canada's Jack Ondrack in his rapid TVR Tuscan V8, which 'lives' in NZ. The Flying Farewell was won by Roger Townshend, whose superb Capri RS2600 just held off Nick Thomas's Porsche 911 RSR from Hong Kong.

Then it was on to the Levels circuit, at Timaru, with a smaller field. Hadfield was the big winner, but there were only three other 5-litre cars there and the two McLarens.

The final F5000 round at Teretonga (near Invercargill, home of Bert Munro, of *The World's Fastest Indian* fame) saw the local owners back in their cars. Ian Clements took three of the four races in his Lola T332, with Stan Redmond winning the other in the McRae. Noel Atley's smart Begg 018 had two podium positions and fastest F5000 lap. Sadly, Murray Sinclair's Lola was out after a crash in qualifying. The most successful of the international entries was Jack Ondrack, whose TVR won three of the four races for its class.

The Southern Festival of Speed ended after we went to press on the streets of Dunedin, 'the Edinburgh of the South'. Quite a bit of the original 1950s circuit is still used – David Piper raced his Lotus 16 there in 1960. But an engine capacity limit keeps the big V8 single-seaters and saloons away.



Nigel Roebuck's Legends

NASCAR at Daytona suffers from curbs on engine power. But back in 1984 it was an *increase* in power, for one man, that helped bring it untold riches

Time was when I used to go to the Daytona 500 every year. For one thing, the Florida weather in February made a stimulating change from the white skies and drizzle of England; for another, go to Daytona for a NASCAR race and the sense of occasion is overwhelming. On my first visit, in 1972, the 500 was won by AJ Foyt, and although once Richard Petty had retired he faced no serious challenge, I came away entranced by the whole thing. Although NASCAR has boomed in the last 20-odd years, and – unlike virtually every other form of motor racing on earth – continues to boom, to my mind not all the changes have been good. In terms of marketing it makes Formula One look like Steptoe and Son, but that marketing has become all-pervasive, and along the way something has been lost.

The racing, for a start, is not what it was – and that used to be the entire focus of NASCAR. Nowhere is this more apparent than at places like Daytona and Talladega, the *big* tracks, where speeds have been substantially cut back. When I went to the 500 in 1987, Bill Elliott's Ford took the pole at more than 210mph. Now, two decades on, every year the pole speed is around 190. Still pretty quick, I grant you, but 20mph down on what it was 20 years ago; and when you've seen both, trust me, there's a big visual difference.

Probably speeds had to be cut if the big tracks were to stay in business. In the late-80s Bobby Allison had a huge accident at Talladega, and a portion of the debris fence was torn down. Mercifully no fans had been hurt, but there was a clear message: in America, the land of litigation, the consequences of killing, even injuring, a spectator would be devastating.

Therefore, the cars had to be slowed down, but the means by which this was achieved has been an endless source of controversy and discontent. The advent of the 'carburettor restrictor plate' at races on the big tracks slashed horsepower to such an extent that now, at Daytona and Talladega, the cars do not so much accelerate as gain momentum. Once they're up to speed, yes, they're going quickly as all hell, but it takes an age to get there.

The majority of the drivers hate 'restrictor-plate' races. "You've no throttle response if you need to get out of trouble," the late Dale Earnhardt used to say. "You're runnin' wide open all the time..."

On safety grounds, therefore, they don't care for this rule, and that's somewhat ironic, if you think about it. And the other negative aspect of 'restrictor-plate' racing is that it has effectively killed the last-lap slingshot moves which used to be the hallmark of the Daytona 500. Time was when you needed to be second at the start of the last lap; now you need to be first. "They shoulda left the motors alone," Earnhardt growled, "and slowed the cars down by aerodynamics."

Whatever, none can dispute that the cars *were* slowed down. The pole lap for this year's 500 was 190, 1mph faster than Cale Yarborough managed – in 1968.

Probably the best race I ever saw at Daytona was not, in fact, a 500, but the Firecracker 400, which used to be run each year on the Fourth of July. In 1984 this was the Wednesday before the inaugural (and only) Dallas Grand Prix, so it made perfect sense to go to Texas via Florida. The humidity was insufferable, I remember, and the experience of getting into the circuit on race morning in no way eased by the need to pass through airport-style X-ray arches. Why? Because President Reagan would be showing up later in the day, and security was off the clock. To that end, announcements on the PA the previous day had requested that patrons should, please, *not* bring handguns into the track. In normal





Petty celebrates new friendship with Reagan. Above: the 2006 Daytona 500, speeds 1mph faster than 1968

circumstances it was presumably kosher.

NASCAR seems to have a happy knack of achieving the right result at the right moment, and back in July 1984 it was the right moment for Richard Petty, stock car racing's all-time favourite hero, finally to score his 200th victory. 'The King' had been pegged on 199 for quite a while and, well... Petty... Reagan... Daytona... Fourth of July... it all had a nice ring to it, didn't it?

When the race started, the President was actually on Air Force One, *en route* from Washington to Daytona, but he was patched through to the track and gave the command, "Gentlemen, start your engines!" Brought the house down, that did, Democrats in Florida being about as common as vegetarian piranhas.

Petty and Yarborough were the front runners for most of the race, and the last 40 laps were real cat-and-mouse stuff. At the final stops Richard's crew serviced the number 43 Pontiac brilliantly, getting their man out before Cale's Chevrolet was moving. Within a dozen laps, though, the two were bumper to bumper again, Yarborough exactly where he needed to be for the slingshot on the final lap.

"Cale's car was a bit stronger today," Petty grinned, "so about eight laps from the end I started slowin' down the pace, by about a second a lap. I knowed he wasn't gonna pass me – even if I slowed down to 80 mile an hour – so I cut back the rpm on the straightaways, tryin' to lull him to sleep. Both of us was pumped up for that final lap, but then, about three from the end, I see this cat flippin' inside Turn 1..."

The yellow lights came on, but under NASCAR rules 'yellow' means nothing until the end of the lap, where the yellow *flag* is displayed at the start-finish line. Suddenly this lap was it, for thereafter the field would undoubtedly run 'under caution' through to the chequered flag. "At that point," said Petty, "all strategy fell out the window – you just had to go do the job. The accelerator went wide open, and I didn't come off it until I got the flag. It was just gonna be a matter of actin' and reactin', and it just happens that I'm the one sittin' here talking to you, and Cale's someplace else."

By the time he came to the press room, Richard had already received his trophy from Reagan. "I think," he murmured, "it blowed the President's mind to see us runnin' side by side at 200 mile an hour..." He had beaten Yarborough by a couple of feet, and to this day in NASCAR circles folk will tell you that he had a big motor, this to guarantee the desired result.

'Richard Petty'll get the President in a lotta places he wouldna got in'

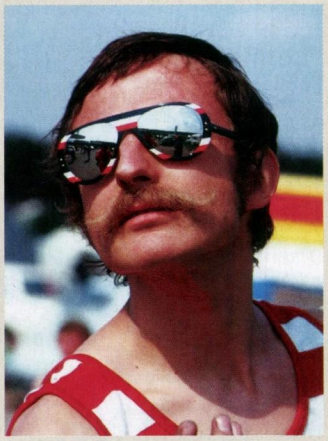
Whatever, Petty won his 200th, and Reagan was there to see it. The significance was not lost on Richard: "The President bein' here will get the news in a lotta places I couldna got in myself." A long pull on the cigar. "And the fact that it was my 200th win means that Richard Petty'll get the President in a lotta places *he* wouldna got in by hisself!"

My old friend Chris Economaki counts that day at Daytona as a seminal one in the explosion of awareness in NASCAR: "It started a sea change in respect of racing in the USA. Reagan got on Air Force One and flew to Daytona Beach for the express purpose of going to an auto race, not to see some banana republic dictator.

"Believe it or not, Reagan was an auto racing announcer when he was a young man, on WHO radio in Des Moines, Iowa. So now here he is, as President, interviewing Richard Petty, and the next day, on the front page of the *New York Times*, there's a photograph of the President of the United States with a racing driver. And that opened the floodgates. My phone rang off the hook for 10 days after that – guys from advertising agencies, and so on, who were suddenly aware of auto racing. NASCAR was on a roll..." M

Cult heroes

ERIC OFFENSTADT



Works Matra and Lotus driver, bike racing star, technical wizard – and clearly a fan of Hunter Thompson (judging by the pic) – Eric Offenstadt deserves more than a footnote in racing history.

At 21, Offenstadt became a French motorcycle champion and was a contemporary of Jean-Pierre Beltoise. He then moved to cars and, in 1964, narrowly lost the French F3 title. Selected to drive for Matra in '65, he soon left the team, dissatisfied with the lack of innovation.

He then went on to drive for the works-blessed Ron Harris Lotus team in F2, before switching to the wooden-chassis Protos in 1967: Eric planted the car on pole at Hockenheim for a non-championship race.

Later, Offenstadt drove for the new Pygmée team, but an accident forced him to quit in 1969. Then he switched back to bikes, riding a Kawasaki in the World Championship and building the monocoque SMAC.

Still linked to the bike world, Offenstadt was also jokingly referred to as the inspiration of the late-80s generation of French F3/3000 hopefuls, who all seemed to be called Eric/k! MS

Bettmann/Corbis LAT Frances Beau

TRACK BACK

40/30/20/10 YEARS AGO

1996



Damon Hill maintains his perfect score with victory in the Argentinian GP. Jacques Villeneuve makes it a Williams one-two. Jean Alesi is third for Benetton.

1986



Pascal Fabre's last gasp win in the *Daily Express* International Trophy F3000 race at Silverstone is at the expense of Emanuele Pirro, who loses out by a second.

1976



Jacky Ickx and Jochen Mass stroll to victory in Vallelunga Six Hours; round two of the World Championship of Makes. The Porsche duo end up 14 laps ahead of the Grohs/Posey BMW 3.5 CSL.

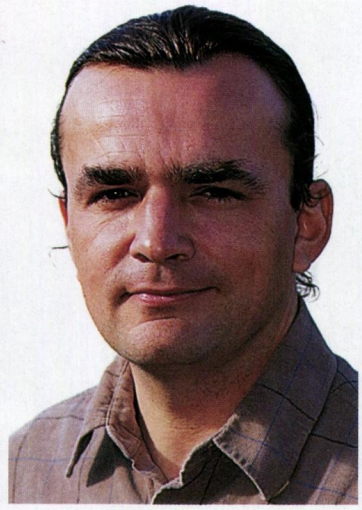
1966



Jack Brabham's win in the *Sunday Mirror* International Trophy Formula Two race at Goodwood is the first for Honda's new roller-bearing engine. Team-mate Denny Hulme is second.

LAT, James Bearne

Adam Cooper's Trackforward





Rosberg: he's got the name and a Williams drive, but lacks moustache, cigarette and jewellery

Ten years on from Jacques Villeneuve, Nico Rosberg is entering the F1 scene at Williams

There's a neat symmetry to Nico Rosberg's arrival in grand prix racing this season. Not only is the 20-year-old driving for the same Williams team that gave his dad Keke his big break back in 1982, he's also coming into F1 exactly 10 years after another famous son – Jacques Villeneuve – made his debut with the same team.

Like Jacques, Nico has made it on the back of solid championship success. In his case it was in GP2 rather than in Indycars, but both men had good enough CVs to suggest that they were worthy of a Formula One seat. Still, the name helped to distinguish them from others with similar records.

It's inevitable that such apparent nepotism stirs a little envy in those who feel they coulda been contenders, but does it really matter? You might have a head start, but unless you've inherited some genuine talent along with the name you will only get so far. The world is not exactly stirred by Sean Lennon's latest musical adventures…

It's certainly not fair to criticise Jacques, who had to make it largely on his own wits. Of course the surname opened doors in the early days, but Gilles wasn't around to use old contacts, pay the bills or generally make things happen. It was much the same story with Damon Hill.

In contrast Rosberg Snr has been a constant presence in his son's career, and that included having Nico in the family team up to F3 level. Keke is at least careful not to get too close to the action on race weekends, aware that the old man is not always the best guy to have around. After all, parents rarely make good driving instructors.

Like Nico, Nelson Angelo Piquet has been supported all the way by a passionate dad. He still drives for the family team, although some feel he might have done better striking out on his own. After a disappointing first year in GP2, this really is a make-or-break season for him.

'Keke is careful not to get too close to the action. Parents rarely make good driving instructors'

Rosberg and Piquet are just two of a torrent of World Champions' sprogs to hit the scene in recent years. Tomas Scheckter has done well in the IRL, but such as Mathias Lauda, Nicolas Prost, Christian Jones and Derek (son of Phil) Hill have not really shown the sort of special qualities that made their dads World Champions. Teenager Henry Surtees is only just starting out, so time will tell.

The same goes for Greg and Leo Mansell (see below). Both began their karting careers late, but Nigel is now sparing no effort in pushing them along in Formula BMW. Are they really any good? The world awaits. In typical Mansell style, Dad has at least ensured that the odds favour him more than his former F1 sparring partners. He has an heir and a spare!

What goes around...

MANSELL AND UNIPART



Nigel Mansell races in British F3 in 1979



Leo and Greg with dad (he's in the middle)

Nigel Mansell's two sons are to take the first steps in their car racing careers this year – and will do so in the colours of Unipart, which backed Mansell Snr's Formula Three campaign in 1979. Leo and Greg Mansell will line up at the same squad, Team SWR, in this year's Formula BMW Championship, which kicks off at Brands Hatch as a support to the touring car series opener on April 9. The 2006 season boasts a bumper crop of British 'sons of': Alex Brundle and Jolyon Palmer (both aged 15) will be team-mates in the T-Sport saloon series, while Henry Surtees races in Ginetta Juniors.

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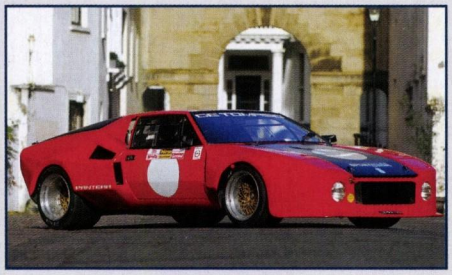
GREGOR FISKEN

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1972 De Tomaso Pantera

One of only 14 Group 4 lightweight Pantera's built, chassis #2343 competed in the 1972 World Championship including 1000km's of Monza and an entry for Le Mans. The famous 'MOMO' racing team continued to campaign the car internationally until in 1976 it was up rated to full Group 5 specification. Following the Giro d'Italia, the car was stored until 2000 upon which a full restoration was embarked upon. Presented in full Group 5 trim, the Pantera is an awesome and highly eligible entrant for a multitude of prestigious events.



1967 Ferrari 275 GTB/4

Finished in silver with a black interior, chassis 10557 was originally supplied to the United States, returning to Europe as part of a German collection. The car has recently had considerably re-commissioning work undertaken by Ferrari specialists GTO Engineering. It has subsequently taken part in a Credit Sussie rally in the South of France with Gregor behind the wheel where it performed faultlessly.

GREGOR FISKEN

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1961 Aston Martin DB4 GT

1953 Bentley R-Type Continental

1966 Bizzarrini 5300GT (7 litre engine)

1964 Brabham BT8

1972 De Tomaso Pantera Group4/5

1937 Delaheye 135S

1952 Ferrari 212 Coupé 'The Bumblebee'

1967 Ferrari 275 GTB/4

1970 Ferrari Daytona Spider

1949 Jaguar XK120 - Aluminium

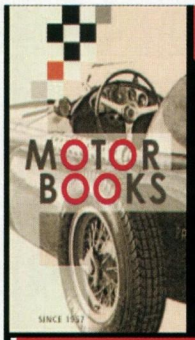
1968 Porsche 910

1973 Porsche 911RS Lightweight

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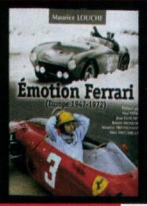
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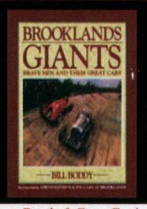
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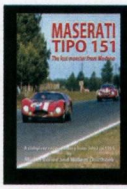
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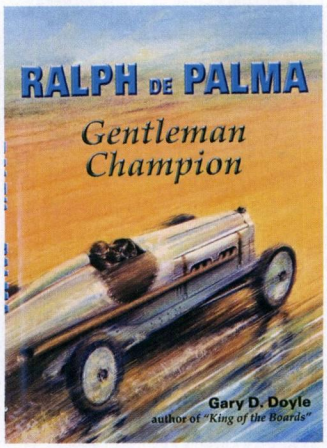
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Reviews

Ralph de Palma - Gentleman Champion
by Gary Doyle. ISBN 0 9729144 8 X
published by Golden Age Books, $80
www.king-of-the-boards.com



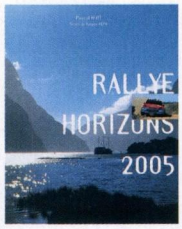
Gary Doyle's last book, on Jimmy Murphy, set a high standard, but he has if anything surpassed it with this work on Ralph de Palma, the dapper and modest Italian immigrant who became a darling of US motor racing, surviving those lurid early races to retire aged 50, and then becoming an ambassador for the sport he loved.

Doyle draws from an enormous range of sources, factual and photographic: there are pictures of de Palma as a delivery boy, on his racing bicycle, and larking with his FIAT team-mates as well as in every type of car his long career brought him, from Allen-Kingston to the advanced Millers he raced at the end. Where there isn't a photo, Doyle inserts atmospheric paintings by Peter Hearsey or Peter Helk – appropriate because Helk was a long-time friend of de Palma and wrote down his recollections. Every illustration is varnished, reinforcing the excellent reproduction and feeling of quality.

The text demonstrates a huge breadth of investigation, detailing the politics which split American racing in the Twenties and caused de Palma to go 'freelance', and quoting from a vast array of contemporary newspaper and magazine articles describing not only the racing but the social and economic background, as well as his personal rivalry with cocky showman Barney Oldfield. Doyle also emphasises the morale boost that de Palma, the first Italian-American sporting star, gave to immigrants in the USA.

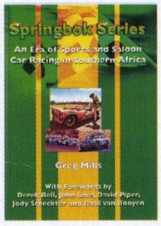
Avoiding a strictly chronological tale, Doyle focuses his chapters on individual events or periods of de Palma's life, following him through the earliest dirt road races, on to the rise and disappearance of the dramatic but hugely dangerous board tracks, across to Europe where he raced in grands prix, and on into the hard times when, despite having won an estimated $1.5m, he lost his money in the Depression. For the rest of his life he had to keep working at a punishing rate, appearing at endless press and PR functions, and always so elegantly dressed even though struggling for income.

I was surprised to learn quite how much racing went on in the USA during WWI, and startled to see a Ku Klux Klan member pictured during 'Klan Day' at Denver... But it's through works like this that long-dead heroes come back to life. **GC**



Rallye Horizons 2005, by Pascal Huit & Katalin Repa, ISBN 2 952342814
published by pascalhuit.com, €45

Attractively packaged and just a mite vacuous, this exercise in vanity publishing will look good on the coffee table. Limited to just 1000 copies, and printed on 150-gram satin paper, the presentation does justice to Huit's photographs if nothing else. They're uniformly beautiful and he knows how to work a backdrop. Repa's words - in French and English – are sparse though the interview with Sébastien Loeb (or Lobe according to the accompanying press release) makes for good reading – but you'd probably be able to pick up as much gen in an *Autosport* season review. **RH**

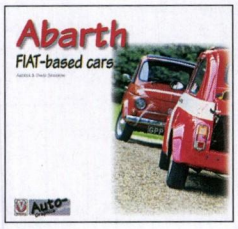


Springbok Series: an Era of Sports and Saloon Car Racing in Southern Africa
by Greg Mills, ISBN 1919969 43 8
published by Ecurie Zoo, 250 Rand
available from voszoo@global.co.za

Following on from his John Love book, Mills has produced another meticulous work that majors on the 1960s and '70s.

You can almost feel the sunshine-and-cars atmosphere oozing from the pages. The author has done a superb job of interviewing literally dozens of luminaries – from the top Southern African stars to the international racers who made the long journey south to take them on.

This has a scrapbook feel in places, but it's incredibly thorough. It covers the obvious ground – the Kyalami endurance races and Jody Scheckter's early saloon days – but also goes into rich detail on home-brewed machines from constructors such as Lolette and Mpiti. And Cologne Capris look great in Lucky Strike clothing! **MS**



Abarth: Fiat-Based Cars
by Andrea & David Sparrow
ISBN 1904788 82 9
published by Veloce, £9.99

Yet another entry in the Sparrows' cheap and (occasionally) cheerful series of photo albums. This time the theme is Carlo (cough, Karl) Abarth's highly-strung Fiats. All the obvious ones are included – 595s, 750s and 1000TCs along with oddballs such as the misshapen Vignale coupé and lovely Allemano-bodied 2200. But quite why they've included a late-model Barchetta (Abarth kit comprising a bumper sticker) here is a mystery. And this coming from an owner of one.

Problem is, there isn't much to read and the snappery isn't at all captivating, although we did like the shot of a 1000TC with workmen painting white lines on the road in the background (weren't they visible through the viewfinder?). It gave us a laugh during press week, for which we're eternally grateful. **RH**

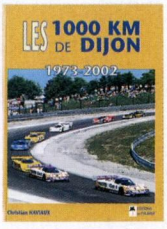


Les Grands Prix de Monaco Formule 3
by Michel Delannoy
ISBN 2 914920 48 2
published by Editions du Palmier, €30

Formula Three nuts do not have a huge amount of books to indulge their passion, but the tantalising message here is that this is but the opening stanza in a series on the famed Monaco F3 race.

Part one covers the 1950 race, for the 500cc brigade, and then the Formula Junior runnings of '59 and '60 (there was no race from 1951 to '58). Everything is here: shots of many of the competing cars and drivers – including a very happy '50 winner, Stirling Moss – and full results and practice lists. Did you know Lorenzo Bandini was the fastest non-qualifier in '60?

The informative text and captions are in French and English (translated by David Waldron) and, although the photography angles are samey, this is a fantastic document. Can't wait for part two! **MS**



Les 1000Km de Dijon 1973-2002
by Christian Naviaux
ISBN 2 914920 51 2
published by Editions du Palmier, €40

Yet another cracker from the prolific Naviaux. Should you be turned on by Group Six sports-racers and be-winged Porsche 935s (and really you should be), you're going to love this. Charting the history of the Dijon enduro (the 1000Km subhead is slightly misleading as some races were 800km, others even less), this hardback gives a pretty comprehensive year-by-year account plus results tables, and you'll genuinely learn something new.

Did you know that legendary *The Italian Job* stuntman Rémy Julien drove a BMW CSL to last place in the 1976 Six Heures de l'ACF, or that Tom Walkinshaw finished seventh in the same race in a similar car despite suffering near-asphyxiation from exhaust fumes? Great images and a clean layout too, but French text only. **RH**

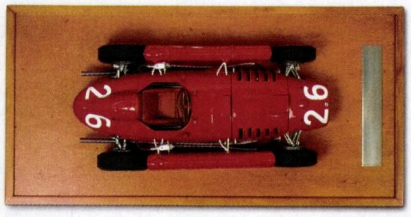
Models

Thanks to Grand Prix Models, tel: 01727 845645 or see www.grandprixmodels.co.uk



Model of the Month

Superb 1:12th Lancia D50 from MG Model, inspired by Alberto Ascari's 1955 Monaco Grand Prix entry that ended up in the harbour on lap 81. Mixing resin and metal parts, it features an impressive level of detail, including V8 engine. For the DIY enthusiast it's available as a kit at £332.55 - or you can get it ready-built for £1056





1:43rd Ferrari 212 Vignale spider, as entered for the 1951 Coppa Dolomiti mountain road race. From Alfa Model 43, price £111.45



Inspired 1:24th Alpine A210 from Le Mans Miniatures, as driven by Henri Grandsire and Leo Cella to ninth in 1966 24 Hours. Available as a resin kit for £79.35, or factory-built at £130.70



Even early Le Mans retirements inspire models. The 1970 Alfa Romeo 33/3 of Masten Gregory / Toine Hezemans was out after two hours with engine failure, but it's now available in 1:43rd from Fast, price £73.80



A must for Damon Hill fans! Provence Miniatures' 1:43rd Porsche 962 RLR from Le Mans 1989, as co-driven with David Hobbs and Steven Andskär. Kit is £38.50 or ready-built for only £53.95



Safari Rally cars always make good model subjects. Latest from Scala is Hannu Mikkola's 1987 Audi 200 Quattro winner in 1:43rd. Available as a resin/metal kit for £44.15 or hand-built at £135.60



Bizarre's 1:43rd die-cast 1950 Le Mans Nash-Healey as driven to a fine fourth by Tony Rolt and Duncan Hamilton. Good value at £30.00



History Car 43's Mille Miglia collection continues with 1:43rd Fiat 508C coupé from 1947. Kit costs £39.00 or ready-built for £81.00



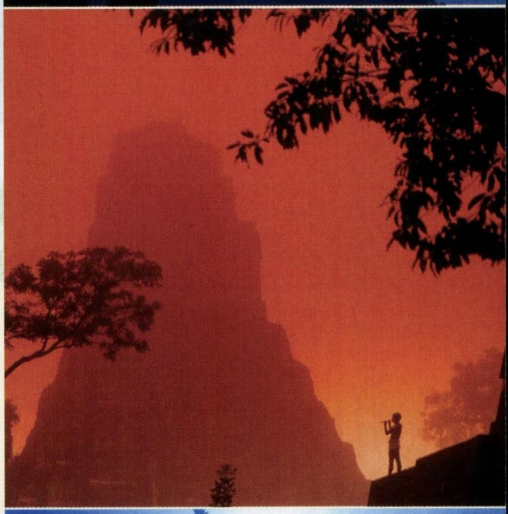
Another bizarre *etceterini* from History Car 43 is this Colli-Fiat 1100 Spider as entered in the 1940 Mille Miglia. The 1:43rd kit costs £39.00 or built at £81.00

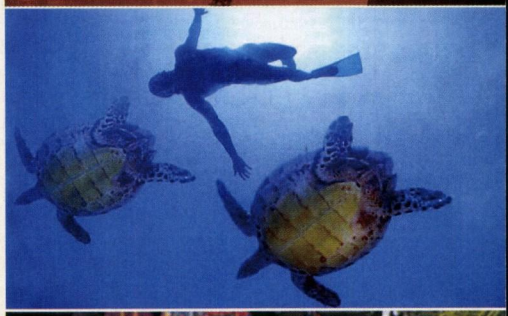
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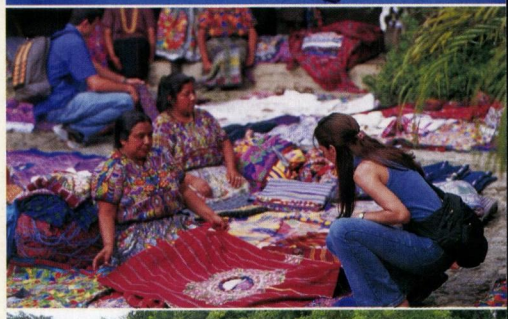
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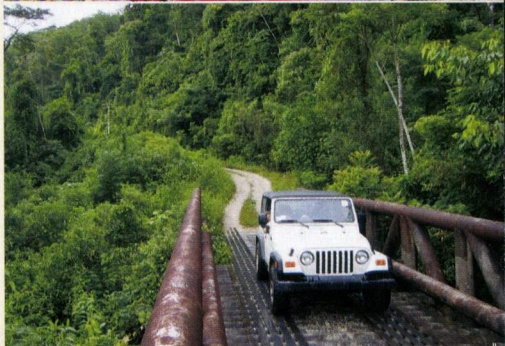




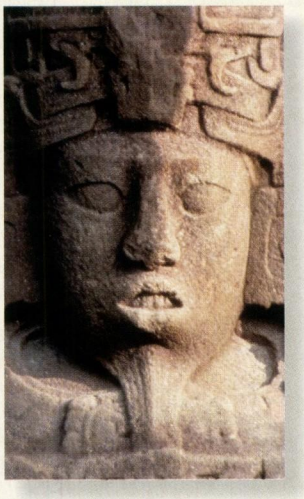








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Photos: John Brown, Kurt Richter, Mike Johnson, Mexico Tourism Board, Guatemala Tourist Commission.

Feedback

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e-mail (please include your postal address): **motorsport@haynet.com**

BETA AND BETTER

Thank you for the super article on Vittorio Brambilla (*MotorSport*, February 2006). Vittorio was always one of my heroes, and I always felt he was the epitome of everything an Italian racer should be – brave (fearless?), fast and spectacular. Whatever he was in, Vittorio always looked fast – plumes of smoke from locked wheels, lurid oversteer, flailing hands. When you watched Vittorio in action you knew he was trying.

I had a treasured opportunity to meet him at Monza in 1999, when he came along at the invitation of TGP racer James King to demonstrate James's Beta-liveried March 761. He arrived with his wife and a tribe of grandchildren, who were obviously seeing their grandad in a completely new light.

Resplendent in his original Beta overalls (which were just a little snug), Vittorio in his limited English proclaimed of the car: "Ees much better prepared than when I race it!" With the pits grandstand crowd on their feet and cheering, Vitt' was strapped in to the car and about to leave the pits when James's mechanics came out of the garage carrying a new nosecone, which they then set in full view on two supports. Vittorio's eyes twinkled and he laughed, wagging an admonishing finger at James: "No, no, today I go very slow!" Needless to say, on the first lap past the pits he was on the limiter in every gear, each shift as crisp and quick as if he'd never been away.

The three laps passed all too quickly and Vittorio cruised in to a standing ovation from the crowd, who had clearly appreciated his efforts. The lap times? Irrelevant, but I think most of the TGP drivers were glad that Brambilla wasn't racing that afternoon.

A true star and sadly missed – his antics with brother Tino at an Easter Thruxton F2 meeting are a story for another day.

Steve Lydon, Ploussay, France

KEANE COMPETITOR

I was very pleased to read my name attached to the 'Mystery Car' competition in the January issue.

That Lotus 18 was indeed my car. I bought it in 1962 from the late Edmund Gill (for £435, including trailer!). He had bought it from its original owner, Reg Armstrong, in '61. Reg had purchased it new in 1960. It had a most wonderful little 997cc Cosworth-Ford engine fitted and I used it in 1962-63 for hillclimbing and racing with considerable success, achieving the honour of winning the Sexton Trophy Speed Championship in '63.

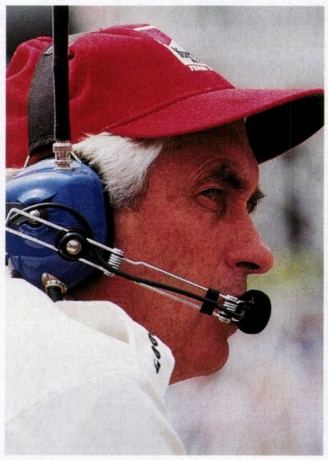
Despite my thrashing the little engine over the two seasons, it never gave me any bother. Because I got sponsorship (the first such benefit to a driver in Ireland) for 1964 I foolishly put the 1570cc Alfa Romeo engine into the chassis, which was superbly modified by John Crosslé to take the extra weight and power. It was 1966 before I won another trophy because of huge reliability problems with that new engine. I finally sold the car when I was given a Brabham BT19 by the late Kevin Murphy – this car is also featured on page 29 of the same *MotorSport* edition!

It is a strange coincidence that my sponsor Kevin also bought me Graham Hill's Lotus 49B, which you also show on page 29... We had a 1.8-litre Ford FVA engine fitted to the car. With these two latter cars I made quite a few new hillclimb records and had great enjoyment. I marvel these days at young men being paid lots of millions to do what I would love to be doing, racing.

Frank Keane, Dublin, Ireland



Vittorio Brambilla in action in March 761 at Monza, '76. Reader Steve Lydon has fond memories of the Italian's return in '99



Roger Penske: fuel-freezing pioneer

FUELS RUSH IN

In your Herbie Blash/Charlie Whiting article (January issue), Mr Blash states: "We were the first people to freeze fuel", speaking of the 1983 Formula One season.

I believe this racing innovation actually resides with Roger Penske circa 1969, as far as road racing is concerned. It was a US drag racing 'secret' in the 1960s as well. Perhaps the quote was meant to say "...in F1"?

By the way, I enjoyed the headlines in the *Wheel To Wheel* section in the January issue: 'Mercer splashes on the old Spice'; 'Piper at the dates of brawn' (Syd Barrett would be proud); 'Walker is the fastest runner'; and my favourite, 'Spitfire wins dogfight'!

Norman Gaines, New York, USA

Thanks! Does anyone have any photos of Nick Mason doing slight damage to a tyre barrier, so that we can run the caption: 'Another Nick in the wall...'? **– Ed**

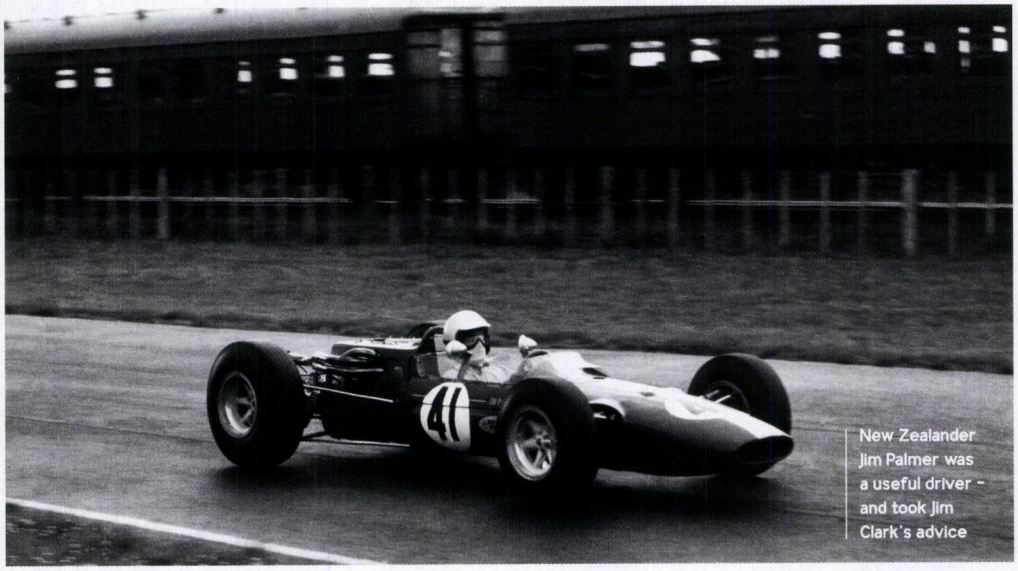
EARL GREY AREA

Your article about Johnny Dumfries (March issue) brought back memories of the early Eighties, when my now ex-wife and myself knew Johnny when he was racing in Formula Ford 1600, mainly at Brands Hatch.

Racing for Bert Ray in a two-car team with the late Paul Gerrish, the two yellow Ray chassis were usually at the front of the field. At the time John was known to us as a painter and decorator from Fulham, but there was a certain amount of gossip as to his real background. So, one race morning over breakfast in the Kentagon, my ex-wife asked the question, and we then didn't know what to say!

We always found John to be a great bloke who wanted his background kept reasonably quiet so that his on-track performances

Letter of the month



New Zealander Jim Palmer was a useful driver - and took Jim Clark's advice

CARS, BEER AND GIRLS

I enjoyed Gordon Cruickshank's article on the Tasman Series, which was almost a second World Championship at its peak between 1966-69. The '66 and '67 series were match races between Jackie Stewart and Jim Clark - probably the most even contests between the two masters from the Scottish lowlands. Stewart scored a great win in the '67 New Zealand GP, holding on against Clark. I listened thrilled on my transistor to this duel, which in many ways sparked my interest in racing.

Jochen Rindt getting to grips with the Lotus 49 was the most exciting single-seater driving seen here since Stirling Moss, but probably didn't move the average spectator, who went to the big meets for saloons, booze and, if they were very lucky, women. New Zealand then, as it still is, was a land of rigid lower middle-class Presbyterian values, and the further south you went, motor racing was one of the few opportunities for life and excess.

I can remember attending a National Formula 1.5 meet at Timaru in 1969: wind-assisted by a 60mph Canterbury northwester, Ken Smith's blue Lotus 41 rocketed down the straight at 140mph, but the more arresting sight was the yahooing youths smashing each bottle of beer as they finished it. They were mounted on a back seat removed from an Anglia, simultaneously pleasuring their girlfriends! My father was having a heart attack, but I caught 17 laps of the blue 41 before he shuffled me away. It would take an hour of intimidation by mother to get him to attend the next meeting.

There was some good 2.5-litre racing among the Formula 5000s in the 1970-71 series. In 1970 Graeme Lawrence won the series in the ex-Amon Ferrari, and in '71 he was quicker in every race than the March-Cosworth 701 raced by Amon at Levin and Wigram and by David Oxton at Pukekohe and Teretonga.

The greatest 2.5 Kiwi hero was probably the ultimate shoestring pilot, Bryan Faloon. Also, the well-financed Jim Palmer deserves more praise. At Longford one year Palmer was catching the Brabham-Repco of Jack Brabham. In an interview he says he still dreams of the Longford trees flashing past as he went down the straight in '66. Clark told him he'd go faster if he gripped the Lotus steering wheel less tightly.
ROBERT MILES, NEW ZEALAND

would be the talking point. We kept in touch during his F3 years, only losing contact as his career progressed onwards and upwards.
David Webster, by e-mail

NILES PER HOUR

Your 'Model of the Month' reviewed in the February issue brought back memories of a time I was installed in Qasr-el-Nil barracks in Cairo. My window looked onto the bridge over the Nile and I remember one day staring in disbelief at the sight of single-seater racing cars threading their way at high speed through the Cairo traffic.

I later learned that the cars were Cisitalias, but an immediate move to the Canal Zone prevented me ever finding out whether there was a race meeting and if so where on earth it could have been held. The year must have been about 1946, and they were probably the fastest things on wheels that I had seen since days at Prescott before the war, when a friend and myself used to cycle out from Cheltenham and make our way to the course through a hedge!
Sidney Millard, Cheltenham

TEETH INTO PLAQUE

I read with great interest Simon Taylor's Notebook last month on Henry Segrave. He once occupied a magnificent house in St John's Wood, a few hundred yards from the council house where I lived less than 40 years later, with our first Sunbeam parked outside.

Disappointed to find no recognition of the distinguished sporting ambassador who once resided there, I gave the 'Blue Plaque' idea a try. I told the current resident of 25 Elm Tree Grove of the significance of its earlier occupier, and she had no objections to my approaching English Heritage on the matter.

This was some four years ago. English Heritage warned me it was a very slow process, and this it has proved to be, although I keep in touch with them every six months or so. I am told that we may get some sort of answer during the next month or two. A blue plaque is certainly the least that this great man deserves.
Bruce Dowell, Somerset

Jenks on...

Paul Ricard, 1971

With the Grand Prix of France taking place on the newly built multi-million-pound Paul Ricard circuit alongside the Castellet aerodrome, about equidistant from Marseille and Toulon, it was natural that the circuit was the main topic of conversation. Before anyone else credits or blames me with the following opinion, and it was being done in the paddock before the meeting was over, I must quote Robin Herd, the March designer, on the subject of Monsieur Paul Ricard's 1970 monument to motor racing. Herd said he thought it was rather sad to think that when we are on our way to the 1987 Monaco Grand Prix we should take time to turn off the autoroute after Aix-en-Provence and drive into the hills, to stand in the quietness of the scrubland and look at the great crumbling, disused stadium, all broken down and overgrown, and recall where Amon once spun off and Stewart had a slight accident, and then continue on our way to Monte Carlo. That was Robin Herd's opinion of the whole vast and extravagant affair of the Paul Ricard circuit and all I can say is that he said it before I did. There have always been monuments and follies built by man in his enthusiasm to create things, some of them artistic, some of them political and others of a sporting nature. In Spain you can see the Sitges banked track, in England the Brooklands track, in North Africa the Mellaha concrete wonder at Tripoli, in Northern France the Reims circuit, in Southern France the Miramas autodrome, and so it goes on. In Germany you can still visit Hitler's stadium at Nürnberg, in England you can visit Stonehenge, all wonders of the world created by that ever-ingenious animal known as Man. My overall feeling about the Paul Ricard circuit is that while the man's philanthropy is admirable I am not sure that European motor racing is strong enough, or rich enough, to afford such a luxury or to keep it going. - Yours, DSJ

DENIS JENKINSON WAS OUR FAMOUS CONTINENTAL CORRESPONDENT FOR MORE THAN 40 YEARS



Ricard was still active as F1 venue in '90!

LAT Old Race Photos

ROYAL NAVY

RESERVES

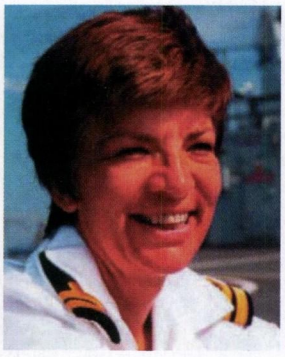


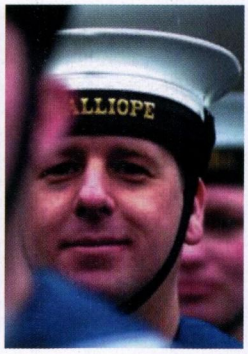
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You were there...

We go globetrotting for this feature: this month it's off to Montréal, Canada and Warwick Farm, Australia



Above: a cheerful Chapman intrudes on Mario Andretti in the 'Glen pits



Above: "please - do not draw on my visor." Patrick Tambay, '78 US GP



Left: a young Gilles Villeneuve stands by his Can-Am Wolf Dallara, Mosport '77

Below: Lola-Chevys of Tony Brise and Teddy Pilette (4) on Brands F5000 grid

Below right: Shadow man Clay Regazzoni makes his point at Watkins Glen, 1978

Clenched fist of victory for Ayrton Senna after 1990 Canadian Grand Prix







"My wife knew very early on in our marriage that motorsport would be a big part of our lives when I took her to the 1975 Shellsport 5000 European Championship race at Brands Hatch on our honeymoon!" So says **Richard Dean**, of Franklin, Massachusetts, who from the early 1970s attended grands prix and other races in several countries. Like so many contributors to these pages, he recalls with fondness how much easier it was to gain access to pits and paddock, and to the drivers themselves: "When security was not as tight as it is now, and I was young and brazen enough to jump fences, I was able to take many close-up shots of the drivers in the pits, as well as other shots on the track."

Mr Dean's spread of photographs proves the point, with some candid close-ups of team members interacting. Living as he does in the north-east of the USA, Montréal is effectively Mr Dean's 'local' grand prix circuit, so his selection majors on the Canadian track. His pictures run up to the 1990s, but we found more of interest in the earlier years - particularly a baby-faced Gilles Villeneuve at Mosport in 1977.

We need your photos

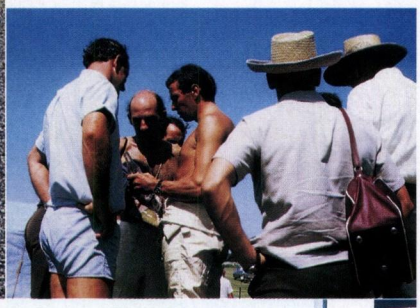
Do you have photographs from races or rallies gone by tucked away in a drawer at home? If the answer is yes, and you feel you have some interesting anecdotes to go with them, we'd love to hear from you (see our postal address on page 7).

We suggest that where possible you keep hold of the negatives and send prints to us - and we, of course, undertake to look after your treasured items and return them safely after use. Get rummaging!



Left: Pedro Rodríguez, V12 BRM, before Warwick Farm '68

Below: Stirling Moss, Jim Clark, Denny Hulme in Australia, '68



Arriving coincidentally not long after we published our Tasman feature, this collection of photographs from **Don Kirkham**, of Kingscliffe, New South Wales, takes us back to the days when Europe's grand prix elite would take a busman's holiday in New Zealand and Australia to compete in the eight-round series, usually with a few extra races thrown in.

Mr Kirkham was able to travel to Warwick Farm, near Sydney, during the great years of the series, when it attracted some of the finest grand prix drivers to the Antipodes and allowed home-grown talent to measure itself against Europe's best, even though Tasman ran to a smaller 2.5-litre formula.

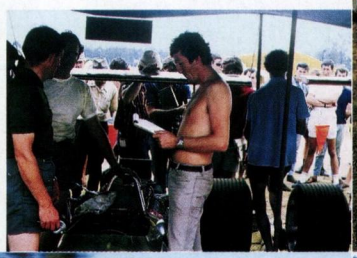
"It was a great time for us in Australia," says Mr Kirkham. "We were able to see the best Formula One drivers of the time. On Friday I would spend the day in the pits with the drivers and teams, something that I would not be able to do today. Great memories!"

And some interesting photos, too, giving us a flavour of those casual but exciting days.

Right: local boy Chris Amon leans on his semi-works Ferrari



Below: Jochen Rindt waits by his Lotus 49 for practice to start







Above: promising American Timmy Mayer rests in his Cooper in 1964

Left: Lotus with 2.5-litre DFV gave Jim Clark his third Tasman title

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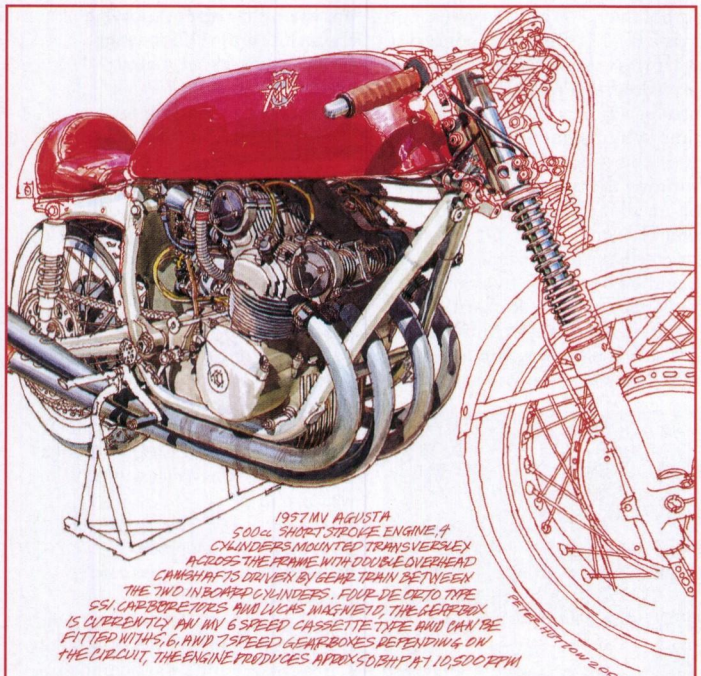


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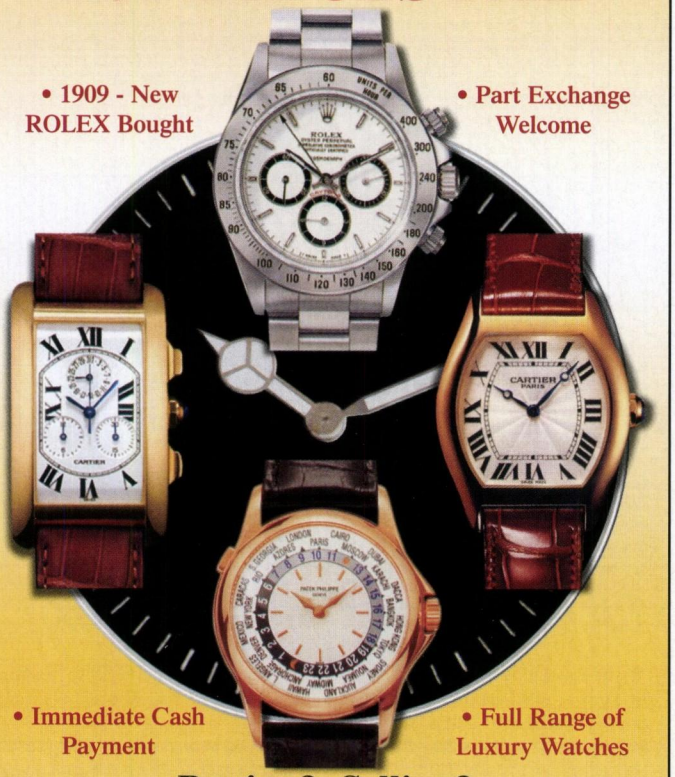
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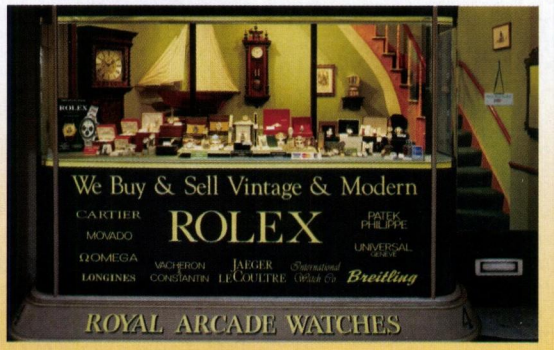
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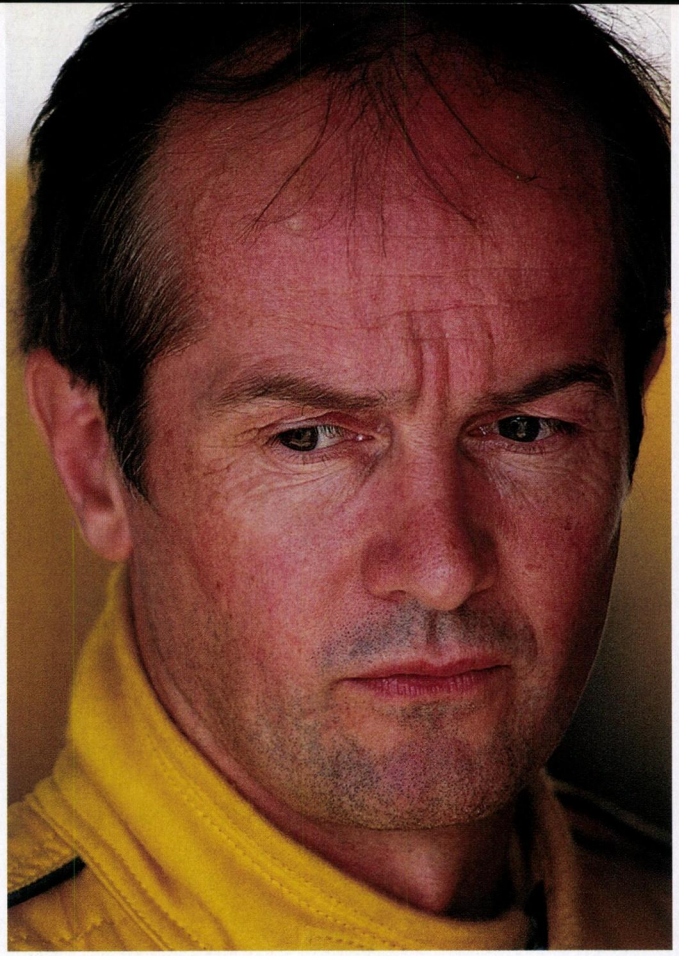
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In the hot seat
Anthony Reid



His sponsor hoodwinked **Saab** into going F3 but he might have come out of it OK if he'd been **Brazilian**, especially as he's always kept a lookout for **antelopes on the apex**

You beat Jacques Villeneuve, Tom Kristensen and Rickard Rydell to win the 1992 Japanese F3 title. How come they made it much further than you?
Nick Hollis, Derbyshire

I don't think Rickard made it much further than I did – apart from winning the BTCC! Probably the most significant difference is that when I won the Japanese F3 Championship I was already 34 – in the eyes of most team owners and directors that was too old to consider a career in Formula One. Jacques was only 20 or something and Tom is a good 10 years younger than I am. Motor racing is not an athletic sport – you go to work and sit down behind the wheel of a racing car – but it's a very ageist sport.

Did that Japanese marshal really think your head had come off when you crashed in a Formula 3000 test?
Bruce McKie, Telford

By all accounts and from what people said, Roland Ratzenberger and Paulo Carcasci were immediately on the scene because they were following behind. When you get a head wound there's a lot of blood, and the car was upside down and my helmet was missing. The marshals thought I was dead, and they didn't do much. It was Roland and Paulo who got me out of the car and off to hospital. It was a dangerous sport then.

Have you ever seen anything more surprising than Rickard Rydell trying to assault you after that BTCC incident at Brands in 1998?
Robert Croucher, Poole

I know what Rickard's like! He's called the Smiling Assassin and underneath the skin he has this ruthless streak. He's very competitive and I had seen him lose his cool before. But not to the point of physical assault! What happened on the track was a very minor incident – the sort of thing you see every weekend in the BTCC. But in the context of what was at stake there was a lot of pressure from Volvo for Rickard to produce the goods. At the same time I was in a good car [the Nissan] and could see the prospect of winning the title, so there was a bit of needle. On the first lap he'd blocked me into Druids and reversed me into the field, and I was engulfed by four or five cars. I was well peeved with Rickard! But I was flying and caught him back up. It's just that it was the zenith of BTCC racing and a lot was at stake.



Reid's pristine Prodrive Mondeo in 2000: clearly pre-run-in with Vincent Radermecker

all LAT

Are there any regrets in leaving Nissan for Ford in 1999, bearing in mind what Laurent Aïello achieved in 'your' car?
Lucy Woodhouse, London

It's always a difficult call, and Ford were offering me a two-year contract on substantial money, while Nissan could only give me one year. I knew Prodrive could win the title for Ford, and if I'd won it in a new team for me then it would have had a lot more value: I was testing myself in a new environment rather than in one built around me at Nissan. But it was the work I did with Alec Poole [Nissan Motorsport Europe boss], Richard Divila [engineer] and Ray Mallock [team chief] which made the car what it was, which I'm very proud of.

Do you ever send Vincent Radermecker a Christmas card?
Philip Lampman, by e-mail

No! But I still needed to beat Alain [Menu, to win the 2000 BTCC title] at Silverstone and I was behind him at the time of the accident. I've reflected on that season a few times and the championship wasn't lost at that moment, but by my trying too hard at particular points. There were a couple of race starts where I got too much wheelspin, when I

should have tried to make a normal start instead of a supersonic steam catapult launch. Also, at Croft I was second in qualifying, but the scrutineers said my ECU was improperly programmed. I had the option of taking the penalty and starting from the back, or starting second and checking it again. I chose to start second because the team said everything would be OK. And in the end it wasn't. I would've been better off not to race, because then I had a zero score which I was not allowed to include in my dropped scores.

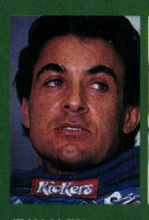
Out of all your BTCC team bosses/engineers, who's the most boffin-like – Ray Mallock or Dick Bennetts?
Robert Menapace, by e-mail
I would say that Dick is the most passionate – he certainly makes the most sacrifices. But Ray's are different circumstances – he ran a top team in the era of Super Touring and massive budgets. He's obviously had a better track record but he's had better budgets. I'd put them neck and neck in terms of achievements on what they have. I still hope to race in the BTCC with Dick and his MG team this year.

How much did Saab's F3 engine set back your career in 1985?
John Auckland, Chichester
It's very difficult to say, but frankly it was the only opportunity I was going to get to race in F3. You've got to make that step to launch a successful single-seater career, but you've got to have a budget behind you. Bob Moore gave me tremendous help. He was good friends with John Kirkpatrick, who ran me in FF2000. He was a brilliant salesman and he persuaded Saab to go F3. They never wanted to do it, but Bob could sell sand to the Arabs and told Saab it couldn't afford not to! My team-mate Maurizio Sandro Sala did OK after that, but that was at a time when if you were Brazilian you were favoured. I couldn't believe the fuss that was made about him and Mauricio Gugelmin.

You've been to Le Mans a few times, but was your third place in 1990 with David Sears and Tiff Needell in a Porsche 962 the highlight?
PJ Philby, Reigate
It was a very significant highlight, but one of the biggest thrills was racing in 2002 for MG – a British company, an all-British team and the car was very quick. I said to my team-mates Warren Hughes and Jonny Kane before the race, 'Look guys, we're not going to win or even finish. Whether we go at 5mph or flat-out, it will only make two hours' difference to when we retire. So let's just go f***ing balls to the wall!' I'd never got qualifying tyres to do our time, so I spent the first hour sorting my way through traffic. We got the car up to third and broke down at 12.30 at night. The best bit was when I saw Tom Kristensen coming out of the pits in front of me in the Audi. I caught him up in two or three laps and chased him. I'd keep moving over to the right into Arnage with the headlights on full blast. He was on the radio asking who the hell it was!

Did you ever, in the course of your instruction at the Jim Russell school, tell pupils they must maintain constant steering lock once they'd turned in "unless you encounter an antelope before the apex"?
Mark Tabb, Manchester
That does ring a bell, you know – I think I probably did. In fact I'm sure I did! I worked there from 1985-90, and there was a particular style we taught at the time, because not many people were coming from karting. It was just people who had driven on public roads, so you had to teach them basic discipline for their own safety: you didn't want to be shuffling the wheel in a racing car otherwise you'd be zigzagging down the road. But there were talented drivers at the school – Jan Magnussen, Kelvin Burt, Warren Hughes. You spotted them early and gave them a much more advanced level of instruction. M

Coming up...



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AUSSIE BEAUTS



THE REPCO BRABHAM STORY: 40 YEARS ON FROM TAKING OVER THE WORLD OF F1



TOM SNEVA: EX-TEACHER; INDY 500 HERO

plus

Le Mans 23 Hours: Levegh's 1952 Talbot T26GS
50th birthday: Mallory Park's great moments
Australia's little-known Bathurst rival

ISSUE ON SALE APR 13

Marshall lore

DTV and Gerry Marshall were giants of 1970s British motorsport. Dave Richards looks back...

From the outside, Dealer Team Vauxhall was a mixture of immaculate presentation, manufacturer tuning, product development... and winning. But bald statistics can't begin to describe what the team did for racing in the '70s. It had fans flocking to witness Gerry Marshall at the wheel of the latest hot Vauxhalls. And it provided access to all the components it used itself, for anyone who wanted to enter any branch of motorsport in a Vauxhall.

Team founder Bill Blydenstein got approval for a competition programme from Vauxhall dealership Shaw & Kilburn in December 1966. He knew the still-secret belt-driven OHC 'slant-four' engine was to be dropped into the HB Viva hull as a range topping sports-saloon called the Viva GT for launch in March '68. He moved into the former railway station at Shepreth and Gerry Marshall joined him, along with Gerry Johnstone – the secret ingredient to DTV success.

Initially Marshall doubted Johnstone's suitability as a racing mechanic. He didn't panic or rush, so Marshall thought he didn't care, but after a few meetings working together Big Gerry said: "It was hard to know what Johnstone was thinking, but that he *was* thinking, and thinking usefully, was obvious from the car's progress." Blydenstein reckons: "The 2-litre Viva GT was absolutely the key. And the new engine was magic."

For 1968, Blydenstein says: "If we solved the problems with the head gasket blowing, which we did by recessing the block, then we would have a race car strong enough for Gerry Marshall to take by the scruff of the neck and win with." But the '68 season was initially a slow starter: Marshall's first race for Blydenstein was on November 12 '67, in a 1258cc HB Viva. "Slower than the opposition, but a good handling car" was his initial reaction. At the start of '68 he was joined by Eddie Heasell, though they had countless engine problems and championship success eluded both drivers. The Viva GT broke its duck with an outright win at Lydden Hill in July, and by October Blydenstein had developed the GT2 profile »

> 'Statistics can't describe what DTV did for racing'



The heart and soul of DTV: (l-r) Marshall, Blydenstein, Don Hagger and Johnstone





'Big Gerry' and Baby Bertha,'75 Brit GP support race - another win, shock!

DTV HEROES

Roll-call of Vauxhall superstars

Gerry Marshall: hero of the hour. Could drive sideways at the drop of a throttle, and could party longer and harder with the last drop in a bottle.

Bill Blydenstein: clinically efficient, whether searching for the last reserves of power from an engine or the last salmon in a loch on his famed fishing trips to Scotland. This was a long day's drive from Shepreth, hence his utilisation and promotion of torquey, efficient engines for road cars!

Gerry Johnstone: laid-back, bandit-moustached mechanic who became DTV's team manager. Never seemed in a hurry, but was usually quietly solving problems in his head.

Vauxhall slant-four engine: the raw material behind the winning. Successfully powered Viva GTs, then race Firenzas, even caravan racing VX4/90s and, with 16-valve head, took Chevette HSR to rally success. There's a sectioned example at the Science Museum. A stormer.

Old Nail: famed Firenza coupé - started life as the Thames Television Firenza, in a sponsorship deal devised from the building that now houses *MotorSport* magazine! The winningest Vauxhall ever built.

Big Bertha: beautiful barge. "Handles like a double-decker bus around Woodcote," according to Marshall. Blydenstein sold the remains at the end of the 1970s. They've never resurfaced.

Baby Bertha: devised and built using components culled from Big Bertha. Baby was not the product of a committee like the Ventora, but so successful that Vauxhall halted further involvement in circuit racing.

Chevette HS/HSR: the final and best incarnation of DTV knowledge, distilled into a devastating rally package. Tellingly, none of the Chevettes had their own names...

Bedford CF support vans: no truth in the rumour that they all had stroker cranks, ZF gearboxes, big-valve heads and Tecalemit Jackson fuel injection. Really. No truth at all. Really...

Ferret Fotographics: Bill Blydenstein



cam: "We had an instant 1.5-second per lap advantage. I fettled all the cams by hand myself, using a dial gauge and T-bar to plot the lift curves." By December, Tecalemit-Jackson fuel-injection appeared on the slant-four Viva, and the engines were already producing 160bhp. Blydenstein: "We were lucky in that the Tecalemit boys worked out all the fuelling cams; everything else was down to us."

DTV entered the 1969 season with the injected car, and it proved legal for Group Two because the system fitted the standard manifold. Straight away the team had a marked improvement in race results. Heasell won first time out in the number two Shaw & Kilburn Viva at Lydden Hill in June '69. Then Marshall and Heasell won the Birkett Six-Hour relay at Silverstone. Marshall finished the season with a second place overall in the Redex Saloon Car Championship.

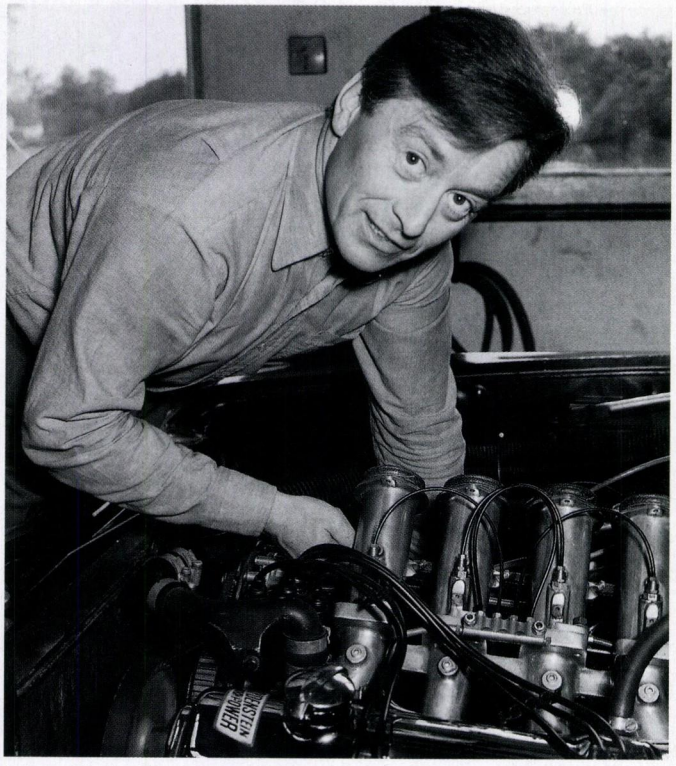
Dick Waldock and Geoff Hall joined Blydenstein in 1970 and became known for perseverance, continuing to work on the car in any corner of the paddock whatever the weather. They shrugged off distractions from Gerry's friends too! Some thought the injection system was cheating, but scrutineers confirmed its legality and Marshall finished the year by winning the over-1300cc class of the Osram-BARC Special Saloon series, 25 points ahead of Dave Brodie's Escort.

The HC Firenza was introduced in 1971, along with Group One, for cars to showroom spec. As this category took off, Vauxhall dealers soon began to scent a 'win on Sunday, sell on Monday' marketing tool. DTV – Dealer Team Vauxhall – was formed in June of that year, when a group of dealers banded together under Alan Maidens, MD of GN Croydon, and Lionel Altman, director of Shaw & Kilburn. For Blydenstein it meant that more finance was available, and the cars had a livery change from white and orange to silver and orange. But one thing Blydenstein didn't like was that: "Vauxhall took over all the marketing for the tuning parts we did. They raised the prices and our sales dropped." Viva GTs were now producing over 200bhp, and the detail work on reliability was paying off.

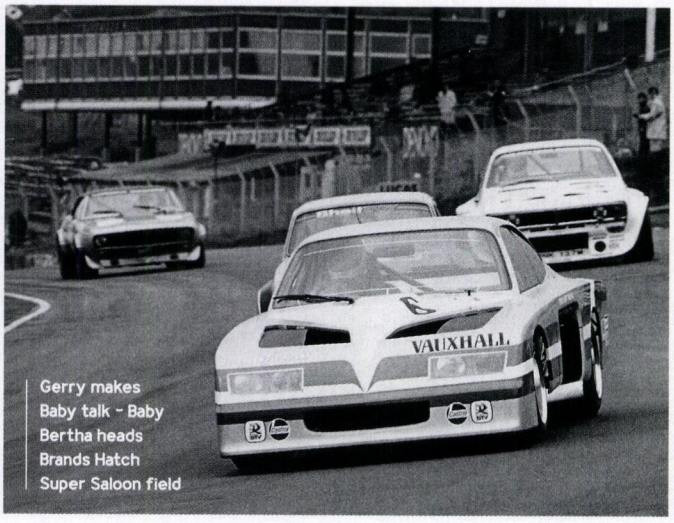
Later that year a 2.5-litre Firenza



Gerry as he will be remembered – sideways in 'Old Nail' Firenza, in which he won 63 races



A former tin-top star with Borgwards and Minis, Blydenstein gave Vauxhalls evil urge



Gerry makes Baby talk – Baby Bertha heads Brands Hatch Super Saloon field

was presented by DTV chairman Alan Maidens to its new sponsor, Thames TV. Eamonn Andrews received the car, and on September 16 Marshall practised it at Crystal Palace, but raced the HB Viva GT as it was slightly faster. Blydenstein later worked out that although the chassis of the two cars was effectively the same, the Firenza had "a lower C of G – so we softened off the anti-roll bars. I think we may even have removed one!" Next the new car appeared at Llandow, where it won two races and set a new lap record. Blydenstein's cars were always immaculately prepared, and Big Gerry took great delight in calling this car "just an old nail". The name stuck, and it began a career in which it was to become the most prolific Vauxhall race winner ever. On November 20 1971 'Old Nail' won again, in a BBC televised event from Lydden Hill (the Thames TV logos had to be taped over!).

'Old Nail became the most prolific Vauxhall race winner ever'

Marshall had carried off a second victory in the Osram championship, but Blydenstein knew that the team needed to win more in 1972: "It was what we set out to do – we were only interested in winning outright." After more victories, Marshall and the team members were paraded around the Luton factory site on an electric buggy train, though Marshall wasn't allowed to drive. "I'd have loved to have got one of those sideways – ideal for a 12-wheel drift!" was a typical Big Gerry comment. Marshall's increasingly exuberant driving style started to stress other components on the car, and twice at Brands he lost rear wheels: "I can feel it two-wheeling as it goes up in the air, and then – bang – it comes down and ooh, the diff's taking the punishment." »

Charlie Wooding, Vauxhall

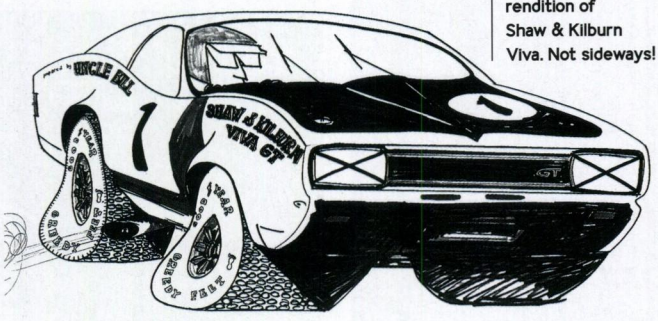


Gerry takes on success ballast as Blydenstein and Will Sparrow play stone, scissors, paper

The season finished with Marshall in the DTV Firenza as winner of the BARC President's Cup and Forward Trust Special Saloon Championship, along with class wins in the Group One Production Saloon arena.

Old Nail received a 16-valve version of the 2.2-litre engine for 1972 and initially ran with 'flat front' and tall bonnet centre to accommodate both 16V and injection trumpets. Later, Vauxhall announced the HP – for High Performance – Firenza. To promote the new road car, Old Nail gained that important 'droop-snoot' front end, which improved aerodynamics, and a new five-speed ZF 'box provided better ratios. The result was another class championship victory with Old Nail in the '73 Forward Trust series.

Meanwhile, Vauxhall was intending to launch a V8 road car, the Ventora, so DTV was commissioned to build a new racer. Frank Costin was employed to design the suspension – Marshall had previously raced a Costin Amigo fitted with a DTV engine. John Taylor at Vauxhall provided aerodynamic assistance – the body had been considerably widened, though Costin said: "My suspension won't work properly with the bloody thing so near the ground." Blydenstein reports his involvement as: "All I seemed to do was sign the cheques." Vauxhall management created the biggest setback for the project: they wanted the car to appear at the Earls Court Motor Show, so it was reworked with perfect panel shutlines and four fully operating doors. Costin scathingly called it "a poseur's car now" and he didn't expect Vauxhall to win races with it.



Abstract cartoon rendition of Shaw & Kilburn Viva. Not sideways!

The car was powered by a Repco-Holden V8 engine, tuned by Nicholson-McLaren. Two units were supplied, but 'Big Bertha' was plagued by misfires. It was cured when DTV modified a Rover V8 distributor and applied this. The Repco is now estimated to have been producing around 460bhp.

"During 1974 we worked all the hours God gave," says Blydenstein. "We were taking on extra staff all the time; whenever we heard of a good mechanic we'd offer him a job." Eventually Shepreth had 45 staff. Marshall took the Ventora for six outings, winning three and retiring from the remainder. One of these retirements was when the adjustable seat, insisted on by Blydestein so that journos could try the car, broke. "Boy, was my face red!" he laughs. The last was a spectacular shunt at Silverstone which comprehensively wrote the car off. The team was "secretly relieved," claims Blydenstein. "We needed a car with the smallest body and the biggest engine. Big Bertha was too heavy." Meantime, Old Nail's season was enough to take the Forward Trust title outright, and Marshall used both it and the Ventora to score a class win in the Simoniz series.



Big Bertha began life as a concept car

'Scathingly, Frank Costin called it a poseur's car'

Big news for DTV's 1975 campaign was a sponsorship deal tied up with Castrol. Marshall scored his 60th win in the Firenza at the Brands season opener: Old Nail was now running a 2.2-litre short-stroke development engine for the event, but Blydenstein was confident of "remarkable torque when used in 2.5 and 2.6-litre capacities." He began to realise that few circuits and events needed full-on horsepower, but that a hearty torque curve could make the car more driveable, competitive and reliable.

In January of '75, construction had begun on what would become DTV's most iconic race car, 'Baby Bertha'. John Taylor, »

Bill Blydenstein



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Wayne Cherry's right-hand man at the Vauxhall styling department, took two weeks' holiday from the Vauxhall factory to spend it at Shepreth. Construction involved using Big Bertha's parts in a Firenza shell that had been reduced to practically nothing. Its debut came at Brands, where Marshall retired with a broken driveshaft while third, but from there on the car dominated: Baby Bertha won 18 races in '75 and easily claimed the Tricentrol Super Saloon Championship. On Boxing Day at Brands, Marshall even finished fourth in a Formula Libre race, behind only single-seaters.

Baby Bertha carried on winning for 1976 in the Tricentrol championship, only losing once, to Jonathan Buncombe's 'Chimp', a Chevron B21 with an Imp outline superimposed – but it was later disqualified. But Blydenstein points to the huge success of Baby Bertha as prompting its own demise: "We were so successful we spoiled Super Saloons: no one could beat us."

Further down the power scale, Gerry also won his class in the Radio 1 Production Saloon series with a Magnum. DTV also entered the Spa 24 Hours, where Tony Lanfranchi joined Marshall in a Shepreth-prepared car formerly used by Michel de Deyne in Belgium. After making it into eighth place, the clutch began to slip for Marshall in the 23rd hour and the car retired.

Spa would receive special attention a year on. Blydenstein knew that "we had to go back because this time it felt like we had unfinished business." A new Magnum was built for the event, and no-one had driven it until practice. DTV "built two engines to a lower compression, and each one showed 172-174bhp, and I thought, 'That is likely to last.'" Partnering Gerry was Peter Brock, who had flown from Australia to join the squad, while Jeff Allam and Jock Robertson both led teams of drivers in two other Magnums. It was a close event, with changeable weather, and Marshall was insistent that Brock should carry on using slicks in the wet conditions. After spinning and knocking off the back bumper, he cruised into the pits and in his dry Australian accent said: "I think we'll have the wets on now." Blydenstein reports: "Gerry Johnstone said something to Goodyear [the tyre sponsors] and borrowed some Michelins." From that point on they were able to haul in the opposition. After 24 hours of racing Marshall and Brock finished second (behind the Joosen/Andruet BMW 530i) and first in class. With the two other Magnums in eighth and ninth, the Vauxhalls also took the Coupe de Roi team prize.

DTV's time in racing was drawing to to a close: Vauxhall knew the only way was down, and the only route to go now was rallying (see panel). It was the end of an era, one that is now regarded as perhaps the best yet witnessed in British racing.

Quite simply, DTV livened up British motorsport. Gerry said in an interview with George Bishop for *The Vauxhall Motorist* in 1974: "If you can lean on someone's bootlid and shake your fist, it upsets 'em. But I am the original believer that a damaged car won't win races. There's not a bent panel on my car. That proves it." The DTV record shows how right he was – Marshall bent very few cars and took over 100 Vauxhall victories, 63 in one car (Old Nail), along with many lap records, pranks, parties and memories. Thirty years on, mention DTV and the instant memory conjured is a silver Firenza, sideways with Big Gerry at the wheel. All these years on Bill Blydenstein's mantra still holds true: winning isn't everything. It's the only thing. M



Arikkala kicks up the dust on '77 Castrol Rally in HS Chevette. He was a prolific winner in these cars

Let's off-road! DTV Chevettes in the forests

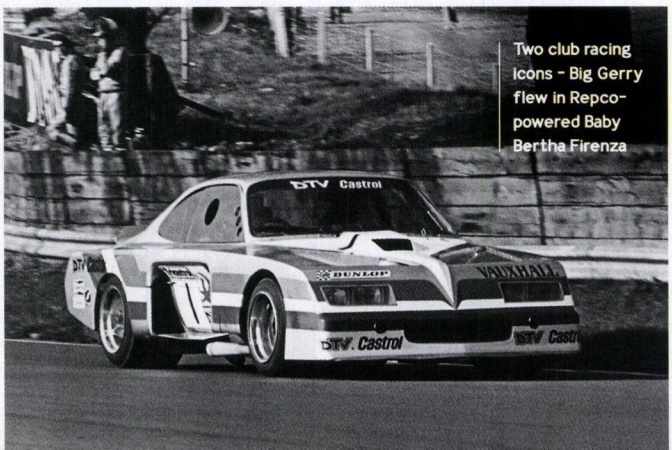
The Chevette HS was a parts-bin special, utilising Magnum engines with race-inspired 16-valve heads, the ZF gearbox from the HP Firenza and a torque tube-mounted rear-axle arrangement first seen on the A-series Opel Manta.

On its first outing, in the hands of Will Sparrow, it only lasted a day. Six months later Pentti Airikkala gained a victory on the Welsh International, but six months after that the Chevette's homologation was under question. Blydenstein and Weslake in Sussex worked together to get as much power from the narrow valve angle Vauxhall 'head as the team was getting previously from the wide valve angle Lotus 'head which was no longer accepted.

The Chevette went on to win the '77 Manx, '78 Hankiralli and Hitachi rallysprint, the '79 Circuit of Ireland and Ulster, and the '80 Galway. By spring 1979, DTV felt the car still had untapped potential, so 50 HSR Chevettes were all built from HS base units. Each had the ZF gearbox replaced with a Getrag item, foam injected into the body structure for rigidity, and the torque-tube rear axle replaced with a four-link and Panhard rod set-up, along with lightweight body panels.

DTV Chevettes therefore took the 1980 Circuit of Ireland, Donegal and Cork 20 rallies along with the '81 West Cork, TV Rallysprint, Scottish and Manx. For '82 Group Four was changed to Group B, and the Chev' was re-homologated, but little extra development occurred due to budget constraints. Still, in '82 and '83 DTV cars gained many top-six placings with Terry Kaby, winning rounds of the Pace-*Autosport* National series.

> 'I am the original believer that a damaged car won't win races'



Two club racing icons – Big Gerry flew in Repco-powered Baby Bertha Firenza

NMM Vauxhall



Colin Hawker and Toleman-backed DFVW at the Thruxton chicane

Monster *revving* loonies

Super Saloons brought the maddest variations of production car models ever to be seen on British racetracks. Marcus Pye looks back on a movement that flourished briefly before burning out

Super Saloons were the biggest, baddest 'tin-tops' ever to hit British racetracks. They were steroidal monsters, most of which packed powerful V8 engines beneath skins caricatured from production machines. On paper they were capable of duelling at 170mph on the balls-out expanses of Silverstone, Snetterton and Thruxton. Reality, however, was rarely like that.

The raw muscular appeal of the 'Superloons', which made the ground shake as they roared away, endeared them to a loyal fan following in the mid-1970s. And their equally burly star drivers – Gerry Marshall, Tony Hazlewood, Mick Hill, Ian Richardson and Tony Strawson – added to the charisma of a unique racing ethos.

Hurtling hybrids were nothing new: Anglia ace Doc Merfield had shoehorned a 4.7-litre Ford GT40-type engine into his 'Fraud' Lotus-Cortina in '64 and, while it was initially a scary beast, this creation spawned a minor revolution. Terry Sanger made Terry Drury's similar machine into a winner, and soon alternative thinking abounded.

Among those early V8 contraptions, on which bulging Carlos Fandango-style wheels appeared *de rigueur*, were Martin Maudling's Ford Corsair, Bill Shaw's Rover (which past master Roy Pierpoint and Irish comingman Alec Poole



Chevy-powered Jaguar 'XJ8', initially raced by Tony Hazlewood, at Mallory Park

drove), Mike Bennion's Morris Minor, Brian Tarrant's Austin A40-Chevrolet and Dennis Clarke's Vauxhall Viva HB. Many sustained club Special Saloon events, alongside the bunch of proprietary Ford Falcon Sprints and Mustangs.

Mick Hill got bitten by the bug when he bought Richard Scantlebury's 'Janglia' – a Ford Anglia 105E motivated by a straight-six Jaguar engine – and enjoyed a fair deal of success for a very modest outlay. "Steering it on the throttle was great fun. I thought it made sense at the time," he recalls.

The Derbyshire GPO telecom engineer yearned to go quicker, so he and a group of pals set about building the first of two home-brewed Ford Capris. Known as Boss Capris after the Ford V8's factory designation, despite having switched to gruntier Chevy powerplants, they used parts from a wrecked Lola T70 sportscar bought from Sid Taylor for £450.

Having given the first proper Super Saloon its debut in '71, Hill became Britain's most successful racer of hybrids, racking up dozens of wins and lap records up and down the country. The presence of the Luton Motor Company/Tricentrol Capris guaranteed fireworks, and inspired rivals to dream up mean machines of their own.

One of the finest was the DAF coupé, built by Tony Hazlewood as the successor to the ex-Merfield Cortina, in which he served a hairy apprenticeship. "Having only raced Minis until then, it seemed like a great thing, but it understeered terribly," he recalls. "It would push and push, to the point where I began to think the grass had as much grip as the track. Having explored a lot of countryside, I sold it to a hillclimber who soon wrote it off."

DAF's concessionaires were based on the same trading estate as Hazlewood's company, and the Dutch car's rear-mounted transmission layout appealed as much as its compact dimensions, because Special Saloon regulations stipulated that the base car's engine and gearbox location had to be mirrored in the racer. This would allow the use of a Hewland FT200 transaxle and

'I began to think grass had as much grip as the track'

give optimum weight distribution, with an all-alloy Oldsmobile-based small-block V8 up front.

A new 55 bodyshell came cheaply. Tony and Ray Kilminster grafted the engine into a subframe carrying F2 March suspension. The machine evolved from 1972 throughout the following season, scoring the odd result between teething problems. By the end of '73 it was flying on wider wheels and, while narrowly beaten by Gerry Marshall's Vauxhall Firenza in the BARC's Forward Trust finale at Thruxton, Hazlewood set the first 100mph lap of the circuit by a Special Saloon.

With interest growing, Hill and Hazlewood were already working to formalise a set of regulations to draw the ever-expanding band of wild V8 cars together. The Westwood Cup race at Silverstone – a horribly wet affair won by Bedfordshire Jeep dealer David Howes's superb Group Two-spec American Motors Javelin – focused attention and galvanised racers behind the new Super Saloon Association.

"We decided to keep it simple," says Hill. "The production car's silhouette had to remain correct above the wheel centres [except for boot-mounted spoilers] and the engine could not be moved backwards or forwards beyond the centreline of the original, depending on whether it was mounted front or rear. Beyond that [apart from an RAC wheelbase tolerance rule carried over from Special Saloons] there were really no rules to break."

Despite the SSA's ambitious plans, and a lot of motorsport press hype, the governing body (doubtless with Tarrant's death at Thruxton in '71 still sounding alarm bells) was not overly happy about the cars' construction. Some major promoters also envisaged Super Saloons diluting their own Special Saloon races. While the BRSCC got behind it, dates were hard to come by and the proposed championship was »



Another Hawker car powered by a Cosworth DFV – here he is in his Ford Capri

Ferret Fotographics, Jeff Bloxham



Not a Super Saloon race, but Mick Hill's Beetle-Chevy is out front. Bottom of page: snapshots of Buncombe's 'Chimp' and the Turner/Collier Skoda

dropped in favour of a short series of races in '74.

Gerry Marshall's weapon, the fearsome Dealer Team Vauxhall Ventora FE built by Bill Blydenstein's boys at Shepreth – with input from Frank Costin – was ready by then. The one-tonne silver leviathan, with its Aussie Repco-Holden engine, had already shown its colours with a debut victory in a Silverstone clubbie. Was the writing on the wall for the amateurs who squared up to a works effort?

Not so, apparently, for while Big Gerry started from pole at Snetterton, the suspension collapsed and the honour of winning the first official Super Saloon race fell, perhaps appropriately, to Hill in his Tricentrol Capri from Tony Strawson in the earlier version. On a day when many cars struggled, Nick Whiting's pristine 2-litre Escort (prepared by his brother Charlie, now Formula One's safety supremo) finished third.

'Was the writing on the wall for the amateurs?'

While it non-started at 'Snett', John Turner's Skoda-Chevrolet S110R coupé made an inauspicious debut at the second John Player-backed race at Mallory Park the following day. The original Czech steel shell of the Dorset timber merchant's machine was ingeniously underpinned with the engine, Hewland DG300 transaxle and running gear of a Formula 5000 Leda. Once sorted, the yellow peril would be a front-runner, and within three months had claimed a lap record of 98.61mph at Oulton Park.

Essex engineer Colin Hawker's magnificent Toleman's Delivery Service Ford Capri, powered by an ex-Tyrrell Cosworth DFV F1 engine, had its day at Silverstone, where renowned engine builder Ian Richardson's Can-Am McLaren-based Chevrolet Corvair was a promising second on its maiden run.

Hill won the season-closing races at Castle Combe and Thruxton, and was lauded as the series winner. At the finale, Turner's Skoda – which had broken its duck at a Combe Special Saloon clubbie – had led before wilting again. Fed up with continual disappointment and high running costs, John sold it to Irishman Arthur Collier.

A fully-fledged championship did emerge for 1975, courtesy of Tricentrol's Brian Mayes. Support grew and the first three rounds fell to different drivers: Alec Poole starred at Edinburgh's twisting Ingliston Showground track in Derek McMahon's 2-litre Skoda-BDG (designed by Ray Jessop for Chris Meek around his old Rondel F2 car); Richardson wound the big Corvair up at Silverstone to beat Martin Birrane in the later Hill-built Capri; but Marshall – armed with Baby Bertha – blew everybody away at Mondello Park's double-header for the car's first win.

At Oulton Park, Hawker wheeled out his latest immaculate confection. The stunning but at first ill-handling DFVW married a VW 1600TL coupé body to the DFV-powered Duckhams Special Le Mans racer, designed for Alain de Cadenet by Gordon Murray. Sadly, it was badly damaged in a Brands Hatch clubbie the following day.





Meanwhile, Hawker's Capri bodyshell returned with Scottish borders farmer Doug Niven up, and the 5.7-litre Chevrolet engine from his Escort, the bulbous ex-Meek wagon having been trashed when he hit a toilet block at Ingliston!

The invitation to support the British Grand Prix at Silverstone should have been the high-spot in Super Saloon history. A big field was mustered, but Marshall wiped the board with the awesome Firenza, fishtailing it clear on the full track just as he had dominated the Club circuit event a fortnight previously. "Marshall's monster bore" read the following Thursday's headline in *Autosport*. Not the publicity the movement sought. The die was cast for the rest of the season, and wins at Thruxton, Mallory Park and Oulton Park left Gerry Marshall a clear champion.

Beating the best driver in the best car was a challenge beyond any of the contemporary crop. Having seen his DAF change ownership to Colin Folwell and Alan Minshaw, Hazlewood's new Jaguar 'XJ8' project, motivated by a 7-litre big-block Chevrolet V8 acquired from John Surtees, looked the part. But, entrenched in trying to establish a new business, he only drove it four



Future Nissan BTCC impresario Alec Poole starred in Skoda coupé, here at Snetterton



John Pope's mad V8 Magnum was built around bent Aston DBS – it later had twin turbos!



Amazing DAF-Oldsmobile was sold to Alan Minshaw after Hazlewood had raced it



Mick Hill scored 96 race wins in total, the majority in Capris. Here he is in 'Boss' version

times: "It had immense potential, but needed sorting. I hadn't the time or the money to do it justice."

Others were determined to give Marshall a run for his money in '76. And with some ingenious kit. Jonathan Buncombe, in Tony Wadsworth's four-year-old Chevron B21 sports-racer buried beneath a bizarre Hillman Imp-esque body, and good old Mick Hill with his new VW Beetle-Chevy looked the most likely to offer some resistance.

After an unsatisfactory season in Formula 5000, Hill and his crew abandoned single-seaters and went back to what they knew. Built from scratch around F5000 parts, it looked promising: "It was neat, compact and very light, probably our best car, and it enabled us to get close."

Buncombe had the trump card, however, and the most controversial *bolide*, in the 2-litre Cosworth FVD-powered 'Chimp', which made a monkey of what few rules there were through an interpretation by Peter Jowitt, a senior RAC scrutineer, that its high boot-mounted spoiler, which looked like an extension of the roof or an open rear screen if you squinted at dusk, was in fact legal.

Buncombe harassed

'The Chimp made a monkey of the few rules'

poleman Marshall mercilessly at the 1976 championship opener and, despite the odds on the Grand Prix circuit, managed to snatch victory on the line. Whether Marshall's intermittent power loss was for real, or whether he was out to underline a point, nobody was certain, but the Chimp's wings were clipped.

At the wheel of Baby Bertha, Marshall would make this another title season, ahead of the Escort of Nick Whiting.

Although one or two more cars appeared for the finale – including the interesting Formula One Iso-based Cortina Mk3 of Dr Alistair Thompson and former Chevron fabricator Dave Taylor – the series was falling to pieces.

"Most of us weren't wealthy guys, and having to work all hours to fund building the cars, so we often didn't get to the meetings if there were problems," says Hill. "Starting a build of a Super Saloon car with the best equipment in the world from a used sportscar or single-seater enabled us to compete, but keeping going was another matter."

The Tricentrol series was discontinued for '77 and, while there was a half-hearted attempt at a revival the following season, the remaining cars found a home in the spectacular Donington GT Championship.

Super Saloons' reign of terror had been all too brief. The best cars built for it were works of art; beautiful pieces of engineering. Science did not always influence development though, and the worst were little more than wayward jalopies. Of barely 20 races, spread randomly over three frontline seasons, Gerry Marshall won almost half in Baby Bertha before the cars priced themselves into oblivion. But, like the pungent post-event aromas of spent oil, tortured tyres and singed glassfibre, some great memories still linger three decades later. M

Whiting's Escort and Martin Kent's Sunbeam Rapier





FAMOUS FACES

Hulme and Moss drove 'Superloons'

Five Formula One drivers exercised Super Saloons in the series' period.

DENNY HULME track-tested John Turner's Skoda-Chevrolet S110R for Skoda GB's newspaper in 1974. The '67 World Champion and twice Can-Am champ came away from Brands Hatch impressed.

STIRLING MOSS, wearing his Herbert Johnson cork bone-dome, drove Tony Hazlewood's 7-litre Chevrolet-powered Jaguar 'XJ8' on a test day while driving in the British Saloon Car Championship.

FRANK GARDNER, the triple British Saloon Car Champion, former Willment-Brabham GP driver and '71 Formula 5000 champ, won a Super Saloon race at Silverstone in '74 in the SCA Freight Chevrolet Camaro.

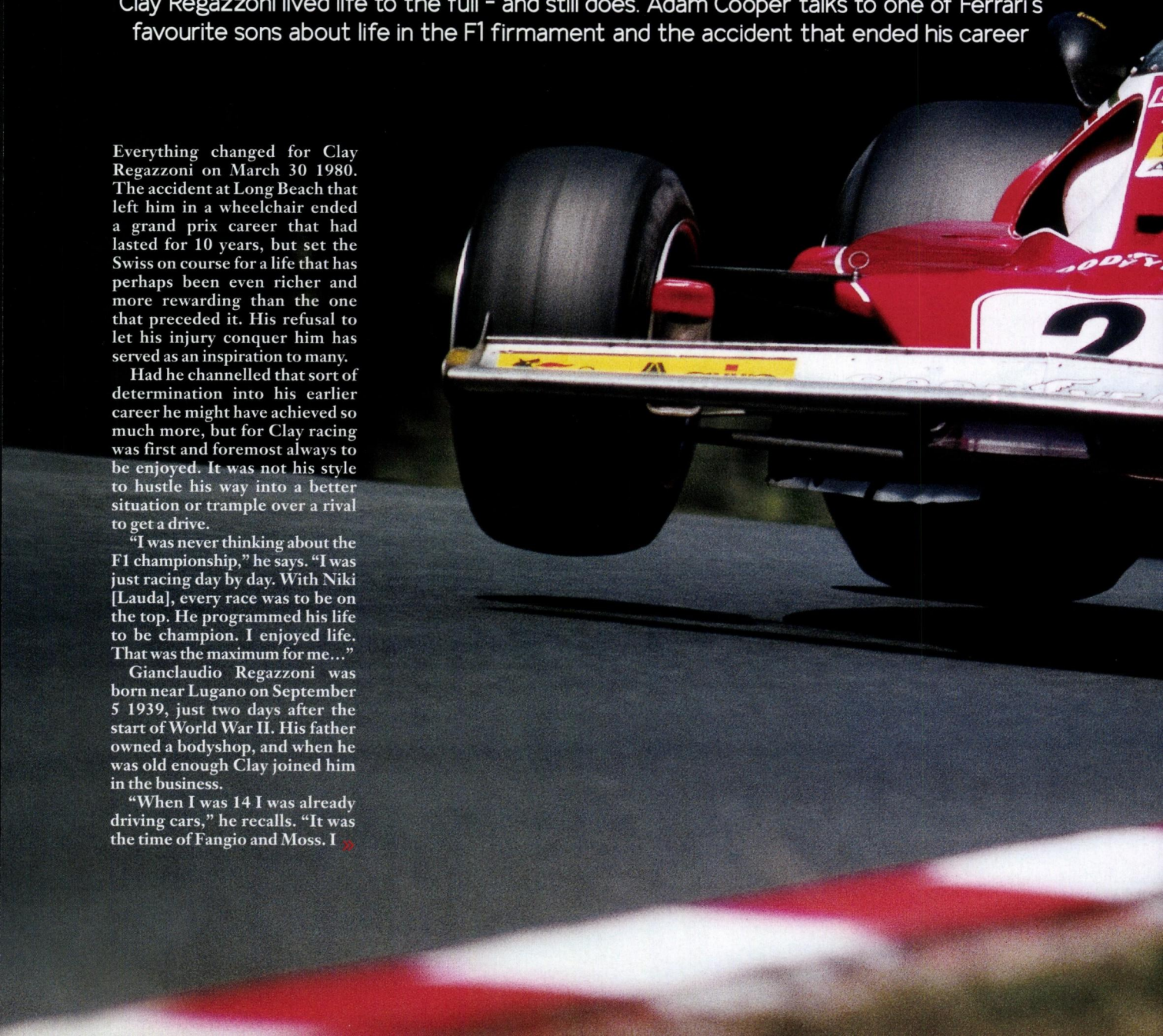
CHRIS CRAFT, who made a single GP start and won the 1973 European 2-litre Sportscar title in Martin Birrane's Lola, raced the DFVW at Oulton in '75. Three years earlier he'd finished 12th at Le Mans in its chassis – the de Cadenet Duckhams Special.

REINE WISELL, the former Lotus, BRM and March F1 driver, finished fifth at Brands Hatch in '76. The Swede was at the wheel of the Zip-Up Chevrolet Camaro he had been racing in Europe.

Jeff Bloxham Ferret Fotographics

"I was never thinking about the World Championship. I was just racing day by day. I enjoyed life. That was the maximum for me"

Clay Regazzoni lived life to the full - and still does. Adam Cooper talks to one of Ferrari's favourite sons about life in the F1 firmament and the accident that ended his career



Everything changed for Clay Regazzoni on March 30 1980. The accident at Long Beach that left him in a wheelchair ended a grand prix career that had lasted for 10 years, but set the Swiss on course for a life that has perhaps been even richer and more rewarding than the one that preceded it. His refusal to let his injury conquer him has served as an inspiration to many.

Had he channelled that sort of determination into his earlier career he might have achieved so much more, but for Clay racing was first and foremost always to be enjoyed. It was not his style to hustle his way into a better situation or trample over a rival to get a drive.

"I was never thinking about the F1 championship," he says. "I was just racing day by day. With Niki [Lauda], every race was to be on the top. He programmed his life to be champion. I enjoyed life. That was the maximum for me..."

Gianclaudio Regazzoni was born near Lugano on September 5 1939, just two days after the start of World War II. His father owned a bodyshop, and when he was old enough Clay joined him in the business.

"When I was 14 I was already driving cars," he recalls. "It was the time of Fangio and Moss. I »



Flying high on his rocket in the sky - Regazzoni gets air at the Nürburgring, '76

Schlegelmilch

liked watching them very much but there was no television, and it was not easy to find magazines. I remember going with a friend to the Racing Car Show in London. It was the only chance to see F1 cars.

"In Switzerland racing was forbidden after the 1955 Le Mans accident, but we still had a lot of good drivers."

Regazzoni was 23 when his competition career got off to a low-key start in 1963, campaigning an Austin-Healey in hillclimbs. The following year he switched to a Mini Cooper S and was usually in the top three in his class, but at that stage there was no great desire to move on.

"I was working with my father, going out on Friday night and back on Sunday night. I never thought seriously about motor racing. That only happened when I met Silvio Moser. There was a club in Lugano where we met every Thursday night and just talked about racing. Silvio was driving a Jaguar with a trailer with a Formula Three car on it. Then one day he said, 'Why don't you drive too?' So I started."

To qualify for a Swiss competition licence Clay had to undertake a racing course at Montlhéry, where his instructor was Tommy Spychiger, who was to lose his life at Monza just a few months later.

Regazzoni's first F3 outings at the start of 1965 were with a De Tomaso, before he joined forces with Moser to run a pair of Brabhams under the Martinelli-Sonvico banner. During his second season, in '66, there were signs of genuine progress. The high and low points came in the Italian GP support race at Monza, where



'A reputation as a charger began to take hold'

he won his heat and led the final until he was eliminated in a spectacular collision.

His break came with a works Tecno drive in 1967. A reputation as a ruthless charger began to take hold, but he stayed with the constructor in '68. He was lucky to escape from an F3 shunt at Monaco, while Tecno's Formula Two car proved to be uncompetitive. The fallout of an accident at Zandvoort, in which Chris Lambert was killed, would dog him for years to come. Then came a chance that any driver with Italian ancestry dreamed of.

"I received a phone call near Christmas in 1968. Franco Gozzi asked me if I'd like to race for Ferrari. I thought it was a joke! He said, 'OK, if you like. I'll come tomorrow to Lugano.' He came, and then I went to Maranello to meet the Old Man for the first time. He didn't talk too much... I never thought about racing for Ferrari: it was a dream. I signed for the '69 season for F2 with the Dino. It was full of problems. I did about four races, the Old Man was very angry and the team was retired."

'Regga' returned to Tecno, but he was still in favour at Ferrari and was offered an F1 chance for '70. Fellow rookie Ignazio Giunti was also signed up, and the plan was for the pair to share the second car alongside Jacky Ickx, when one was available.

Both men had a long wait. Giunti eventually got his chance in the fourth race at Spa, finishing an impressive fourth. Clay, already aged 30, matched that in his first outing at Zandvoort.

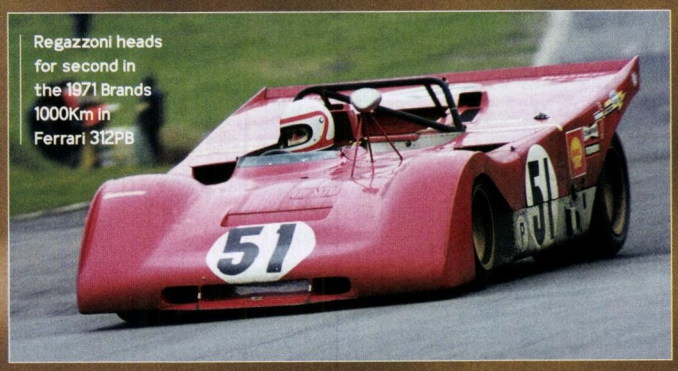
"In the first part of the season Ickx had a spare car and I didn't race. I had nothing to prove. All I had to do was just finish the race and not make a mistake. When I started in F1 I didn't have any problems. It was maybe more difficult when I moved from F3 to F2, but an F1 car for me was easy to drive because it had a lot of power."

Regazzoni missed France, took another fourth at Brands Hatch, retired at Hockenheim and was second, behind Ickx, in Austria. People began to take note, but no one expected his dramatic victory at Monza in his fifth start, 24 hours after the death of Jochen Rindt.

"That was terrible, but next day was the Grand Prix, so you didn't have time to think about it too much. Monza was a very fast circuit. It was not easy because you had to slipstream – all the way full throttle, with the long corners. So you had to be careful and not make mistakes, because if you went off the circuit there, the accident was terrible, no? That was unbelievable, to win in Monza with Ferrari... When I crossed the finish line I had a big problem with the spectators!"

Clay was fourth in '70 British GP in Ferrari 312B. Later that year he won in Italy (left)





Regazzoni heads for second in the 1971 Brands 1000Km in Ferrari 312PB



Aside from winning in F1 in 1970, Clay also stormed to F2 title with Tecno

Second places in Canada and Mexico followed, and he finished third in the World Championship from only eight starts. That same season he also won the European F2 title after a great season with Tecno. Regazzoni had arrived.

Two largely frustrating years alongside Ickx followed, during which time he failed to win another grand prix. Unreliability proved costly, but Clay also made his share of mistakes. During '72 the team began to lose its way, although the boss never lost faith in the Swiss.

"*Il Commendatore* had said to me, 'Clay, we don't have a programme for '73. We don't have money. If you can find another car then sign, but remember the door is still open.'

"Then I signed for BRM. The year before they were running with five cars. I talked with Mr Stanley and said, 'I'll sign, but with a maximum of two cars because you don't have enough power to support five cars.' So I signed for two cars – for myself and Jean-Pierre Beltoise.

"In December he called me to the Dorchester. 'There's a young guy from Austria who wants to join the team.' 'But Mr Stanley, the agreement is there.' 'He comes with a lot of money from a sponsor, we can develop the engine, blah, blah, blah.' I said, 'OK,' and Niki Lauda joined the team.

"This was bad. The BRM car was competitive from the first part of the season – pole in Argentina, the second row in Brazil and South Africa – but in South Africa when they started practice all the engines were open. I said to Alan Challis, 'What's happening?' 'We've rebuilt the engines.' 'How can you rebuild the engines at the track?' There were only five engines for the season..."

Regazzoni lost faith in BRM well before the end of the year, and was even 'rested' by an irked Stanley in Canada. By then he had other plans.

"In June or July Ferrari called me for the '74 season. Later I tested the new car at Fiorano. It was top secret. The new car was very competitive. The B1 and the B2 were terrible cars; very nervous compared to the British cars, which were easy to drive. The B3's handling was much better.

"I signed in August, and the Old Man said, 'Who do you want as a team-mate? With Ickx we're finished, and Arturo Merzario we don't want any more.' I suggested Niki. He was young and he was good. We were together in BRM. Some people were pushing for Jarier."

Regazzoni was competitive from the start of '74, but so too was his team mate: "In '74 he made a lot of mistakes, but Luca di Montezemolo was pushing him. When Niki came the media in Italy did not agree. 'Why Lauda?' They were always »

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Hand Controls Ltd

Adaptations for the disabled driver

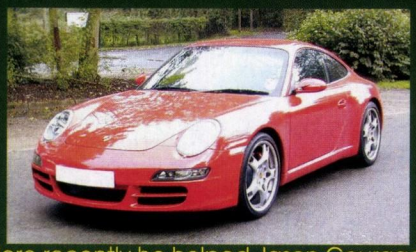
Clay Regazzoni was and remains a pioneer in the field of hand controls for racing and road cars. His long and successful career included 132 Grands Prix, winning six and finishing on the podium a further 23. In his 1974 season with Ferrari, he finished just 3 points behind World Champion Emerson Fittipaldi. Perhaps one of his greatest moments was recording the first ever Grand Prix win for Williams at the British Grand Prix at Silverstone in 1979.



During the 1980 US Grand Prix at Long Beach, tragedy struck when at 170mph, Regazzoni's brake pedal snapped and he was forced to direct his Ensign into a retired car parked in a runoff area. The resulting accident left him paralyzed from the waist down. Upon returning to his native Switzerland, Clay decided that he could live without walking, but not without driving. His dedication to hand control systems meant that by the late 1980's he was able to enter vintage race events and rallies in hand controlled vehicles.



Regazzoni has also been instrumental in assisting other disabled drivers in adapting to hand control systems. Following his accident, he founded a racing school based in Rome that teaches drivers to race using hand control systems.
In 1994 he helped Tom Hollfelder install a set of hand controls on a Ferrari Mondial Quattrovalvole for his daughter Carol.



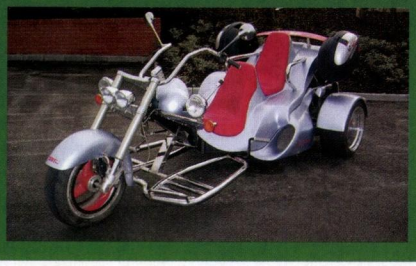
More recently he helped Jason Courage, son of the late F1 driver Piers Courage to return to racing following a motorcycle accident.

Perhaps the most prominent disabled racing driver today is Alex Zanardi. A high-speed accident in Dresden during the 2001 CART championship resulted in the loss of his legs, but he has since returned to racing using hand control systems.

Like Regazzoni and Zanardi Jeff Gosling lost the use of his legs as a result of a motorcycle accident. His business, Jeff Gosling Hand Controls Ltd . founded in 1988, specialises in the design and fitting of hand control systems and is now one of the UK's leading vehicle adaptation companies.



The Jeff Gosling System III Hand Control with L.I.P.S.™ is an advanced push/pull hand control, using axial bearing races at its main pivot point giving a remarkably smooth pivotal operation with no unwanted 'free play'. It also now has the benefit of the new and improved Leg Impact Protection System (L.I.P.S.™) - a patented two-part moulded polyurethane guard designed to shield the legs of the driver in the unlikely event of the vehicle being involved in an accident.





Today, thousands of disabled drivers throughout the UK rely on the Jeff Gosling Hand Control System. Whilst many of these vehicles are standard family saloon and hatchbacks an increasing number are prestige and sports vehicles. Indeed Jeff Gosling's company has adapted vehicles as diverse as a London Routmaster Bus to a road legal Buggy. Their 2005 prestige models include the Aston Martin Vantage V8, Bentley Continental GT, Ferrari 360 Modena and Porsche's 911 (997) and Cayman S together with a wide range of BMW and Mercedes Sports vehicles.

Jeff Gosling Hand Controls Ltd. tailor their system for each make and model of vehicle. Their bespoke design ensures that the controls are unobtrusive and look very much an integral part of the vehicle. System III Hand Control with L.I.P.S.™ is supplied by trained dealers throughout the UK.



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pushing for an Italian driver. To keep the media quiet he had to put Niki in front of me, because if he was behind, well, Merzario could also stay behind! For that we lost the championship…"

The 1974 season would prove to be his best. The record books show that Lauda was faster, and that Clay took just one pole (at Nivelles) and won only at the Nürburgring. But he was a consistent podium finisher, and no other driver seized the initiative either. He was in title contention until the finale at Watkins Glen.

"It was full of misunderstandings, that season. I lost the championship by three points," he says, reeling off an impressive list of wasted opportunities. In Argentina he qualified on the front row only to blow the start, despite discussing flag waving technique with starter Juan Manuel Fangio. He recovered to third, but five points went astray. At Nivelles backmarker Gérard Larrousse forced him off while leading, and he finished fourth – six points gone. In Austria he was a comfortable second when he had a puncture – a pitstop turned into a comedy of errors, and he dropped to fifth. Four more points lost. Finally, at Monza his engine failed while he was leading.

He still went to the USA equal with Emerson Fittipaldi, but was never in the hunt all weekend: "We never know what happened in Watkins Glen. The car was

'He still went to the USA equal with Fittipaldi'

undriveable, and for me the problem was with the tyres – Goodyear had changed the tyres – and also in Canada the car was very nervous… It was really uncompetitive. But nobody was excited. It was just the same routine. Montezemolo was pushing hard for Niki. Nobody was interested in winning the championship with me."

In 1975 Lauda really took control and Regazzoni struggled to keep up, although he did win again at Monza. It was only after he left Ferrari that Clay discovered one of the tricks that the Austrian had employed over their years together.

"At the time there were no radial tyres, and the tyres were made manually. There were many guys, and the tyres made today and tomorrow may be different. Every time I went out with my car it was pulling right or left – it would never go straight. Then they adjust with the pressures.



Monaco '74: Clay heads Ferrari team-mate Lauda. Regga was fourth, Niki retired



Montezemolo looks on as water baby Lauda discusses trunks with style icon Regazzoni

"Niki never had this problem. He had the possibility to look at all the tyres and chose those made by the same hand on the same day. So his car was always perfect! Goodyear had a good relationship with Ferrari, and Montezemolo gave Niki the opportunity to do this. If you look at the grid, nine times out of 10 he was in front of me."

Clay scored the fourth World Championship win of his career at Long Beach in 1976, but the season was turned upside down by Lauda's crash in Germany. "The media put out a big story: Niki's finished, cannot drive any more. We did not race in Zeltweg because the Old Man was angry. Then they started to find other drivers for the next season. In Monza, when Niki came back, Carlos Reutemann was there.

"At Monza Teddy Mayer and the Marlboro people asked me to join McLaren… I remember I was in the



Life with BRM squad in '73 was strained

motorhome, talking to him about money. But things were very good with Ferrari, so no way was I going to move. Then I said to Montezemolo, 'Normally at Monza we decide on next year.' He said, 'The team is the same, Reutemann is just for this grand prix,' and it was not the truth. Finally at the end of the season I read in the newspaper Carlos is coming. Nobody said, 'You are out!' I lost the opportunity to have a good, competitive team."

Had he been more politically adept Regazzoni might have read the writing on the wall. After turning down Bernie Ecclestone, he followed fellow Ferrari alumni Chris Amon and Ickx into the little Ensign team. "It was a nice experience. Morris Nunn is a good guy. The engine was not the best, but everyone was on the same tyres. Even in '77 with a small budget we could have a good season with a normal car. If something happened in the race, you could easily get into the points.

"Then they had no money for the next year, so I signed for Don Nichols. It was unlucky, because Shadow was broken as Jackie Oliver went off to start Arrows after I signed. So it was me, Hans Stuck and Jo Ramirez!"

In '78 Clay suffered the ignominy of failing to qualify on five occasions. At 39 his stock was at rock bottom, but a revival was on the horizon. After a promising year with Alan Jones, Frank Williams had found enough backing to expand to two cars. After Stuck and Jochen Mass turned the down the opportunity, he settled on Regazzoni.

"I saw the new project and Patrick [Head] was a very good guy. The problem was the qualifying tyres; they gave just one set, and the car was completely different to drive. You go fast where normally you brake, so you have to understand them. I made bad use of them… At this time we also raced in the BMW Procar series. You had to be in the first five on Friday so I did all the races! Then on Saturday the qualifying was no good."

The new FW07, once it was »

LAT Grand Prix Photo

sorted, was to revive Clay's career. At Monaco he started only 16th, but drove an inspired race to second – right on the tail of Jody Scheckter's Ferrari. Two races later at Silverstone Regazzoni had his day of days, winning the British GP after Jones retired: "I always liked Silverstone so it was very nice. It was like winning in Monza with Ferrari."

Although the veteran was getting decent results, Frank Williams needed a driver who could really push Jones. Distracted by abortive discussions with Alfa Romeo, once again Regazzoni failed to spot which way the wind was blowing.

"It was a misunderstanding. After we finished first and second at Hockenheim we started talking about re-signing. Then I made a mistake at Zandvoort. Patrick was angry. Then Reutemann came in..."

Instead he found himself back at Ensign: "Carl Haas asked me to race in the Can-Am. Maybe it would have been the right decision to go to the States with a good team, a winning car. I decided to stay, then Morris called me and said, 'We have a good team, we have money,' and he showed me the design of the new car. I decided to do it. And it ended up with the accident. But I think it was part of my life, not because I was driving the Ensign."

After three earlier disappointing outings Clay started on the back row at Long Beach, but had charged up to fourth place by lap 50. Then the brake pedal broke.

"At the end of the straight I tried to brake, and the pedal was not there. Then I tried again. I thought maybe the pedal went down and it

'When I awoke Gurney asked, 'Is everything OK?"

would come back. I took second or third gear, I tried to reduce the speed, and I tried to slide into the Brabham of Zunino. Maybe that was not a good decision. They told me that when I hit the Brabham my car moved up and then went down so I didn't go straight into the tyres – I went under them. When I woke up I was still in the car, and Dan Gurney was saying, 'Is everything OK?'

"I'm in a wheelchair not from the accident, but from a mistake. It was a mistake to operate, because my spine was never hurt. It took them only six hours to decide whether to operate or not, but they should have left me in traction. The operation was not completed, the spine was not stabilised. They just removed the compression, but they didn't stabilise the vertebrae. Normally they lock two vertebrae with a piece of bone, a graft.

"After one week I was moved to Basle and spent two months in bed. I regained the feeling and started to move my toes a bit. Everything was OK. There was no pain, we just had to wait. After two months they removed me from the bed. They found the spine was never fixed – the operation was not complete. During the physiotherapy the vertebrae were moved and compressed. Then they had to operate at once, then another time: five times in all. I discovered that in the United States they were about 20 years behind compared with European technology..."

Regazzoni quickly came to terms with his new circumstances and threw himself into helping others, notably by founding a driving school. "I discovered another world, especially in Italy where everything was not easy for handicapped people, for paraplegics. Then we started with the school. Now I'm involved in a Swiss foundation for research into the spinal cord."

He couldn't keep away from motorsport. For years he's been a regular on the Dakar raid, and has undertaken gruelling events like the London-Sydney revival. He's also raced on circuits – a celebrity event at Long Beach a few years ago exorcised some ghosts. He even broke a leg in a karting accident in 1999. Now 66, he's as busy as ever.

"I enjoy driving fast. Even when I was in F1, it was more important that I was driving the cars rather than becoming champion." M



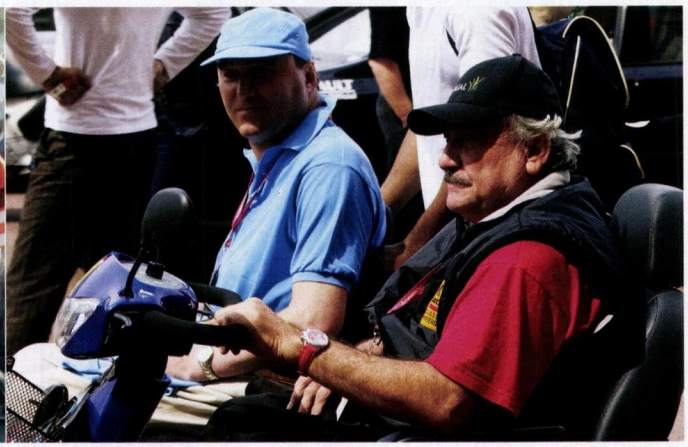
Indian summer: after years in the doldrums Clay came out on top in '79 Brit GP for Williams



Monaco '78 – another DNQ in Shadow DN9



The aftermath of '80 US GP accident: Regazzoni's Ensign went under tyre barrier



At the age of 66 Regazzoni is still a regular race visitor - and sometime competitor

Phipps/Sutton LAT DPPI Schlegelmilch



Parsons/Hobbs CSL (with Coke livery on bonnet) makes '76 Daytona 24 Hours start



Flight of the Batmobiles - Hobbs and Parsons (lead car) failed to finish '76 Sebring 12 Hours

Busman's Holiday

Drivers who raced what you wouldn't expect them to...

Benny Parsons

BMW 3.0CSL, Daytona 24 Hours, 1976. By Gary Watkins

There's nothing new under the sun, so they say. This year NASCAR stars Tony Stewart, Bobby Labonte and Rusty Wallace all turned out in the Daytona 24 Hours driving the dumpy Grand-Am prototypes that you'll never see outside North America; 30 years ago it was Bobby Allison, Hershel McGriff and David Pearson pedalling modified Grand National cars in the US enduro. But there was another superstar from the world of stock cars on the grid back in 1976, and he was driving a piece of European exotica!

Benny Parsons racing a BMW – a works-blessed 3.0CSL no less – sounds as incongruous as it gets. The Detroit-born 'racing taxi driver', as he had been erroneously dubbed years before, had zero experience in sportscars. And his road-racing exploits were limited to Riverside, the only road course on the Grand National schedule back then. So how did the 34-year old, who'd won NASCAR's premier division just three years earlier, end up contesting the US enduros at Daytona and Sebring for the Munich marque?

Expat Brit David Hobbs was the reason why Parsons became a long-distance driver for two weekends that year. The Formula 5000 star brokered an unlikely contra-deal covering Daytona's big two events, the 24 Hours and then the 500, at the start of '76. Parsons would join Hobbs at BMW for the sportscar event and then move over to the '73 Grand National champion's spare car for the 500 two weeks later.

"I got some Coca-Cola sponsorship through a friend of mine," explains Hobbs. "Coca-Cola decals went on the side of our BMW and then on Benny's back-up car for the 500. There was some money left over and I finished up doing the Michigan 500 in July as well."

Parsons remembers being keen on the deal. "I wanted to do it because it was something different," he says. "I knew it could be a little bit embarrassing because that happens any time you move out of your own environment, but I liked the idea of doing the 24 Hours."

Parsons joined a two-car BMW of North America team fielded by Peter Gregg. The factory had arrived in the US with its Group Four 'batmobiles' the previous year and, after losing out to Gregg in the IMSA championship, had placed the cars with the US sportscar legend's Jacksonville-based team for the new season. BMW Motorsport now provided technical assistance only, although Hobbs remembers that this aid helpfully included a squadron of German mechanics for the 24 Hours.

Gregg ended up scoring a third Daytona triumph that year, or rather Brian Redman won it for him, with a little help from stand-in John Fitzpatrick: Redman drove a total of 14 hours after the team boss got ill during the night. That figure is all the more impressive given that the 1976 race should correctly be known as the Daytona 20 Hours. And it is the events that led to the shortening of the race that dominate the recollections of both Parsons and Hobbs 30 years on.



Hobbs presses on in the Parsons BMW

The official fuel supply became contaminated with water and cars were spluttering to a halt left, right and centre, forcing IMSA, the then sanctioning body, to call a temporary halt to proceedings on the Sunday morning while new fuel was trucked in.

"A lot of cars, including ours, stopped out on the circuit and had to be dragged back," says Parsons, who returned to the 24 Hours this year as Grand Marshal. "I remember it happening more than once, and we'd already had a transmission problem during the night."

Hobbs appears to have blanked that particular race out of his memory. He shouldn't have done, because he qualified second to Redman, held that position in the opening stages and, together with Parsons, kept the car in the top three for the best part of 12 hours.

"We had more trouble than you could shake a stick at and I don't recall much about the racing," he says. "The fuel business is all I can remember, that and all the fuss about Benny joining our team. There was a lot of publicity and a never-ending round of photocalls."

Hobbs and Parsons trailed home in 10th place, 64 laps behind the Redman/Gregg/Fitzpatrick car. It wasn't a great result, but Hobbs reckoned his big-name team-mate more than held his own.

> 'I look back and say 'Man, I should have done more"

"Benny did have some problems changing gear, especially downshifting. That wasn't his forte, of course," he says. "But he wasn't that far off the times; he was certainly good enough for a 24-hour race."

Parsons is more critical of his own performance: "I think I was within a second and a half of David. I seem to remember the quick guys running times in the low 2min 02sec during the race and I was doing 03sec. I can't say I was happy with that because you always want to be as fast as the next guy, but you can't just jump in and be as quick as the drivers who are doing it every weekend.

"Sebring was even tougher for me," he goes on, "because it was a much more technical circuit than Daytona. Remember, we didn't have the Bus Stop on the back stretch back then."

Parsons was unable to keep the car in the lead at Sebring after Hobbs had stormed to the front from ninth on the grid. It didn't really matter too much, because after 90 laps the car was out of the race when the crank damper broke.

Parsons would never contest the Daytona 24 Hours again, though he was back behind the wheel of a BMW, a 320i entered by Essen BMW dealer Ruediger Faltz, in the Watkins Glen Six Hours a year later. He also raced a tubeframe Oldsmobile Calais in a handful of IMSA events in 1986, two seasons before hanging up his helmet to become even more famous as a NASCAR commentator.

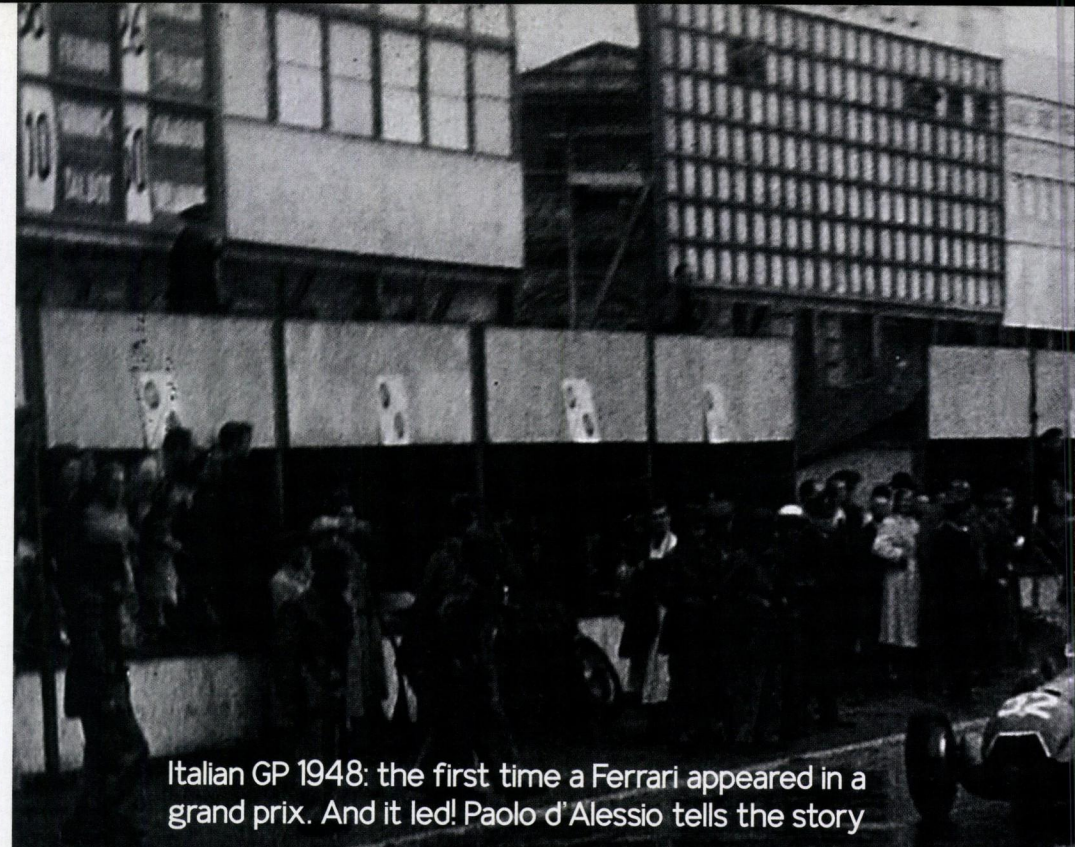
"Now I look back at it and say, 'Man, I should have done more'", he adds. "I guess the opportunity never came up again; there was much less crossover back then than there is today."

Parsons's BMW experience did prove beneficial to his NASCAR career, though. "I was really still learning about road courses up until that point," he explains. "Just being around great road-racers helped me a lot. I went to Riverside in '78 and won."



Not your average good ol' boy: Detroit-born Parsons enjoyed his brief road-racing career

DPR, BMW Archive



Italian GP 1948: the first time a Ferrari appeared in a grand prix. And it led! Paolo d'Alessio tells the story

The first Prancing Horsepower

Journalism can be a very strange occupation. Sometimes it takes years, months or weeks of painstaking research to gather together enough material to present the story of a team such as Ferrari. At other times you can lay hands on invaluable archive material in the space of just a single day.

This is what happened to me a short while ago: while rummaging around a private collection of memorabilia, I stumbled across some priceless images that helped to reconstruct a historic event in motorsport: Ferrari's grand prix debut as a racing car constructor.

It took place on September 5 1948 in Turin (coincidentally my home town) on the Valentino circuit, which for once was hosting the Italian Grand Prix...

The Second World War had only been over for a few months when Enzo Ferrari called a press conference in 1946 to announce that he would be restarting operations as a racecar manufacturer. At the time war broke out, his company was still known as Auto Avio Costruzioni. When peace returned, Ferrari said he would be building two different models: a sportscar and a grand prix single-seater, both powered by a ground-breaking 12-cylinder vee engine. This layout (which was unusual for the time) had fascinated Ferrari ever since 1914, when he first saw pictures of the American Packard V12 that raced at the Indianapolis 500.

The Ferrari grand prix project was entrusted to Gioacchino Colombo, with the help of two more high-flying engineers: Giuseppe Busso and Aurelio Lampredi. The trio went swiftly to work, but it would be two years before the first Ferrari grand prix car was seen – at the 1948 Italian Grand Prix on September 5. The reason the race was held in Turin was that repair work had not yet been finished on the circuit at Monza, which had emerged badly from the war. Nonetheless, the choice of Turin was not a purely random one: the Piedmontese city, which was Italy's first capital, is still known now as the centre of the Italian car industry.

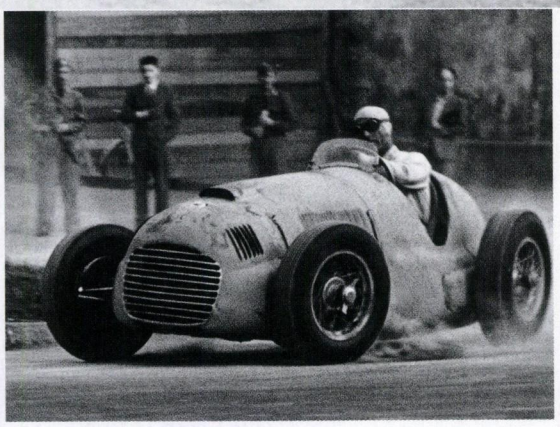
The challenging Valentino circuit, steeped in history, had all the qualifications to host a top-class international race. It was three miles long and snaked through the splendid scenery of the Parco del Valentino, tucked alongside the Po river. The track consisted of a long straight (punctuated by a temporary chicane) and a twisty infield section, with a wide variety of tight »



Ferrari leads on its debut: but Sommer would be in front for just a few seconds



Turin crowd waits for start (far left), as Farina (left) makes final pre-race preparations



Right: fantastic shot of Farina as he thrashes Ferrari 125 around Valentino Park

Paolo d'Alesso

hairpins and technical corners.

For the occasion, Ferrari entered three cars. One was for home-grown hero Nino Farina (who would go on to become World Champion in 1950 and was also the cousin of the famous coachbuilder Giuseppe Farina, better known as 'Pinin' Farina). The second car was for Frenchman Raymond Sommer and the third was for the Thai Prince Birabongse Bhanuban, who was known under his pseudonym of Bira. Being a brand new car the Ferrari was not considered to be a favourite, unlike the 1479cc Alfa Romeo 158, which put out 280 horsepower, or the newly unveiled Maserati 4CLT, also making its debut in Turin. Adding to the entry list were French teams Talbot, Simca, Gordini and Delahaye.

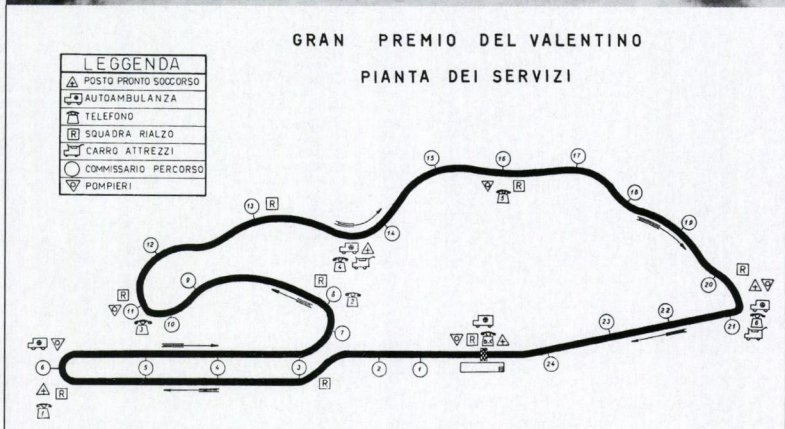
The practice sessions were made more difficult by heavy rain (which also affected the race), meaning that the street circuit was a real handful. Coping best with the slippery surfaces and low levels of grip was the pre-race favourite Jean-Pierre Wimille, who took pole position in an Alfa 158. The French driver was in front of the identical car of Count Trossi and Luigi Villoresi's Maserati. The leading Ferrari, driven by Sommer, was on the second row ahead of Consalvo Sanesi's Alfa and the second 125 F1 of Farina. Maserati driver Alberto Ascari was relegated to the third row in front of the two Talbots of Louis Chiron and Reg Parnell. The third Ferrari of Bira qualified on the fifth row alongside Piero Taruffi's Maserati and Louis Rosier's Talbot. Not for the last time, the organisers then changed the grid formation to 4-3-4, putting the Ferrari of Sommer on the front row for its debut!

The race got underway in driving rain. Despite this, nearly 30,000 spectators braved the elements to watch the 75 laps through the Parco del Valentino. The fastest starter was Sommer, but his lead only lasted a few hundred metres. At the end of the start-finish straight, the Frenchman was overtaken by the more powerful Alfa 158 of Wimille. From that point on the number 52 Alfa was untouchable, while a battle for second place raged behind him between Sommer's Ferrari and Villoresi's Maserati.

After fighting tooth and nail, the two of them dived into the pits at the same time for their first fuel stop, and got away again together. Their battle was decided when Sommer got caught out by the slippery surface and spun, losing a minute. Now that Wimille and »



Sommer's Ferrari closes in on the Talbot of Louis Chiron during qualifying



Prince Bira and Farina chat before the race - neither would make it to the finish



Paolo d'Alessio

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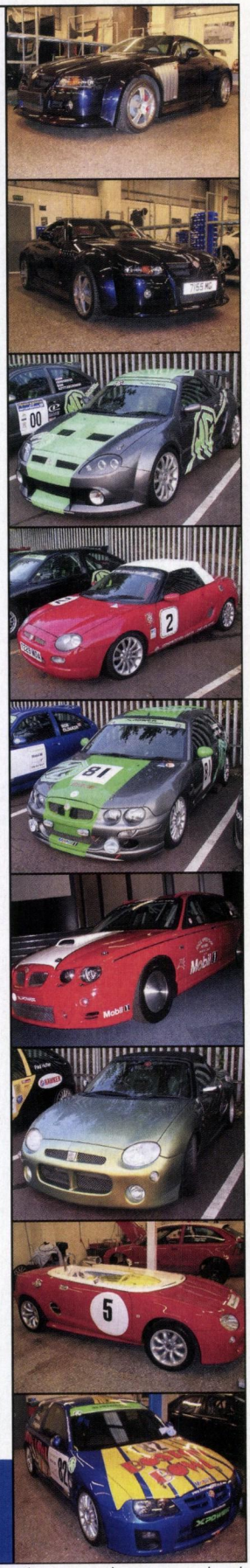
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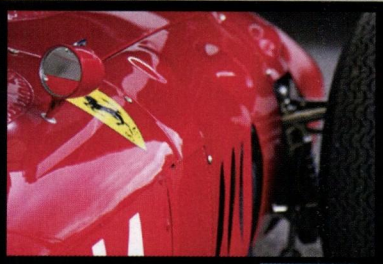
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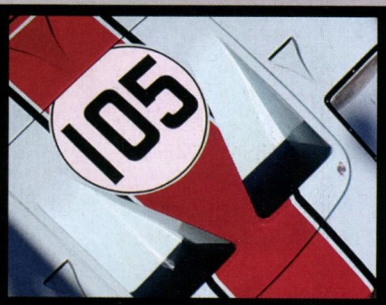
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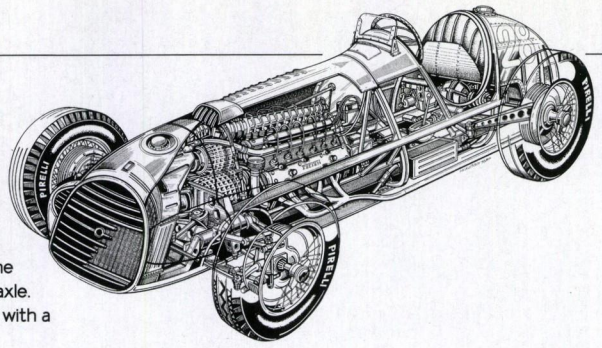








FERRARI 125



The 1948 125 F1 was the first Ferrari grand prix car (at the time 'Formula One' as a category did not exist). The car you see in the drawing, which finished third in the Italian GP, was designed with a classic layout for the period.

The front-mounted engine is a 60-deg V12, designed by Gioacchino Colombo. The cubic capacity was 1497cc, with a bore and stroke of 55mm x 52.5mm, single overhead cam per bank, and two valves per cylinder. The 125 F1 had a five-speed gearbox, while the suspension used double wishbones at the front and trailing arms on the swing-arm rear axle. It had drum brakes on all four wheels, and tipped the scales at just over 700kg. Equipped with a Roots supercharger, the V12 produced 225hp at 7000rpm.

Villoresi were firmly established in first and second, Sommer found himself dicing with his team-mate Farina, who had moved up to fourth, while Bira had been forced into retirement. Farina would also fail to finish: he made a mistake while squaring up to an attack on his team-mate and went off, damaging his car's radiator beyond repair.

At this point it seemed the race was settled – unless anybody got it wrong in the treacherous conditions, which were becoming wetter and wetter. But then Villoresi's ailing Maserati engine decided to liven up proceedings in the closing stages of the 19th Italian Grand Prix (in actual fact it was only the 18th, but a typically Italian bureaucratic bungle had seen the race number jump from the 16th to the 18th running the previous year).

Sommer was quick to capitalise on his rival's problem, and in the space of a few laps reduced the gap to 27sec, then 25, then 20, then just seven. At the flag they were separated by only two seconds, but the result remained second place for Villoresi and an unexpected podium for Ferrari on its debut.

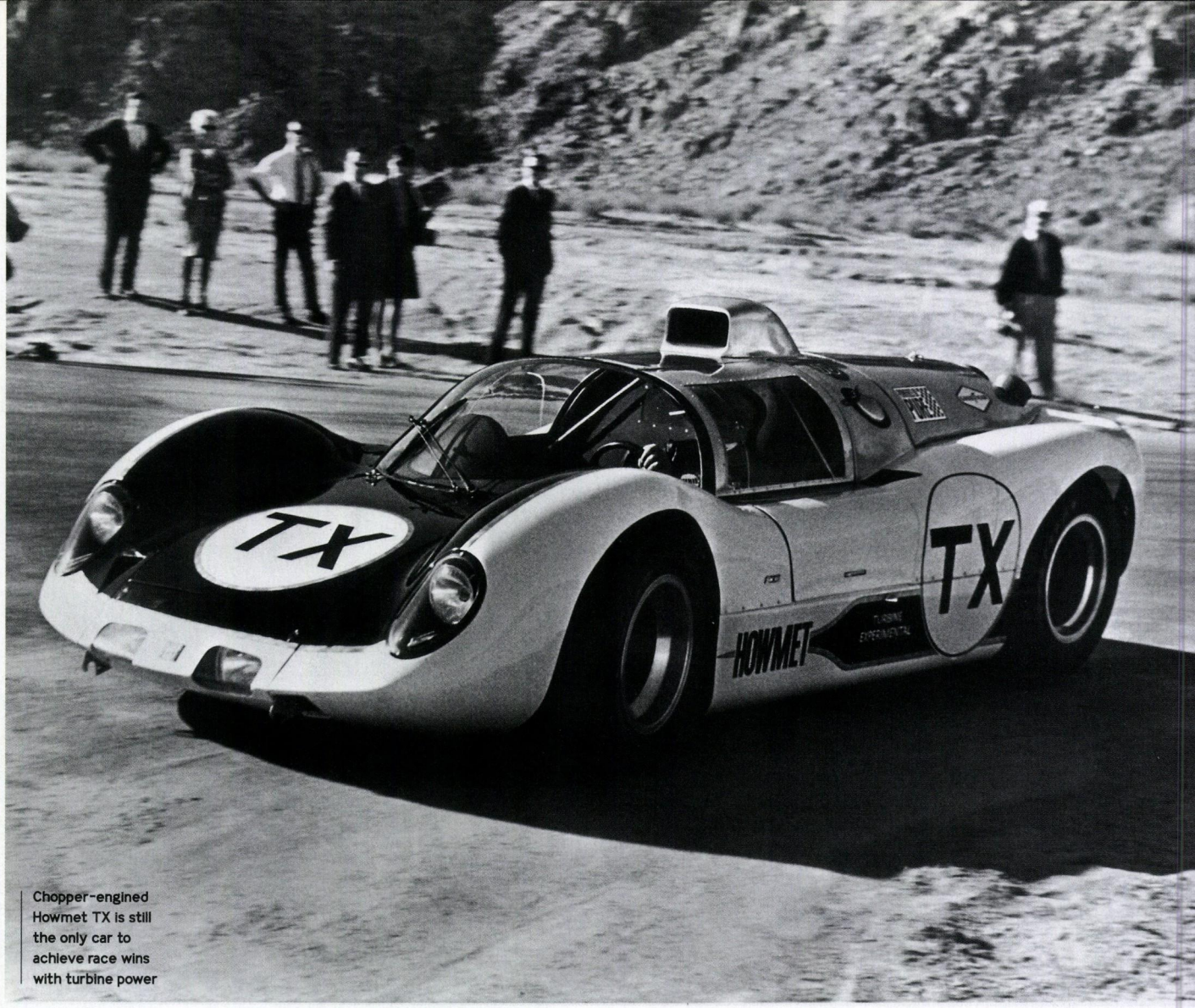
The brand-new little 225bhp Ferrari, which had a wheelbase of barely 2.15 metres and weighed only 700kg, had proved itself to be extremely competitive, if not quite a winner on a demanding track in extreme conditions. Despite its relative lack of horsepower compared to the Alfa Romeo and Maserati, the Ferrari 125 F1 was capable of fighting on equal terms with the latter, and hardly disgraced itself compared to the Alfa, the best car at the time. Once more Enzo Ferrari's vision was prophetic: even though top-class racing cars were expensive to design, build and race, it was absolutely vital for his Maranello-based team to become a constructor in what would become motor racing's premier category. And all this thanks to Raymond Sommer's unexpected third place in an incident-packed 1948 Italian GP, held for once on the Valentino circuit in Turin.





Above: Sommer, one of the greats. Right: Farina is first man to crash a Ferrari out of a GP!

Paolo d'Alesso, Adriano Cimarosti



Chopper-engined Howmet TX is still the only car to achieve race wins with turbine power

Whistling in the dark

Gas turbine racers were hot news - for a few experimental years. Gordon Cruickshank explains

Gas turbines in cars just don't work. If they did we'd all be running one today. But over three decades, from the 1950s on, engineers on both sides of the Atlantic put immense resources into trying to marry an aircraft engine to a road vehicle. And turbine cars twice came within a gnat's crochet of pulling off victory in the Indianapolis 500. So what finally wore them down and ended years of development?

First, why go to all this effort? Easy: turbines are simple. Think of an exhaust turbocharger. Hot exhaust gas spins the turbine on one end of the shaft; the turbine fixed on the other end hauls in air, compresses it and forces it into the engine, which burns it and produces hot gas to continue the cycle. Now imagine short-circuiting the engine completely and feeding the incoming air straight to the exhaust turbine – only you inject some fuel and light it before it gets there. Now you have huge amounts of hot gases gushing through, about nine times more than you need to spin the compressor, in fact. Install a third, separate set of turbine blades for all those hot gases to spin, connect that to the wheels, and you've just made a gas turbine vehicle. It's almost a supercharger without the engine; you've simply dumped all those heavy parts like cranks and pistons.

That is why, as the technology emerged after WWII, engineers became so keen on turbines. One fifth of the moving parts of a piston engine. Nothing sliding back and forth; the parts are lightly stressed, so the unit is light. There are no cranks, pistons or valves, so there's minimal friction and, apart from its high-speed bearings, no need for an oil system. Or a cooling system – the air flowing through it keeps it stable. There's virtually no vibration; it isn't fussy about fuel. Any flammable liquid will power it, from avgas to after-shave – including diesel. It runs very lean, so it emits almost no noxious CO gas. It needs no warming up; you can't over-rev it, and it needs little maintenance. Above all, it's compact: today you can even buy a motorcycle powered by a 300hp gas turbine.

Even better, because that third turbine isn't mechanically connected to the first two, you don't need a clutch: the hot gas functions like the torque converter in an automatic, allowing slip between the two parts. Your turbine can idle or rev up with the car stationary, or can spin at its

optimum torque revs no matter what speed the car is doing – ergo, no gearbox, just a fixed geartrain to reduce the turbine's 50-60,000rpm working regime to useable revs.

Of course, nothing's perfect. All those tiny turbine blades demand precision engineering and high temperature resistance. Throttle response is slow, which affects driveability and doesn't make for rapid racing starts. Most of all, a gas turbine swallows a lot of fuel. This was the biggest problem facing the Rover and Chrysler engineers who were the first to try to make it work.

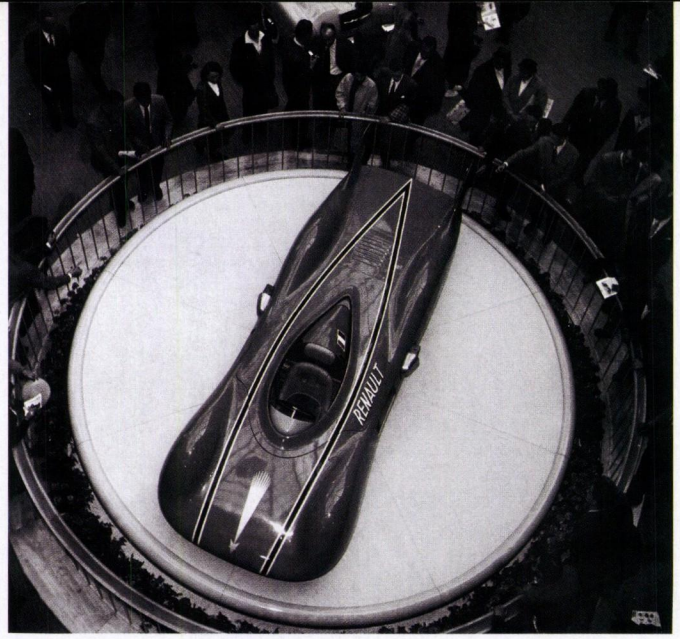
Rover became involved in 1939 when the government asked it to develop Frank Whittle's new idea for a jet engine. The project passed to Rolls-Royce in 1942, but the expertise remained, and Rover began a road car project immediately after the war ended. A P4-based car, JET 1, surfaced in 1950; two years later it was uprated from 100 to 230bhp and set a turbine car record of 152mph. The trouble was that it was doing about 6mpg. Consumption was radically improved by fitting rotating heat exchangers to absorb heat from the exhaust and release it to the intake air; this both halved fuel thirst and cooled the exhaust gases. (Contrary to popular opinion, turbine exhaust can be cooler than from a piston engine.) Rover was convinced it could work on the road , but it never happened: build cost and fuel thirst were just too steep.

But to prove that its technology worked, Rover decided to hit the track. Teaming up with BRM, Rover built a lumpy-looking mid-engined device and entered it for the 1963 Le Mans 24 Hours. Running as car 00 – there was no equivalence formula to allow it to compete for prizes – it performed respectably (if 7mpg can be respectable) with Graham Hill and Richie Ginther aboard. Had it been a formal entry it would have finished seventh. Rover took the revised car back to Le Mans for '64, but it was damaged in transit and didn't run. For '65, however, there was a new deal: a handsome new shape and an official entry. This time Jackie Stewart joined Hill, finishing 10th. The rewards just didn't merit the effort, and Rover called a halt. Hill, though, remained an enthusiast and would race 'jet cars' again.

In the USA, Chrysler bore the turbine torch through the 1950s and '60s, putting a succession of prototypes on the road from '54, and even giving 50 turbine cars to guinea-pig drivers. Using heat exchangers Chrysler dragged the fuel consumption close to piston cars, and also tackled another turbine drawback – lack of engine braking – with a clever variable nozzle system which also improved throttle response. It still wasn't enough; those 50 turbines of '63 remain the nearest thing to a turbine production run.

Record cars don't have such exacting needs, and two European manufacturers used turbines to set records in the Fifties.

In France, the shapely SOCEMA-Grégoire turbine coupé wowed the press at the 1952 Paris Show, but was little more than a PR exercise. Four years later Renault revealed its Etoile Filante (Flying Star). A



Renault's aero-engined Etoile Filante ignored attempts to develop roadgoing turbines

'At Indy turbines finally almost came good'

pure record car, this packed a Turbomeca aircraft engine of 270bhp in a smooth centre-seat machine, which went to Salt Lake, Utah and took four world records at up to 192mph. In 1954 Fiat unveiled La Turbina, a Dan Dare body on an 8V chassis with a 190bhp turbine in the back. Unusually, Fiat routed the exhaust straight out of the tail, hoping for extra thrust; despite the common misnomer 'jet car', a turbine car drives purely through gears to the wheels. There was frankly little innovation in either machine and no pretence at future production; instead they showed that an existing aero engine was a simple route to power. From here on, all turbine competition cars did that.

Turbines work best at fairly steady revs – which is why they're ideal for aircraft. But there is one branch of racing where engine speeds hardly vary – oval racing. Specifically, Indianapolis. And that's where the gas turbine did, finally, almost come good.

First out of the blocks was John Zink, a regular Indy entrant, who in 1962 put a turbine in one of his Trackburner Specials. It failed to qualify, and Zink later crashed it on his Oklahoma ranch. Four years »



Graham Hill jumps into Rover-BRM on promising Le Mans debut. He was a keen turbine fan

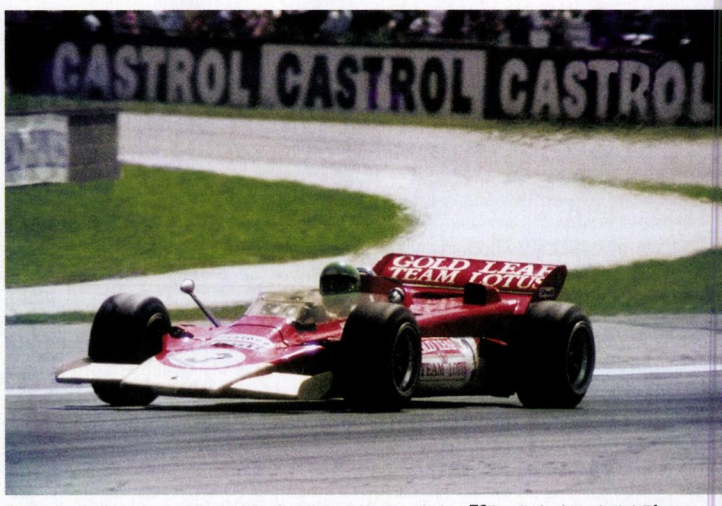
Ludvigsen Library, Keystone

later the Jack Adams team inserted a 1250bhp General Electric turbine in a Demler roadster chassis. Fearing its power-to-grip ratio, USAC banned it before it even had a chance to qualify.

Then in 1967 Andy Granatelli stepped up. Speed record veteran, successful team manager and a PR ace, Granatelli reckoned a turbine could upset the 'Indianapplecart'. At the time there was no equivalency formula between piston and turbine engines, so there would be no power limit on a turbine. With very high power outputs you need to be thinking of four-wheel drive to cope, and Granatelli had experience with his 4WD V8 Novi Ferguson Indy machines. He handed a Pratt & Whitney ST6B-62 engine to Ken Wallis, a self-styled engineer in the Paxton division of Granatelli's STP company who had been consultant on the Novis, and gave him free rein. The aim was to ready the car for '66, but Wallis was not good on schedules; in fact the Paxton STP was completed by Granatelli's team.

Granatelli had theorised earlier about putting the engine alongside the driver, and this suited the long gas turbine. Wallis put pilot and engine either side of a central backbone, with the exhaust firing upwards out of a vent by the driver's ear. The turbine (red-lined at 57,500rpm) drove through multiple reduction gearing to a Ferguson 4WD system, though at a claimed 550bhp and a more probable 480 'Silent Sam' actually had less power than its conventional rivals.

Alongside the whistling aero engine Granatelli put Indy hero Parnelli Jones, who proceeded to qualify sixth and then lead most of the race. At last the turbine evangelists were proving their faith. Except that, with seven miles to go, a gearbox bearing failed. A five-buck part, nothing to do with the exotic power source... Jones later attributed his performance not so much to his power unit but to 4WD, which allowed him to pick any line around traffic. But some people had been impressed – Colin Chapman, for one, whose fertile brain began to scheme what became the Lotus 56. It was a sounder design than the Paxton, and he quickly forged a link with Granatelli.



Silverstone shimmers as Reine Wisell pours on the gas; Lotus 56B only turbine to hit F1

'Like a cross between a Sherman tank and a Formula Ford'

Ken Wallis, as a result, went to Carroll Shelby, glowing from a Le Mans win, and persuaded him to build a team of turbine contenders for 1968. Goodyear provided the cash, and Shelby signed Denny Hulme and Bruce McLaren. The cars looked like wheeled spacecraft, again with engine alongside driver, but they were weighty and the backbone chassis flexed: they weren't nearly fast enough. McLaren described one after testing as being "like a cross between a Sherman tank and a Formula Ford". And they weren't legal. To even the field, USAC had now throttled the intake area for turbines, which crippled the big GE T68 aero-engine; unknown to Shelby, Wallis had 'adjusted' things to restore intake area, and power. When Shelby discovered this, just before scrutineering, he had to get out smartish; he withdrew his entry, citing safety concerns.

What Shelby didn't reveal was that there was a second project – an astonishing turbine Can-Am car. Unhampered by power restrictions, this would have a central T68 unit with the full 1100-plus bhp, torque-adjustable hydrostatic drive to hydraulic motors in all four wheels, and traction warning systems, all enclosed in a coupé body with lay-back driving position. On hold during the Indy project, this techno-feast died with the oval racer, by which time Wallis had moved on, to design a steam-powered Indy racer...

But a team of turbine cars did contest Indy in 1968. Granatelli and Chapman teamed up to field the Lotus 56 – a scarlet wedge with a »



JYS tries jet power at Le Mans, 1965: 10th place was last hurrah for Rover's turbines

Charlie Wooding, NMM

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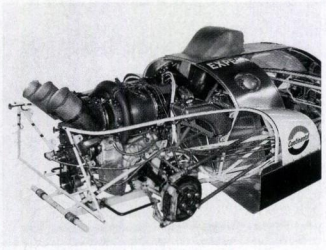
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chimney behind the driver's head. It was compact and logical, integrating Ferguson 4WD in a symmetrical, low-drag layout. Chapman achieved this by reversing the turbine, which inhaled from the tail and drove from the front end (behind the driver) via a Morse chain to the centre diff, with propshafts running fore and aft. Though the restrictions limited power to around 400bhp, well down on the field, Joe Leonard's 56 took pole at a record 171.599mph, with Graham Hill just behind. Though Hill crashed after a suspension breakage, Leonard was leading with about 10 laps to go when the yellow flags came out; forced to run slowly, a small drive component for the fuel pump overheated and failed. Leonard and Art Pollard in the third car both rolled to a halt. The wonder power source had flamed out again.

Full of conviction, Granatelli ran the 56 in road races in 1968 – they were barely competitive, until USAC rule changes effectively hobbled turbines forever. Formula One, though, allowed for greater power, so Chapman revised the car into the 56B for 1971. A series of failures and crashes obscured its potential, though in the rain-lashed Dutch GP Dave Walker was lapping faster than anyone else. But when he spun



Howmet unit drove transaxle by dropgears

at Tarzan a potential win went up in smoke. So did Chapman. By the time the 56B turned in its one good result – second in an F5000 race at Hockenheim piloted by Emerson Fittipaldi – Chapman had lost interest and abandoned his proposed, much lighter 2WD car. The 56B remains the sole turbine machine to contest a grand prix.

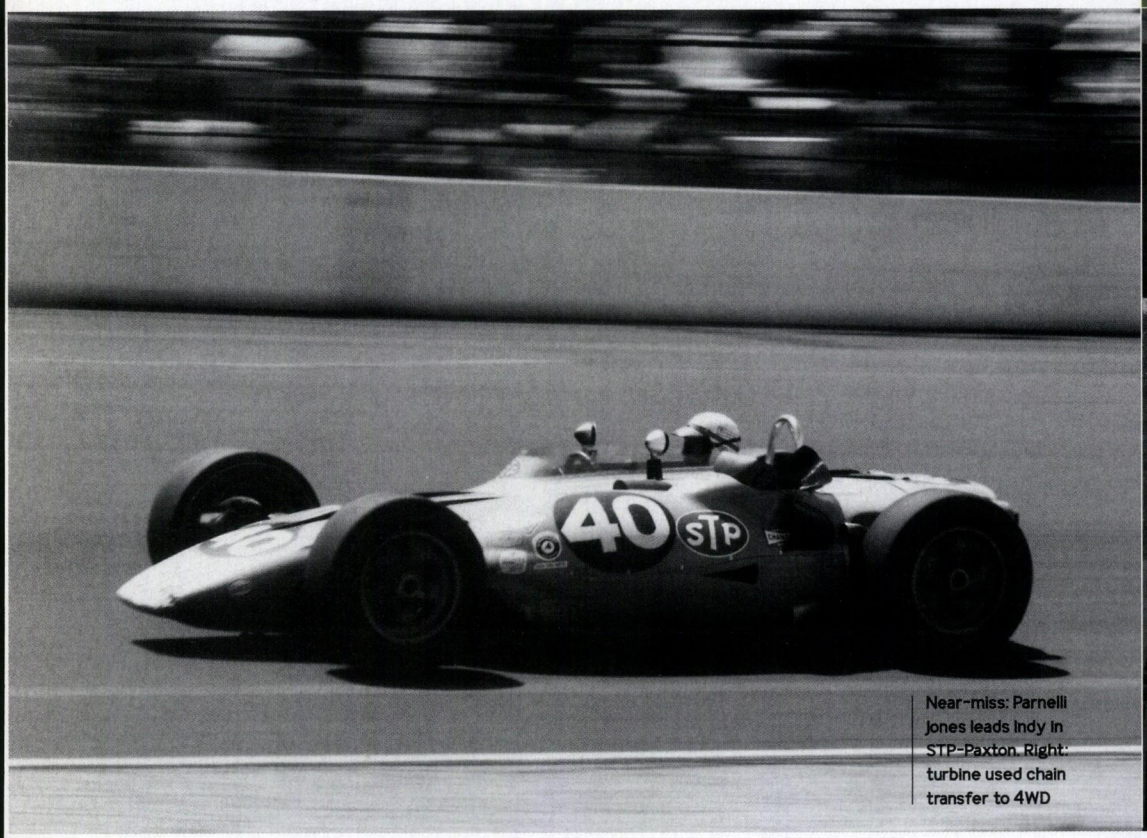
Turbines popped up again at Indy, though, in 1969, when Jack Adams financed the Wynn's Storm Special, a Thunderbirds-style device like a grounded jet fighter with an Allison helicopter turbine in the front, driving all four wheels. Ak Miller drove, but failed to qualify. A year after, the Adams team installed the Allison in a Gerhardt chassis, which Leon 'Jigger' Sirois still couldn't qualify at Indy. Rick Muther tried again in '71, unsuccessfully, but did take an eighth in a USAC race at Trenton. Sirois remained a believer longest, racing a turbine dirt car into '72.

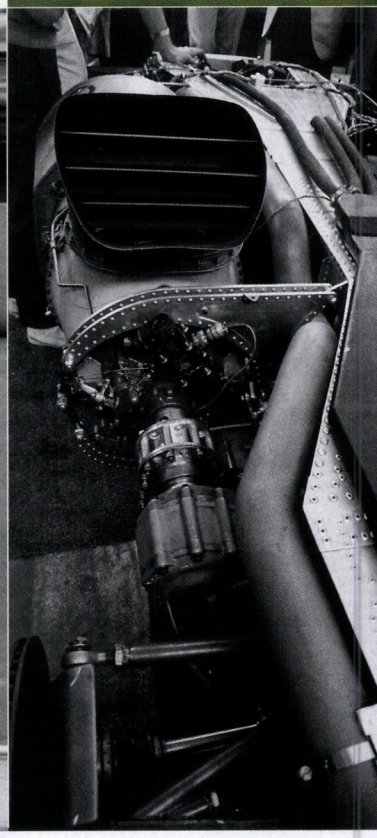
'A potential win went up in smoke. So did Chapman...'

Oddly, while oval racing seems the best match for turbine characteristics, it was in Group Six sportscars that a kerosene-burner left the biggest vapour trail. Conceived by Philadelphia-based racer and engineer Ray Heppenstall, the Howmet TX project pre-dated the STP Paxton, though it didn't compete until '68. Heppenstall convinced the Howmet engineering combine that racing was good PR, but remained the mechanical brains.

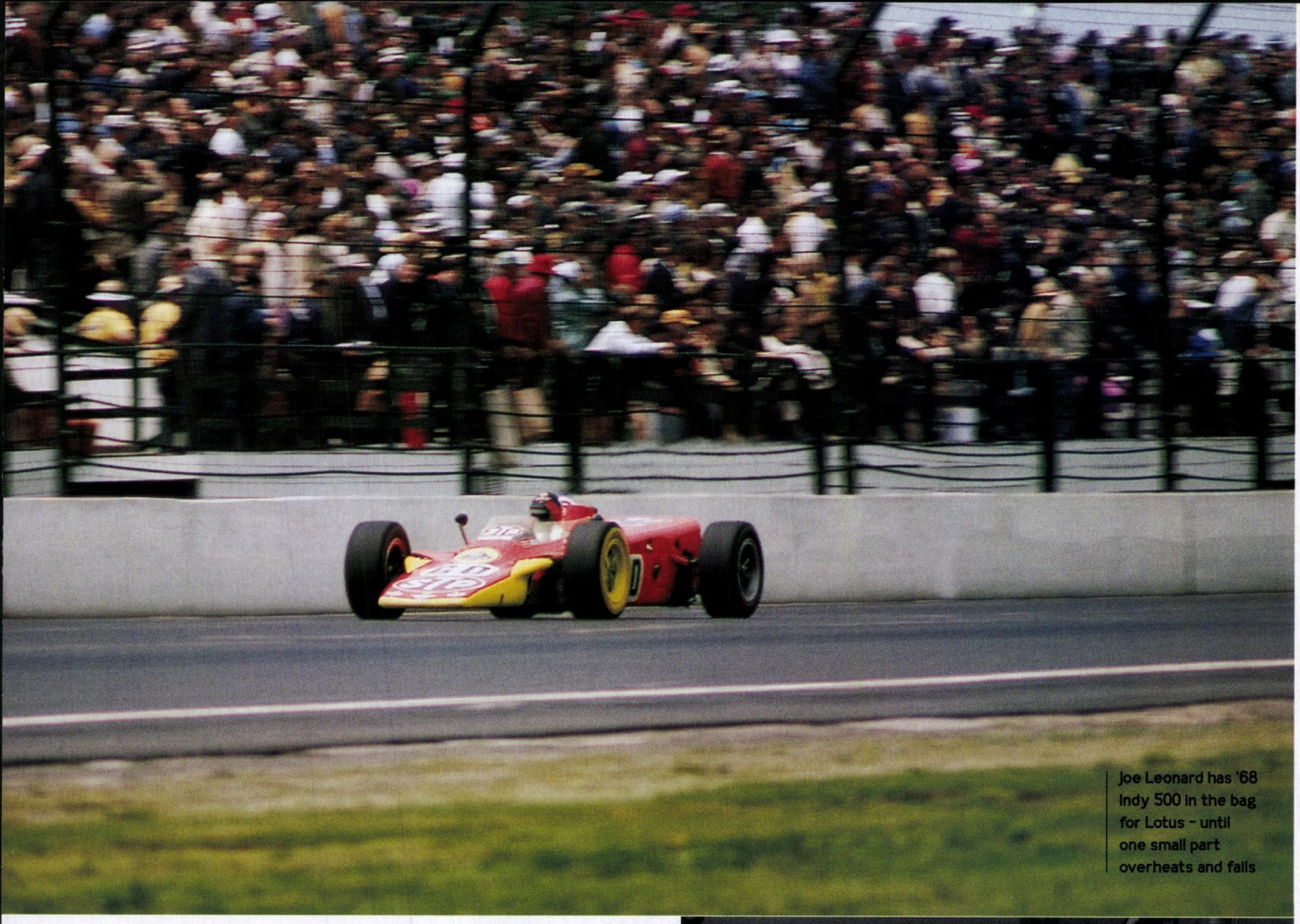
He commissioned race car maker McKee to adapt an existing chassis to a Continental helicopter turbine, driving the rear wheels. The unit equated to 2960cc, and gave 235bhp with a truckload of torque, so there was no gearbox, just drop gears allowing ratio changes for different circuits. An electric motor provided the compulsory reverse gear. Otherwise the muscular TX was fairly conventional – barring the roof airscoop and the triple outlets firing a fierce heat shimmer above the tail.







Near-miss: Parnelli Jones leads Indy in STP-Paxton. Right: turbine used chain transfer to 4WD



Joe Leonard has '68 Indy 500 in the bag for Lotus - until one small part overheats and fails

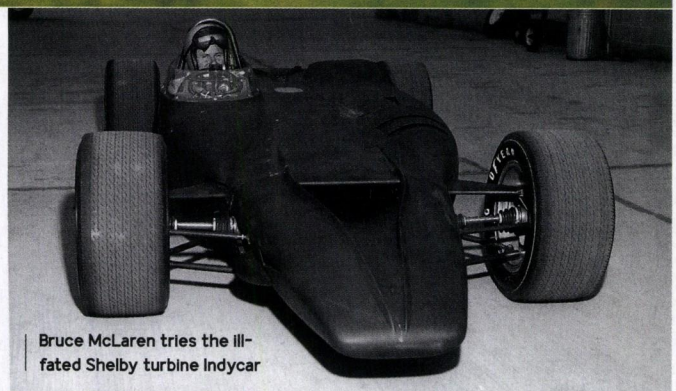
Heppenstall's biggest trick was to cut throttle lag with a wastegate system; the engine spent more time at full revs, the gas flow being diverted to or away from the power turbo via the throttle pedal. It made the TX more driveable – but twice it stuck on high power, causing crashes in the Daytona 24 Hours and the BOAC 500 at Brands Hatch. But the two cars generally qualified well; at the Guards Cup at Oulton Park Hugh Dibley was second-fastest, and was lying fourth when the starter failed during a pitstop. The near-misses finally became a quartet of clean victories in a summer of US road races where, by winning the Heart of Dixie, Heppenstall became the first driver to win a race in a turbine car.

Two more FIA events remained. Howmets finished third and 12th in the Watkins Glen Six Hours (the only FIA sportscar points for a turbine), and then in September the team set off to Le Mans; the 24-hour classic had been postponed from June due to *les événements* - the student riots of 1968. With proven success behind them, things looked good; but they began to go wrong from the start. Chassis No1 (Dibley/Bob Tullius) broke a wheel-bearing after two hours and fell so far back it was disqualified. No2 lost power early on, but struggled on until night, when Dick Thompson rolled at Indianapolis. That name was never lucky for turbine cars... By '69 Howmet had been bought over, and racing was canned.

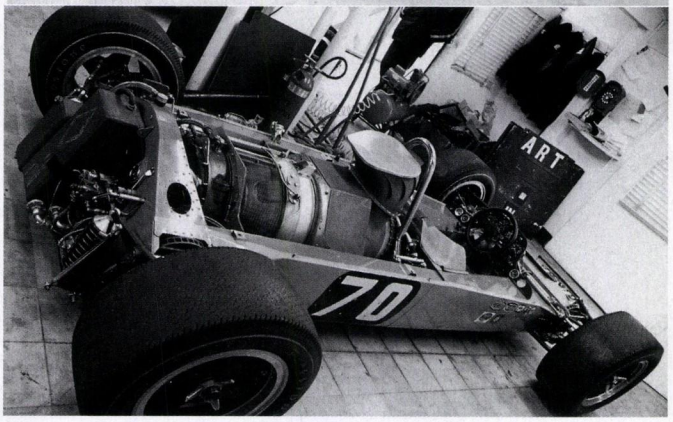
Turbines are now banned in F1 and Indy racing, while among record machines true jet cars such as ThrustSSC have overshadowed turbine LSR devices like Donald Campbell's Bluebird CN7 and Don Vesco's Turbinator, current holder of the wheel-driven record at 458mph. Road car research continues, but with the urge to develop non-petroleum fuelled vehicles, turbines are on the back-burner.

But that hasn't stopped Project 1221. This Italian combine is working on a 1500bhp, 270mph supercar with a mid-mounted turbine, and hints that Le Mans might be on the schedule. Sounds unlikely? Project 1221's chief engineer is Ferrari legend Mauro Forghieri... M

Our thanks to Karl Ludvigsen for his help with this feature



Bruce McLaren tries the ill-fated Shelby turbine Indycar



Ludvigsen Library

Chapman reversed his engine, the 56's drive and exhaust emerging from the front of it

Grand designs

1993

... when Italian invader Dallara whitewashed the British F3 grid. Keith Howard finds out why

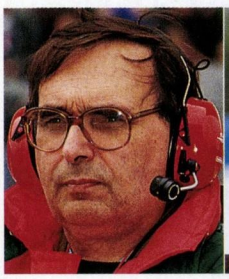
Motorsport manufacturing is like any business: the aim is to make a product so much better than your competitors' that it becomes a *sine qua non*, the must-have. Italian constructor Dallara achieved this in Formula 3 in 1993, in a dramatic British F3 season during which it literally went from zero to hero. At season's start, Dallara had rarely raced in F3's top national series. By the end, Ralts and Reynards were being ditched wholesale to stay competitive.

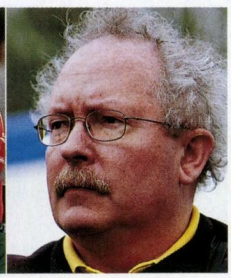
Initially there was to be only one Dallara F393 on the grid that year, run by Richard Arnold Developments for the inexperienced Steven Arnold. Had things stayed that way, it's possible the Dallara snowball might not have begun rolling. But Dallara took the critical decision to lend RAD a second car, fitted with a Fiat Tipo 16V engine, for talented Warren Hughes to drive. It was the performance of this car which made other teams sit up.

First of the big-hitters to see which way the wind was blowing was Edenbridge Racing, which by race four at Donington had moved Oliver Gavin out of his Ralt and into a Dallara. He soon hit paydirt with three successive wins at Silverstone, Oulton Park and the Donington short circuit.

The message was clear: if you weren't running a Dallara, your car was second-best. Within a couple of races even Paul Stewart Racing had moved to protect Kelvin Burt's title by switching him from Reynard, and people began to refer to British F3 as Formula Dallara. Burt eventually won the driver's title comfortably from Gavin, with pioneer Hughes back in fourth place – not bad for a small team that really had the operational budget to run only one car.

So what made the F393 so dominant, gifting Dallara the pre-eminent position in international F3 that it still enjoys today? We asked Gian Paolo Dallara himself and Chris Weller, team manager of RAD that year, for their insights into its irresistible assault on the 1993 British championship.





Designer Gian Paolo Dallara RAD manager Chris Weller





Dallaras were already winning in Germany (above)

BACKGROUND

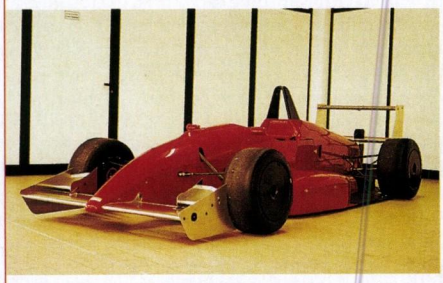
GPD: "There had been no serious attempt to use the Dallara F3 car in England prior to '93 because our car did not have an advantage over the English cars. We could win in Italy, Germany and France but we could not beat Ralt and Reynard. It was during 1992 that we first developed a significant aerodynamic advance over the English cars. We spent 1200 wind tunnel hours developing the F393. We had a quarter-scale tunnel that only ran at 74mph, very slow, but at that time other F3 manufacturers did not do aerodynamic testing, so it was enough to get us a little advantage."

CW: "I was at Alan Docking Racing in '92, and that's really where the Dallara thing started. Alan was quite friendly with the company, for reasons other than F3. Dallara began to get interested in the British F3 market so a car was brought over towards the end of '92 and we tested it. We put our own Mugen engine in the car, fitted Avon tyres and used our driver of the time, Philippe Adams. The car performed well straight away, the driver was quite impressed with it and so was I. But Alan decided not to go that route, so I upped sticks and left. When I joined Richard Arnold I said I would like to run the Dallara, so we went to Italy, thrashed out a deal and got the first car over."

AERODYNAMICS

GPD: "We achieved a 15 per cent improvement in aerodynamic efficiency, principally realised as improved downforce. With the low engine power in F3, you always have to keep in mind the drag, otherwise at fast circuits like Silverstone you cannot win. So you have to improve the downforce without adding drag. We used narrower front and rear tracks on the car than our competitors, and this reduced the total drag a little by reducing its frontal area. We weren't able to lower the engine and reduce the centre of gravity that much to compensate. But the narrower track was compensated for by the increase in downforce."

CW: "The F393 was fast in a straight line, but aerodynamics are also about downforce and balance. Dallara's philosophy was to concentrate on downforce, so despite the car's narrower track we didn't suffer in the corners. When Warren [Hughes] got fastest lap in the car's first race at Thruxton, everybody said it was just a high-speed car; but he also went well at Brands Hatch, at which point people began to take notice because Brands is a handling circuit. That was when the Dallara began to establish a reputation for being quick."



Narrow track and slim sidepods gave an aero edge

Reynard 933 (27) shows its bulk beside the Dallaras which deposed it as dominant F3 chassis



Monoshock front suspension was light and tuneable

MONOSHOCK

GPD: "At the time we were working for Scuderia Italia in F1, where we tested a monoshock front suspension. It worked well, so we decided to use it in F3. At the time we thought it was the best solution: it is simple, light and cheap. From the first test it was obvious that it was easy to set up because you can easily adjust roll stiffness. This helped reduce the amount of testing time necessary to tune the car's handling. The monoshock performed well but in recent years we've realised that on bumpy circuits or when it is raining, maybe it is better to use a double-shock layout because you can be softer in roll at the front. So now we offer our car with either option."

CW: "Ease of set-up was certainly a factor with the monoshock but not the only one. Certainly it is simpler to operate, and to visualise what is happening because you can separate spring rates in pitch and roll. But it does also work well. I think the monoshock was successful in '93 for both reasons: it was easier to set up and it gave good performance. The fact that it's still successful today is indicative that it is fundamentally a sound design. In an ideal world, if you had enough testing time you would swap between monoshock and twin-shock set-ups for different circuits."

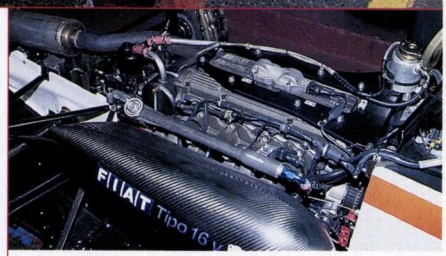
STIFFNESS

GPD: "Another advantage of the F393 was that it had a very stiff chassis. We looked carefully at the Ralt and the Reynard, and ours was 20 per cent stiffer, achieved principally by working on the alignment of the carbon fibre. Again this helped the set-up of the car because the stiffer the chassis is, the more responsive the car becomes to changes in spring rate, wheel angles and anti-roll bars. We also improved local stiffness at the suspension pick-up points, so the car worked very closely to the geometry on the drawing board. We paid attention to this in the F393 because with our previous car some teams had worked on reinforcing the rear suspension pick-up points, and gained some advantage."

CW: "I think many people missed the importance of the Dallara gearbox. The Reynard had its own casing too, but the Dallara one was stiffer and fed suspension loads into the car better. It was designed for that car, whereas the Ralt's Hewland, in particular, was a general-purpose gearbox. Reynard had taken one step in the right direction using its own casing, with Hewland internals, but still tended to bolt on brackets and extensions, which is not the best way of doing things."



Dallara majored on chassis and gearbox stiffness



Dallara's design allowed engines to run more advance

POWER BOOST

GPD: "F3 engines ran very close to the detonation point, but the driver could advance the ignition timing for short periods to increase power for overtaking. After about a lap the timing had to be returned to the regular setting otherwise the engine would detonate too much and destroy the pistons. The manufacturers were always looking to run their engines cooler, down to 65 deg C water temperature, to raise the detonation limit. Unusually our car's air inlet was not in front of the sidepods but just under the tub - good for cooling as well as for downforce, which perhaps allowed teams to play a little more with the ignition advance."

CW: "My feeling is that it was probably rolling resistance rather than cooling that made the Dallara better at exploiting the power boost. Cooling was good but I don't think it was exceptional otherwise Dallara would have continued with it. It worked, but it was dropped at the end of the year. The structural integrity of the car - the upright and wheel bearing configuration - was key. You weren't winding things up and scrubbing off speed through corners as a result. This meant that either you could run the boost for longer, watching the water temperature, or you could run more advance and get more power boost."

LAT

They say the secret to all good comedy is timing. John Mangoletsi would likely agree. As the architect behind BRM's early '90s revival as a Group C player, he could only look on open-mouthed as the sportscar series imploded just as his team got up and running. Not to worry, there was always the concurrent supercar project to fall back upon. Erm, no: stock markets took a tumble and demand for egregiously expensive road burners dwindled to nothing. So just another marque revival that singularly failed to emulate past glories, then? Undoubtedly. But comedy? Calamity would be closer.

"Yes I suppose our timing was impeccable," laughs Mangoletsi. "History will judge us on our results but this *was* a serious project." One that ironically was born of frustration at earlier ventures failing at the final hurdle. "I already had a staff of 30 people involved in the design, development and manufacture of fuel-injection systems before [ex-Chevron man] Paul Brown joined us in Congleton, Cheshire and established our design studio. That was in around 1986-87. We then started looking around for projects and did some sub-contract work for Reynard and Porsche. This led to us getting a contract from Al Holbert, President of Porsche Motorsport North America, to perform a complete update of the 962. We signed the agreement on a Thursday, and poor Al was killed in an air crash on the following Saturday. Two days later Porsche notified us that the deal was cancelled.

"Then we had a contract with General Motors to design a Group C Chevrolet Corvette, with Paul visiting the States each month to help set up facilities to assemble the car in-house. With the design completed, wind-tunnel models built and a lot of the patterns finished, GM pulled out because it was having to close several factories and a racing programme was deemed inappropriate. Running concurrently was the design and development of a new Jensen. In the six months that project ran, a tubular/monocoque chassis was designed and built. We also developed an alloy-block Chevrolet V8." Then the money ran out. "Instead of wasting all the expertise gained, we then decided to form an alliance with a well-known marque."

The marque in question being British Racing Motors, an evocative name that had nonetheless become a laughing stock in its final 'Stanley Steamer' seasons in F1 (1975-77). But the Owen family that controlled the rights to the nomenclature was receptive, despite having reputedly turned down as many as 20 other proposals. "My association with BRM goes back to my days at Oundle School, which is not far from Bourne," says Mangoletsi. "David and John Owen and I were all there at the same time. When I was 16 I'd started the school motor club and Raymond Mays became our president: he helped us organise trips to BRM. I suppose I've always been a fan of the marque. Anyway, following discussions with the Owens, they suggested Merrick Taylor [chief executive of Motor Panels, which had previously been a part of Rubery Owen] should vet our project. When the decision was taken to go ahead and build the BRM P351 towards the end of 1990, Group C was still riding high, as was the supercar market, so we decided to build a racing car and spin off the technology into a road car [the P401]."

The Group C weapon was built in nine months, featuring a 3.5-litre V12 designed by Graham Dale-Jones and built by Terry Hoyle's JHS organisation. Derived from the Weslake grand prix unit, only the basic block was retained, with Ricardo Engineering assisting with development. To this was allied an in-house-made six-speed, three-shaft transmission. "The engine developed 626bhp at 11,300rpm," claims Mangoletsi. "This compared well with F1 units." With the arrival of former Richard Lloyd Racing man Ian Dawson as team manager [he was less than enamoured with his Lada Samara company car...], the staff and racer were in place. But there were problems ahead. Fairly fundamental ones.

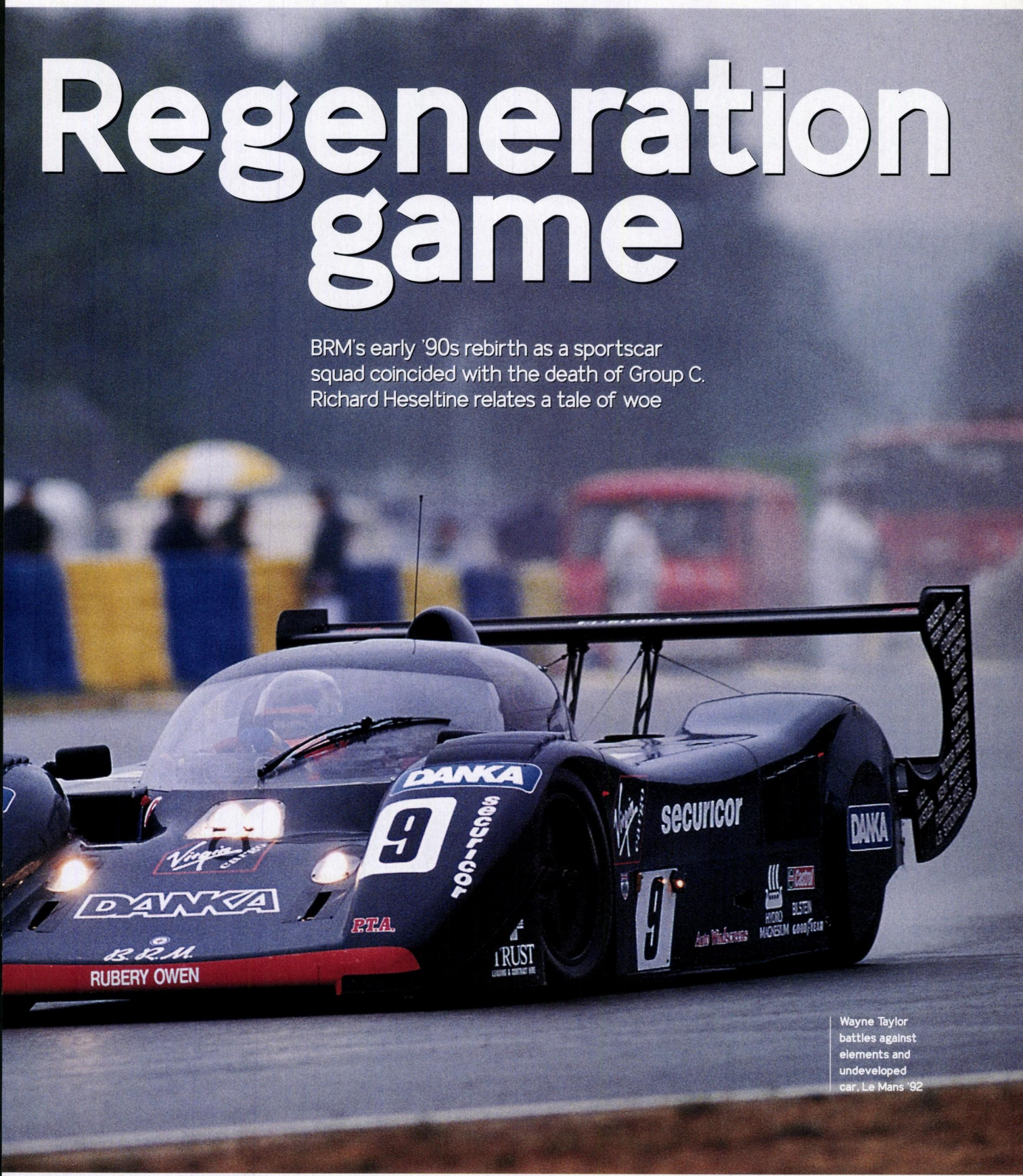
BRM's rebirth caught everyone off guard at its January 1991 International Racing Car Show debut when a model of the P351 was displayed. Eleven months later the finished car was unveiled at the Science Museum. Problem was, the FIA had axed the World Sportscar Championship a fortnight earlier, which did take the edge off proceedings: 1992 would be Group C's final hurrah. "Of course virtually all sponsorship evaporated," recalls Mangoletsi. "That final year was dismal. Nonetheless, we decided to support whatever racing emerged and Le Mans was obviously a major target. But that turned out to be a sad affair, with only 28 entries. We turned up having done only 150 miles of testing, most of which »



LAT

Regeneration game

BRM's early '90s rebirth as a sportscar squad coincided with the death of Group C. Richard Heseltine relates a tale of woe



Wayne Taylor battles against elements and undeveloped car, Le Mans '92

Above: with Nissan power, BRM returned to Le Mans in 1997 - this time it lasted half an hour. Below: P351 used Weslake-derived V12







Above: Le Mans 1992. BRM's return to the 24 Hours for the first time since 1965 proved a disaster when the P351 completed the lowest number of laps of any entry



Above: (l-r) Tony Brooks, Merrick Taylor and Mangoletsi admire P401 road car model. Below: P351 endured repeated gearbox problems before retiring from '92 Le Mans



had been carried out at Snetterton, and a few laps of practice at the Silverstone 500Km. Wayne Taylor and Harri Toivonen were due to drive, but the new design ring and pinion around which the 'box had been designed only arrived – after many delays at the manufacturer – during the first session of the Wednesday practice. Unfortunately the special 11mm bolts had not been sent. None could be sourced in France, so we had to wait for a specially made set to arrive before final qualifying on Thursday."

The P351 completed just three laps before stopping after problems with the hastily rebuilt final-drive assembly. In the race the BRM started from the pitlane and, by the first scheduled stop, was running in 17th place with Taylor driving. Then the gearbox selector jammed on entry to the pits. Some 51 minutes later, the South African-born, naturalised American managed to find a cog and made it back to the BRM garage. As the sole qualified driver, he would only be allowed to complete a maximum of 14 hours, so time wasn't exactly of the essence. The transmission was stripped and repaired: he then headed out once again at 8pm. One lap later Taylor returned, reporting that "there's something holding the car back." He was out for good by 11pm as the car succumbed to valve failure, having reached a top speed of 216mph along the Mulsanne Straight.

One further outing in the Camel Continental IMSA race at Watkins Glen a week later – in which Taylor managed just eight laps, seven of them involving a visit to the pits – saw the misfiring BRM withdrawn on safety grounds. A further outing at the Donington Park 500Km was scratched, as were plans to take in the Elkhart Lake IMSA race. One final no-show at the Suzuka 1000Km and it was all over.

For five years, anyway. As sports-car racing crashed and burned, Mangoletsi began working with Alain Bertaut of the ACO, in time creating a series for open sports-racers. This needed cars to make up decent grids, so BRM was back for '97. With Nissan power. Mangoletsi: "Ian Dawson, who was by then the team manager at Pacific Racing, was looking for a new project following their withdrawal from F1, and I put together a package together with them to convert the P351 to open specification. As budgets no longer supported complex multi-cylinder engines, I looked for a proven 3-litre turbo unit. The highly successful [four-times IMSA championship-winning] Nissan GTP car was powered by a lightweight 3-litre turbo V6. It was an extremely simple and strong engine. Nissan had withdrawn from sportscar racing and we had the opportunity to acquire some engines with a view to manufacturing them ourselves at a later date. We therefore had the opportunity to create a BRM engine from a well-proven and reliable basis. In fact the engine in the P301 only retained the basic Nissan head and block assembly."

So, with great expectations, Le Mans beckoned: "Johnny O'Connell, a tremendously quick and likeable American driver, qualified the car, the first stage being to get through pre-qualifying in May. [Engine builder] Janspeed developed a race engine that produced 30bhp more than the 540 used for pre-qualifying. Sadly, Johnny broke his foot in an accident in the build-up to the Indy 500 so Toivonen became the lead driver for the race." Following practice the race engine was installed and all was well – for the first half an hour. One of the oil lines proved to be faulty and the loss of the brown stuff proved terminal.

BRM's swansong was the 1998 Misano 2.5 Hours, a round of the fledgling International Sports Racing Series. Mangoletsi pulled off a coup by roping in former BRM F1 *pilote* Henri Pescarolo to join William Hewland and Tim Sugden in the car. Not that the Frenchman would get a look-in. And lead driver Sugden wasn't best impressed: "It was shit. Well actually, that's not being fair. I'd only done a few miles at Snetterton beforehand so didn't really know the car all that well. The chassis was actually very good. I remember it having a touch of understeer but it was fundamentally a decent car. The engine was the big problem. It misfired the whole time and you couldn't do a lap without it going bang, bang, bang. I'm amazed I qualified it fifth [out of 20 cars]." The Yorkshireman's race lasted just four laps: the combination of the Italian track's bumpy surface and the huge torque loads from the turbo V6 destroyed the gearbox input shaft. Game over.

So no chance of another revival, then? "No," sighs Mangoletsi. "It's impossible to see an opening where BRM might realistically once again do justice to the marque's history. The rebirth of BRM in Group C, competing against the world's leading sportscar manufacturers, was absolutely the correct place for the marque to be. Sadly, it was absolutely the wrong time." No kidding. LAT

Boiler Vroom

It's 100 years since Stanley broke the Land Speed Record with steam power. Leigh Dorrington relates the story behind the unlikely bid and attempts to repeat it in '06

Before Bonneville and the Black Rock Desert; before Daytona Beach or Pendine Sands in Wales, the Land Speed Record belonged to an exclusive turn-of-the-century holiday resort – Ormond Beach, Florida.

Ormond Beach is located on a barrier island separating the Halifax River from the Atlantic Ocean north of Daytona Beach. The grand Ormond Hotel opened in 1888 and, by the beginning of the 20th century, Ormond Beach was a popular winter resort for some of the wealthiest and most powerful families in America. The wide and hard-packed sands stretched 27 miles south from Ormond to the Ponce Inlet below Daytona Beach. Just a half-mile from the hotel, the sands made for a natural racetrack.

There were no paved roads: visitors to Ormond travelled on a railroad, built by Henry Flagler, that ran from St Augustine to the Florida Keys and made possible the development of Florida's east coast. Along with trunks and household staff, winter visitors also brought amusements to fill the balmy, breezy Florida days. One of these was the automobile.

The first motor car was reputedly brought to Ormond Beach in 1900. Bicycle racer William J 'Senator' Morgan was the organiser of annual automobile races from 1903 to 1910 that quickly drew international attention. Some of the earliest cars raced on the beach included the Winton 'Bullet' and the Oldsmobile 'Pirate', as well as an American 70hp Peerless racer driven by Joe Tracy that was designed to participate in the Gordon Bennett race. Twenty-five-year-old William K Vanderbilt Jnr drove a 90hp Mercedes.

The most revolutionary car to race at Ormond Beach in 1905 was a steam-powered device called the 'Wogglebug' that was built and driven by Louis Ross, an employee of the Stanley Motor Carriage Co.

Stanley – whose cars were widely known as 'Stanley Steamers' – was one of many manufacturers of steam cars in the US at the beginning of the 20th century. Stanley was not the largest producer of steam cars, but its machines were designed to be lighter and faster than those of rival companies.

Brothers FE and FO Stanley were identical twins who developed a dry-plate photography technique that was eventually sold off to Eastman-Kodak. Their interest in steam began as a hobby, and they built their first car near their Massachusetts home in 1897.

The Stanleys sold their first steam car in 1899, and almost immediately the company was acquired by investors who changed the name to the Locomobile Company of America. Production soon moved to Bridgeport, Connecticut, where Locomobile turned to building gasoline-powered cars in 1905.

FE and FO re-entered the steam car business in 1901. Between 1901 and '25 Stanley built a confusing array of steam cars that ultimately totalled over 60 different models. The earliest cars resembled the buggies they were based on with the steam boiler, water tank and engine mounted under the seat. Beginning in 1905, Stanley introduced a new car that became the classic Stanley style: the boiler moved to the front of the car and was covered by a distinctive rounded bonnet. These 'coffin-nose' Stanleys remained in production until 1915.

One of the early advantages of steam cars was their simplicity. Steam power – for railroads, ships and production of electricity – was a highly developed and familiar technology, while the internal combustion engine was not. A steam engine is an external combustion engine; power is produced as steam in a boiler and transported by a steam line to a simple engine that is little more than a pair of pistons attached to connecting rods that transfer power to a rotating shaft.

'Starting a steam car could take 20 minutes'

Starting a steam car required only pumping up fuel pressure to light the boiler, waiting for the steam pressure to come up to operating level and motoring off. Another substantial advantage of a steam car was the tremendous amount of torque the engine produced compared to an internal combustion unit. While horsepower ratings for steam engines were always questionably low, torque was another matter. Modern tests have shown over 675lb ft of torque at 800rpm from a Stanley steam engine rated at 20hp.

The process of starting a steamer could take 20 minutes, but this was not particularly onerous compared with the preparation and hand cranking required for a gasoline car at the time. The invention of the electric starter for petrol engines in 1911 changed this, however. »

Leigh Dorrington



Sarah Stanley at the wheel of a replica of the LSR car; January 2006

With a simpler starting procedure for gasoline cars, drivers became more aware of other drawbacks of steam cars in comparison. One problem was that oil mixed with exhaust steam could make it unpleasant to follow behind a steam car. The solution to this problem was to fit a condenser to the boiler, creating a closed system, which Stanley did beginning in 1915. Another was weight and power. With ongoing refinement and development Stanleys became heavier and lost much of their early power advantage. The era of the steam car was already ending by 1915, although Stanley production continued for another 10 years.

At Ormond Beach in 1905, Louis Ross and the Wogglebug found themselves matched against new 90hp Mercedes for WK Vanderbilt and New York stockbroker ER Thomas, and a 90hp Napier owned by SF Edge and driven by Arthur MacDonald. The four competed in a series of three heat races for the 'one-mile championship of the world' and the Dewar Trophy. Ross's car was powered by two Stanley steam engines. Some reports describe that each engine was connected to a rear wheel, with throttles that were operated separately. This resulted in the car proceeding down the course in an erratic line that gave the Wogglebug its name. Ross's steam car was rated at only 20hp compared with 90hp for the European cars, seeming to give him little chance against the larger cars. But Ross took advantage of steam cars' ability to deliver full torque instantly and won decisively at a speed of 94.7mph. An amateur racer in a 'home-built' had defeated Mercedes and Napier.

'The era of the steam car was ending by 1915'

The Stanley brothers also raced, intermittently but successfully: the Stanley 'Torpedo' was campaigned in the north-east by FE Stanley. Two cars were built in 1905 for the Vanderbilt Cup races on Long Island, but were not raced. A special racer was also developed for the 1906 Ormond Beach events. This car was radical in every aspect.

John Katz described the Stanley LSR car in *Automobile Quarterly* in 1987 as 'a long and narrow single-seater. The driver sat low and forward, with his legs between the front wheels, as in a modern grand prix car. The boiler, a seething cauldron 30 inches in diameter, was positioned immediately behind him. The engine's bore and stroke measured a whopping 4½ x 6½ inches and it hung out the rear of the chassis, with its connecting rods reaching forward for the axle.'

The most unusual feature of the car, however, was its skimpy body. It looked like an overturned boat and has been called the 'world's fastest canoe'. In fact, it was the Robertson Canoe Company in West Newtonville, Massachusetts that built the body for Stanley, using stiffened fabric stretched over an elm frame.

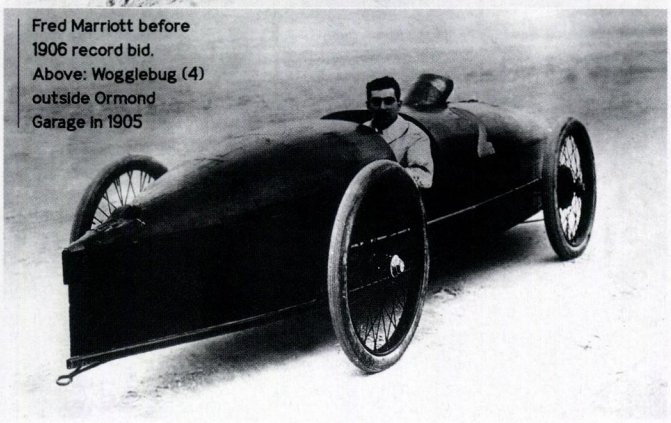
The Stanley Motor Carriage Company announced its intention to set a new Land Speed Record – which at that time stood at 108.59mph – with this car.

The team arrived at Ormond Beach in January 1906. The car immediately proved to be fast if fragile, with 1000psi of steam in the boiler. The Stanley won the Dewar Trophy and set a world record on »



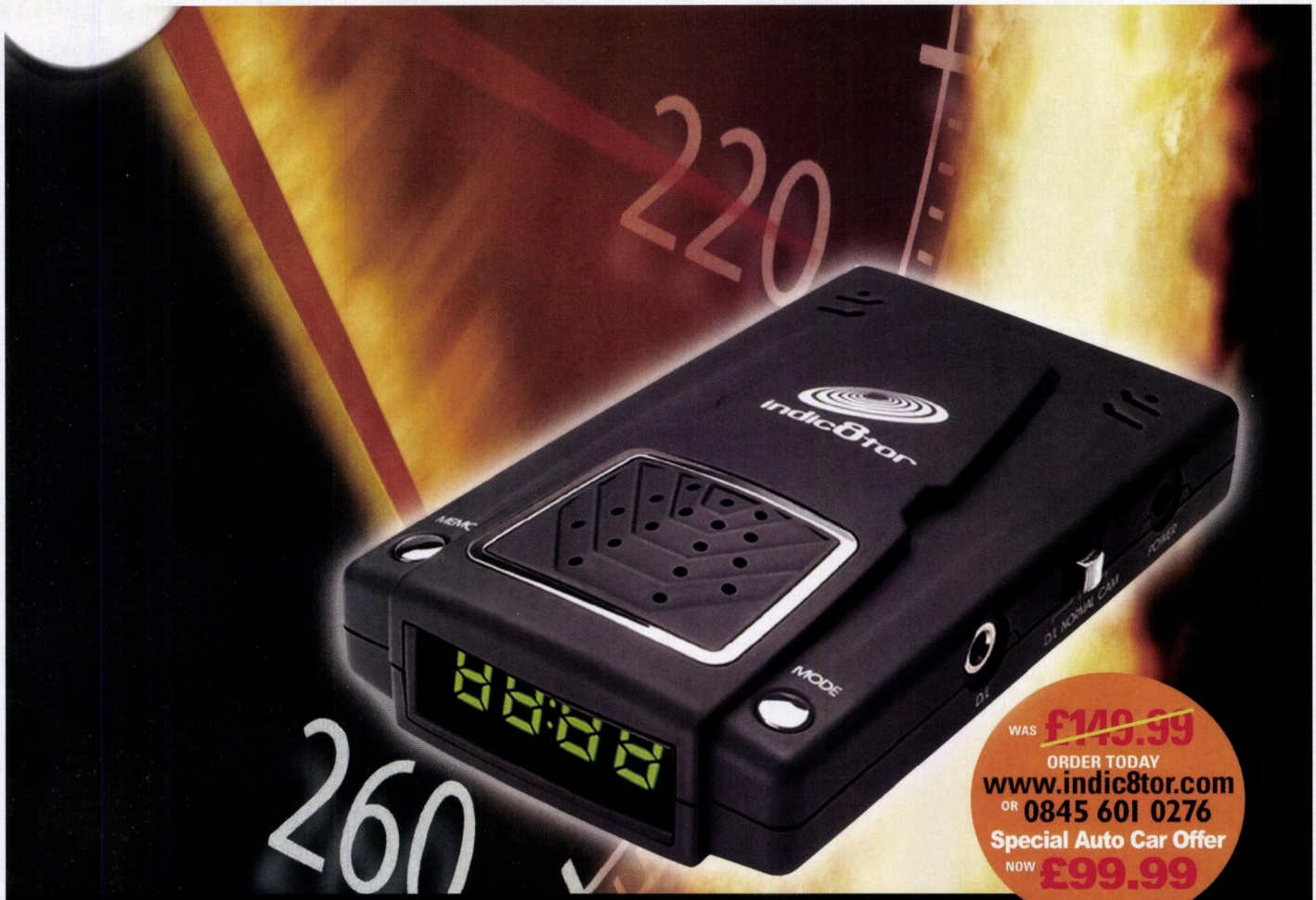
Sarah Stanley, great-granddaughter of FE Stanley, tries out Steamer for size on Ormond Beach





Fred Marriott before 1906 record bid. Above: Wogglebug (4) outside Ormond Garage in 1905

Leigh Dorrington, Stanley Museum, Kingfield, Maine



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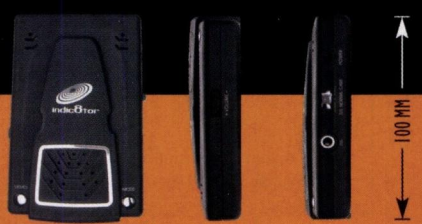
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The information contained within The Driver's Survival Handbook covers practically every situation you're likely to encounter on a British road. This is a **UK publication** by the way. It isn't an adaptation of a foreign book, and the advice applies specifically to how the law is enforced in this country.

Some of the things you'll learn!

- How to have penalty points legally erased from your licence.
- How to have fixed penalty tickets overturned, and avoid a crippling fine.
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- An ingenious trick you can use to cancel out the vast majority of parking tickets. This idea alone will save you the cost of the book many times over.
- How to receive a warning rather than being booked... exactly what to say and do.
- Why you should never produce your licence when stopped at the roadside - even if you have it with you.
- What you must never say when stopped. Break this rule and all is lost.
- Tried and tested letters you can send to police HQ and the courts which will 'kill' most penalties at source.
- How far over the speed limit you can go without even risking being stopped. The answer may surprise you.
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And much, much more.

The information in The Driver's Survival Handbook has never been revealed to the general public before and is not available in any bookshop or from any other source. It could save you thousands of pounds in fines, lawyer's fees and insurance costs.

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Here's one further point before you decide whether to go ahead. The Driver's Survival Handbook is neither authorised nor recommended by the police or authorities. We're talking about loopholes in the law which you can exploit completely legally, but which they would rather you didn't know about. If that bothers you, please don't order it.

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PRESS COMMENTS

"It's unlikely that Martin Thwaite will be welcome at the plod's Christmas Ball this year." **FHM Magazin**

"Our guess is that a lot of people will buy this book after they've had a brush with the law. Our advice to you is if you're going to buy it, buy it before. It might keep you out of trouble." **PASS Magazin**

"The information on how to buck the system is cheap at twice the price. Beg borrow or steal this book, and if you ever meet Mr Thwaite, buy him a drink. because I don't think his former colleagues will." **100% Biker Magazin**

"In my opinion, every driver should have a copy of this book." **Taxi Glob**

"The rich have accountants to bend the rules on tax so why shouldn't the rest of us be able to buy the Driver's Survival Handbook to learn how to bend the rules on motoring, especially when the main reason for prosecutin drivers is to raise revenue for the government?"
Victor Lewis-Smith, Daily Mirro

"It's outrageous" **Inspector Hugh Jones, Police Revie**

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"Through use of the book and the information contained within, I have successfully defended myself against Northamptonshire Police who accused me of travelling at over 100mph on the M1. Thank you for your publication. was looking at a fine and a ban, so it was money well spent."
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MotorSP

the 23rd at 31.8 seconds for the mile, and the next day won a five-mile championship heat. Friday, January 26 1906 was chosen by the team to raise the world record they had set in the Dewar race. Of the four Stanley employees attending to the car, Fred Marriott – foreman of the factory repair department – was reportedly chosen to drive the car because he was the only bachelor on the team.

The day dawned overcast, but the clouds broke in the early afternoon. Alone on the beach, Marriott covered the mile in 28.2 seconds to set a new Land Speed Record of 127.659mph. It was the first time that an automobile had been driven at over two miles a minute.

The Stanley racer returned to Ormond Beach in 1907 with the boiler upgraded to 1200-1300psi and the intention of raising the record. Fred Marriott was again the driver. But on its record run the front wheels bounced off the sand on a rough patch of beach and the car crashed heavily. Marriott

'Marriott set a new record of 127.659mph'

received extensive injuries but survived; the car was destroyed.

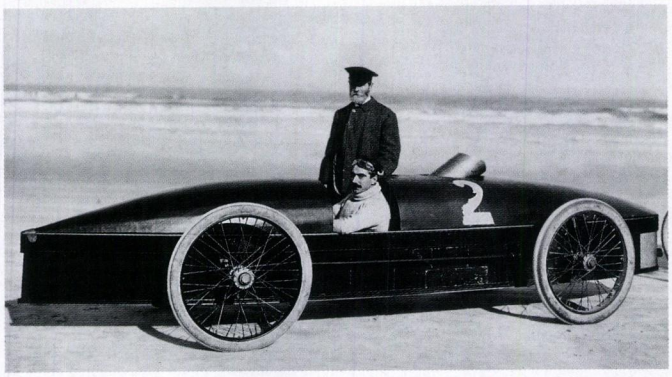
A functioning replica of the Stanley Land Speed Record racer was built in the late 1960s by Morris Frost of Lake Park, Florida and donated to the Birthplace of Speed Museum in Ormond Beach. Subsequently, the replica was loaned by the City of Ormond Beach to Daytona USA when the speed display opened at the International Speedway in '96. There the Stanley racer was displayed beside other record machines, including Sir Malcolm Campbell's Bluebird V.

The replica of the Stanley was prepared to run at Ormond Beach on January 26 2006, 100 years to the day since the record run. The day dawned windy and cold, but without the rain that plagued the attempt of a century earlier. Descendents of Fred Marriott, FE and FO Stanley were present, as was a gathering of almost 50 steam cars. The temporary paddock at the top of the beach ramp was more like a rail yard with smells of oil mixed with steam, shrill whistles and the chuffing of steam engines trailed by white clouds.

The thread of the story was nearly lost when the Stanley racer refused to start as the other cars made timed runs on the beach. The petcock feeding fuel to the pilot light had also been left open and fuel had pooled beneath the boiler. Sue Davis, director of the Stanley Museum in Kingfield, Maine called out, "Get Brent Campbell!". The crowd parted as Campbell – Master of All Things Steam – was found. He worked tirelessly, but just as it looked as if it would all come to naught the racer 'steamed' and Campbell drove it onto the sand.

Sarah Stanley, the great-granddaughter of FE Stanley, was given the honour of the first run on the beach and she thrilled the crowd – and herself. Other drivers who followed were not so lucky, as the racer soon lost steam: it was not to be. Finally, with the crowd departed from the sands, the racer was towed ignominiously off the beach as the tide came in.

We stood there for a few more minutes watching the great-grandsons of Fred Marriott willing it to go. And I thought of Sarah Stanley's words earlier when she said: "I wasn't alone on the sand today." M



FE Stanley with Marriott, January 28 1906: note metalwork repairs to rear of the car after engine cylinder blew the day before. Below: Steamer after the big smash



Stanley Museum, Kingfield, Maine; Leigh Dorrington



Replica was not so happy to run later on in the day, changes in tide ending play

Häkkinen, Barrichello, Coulthard, Frentzen, de Ferran, McNish... One series launched them all. Marcus Simmons tells the story

Opel cadets

The life of the 1960s Formula Three driver, roaming around Europe for the summer, turning up in faraway towns to race, and living on the start money given out by the organisers, is one of the most romantic in the history of motor racing.

But to some extent this was replicated two decades later. By this time there was a lot more money around, and the racers were being run out of well-equipped transporters rather than off a tow car and trailer, but during its peak the Opel Lotus Euroseries provided a seemingly bottomless pit of young talent and fostered a circus atmosphere as a bunch of lads left their families for the first time and tasted life on the road. And all that entails...

On track the racing was fiercely competitive; off it the combatants would socialise, an international crowd of young men usually accompanied by their team owners, whose jobs were as much that of surrogate big brothers – introducing them to life, but keeping them out of trouble – as making sure they had a competitive car to drive. Pale-skinned British and Dutch youths would mix with their darker Brazilian counterparts, also among them a group of giggling Barbour jacket/flat cap-clad Italians, who for some reason always seemed to favour the English Country Gent look!

The colourful GM/Vauxhall/Opel/Chevrolet (depending on where you come from) Lotus movement began in 1988, and effectively acted as a replacement for Formula Ford 2000. National championships were organised in the UK and Germany, though in years to come Brazil, Benelux, Ireland, Scandinavia and Austria would join in. But at the top of the pyramid was the Euroseries, run by EFDA (European Formula Drivers' Association).

EFDA, based in Luxembourg City, had been formed by American ex-serviceman and amateur racer Dan Partel in the late 1970s. From 1979 onwards he ran European championships for the Formula Ford 2000 and 1600 categories. Most famous graduate of this scene was Ayrton Senna, who dovetailed his British FF2000 attack in 1982 with a successful European campaign – with some of these rounds at grands prix, this provided a platform for him to exhibit his talents to the people who really mattered.

When FF2000 ran out of steam, General Motors launched its new initiative. The cars would be identical (a radical step for the day), all built by Reynard, which had dominated the late years of FF2000. You could see the family resemblance and, for 1988, 95 cars would be built. The chassis was a mix of aluminium spaceframe and monocoque 'planks' – these would be thoroughly crash-tested over the next 12 years! This was pretty basic compared to F3, but the engine was the real jewel: GM's new Family 2, 16-valve powerplant pushed out around 160bhp, not far off F3 figures of the day, and was extremely reliable.

What really ignited the movement was Partel's agreement with Bernie Ecclestone for five of the Euroseries' 10 rounds to support grands prix. Suddenly everyone below F3 level (and even some stepping down from F3) wanted one of the new Reynards. Top of the pile was the team of Marlboro juniors run by the Dragon Motorsport team of experienced engineers Hywel Absalom and Doug Bebb. Scandinavian FF1600 champion Mika Häkkinen and promising Scot Allan McNish had been selected after trials in FF2000 machinery.

> 'Häkkinen went to a final shoot-out against Larsen'

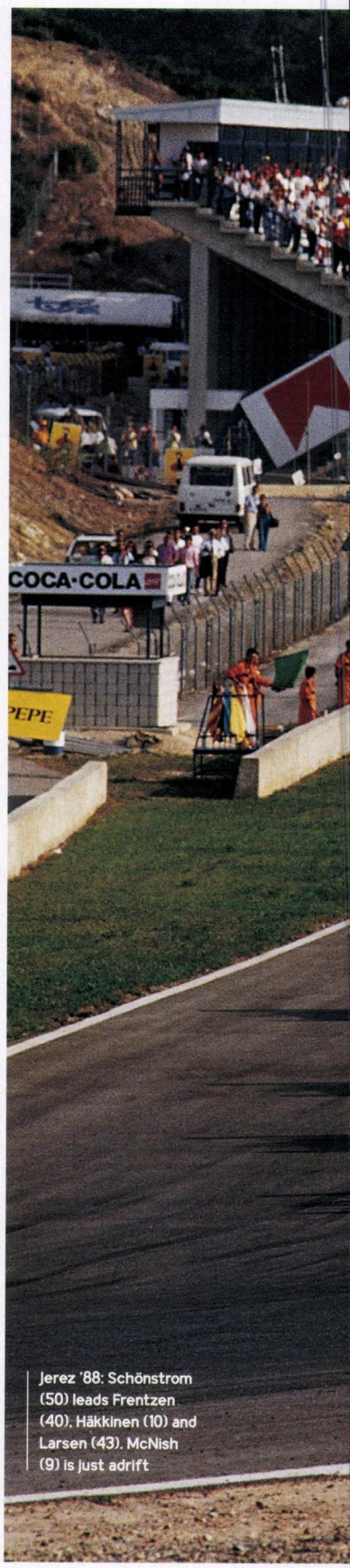


EFDA's Dan Partel: the motivational force

While McNish claimed the British title, Häkkinen went to a final-round shoot-out for the Euroseries against Dane Henrik Larsen, a veteran of FF2000 who operated on a shoestring. The Finn won – just! "In Formula Ford the grip was extremely low [compared to karts] and it was a bit boring to drive," says Häkkinen. "So going to Opel Lotus was more interesting – slick tyres, aerodynamic downforce, more horsepower, more exciting."

Häkkinen and McNish had been rented a house in Marlborough (it had to be, really!), not from Dragon's base. "Allan was a really good guy, very positive, and we talked a lot," remembers Mika. "Whatever I asked he really helped me. I don't know whether he was honest all the time though! And eventually we had an argument over the rent. He comes from Scotland so everything had to be 50 per cent yours, 50 per cent mine!" McNish retorts: "At the end of the year I went back to Scotland and the following year I was doing F3 and bought my own place, and Mika stayed on with a couple of the mechanics. I've got to be honest – I wasn't party to the final shenanigans!

"It was an odd situation where you had to pay five quid to Dido – not *the* Dido, but she was an old woman next door and she did your laundry as part of the agreement on the house. But all she did was wash it, she didn't iron it – we were walking around in creased clothes for the year. But Christ Almighty – we were 18 or 19 so we didn't care!" »



Jerez '88: Schönstrom (50) leads Frentzen (40), Häkkinen (10) and Larsen (43). McNish (9) is just adrift

LAT


Marlboro
Marlboro
Marlboro
TIO PEPE
TIO PEPE
TIO PEPE

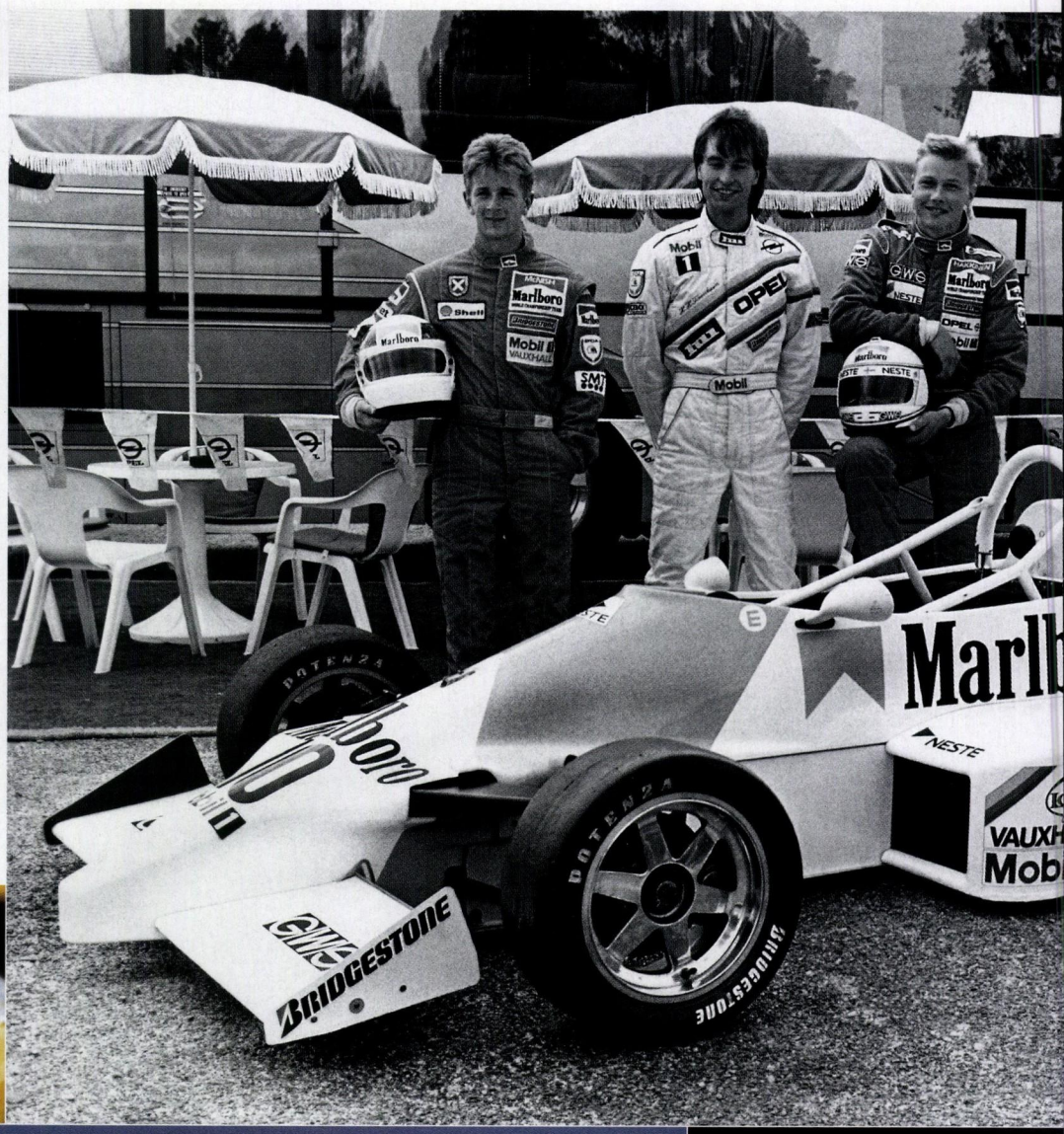
OFF THE RADAR

Opel stars who 'disappeared'

EDUAR MERHY NETO: third in 1989. A qualified architect. "One of the hairiest men I ever saw!" says McNish.
JONATHAN McGALL: fourth in 1991. Runs the family civil engineering business in Northern Ireland.
GARETH REES: champion in 1992. Works for family hardware business – and TV analyst for F3000/GP2 races.
CHRISTIAN FISCHER: third in 1992. Races an F2 March in historic events.
PATRICK CRINELLI: champion in 1993. One of Rome's leading purveyors of expensive wristwatches.
MARCELO BATTISTUZZI: champion in 1997. Makes F1 simulators for the Brazilian market.
ETIENNE VAN DER LINDE: champion in 1998. Races a BMW in the South African Production Car Championship.
DARREN MALKIN: second in 1999. Supplying organic and vegan food for outdoor festivals.



Gareth Rees kerbs his 'hardware'





Rubens Barrichello was the first champion for Draco Racing, in 1990. Above: '95 champ Jason Watt looked a star of the future. Now paralysed, the Dane is a touring car hero in his homeland







McNish, Frentzen and Häkkinen are all smiles. Below: baby-faced David Coulthard turns TV interviewer with 1990 runner-up Vincenzo Sospiri



The drivers may have looked unkempt, but nothing else about the Euroseries was. Dennis Rushen, who'd run Senna in '82 and was an Opel Lotus team owner and/or engineer through most of its existence, says: "In my opinion Dan Partel was the best promoter there's ever been. He organised the trucks lining up neatly, with flags on top, and Bernie loved that. He had a lot of time for Partel and that's why we got onto the grand prix package. He always used to tell everyone, 'Hey guys, this is show business' and everyone would go, 'Yeah!'"

"The first F1 support we did was at Paul Ricard," adds McNish, "and I will always remember Partel's driver briefing. He said, 'Lads, this is show business – do not crash and make fools of ourselves at the first corner.' And it was true – he was 15 years ahead of his time in that mentality. That was so different to Formula Ford, which was club racing.

"At the time I'd think, 'What the hell is he talking about? I'm here to race!' But as we stepped up into other categories, the positioning in how you had to think was what was instilled by Dan. It was purely his drive from EFDA that did that, and his drive got it into a Formula One support event, something F3 was only ever any good at losing."

Häkkinen won that race at Ricard (the second round – he'd also won the opener at Zandvoort), but it was a late-season crash that nearly proved his undoing. The Finn went to the penultimate round at Estoril with a 13-point lead over Larsen, but he shunted while trying to pass the Dane for second. He was therefore two points down going into the finale at Jerez... "I f***ed that one up completely!" he confesses.

At Jerez, while German champion Heinz-Harald Frentzen scampered into the distance to make everyone else look second rate, Häkkinen corrected his error. "It's really strange," he says, "but just before the race I thought, 'Don't worry – we're going to do it.' I saw Larsen and I thought, 'He's gone, he's not going to make it.' And we won the championship." By one point...

Häkkinen pinpoints 1988 as the launching pad for his international career: "It was a perfect move. All I wanted to do was drive – I didn't give a damn about anything else, which is not so good because there are a lot of things you have to understand to become a professional racing driver. Hughie Absalom did a lot to help me understand them."

Larsen would miss out again in 1989, by four points this time, to ex-F3 driver Peter Kox, who was driving for a Dutch junior team set up by Jan Lammers and with a young engineer named Ronald Heiligers. Eventually, Heiligers would form AR Motorsport, which won Euroseries titles with Jason Watt (1995), Etienne van der Linde ('98) and Tomas Scheckter ('99).

Another four-time champion was Draco Racing, an Italian team run by Adriano Morini, which first appeared in '89 and would become the most feared squad in the championship. "Draco were the people who had it sussed," says Rushen. "They had the knack of running the car soft with very little rear wing. They were the only people who could really make that work."

Draco's first champion was Rubens Barrichello, who joined the team as a 17-year-old for 1990, his first season in Europe. His engineer, fellow Brazilian Roberto Costa, says: "We went to do a test at Vallelunga; Rubens did very well and signed up. And because he needed the mileage we decided to do any race available. So we did the Euroseries, and the Benelux, and the German – and part of the British! We did something like 32 events – non-stop racing.

"The car was very basic – there were just three gauges, but when we added a speedometer that made the real difference to Rubens. He could tell us everything and it was great to work with him. He was very unassuming but had a great sense of humour and loved messing around.

'The Euroseries had a real rock 'n' roll feel about it'

Then in the car he exuded tranquility and just felt at ease."

Costa had watched Barrichello since his karting days, and knew he was a future star: "He was naturally talented and had a flair for setting up the car – and he rarely made a mistake. He spun now and again, but he wasn't a madman. I always compared him more to Emerson [Fittipaldi] than Ayrton – he had the ability to make the car do the work, never going over the limits."

Draco won the title again with Pedro Lamy in 1991, Patrick Crinelli in '93 and Marco Campos in '94. The Crinelli year was controversial – Vincent Radermecker was initially crowned champion, but Crinelli's exclusion from a race at the Nürburgring for using illegal fuel was overturned on appeal. Campos, meanwhile, graduated to Formula 3000 with Draco for '95, but was killed in an accident in the final round at Magny-Cours. He was just 19 years old. A great talent who could have achieved so much.

In between these Draco years, Gareth Rees and David Sears Motorsport won the title in 1992. DSM was the genesis of what became the super-successful Super Nova F3000 squad, which now competes in GP2 and A1 GP. "The Euroseries was brilliant, pioneering stuff really," says Sears. "Dan Partel organised a Nations Cup too, with drivers racing in their national colours – like A1 GP. He created this European band of happy travellers. It had a real rock 'n' roll group feel about it, and you'd end up doing 24 races a year in Britain and Europe.

"I can remember Gil de Ferran and David Coulthard coming up to me in the paddock at Hockenheim in 1990 and asking me for advice. They were driving for Paul Stewart Racing, but my team was doing better with Vincenzo Sospiri!

"Doing the grands prix made a hell of a lot of difference. All the things I learned from there carried us forward to winning those F3000 championships."

By the mid-90s the grand prix supports were becoming rare, and grids were falling. There was still a nucleus of strong teams and drivers, though, and Bas Leinders won the '96 title with Dutch team van Amersfoort Racing, with Brazilian Marcelo Battistuzzi taking the '97 crown for Italy's Vergani Racing. The Euroseries then rallied a little in '98 and '99, culminating in that final crown for Scheckter.

"At that stage everything is very intense," says Scheckter. "Racing in Britain was very tough, but going to Europe gives you time to develop as a person, and I lived in a base above one of my mechanics in Holland. But the Euroseries was very competitive – the cars were very similar and there was no one dominant team. A lot of different people were winning races.

"The other thing about Opel Lotus was the tyres [Bridgestone through its duration]. They'd be one to two seconds quicker for one or two laps and then drop off, so that taught you a lot about how to use the tyres and it definitely helped me."

But its time had come. Formula Renault was transferring to a single-make category for 2000, and the Opel Lotus design was now 12 years old. Renault was taking over as the place to be. Its first big star? A young Finn named Kimi Räikkönen, just like Häkkinen in 1988. Funny how history repeats itself.

Grand Prix Photos: LAT



Marlborough Lights

WB

Graham Skillen had an informative article in the VSCC *Bulletin* on the elusive Frenchman T B André, who sold Marlborough light cars which he brought over from France, with premises in Dering Street, off New Bond Street in London. He also ran a business at Brooklands in the old Martinsyde aeroplane hangar, where Tommy Hann was in charge, selling and fitting Hartford shock-absorbers, Silentbloc rubber bushes and steering dampers, and generally serving the racing fraternity.

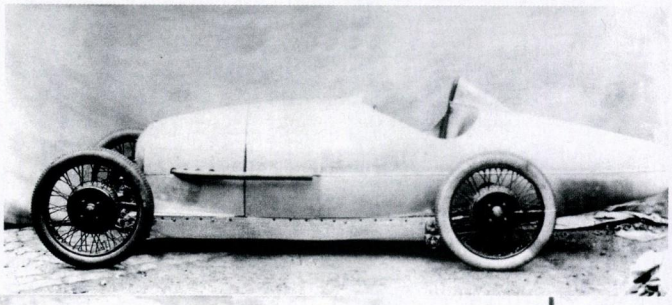
JG Parry Thomas, although busy with his Leyland-Thomas racing cars which were to bring him such enormous fame, was associated with André. For the 1923 JCC 200-mile race, for the André Gold Cup, he prepared two Marlborough-Thomas 1½-litre cars with the stipulated two-seater bodies. Of advanced concept, the OHV design used leaf valve-springs, an eccentric-driven camshaft, and torsion road springs. He and George Duller both retired.

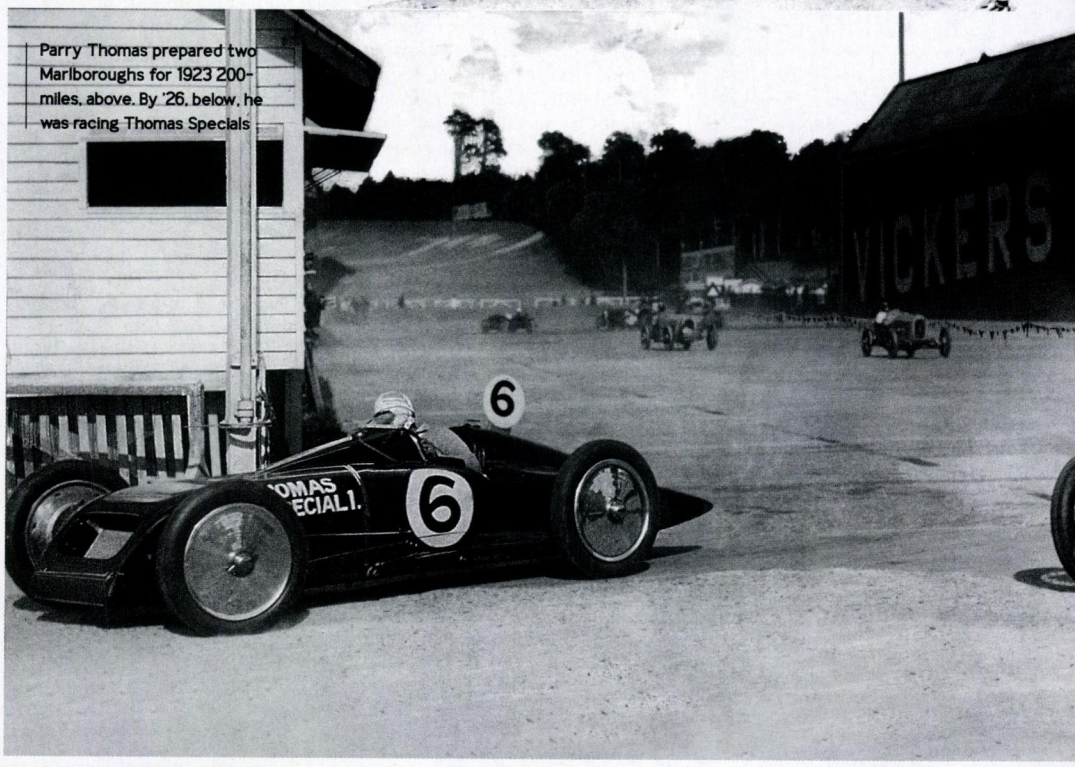
These Marlborough-Thomases have always puzzled me. Now this is only a guess, but it seems to make sense that André sought to market these cars, as he showed one at the 1923 London Olympia Show. It would have been easy to repaint one of the racers, mask its liberally drilled side-members, and fit exaggerated flared mudguards. There would have been time, as the '200' was on October 13 and the Show did not open until November 2.

So there on Stand 69, occupied by a range of ordinary Marlborough light cars, stood this solitary Marlborough-Thomas. It had a driver's head-fairing which precluded the fitting of a hood, no windscreen, and the small-bore exhaust pipe stopped at the end of the scuttle, with no tail extension or silencer. Aimed obviously at competition-minded buyers, the price was £675. The engine had the 69x97 dimensions of the Track cars. It was a bid which could have succeeded, as the race-ready Type 37 Bugatti was not available here until 1925, the C6 Amilcar likewise. One historian says six of these MTs were sold, but surely we would have heard of them racing?

André announced a record bid in late 1923, but no more was heard. Two Marlborough-Thomases were however entered for the 1924 '200', almost certainly the previous year's cars, but Duller was called to drive in the all-conquering Darracq team so *his* car, now entered as a Thomas Special, did not start. Thomas drove the other one. I always thought them under-tyred; Thomas had three bursts and, when his car shed a tyre, running on a wheel-rim caused the body to break up and he retired.

Apart from these disasters these cars with engines of both 1.8 and 1.5 litres, built for Thomas by Hooker's of Walthamstow, with some French MAB chassis parts, gave Thomas three victories and a third, one win in his now single-seater 1.8-litre version in a 100-mile 1925 race





Parry Thomas prepared two Marlboroughs for 1923 200-miles, above. By '26, below, he was racing Thomas Specials

at 98.23mph, and a fastest BARC lap of 100.61mph with the 1493cc engine, only 25.16mph slower than his then-absolute lap record with his 7.2-litre Leyland-Thomas. He also took a standing-start mile record at 72.88mph; others achieved good race results in MTs from 1923 to 1925.

So three Marlborough-Thomas cars, or two if you accept that after its short spell of glory, road-gear removed, one was raced again in 1924. After which Thomas built his two straight-eight Thomas Specials.

Determined to be a manufacturer, André announced the new 2-litre Marlborough Grand Sports in 1924. It had a 1991cc Coventry-Climax six-cylinder push-rod ohv engine with which Parry Thomas would not, I feel, have been associated. But only a chassis was shown at Olympia in that year as a complete car had not yet been built. The works were at Brooklands, presumably in the André shed, and the customers were to be encouraged to try the new car on the Track; 75mph was guaranteed.

This good-looking sportscar was priced at £500, when for example the 2-litre Speed Model Lagonda cost £675. But there was no André show exhibit in 1925. Two of the cars are known to have been licensed in Surrey, one perhaps the prototype and the other a demonstrator or the first one sold. So a case of *almost*-a-prototype. Nothing more was heard of this rather promising 2-litre Marlborough after 1925. Why?



Concorde to caravans

Over the holiday period I was not only kept warm by one of the Brooklands Society's useful fleece jackets and had Tom Wheatcroft's book to enjoy, I also had another very satisfactory book, Raymond Baxter's *Tales of my Time* (Grub Street, ISBN 1904903 32 2, £18), written in collaboration with Tony Dron. Baxter's life has embraced so many different activities that this book could not be otherwise than fascinating.

Here, in much detail and illustration, all is revealed. This celebrated and versatile celebrity, an OBE and Freeman of the City of London, records what it was like to survive childhood, become a fighter pilot in WWII in Spitfires, live in Germany with the BFN, and do all manner of top-rank broadcasts for radio and TV. He describes flying experiences from the then-only-airworthy Tiger Moth to helicopters and gliders. His account of being taught how to control a vertical take-off Hawker Harrier, his close TV associations with Concorde, and live transmissions from the Farnborough Air Shows and motor races are of exceptional interest - something which applies to Baxter's entire autobiography. How he managed to take his family on so many holidays in his unique Otter caravan-cum-boat on all the major lakes of Britain and how he coped with its unique slide-down-the-bank launching, I do not know.

In my allotted space I cannot do full justice to what is an entrancing read. Raymond tells us how he handled TV science programmes and the many top-viewing shows we remember, bought one of the Dunkirk little ships and became involved with the Dunkirk Veterans' Association, the famous folk he knew, including those from the motor racing world, what happened in his Monte Carlo Rallies from 1945-66, and much more. This is a page-turner which never disappoints.

HE man reports success



After a 10-year restoration, Paul Stileman's HE is finally on the road

The piece about HE cars in the January issue of *MotorSport* has resulted in a most interesting response from Paul Stileman, who wrote to us in 1997 appealing for spares for his 1924 14/50 two-seater HE. He tells us his car is now on the road after a 10-year rebuild, in which some new parts had to be made to drawings which had survived the takeover by Thornycroft of the HE factory, and others from those Alan Southon had obtained when making his rather special HE, which *MotorSport* described at the time.

Mr Stileman says his HE "now requires that final fettling which always seems to go on forever". He remarks that it is interesting that this activity had taken place not three miles from the 'Phoenix' pub at Hartley Wintney in Hampshire where Alan Southon kept the spirit of HE alive, and that three of the surviving four-cylinder HEs now reside within this area.

He adds that seven four-cylinder and six six-cylinder cars are known to exist, and that some long-term rebuilds are nearing completion. He recalls that the quoted early output of 14 cars a week had fallen to one less by 1924 and that a total of 16 six-cylinder and a dozen of the final 12hp HEs were produced. The Sully family remains interested in the cars; Ken Sully, son of Roland Sully the designer, died only recently.



The VSCC opened its 2006 season with driving tests at Brooklands. David Marsh in his 1925 Brescia Bugatti was the best performer, but six other drivers took First Class awards, five gained Second Class, and seven Thirds. A notable performer was Charles Mill, whose 1913 Humber, the only car in its class, beat nine other cars. Old Brooklands was not too hard on those taking the tests, some on the steep Members Banking, only five retiring out of an entry of 43, but there were four non-starters.

An Australian VSCC reader has recalled the vintage Type-174S 3.8-litre sleeve-valve Peugeots of which he thinks only 208 were made from 1922-1927, plus six competition versions. One, No86, is being slowly restored there. If you did not know, or had forgotten, the epic impact which the twin-cam 16-valve GP cars had in 1912/13, you would have the successes of these later Peugeots in sportscar races to inspire you. Our correspondent sent me my *MotorSport* article after I had interviewed Sir Francis Samuelson, Bt, who told me his Peugeot of this kind, purchased from Sir Ralph Symonson, "would cruise at 80mph, had a genuine 90mph top pace and was commendably dependable". Where is it now, I am asked?

I see that Steve Cropley, Editor in Chief of *Autocar* magazine (which I have read regularly for some 83 years, its reports of the 1924 French Grand Prix leaving a lasting impression on me, aged 11) was asked whether he had been in the motor trade by a reader who had seen a Reliant with a garage name of Cropley on. The answer was "no". Well, a few years ago, outside the library of our nearest Welsh town, I saw a smart vehicle with the legend 'Boddy's Coaches' painted on the back. But I have never been a motor-coach proprietor...

The VSCC of Australia, which was founded 60 years ago, has a full fixture list for 2006, rather like our own VSCC. A December Two-Wheel-Brake rally, to encourage cars made before front brakes were commonplace, is included. An early Model-T Ford drove the route beforehand to test for suitabiity. The cover of the club's last *Newsletter* had a photograph of a very good-looking Prince Henry Vauxhall, nicely emphasising the spirit of the vintage movement 'down under'.

NMM, Bill Boddy

The spy and the Count

Having asked the nearest library to dig out for me the life of Ian Fleming by John Pearson (Jonathan Cape, 1968), I realised I should have read it years ago when I made 'Cars in Books' a regular *MotorSport* feature.

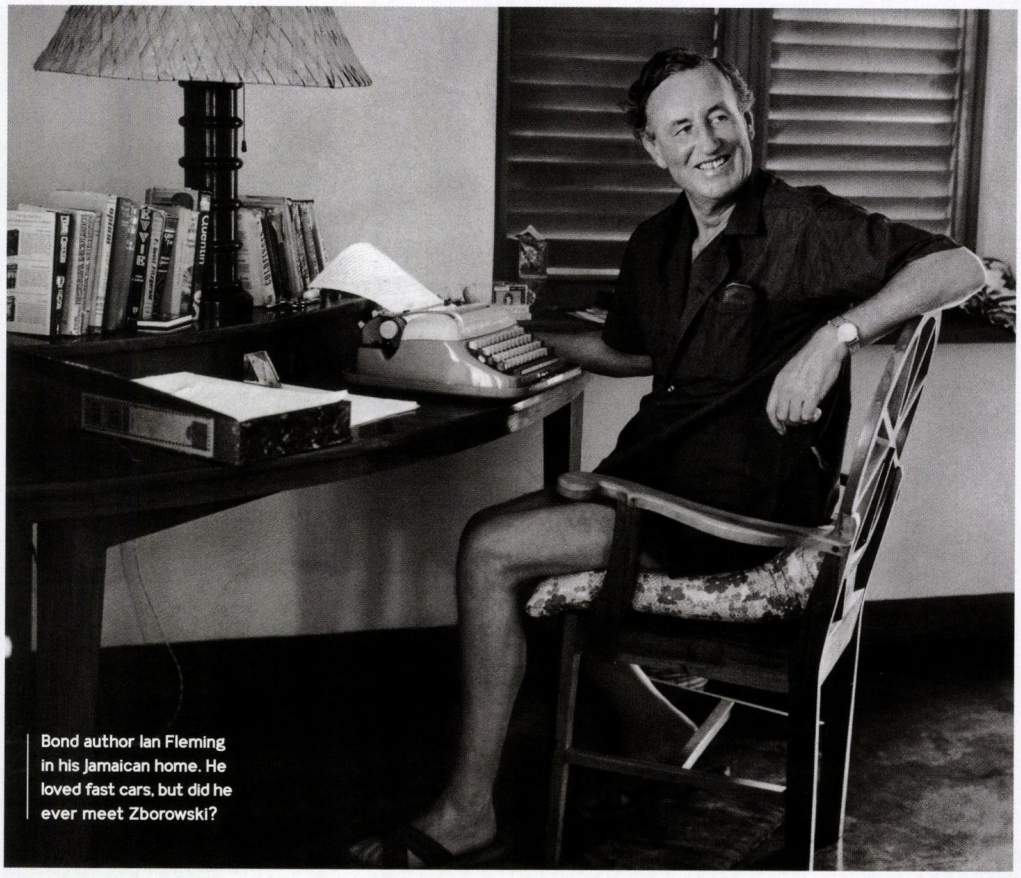
In this well-written and informative account of the creator of James Bond, John Pearson divulges that Fleming's father's will left to his wife, among other things, his "motors" after he was killed during the 1914-18 war. Pearson's biography is not only exceedingly readable but to my delight includes the cars driven by Fleming. At school at Eton he owned a khaki-coloured Standard tourer, hidden in Windsor and used for illicit trips, such as to the Wembley Exhibition in 1924.

When in 1933 Fleming worked for Reuters as a reporter he covered the Metro-Vickers trial, being met at Byelo Russky station in Moscow by a black seven-seater Lincoln to take him to the National Hotel.

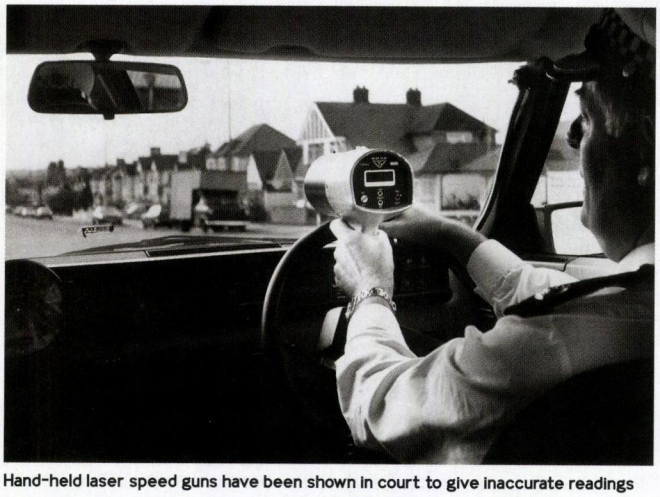
At the height of his fame Fleming had a Ford Thunderbird which cost £3000; it delighted him with its four-barrel downdraught carburettor, Ford-o-matic transmission and 190bhp, although he thought its brakes not good enough for 'dangerous' driving. But Fleming is described as enjoying the thump in the back as the two extra carburettor barrels cut in at 3000rpm. At this time Fleming's wife Anne had a grey Sunbeam Talbot, and thought the Thunderbird hideous.

Asked in 1952 by a friend who was contemplating buying a Bentley Continental what Fleming thought of them, his opinion should be read by all Bentley people(!). They will also find references to Amherst Villiers (who later painted Fleming's portrait) and to 4½ blower Bentleys. There is also mention of the 2½-litre Riley which the Flemings used for a continental tour.

The book closes with Fleming writing *Chitty Chitty Bang Bang*. Did he know Count Zborowski and the racing cars of that name? Fleming had a house in Kent – Old Palace, at Berkesbourne – near Zborowski's Higham house at Bridge, but I think long after the Count had been killed in the 1924 Italian GP. Can anyone help with this?



Bond author Ian Fleming in his Jamaican home. He loved fast cars, but did he ever meet Zborowski?



Hand-held laser speed guns have been shown in court to give inaccurate readings

Gaining a police record

I suppose that 159mph will remain the all-time PSR (Police Speed Record) on a public road. The officer who achieved this claimed that he was testing the limits of his patrol car and I see no reason to think it was dangerous, considering the road he used and the conditions. But the fact that he incurred no penalty will understandably anger drivers who had fines and endorsements for exceeding 30, 40 or 70mph limits by a few mph.

That apart, the war against drivers has risen to a fresh level by allowing ordinary citizens to use hand-held camera guns to check the speeds of passing vehicles. These cameras have to be aimed at a vehicle's number plate to record accurately, so are very likely to join the fixed cameras which, we are told, are none too correct either, to the extent, it is alleged, of something like 1,000,000 speed convictions being inaccurate, with a similar number of drivers having been wrongly fined.

Back to the hand-held nonsense, I believe that in a case of a driver in court accused of exceeding 70mph in a lower speed limit, his barrister told the judge that the hand-held camera had timed a wall as doing 11mph. Such a mobile wall could be more lethal than a fast-moving car. I hope its owner was duly prosecuted. This government does not appear to love those of us who use road transport.



From Sofa to Starting Grid

How long have you been living vicariously? How long have you been promising yourself that 'one day' you will take to the track? For many of us the desire to get behind the wheel of a historic racing car has been fermenting under the surface for as long as we can remember.

Let's be honest here – hands up anyone who didn't spend at least a portion of their childhood pretending to sit behind the wheel of a racing car, furiously sawing at the wheel in a heroic effort to stave off throttle-on over-steer… In our formative years, most of our drives tended to be imagined, constructed from bits of wood and cardboard, or illicit sessions in the garage on the front seat of the family saloon. As one grows older, indulging in these moments of fantasy becomes a little less acceptable. Nonetheless, such strong passions are not so easily forgotten…

Let's be honest here – hands up anyone who hasn't at some point in their adult life, found themselves sat on the sofa watching some particularly compelling in-car footage, and suddenly realised that the erratic twitching of their right foot was in fact a subconscious heel-and-toe manoeuvre? Come on now, hands up…

In recent years there has been an explosion of growth in historic racing in the UK and Europe. Attendance at existing historic events is growing rapidly, and new series are cropping up all the time. The significant on-line following for simulation games such as Grand Prix Legends, or more recently GT Legends, confirms the number of people out there who would love to race the same lines, in the same cars as the heroes of their childhood. The good news for the long-suffering enthusiast is that making the transition to the other side of the catch fencing has never been easier. Whether you are looking for a truly exceptional car in a marquee series, or simply an exhilarating drive in an affordable series, MotorSport can help you to make the transition from sofa to starting grid.

If you think you might like to give racing a go but want to try it out before you take the plunge, there are a number of excellent schools that offer trackdays. Most have a selection of cars for you to drive, and can offer professional advice and instruction. If you decide to commit to racing, the same schools are accredited by the MSA to offer the ARDS test necessary to attain your National B licence required by most racing series. In order to take the test you must apply for a 'Starter Pack' from the MSA, which includes a medical form that needs to be filled in by your doctor. The ARDS test is comprised of a written theory section mostly involving safety measures, as well as a practical on-track test. This test is not designed to examine your speed, but rather to ensure that all licence holders are capable of driving safely and predictably on track, and have a good understanding of concepts such as racing lines, overtaking manoeuvres and basic on-track safety.

Once you have acquired your National B licence, you are authorised to compete in a wide variety of series while obtaining the necessary number of signatures to upgrade your licence to a National A. Choosing a series depends on your budget and time constraints, as well as the level of speed and type of racing you are looking for. If you are unsure what to buy or which series to enter, speak to the organisers and participants from a number of series and ask them about their experiences. It is important for your enjoyment that you are racing at an appropriate level for your experience, and amongst like-minded enthusiasts.

Once you have established which series you would like to take part in, it is a good idea to contact a company that provides engineering and race support. They can provide you with invaluable advice in purchasing a car that saves you time and money, as well as preparing it to the point that it is safe and competitive for use on the track. They have the experience and knowledge necessary to make sure your car is safe enough to protect you, by installing systems like fire extinguishers and roll protection. Establishing a good relationship with one of these companies can take the headache and worry out of racing as you know your car will be ready to roll when the lights go out.

It is also important to make sure you have the right personal and safety equipment you need to go racing. Most series will have strict requirements specifying that drivers are properly attired. This means an approved helmet, boots, gloves and driving suit. Depending on what you are driving you may want to look into additional safety devices such as a HANS device, or simply higher quality attire.

Being well prepared is one of the most important factors in enjoying motor racing. If you are thinking about going racing, make sure your experience is as enjoyable as possible by getting the details right.

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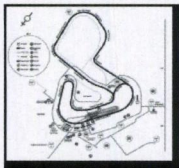


1959 Cooper Monaco T49
2.0 litre Climax



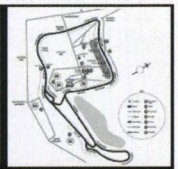
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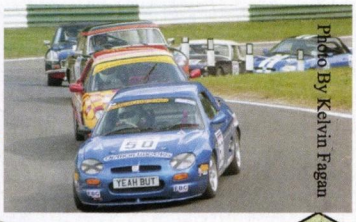


Photo By Kelvin Fagan

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Q. How did you get into Motorsport?

Sarah says: "I started off doing a few Track days with my family and friends. Our first track day was at Croft in the family car (well you have to start somewhere!). When the day had ended I didn't want to leave. It was an awesome day and couldn't wait till the next. My Dad, swayed by the persuasion of me and my brother, invested in an MK Indy. Well, all I can say is we were LUCKY.

Q. How did you progress?

Sarah says: "Well we attended a few track days in 2004 and I was slowly getting more confident in my driving on the track. I entered a driver challenge in 2004 and they guided me along the right tracks to succeed in Motorsport. Although I didn't win the challenge, it was an exciting experience and it encouraged me to get my licence and enter into the 2005 MGOC series. The MGOC has been such a good stepping stone into Motorsport. It is a very friendly series, but still competitive on track."

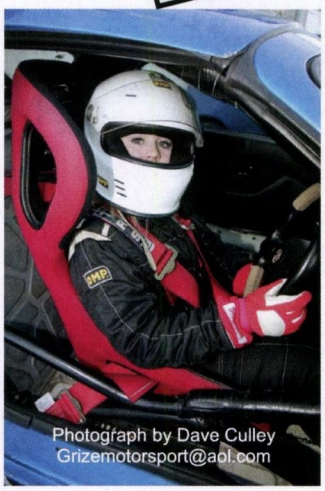
Q. What have you gained from your first season?

Sarah says: "My first season has been a HUGE learning curve; I never thought that I would be competing against my brother, but it was all good fun, taking sibling rivalry to the extreme! With the encouragement from the other competitors and the skills I had learnt doing the driver challenge, I came away at the end of the season with the Novice Cup, and surprisingly a 3rd place at Lydden Hill because everybody else fell off the track!"

Q. Where do you go from here?

Sarah Says: "This season I'm racing an MG ZR, I'm so excited and can't wait to get back on the track."





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Restored Amon F101 is just one of the sights GP Masters plans for this season

Big boost for GP Masters

French GP support in 2006; Amon F1 car to race again; historic super-series for '07

The Grand Prix Masters movement will provide the grid for a classic Formula One race run in support of the French Grand Prix at Magny-Cours on July 15/16.

The race, which will run in two parts for up-to-1978 3-litre cars, marks a celebration of 100 years of grand prix racing by the FFSA, the French governing body.

"There are a whole lot of things going on in France in the run-up to the Grand Prix to mark the centenary," said Christopher Tate of Grand Prix Masters. "We've worked very hard to be allowed to be the support race and have been tasked to produce a grid." Some rare and unique cars are expected, including a 1967 Brabham BT24 from Australia.

Unveiled at the Historic Motorsport Show at Stoneleigh was the latest project of Masters boss Ron Maydon: the unique 1974 Amon F101. Built by John Thompson for the Kiwi ace, the F101 eventually started just one grand prix and was abandoned at the end of the season when funds ran dry.

Maydon discovered the car in Germany and has had it restored, with assistance from Amon. He plans to race the car for the first time in the GPM opener at Brands Hatch in May before taking it to Monaco, where Peter Williams is expected to drive it.

Announced at Stoneleigh was a new tie-up between the Masters Series and the HGPCA. The two organisations will work together under the Grand Prix Events Ltd banner, while retaining their own identities and race series. Major changes are likely in 2007, when combined meetings, increased promotion and TV exposure could all be features of the new partnership.

NEW SPORTS SERIES

Motor Racing Legends boss Duncan Wiltshire has launched a new race series for pre-1956 sportscars. The Royal Automobile Club Woodcote Trophy will be for cars from up to and including 1955, with both disc and drum brakes.

"I'm keen to encourage cars of the right specification for the period," said Wiltshire. "It will be very much in the spirit of our pre-war series and each race is an invitation event."

The new series comes as a result of competitor requests, and will have races at the Silverstone Classic and Spa Six Hours meetings this year before expanding to four races in 2007.

MATRA HAT-TRICK

One of the stars of the Historic Motorsport Show at Stoneleigh was the freshly restored ex-Jabouille/Migault Matra MS670B chassis 5, which finished third at Le Mans in 1974.

Now owned by Abba Kogan and superbly rebuilt by James Watt Automotive, the car should be ready for a shakedown test in March, after two years of restoration. Kogan now owns three of the 10 MS670s built.

Once tested, the car is set to race in World Sportscar Masters events and would be perfect for Classic Le Mans.

MARCH TO MONACO

Historic racer David Brown will realise the ambition of a lifetime when he races at Monaco this May. Brown, who will mark his 70th birthday shortly after the Historic GP, has been granted an entry for his ex-John Watson March 721.

"I'm really chuffed about it," he said. "It's probably my last chance to do Monaco. I've entered twice before, but never got an entry."

The March, which will run in Hexagon colours, has not been seen in Europe for over 30 years. Brown bought it from John Delane in America last year and it is being re-prepared by Retro Track and Air.



Ex-Watson March to reappear, in Monaco

MINI HERO TO CONTEST SERIES

Thirty-six years after his last full season racing a Mini, John Rhodes will contest the Heritage GT Series this year in a Mini. The veteran racer, who will reach his 79th birthday in August, is teaming up with newcomer Nathalie Boyd to run a 1960s-specification Cooper S.

"I shouldn't really be racing these days – I should be in the garden," said Rhodes, who was one of Britain's top saloon racers of the 1960s. As well as taking four consecutive 1300cc class titles in the British Saloon Car Championship between 1965 and '68, Rhodes also added the '68 European Touring Car Championship 1600cc crown to his tally.

Although he stopped racing regularly in 1973, Rhodes has been a star performer at Goodwood since the creation of the Revival Meeting, and his presence in the seven-round Heritage series will add greatly to the profile of the championship.

"I think it'll be superb," said Rhodes of the chance to race with Boyd in a car built and prepared by her partner, Mike Youles. Boyd has only raced the car once to date. Youles, meanwhile, will team up with Pat Thomas to race two ex-John Miles cars, beginning with a Lotus Elan 26R and switching to a Lotus 47, the race version of the Europa, by mid-season.



Gerry Marshall's son Gregor with the newly restored Marshall/Brock Spa Firenza

GROOVY SPA CAR

The Vauxhall Firenza that Gerry Marshall and Peter Brock raced to a class win in the 1977 Spa 24 Hours has returned to racing.

It is thought to have stood for 15 years before Adrian Goding bought it. Martin Thomas restored it, with advice from former DTV mechanic Gerry Johnstone, who built the car in 1977, and from Marshall before his death in April 2005.

"Our hope was to have Gerry in the car again," said Goding. "But now we'd love to get Peter Brock reunited with it."

Goding plans to race it in 'Groovy Baby' 1970s Saloons races.

MAXTED GOES F2

Classic F3 champion Steve Maxted steps up to the Derek Bell Trophy and European F2 series this year with a Lola T360.

Ted Wentz raced the 1975 works development car in FAtlantic and two F2 races, and Tony Trimmer and Mike King raced it later. Maxted will use a 2-litre BDG engine: "I'll race it in F2 specification as it has the twin fuel tanks and deformable structure as used in F2."

He plans to start the season in the Argo JM6 F3 car and switch to the Lola when it is ready. The Argo will then be handed over to 16-year-old Oliver Thorpe.

GT CHAMP FOR GPC

Mark Sumpter is the latest driver to confirm plans to race in Group C/GTP this year, in a Porsche 962 thought to have been used only in Le Mans qualifying in 1991 and now owned by George Purdie.

Sumpter, a former British GT champion, hopes to do at least half of the races, including the UK events at Brands Hatch and Silverstone.

"It's taken a year to restore the car," said Sumpter, who has recently sampled the 962. "I was blown away by it! It feels like you are stepping into a GT1 car."

TARGA CELEBRATION

The Targa Florio centenary will be marked by four weeks of events, races and rallies in Sicily, starting on May 6/7 with the 90th running of the Targa Florio.

The first event was held on May 6 1906, when 10 cars took to the roads around Madonie, and was won by the Itala of Alessandro Cagno. Although the road race finally ended on safety grounds in 1977, a rally soon took its place.

While the opening event is a round of the Italian Rally Championship, the plans include regularity rallies and events for classic cars before wrapping up with the Trofeo Florio Historic Rally on June 3/4.

NEWS IN BRIEF

The first Leda to join the Formula 5000 revival in the UK will be raced by Ian Jacobs this season. Jacobs has sold his March 742 to make way for the ex-Trevor Taylor LT25. Jacobs hopes to be ready for the first Derek Bell Trophy race, in April at Donington Park.

The famous ex-works Chevron B26 from 1974 is due back on the grid this season and should run at Classic Le Mans, with Gareth Burnett and John Sheldon driving. Known as 'chocolate drop' due to its livery, the ex-Brian Redman car has just been rebuilt by Burnett for its owner John Ruston.

The future of historic racing at Monza remains unclear due to ongoing noise issues with local residents. The Coppa Intereuropa meeting on May 13/14 is scheduled to include TGP and Gp C/GTP, but the outcome of legal hearings in March will shape future unsilenced use of the famous venue.

The K Club is a new organisation formed by Simon Adams to run a European series of races for Appendix K saloon cars, both pre-66 and pre-76. The season starts at Silverstone on April 23 and will take in races at Zandvoort and Magny-Cours, with two grids expected at most of the seven rounds.

The seventh running of the Modena Cento Ore classic will be on June 17-20, rather than in May as in recent years. The event will feature a completely new route, taking in races at Mugello, Misano and Magione in its 1000km, from a start in Modena. The Fiorano test track will also be used for a timed test.

Problems with local government forced the organisers of the Winter Challenge to Monte Carlo to run the event without any timed sections in France. From the competitive sections in Italy, Marcel and Alfons Geurts claimed victory in their Mercedes 280SL from the Volvo of Bert Dolk/Jan Berkhof.

Congratulations to prolific *MotorSport* photographic contributor Jim Houlgrave, who picked up the Journalist/Photographer of the Year accolade at the Historic Motorsport Awards dinner held during the weekend of the International Historic Motorsport Show at Stoneleigh.

Readers of *MotorSport* can take advantage of a ticket offer for the Silverstone Classic meeting on July 28-30. Call 08704 588230 and quote HMSC06 to get a three-day ticket for £30 - saving £30. Offer ends April 30.

HAMMER DOWN

Racers that are going, going, gone

SOLD



Christies' *Automobiles de Collection* sale at Retromobile, Paris on February 11 saw around two thirds of entries sell, for €3,619,719 overall. The ex-Ecurie Ecosse/Ian Stewart Jaguar C-type accounted for €1,386,250 of this figure. The Scot drove the car to victory in the July 1952 Jersey Road Race, taking two wins at Charterhall that same month. This significant sports-racing car also took wins at The Curragh, Castle Combe, Snetterton, Spa and Zandvoort.

The ex-Bruno Giacomelli BMW M1 Procar, also with significant IMSA history, failed to sell, while the Bob Lawrie/Ivan Waller Jaguar XK120, which finished 11th overall in the 1952 Le Mans 24 Hours, didn't reach its reserve.

FOR SALE



Works Mustang features at Amelia Island

RM Auctions' Vintage Motor Cars sale at Amelia Island on March 11 has attracted a wealth of Stateside competition hardware. Among the most significant is the 1963 Shelby 289 Cobra 'Le Mans replica' racer. Chassis 2136 was the first of six built by Shelby American and was used in the latter half of 1963 by works drivers Bob Bondurant, Dave MacDonald and Lew Spencer. A year on it was driven by new owner Ed Leslie to victory in the SCCA A-Production National Championship.

Another important Shelby product in the sale is a 1965 Mustang GT350R factory team car. One of only three in existence, it was raced extensively in period by Bob Johnson and Ron Dykes.

No price estimates have been released for either car.

Jeff Bloxham, Neil Godwin-Stubbert, NMM

Group C/GTP



Linzi Smart

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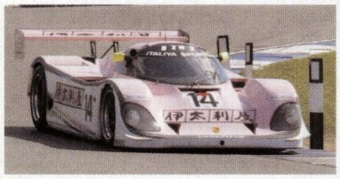
Henry Pearman - Porsche 962

Like over 100,000 other Brits that annually attend, my love of Group C cars started at Le Mans. In my case it was in 1983 after being urged to go by Derek Bell, who was a guest speaker at my local motor club. I was hooked!

It is now a wild dream come true to actually own and drive these fantastic cars - the ones I watched at Le Mans, Brands and Silverstone in period!

My first taste of competing in Group C was jumping into the leading Silk Cut Jaguar at Snetterton in 2003 to take over from Win Percy! The scenario itself was intimidating enough, so I was pleasantly surprised to discover that the cars are actually easier to drive than the modified road cars I had driven in recent years.

With Group C/GTP Racing entering its fourth season, it is simply getting better and better. I have always urged



my close friend - Porsche 911 racing guru Mark Sumpter - to try one of these fabulous cars, despite him never displaying quite the same passion, not having attended the races in period. However, a short drive in my ex Richard Lloyd 962 at Brands last year simply blew him away.

He was expecting an old fashioned race car, and simply could not believe the sublime experience - and now he is hooked as well! He is out this year in his newly acquired ex-Le Mans Team Schuppan 962, and saving a fortune compared to a season defending his British GT title!

Justin Law - Jaguar XJR10

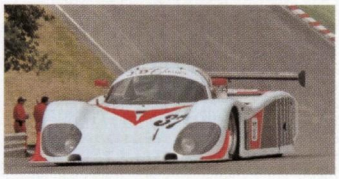
I converted Steffan Svenby's Jaguar XJR10 to Bosch digital fuel injection at the start of 2005 and had a few problems with the dash display. Driving 'blind' with no instruments is not ideal! Fortunately, Nick Rini came to the rescue and provided his Silk Cut Jaguar XJR12 Le Mans Jaguar for the last few races.



I should thank Nick Rini and Steffan Svenby for providing me with drives, although I do obviously pay for entries and for maintaining the cars! In my view Group C/GTP Racing offers great value, great racing and surely there can be no better spectacle. I consider myself privileged to be involved with these fantastic racecars.

Richard Bateman - Tiga Rover

When I became increasingly unhappy with the panel damage required to be successful in touring cars, I looked for a quality series with wings and



slicks but enough structural integrity for safety. Visits to Le Mans in the 80s, to watch my dental partner David Mercer compete, had endeared me to the iconic Group C cars. Thus, the revival series organised by Roger Bailey in 2000 looked to be the answer.

I decided to go for the most economical class, early C2, on the basis that I could afford a full spares package and run the car properly at this level.

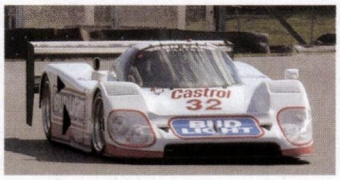
The racing within class has been fantastic, excitingly competitive and clean, with reasonable maintenance costs. Many class trophies now adorn my girlfriend's erstwhile crystal display cabinet and I now know about roll bar settings, wing angles and the suchlike - if only I could tweak my Lotus Cortina like this for Spa!

I'm hooked and when, fingers crossed, I pass my stress ECG in February, I'll be back for my 6th season of proper motor racing.

Nick Rini - Jaguar XJR12

Racing with Group C/GTP over the past several years has been a great pleasure and distinct honour.

Being able to compete at the worlds greatest circuits in Europe and the UK is something that most racing enthusiasts can only dream about and we are privileged to participate in six races per year. But beyond the great racing, is the long lasting friendships that have evolved and the camaraderie that we all enjoy.



The organization has provided an environment that includes great racing, at superb venues with friends that make Group C/GTP Racing a nonstop holiday!

Jim Graham - Porsche 962

Having been an apprentice at Jaguar in the 1960s and worked on the XJ13 Le Mans car and driven the works 'D' type as a young lad, Le Mans and the cars that ran there hold a special place in my DNA! Watching Richard Attwood and David Hobbs race there in 1970 (Jaguar and Daimler apprentices both) and marrying Penny, a Jaguar racer in the 1960s, the lure of racing Group C cars in 2001 was irresistible.

The fascinating 'bit' has been racing different cars including Tiga, EMKAs and Porsche 962s, which has given an



insight into the nature of the privateer and works team's approach to 1980s race engineering. Group C/GTP Racing has provided us the privilege to race what must surely be some of the most beautiful and evocative race cars ever from this 'Golden Era'. Racing is very competitive, but sympathetic to other competitors and their cars, and takes place in an extremely friendly 'club racing' environment, on some of Europe's greatest tracks.

David Mercer - Spice SE90 C1

Having raced at Le Mans in 1984/85 and finishing 11th in 1986, I always wanted to get back into a competitive Group C car and the Club has enabled



me to do that with competitive cars and drivers. With more cars competing, I am unlikely to repeat my amazing good fortune in 2005, when we won 5 races outright but we will try! Threats ?



Richard Eyre in his Jaguar XJR16, Gary Pearson in J.D Classics' XJR and Nigel James in his super fast and enthusiastically driven Porsche 962.



Provisional Race Programme 2006

Monza	May 13/14 - may change
Brands Hatch	June 3/4
Nurburging	June 24/25
Spa	July 15/16
Silverstone	July 29/30
Estoril	October 7/8 - may change

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PACE NOTES

YOUR GUIDE TO WHAT'S COMING UP



Matthew Watts - the reigning Classic Racing Car champion - will again be out in a Brabham BT16

Life begins at 40 for HSCC

Donington Park: HSCC
April 2

The scene is set for a memorable 40th anniversary season of racing for the Historic Sports Car Club, which kicks off at Donington Park. Full or near-to-full grids are expected for all nine races on the programme, as the new-look pits and paddock are used for the first time.

The meeting will include the opening round of the reworked Classic Sportscar Championship, which now has sports-racing cars running as title contenders rather than invitees. Early sports-racing entries include Stuart Tizzard's Lenham, the Lotus 23B of Andy Shepherd and the splendid OSCA of Tony Bailey. They will take on the regular GT runners, including Jamie Boot (TVR Griffith), Les Ely (Jaguar E-type) and Ted Williams (Corvette Stingray).

Ely will also line up for the first HRSR Historic Racing Saloon encounter, pitting his BMW 2000 against the Dodd family: son James will race his Alfa Romeo, while father Graeme will run his Jaguar Mk2, having driven his Cooper Monaco in the first BRDC Historic Sportscar round at Silverstone the day before.

Laurence Bailey's TVR Griffith will head the Historic Road Sports, while Richard Thorne (Morgan +8) and Matthew Bannister (Datsun 240Z) are the leading runners in an overflowing '70s Road Sports field.

Although yet to be confirmed, Neil Fowler and Nelson Rowe are expected to resume their Historic Formula Ford 1600 battle.

Classic Formula Three, Formula Junior and Classic Racing Car events wrap up a fine schedule.

Silverstone: VSCC
April 8

BRONSON AIMING FOR PERFECT 10

The annual 'Spring Start' meeting at Silverstone marks the beginning of the racing season for the Vintage Sports-Car Club. Strong grids across its race programme are expected as cars emerge from a winter of refettling.

Feature races are for the GP Itala, Lindsay and Rothschild trophies, but a little piece of history could come in the Fox & Nicholl Trophy as Julian Bronson bids for a remarkable 10th victory in his Riley Blue Streak. A year ago, not even a detached blower pipe in qualifying which forced him to start from the back of the grid could come between the charging Bristolian and win number nine.

The combined Lindsay and Rothschild Trophies race is likely to be a Cooper contest, with Andrew Smith bidding to avenge his 2005 defeat at the hands of Anthony Hancock. The ERA pack will battle for the Patrick Lindsay Trophy, with Mac Hulbert in R4D set to be a strong contender. Meanwhile, Julian Majzub will be bidding for a fourth straight GP Itala Trophy victory in the famous Bentley Pacey-Hassan.



VSCC Bentley boys will 'Spring' into action

Classic Touring Car Racing Club
March 25/26

ROOFS ON THE HOOF AT TWO TRACKS

The most ambitious season yet for the Classic Touring Car Racing Club kicks off with four of its championships in action.

At Castle Combe on Saturday March 25 will be the opening race for the Pre-1966 Touring Cars. With its origins in the Pre-1957 Saloon Car series first created in 1975, the club is working hard to keep the older cars in action, even though grids have been dwindling in recent seasons.

The next day at Silverstone marks the start of the Classic Group One, Classic Thunder and Post-Historic Touring Car championships. Cars from the 1970s through to the '90s, in varying stages of development, will fill the grids.

RACE PROGRAMME

Check out where the action is

MARCH

When & where: 26 Silverstone
What: Classic Group One, Classic Thunder, Post-Historic Touring Car championships
Admission: £12 Contact: 01327 857271; www.silverstone-circuit.co.uk

APRIL

When & where: 1 Silverstone
What: BRDC Historic Sportscars
Admission: £10 Contact: as above

When & where: 1 Llangollen, Wales
What: Astra Historic Rally, British Historic Rally Championship, round two
Contact: www.hrcr.co.uk

When & where: 1/2 Snetterton
What: Classic Group One, Classic Thunder, Post-Historic Touring Car championships
Admission: £12 Contact: 01474 872331; www.motorsportvision.co.uk

When & where: 2 Donington Park
What: HSCC meeting, including F Junior
Admission: £10 Contact: 01327 858400; www.hscc.org.uk

When & where: 8 Silverstone
What: VSCC meeting Admission: £10
Contact: 01608 644777; www.vscc.co.uk

When & where: 15 Brands Hatch GP
What: Lurani Trophy and Sebring Salute
Admission: £12 Contact: 01474 872331; www.motorsportvision.co.uk

When & where: 15-17 Nogaro, France
What: Classic Endurance Racing Series
Contact: 00 33 142 597 340

When & where: 17 Castle Combe
What: Top Hat saloon cars
Admission: £12 Contact: 01249 782417; www.castlecombecircuit.co.uk

When & where: 22 Silverstone
What: URS Classic FF1600 and Classic FF2000 championships
Admission: £10 Contact: 01327 857271; www.silverstone-circuit.co.uk

When & where: 23 Silverstone
What: BRDC Historic Sportscars
Admission: £10 Contact: as above

When & where: 23 Cadwell Park
What: HSCC meeting, including F Junior
Admission: £12 Contact: 01327 858400; www.hscc.org.uk

When & where: 23 Mallory Park
What: Classic Group One, Classic Thunder, Post-Historic Touring Car championships
Admission: £10
Contact: www.mallorypark.co.uk

Jim Holdgrave, Charlie Wooding

MotorSport

Forty Years Young

It all started at Castle Combe in April 1966. There had been a lot of talk about the state of historic racing in Britain. Really nice cars were being exported or cut up and modified. A group of enthusiasts lead by Betty Haig, Guy Griffiths and Michael Burn had the enthusiasm to act. At Combe they pulled together a grid of "internationally famous types of car made or raced between 1945 and 1955". Their efforts assembled an entry of 25 cars including a glorious trio of Jaguar D-types, an Aston Martin DB3S, Allards, Healey Silverstones, Frazer Nash and HRGs. Neil Corner won the ten-lap race, by a 'distance'. The HSCC was on its way.

Now entering its 40th Anniversary year the Club continues to go from strength to strength. Membership numbers are already racing ahead of 2005. Historic racing grows in popularity as more people come to recognize the fun on the track and the camaraderie in the paddock. This year the Club will be organizing more races, 14 meetings on 9 different circuits, with more track time than at any period in its history. There are opportunities for closed wheel cars to run in some longer races. As well as our eight championships and series the UK Formula Junior Championship is now 'badged' by the HSCC and Juniors will run at ten meetings in 2005. The JEC Vredestein Jaguar XK Challenge will join in wherever time allows. With the widening of the class structure in Classic Sports Cars, the Club is hoping to encourage more cars this year.

The season kicks off at Donington on April 2nd with all the Club's championships in a 9 race-programme. A big entry will be a good test of the new pit and paddock complex. Three weeks later the circus moves on to beautiful Cadwell Park on Saturday 23rd April. Then comes the big Brands Hatch 'Superprix' meeting over the weekend of May 6/7. This is Britain's oldest historic meeting. This year the 'Superprix' includes not just the packed HSCC championship programme but also three generations of Formula 1 with races for pre-1961, pre-1966 and pre-1978 cars. Add to this pre-1971 Sports racers and Sports prototypes and this should be a great weekend of racing.

At Silverstone on May 20/21 the Club will be celebrating its 40th Anniversary. There will be lots of longer racing for the members. Centre stage in the programme will be a recreation of the very first Griffiths Formula race and the Club will be encouraging members past and present to come along and join in the fun. Add in races for the newly formed European F2 series and it should be a most enjoyable occasion.

If the HSCC sounds like your sort of Club why not come along to one of the meetings or contact Grahame, Martin or Emma at the Club office on 01327 858400 or visit the website at: www.hscc.org.uk



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Majzub and Pacey-Hassan have been the pairing to beat in vintage racing. The car's tyres are made by Majzub's Blockley firm

Treading his own path

With a passion for pre-war cars and considerable bravado behind the wheel, Julian Majzub has become one of the VSCC's outstanding racers

Best known in recent times for winning regularly in the Bentley Pacey-Hassan, Julian Majzub's life is entwined with racing. Of Iranian nationality but resident in Britain, he is a long-serving VSCC director as well as owner of a period tyre manufacturing business.

His love of all things mechanical goes way back. "My dad built me a car when I was seven. I had a Dinky model of a 1912 Mercer Raceabout and he made me a petrol-engined one," recalls Julian. "My dad was very hands-on and I was always helping him."

Fuad Majzub was a successful businessman and car enthusiast, splitting his time between Tehran and England. In the early 1970s he sent his son to school in England. At about the same time he bought the Pacey-Hassan from Peter Morley, who wanted to trade up to the Napier-Bentley. The successful ex-Brooklands racer was a one-off built by Wally Hassan for EW Pacey. Created in 1936, it won the BRDC Gold Star and finished second in the 500 Mile race at Brooklands.

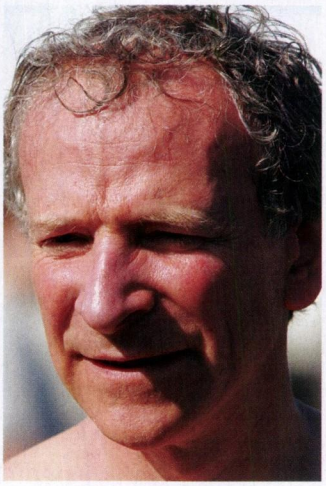
The car survived the war hidden with the earlier Barnato-Hassan racer. After buying it in 1974, Fuad got to know Hassan well and they worked together on the car.

Julian, meanwhile, started competing as soon as he had a driving licence: "I just took a car out of the garage and went!" Veteran VSCC official Tony Bird, a family friend, was detailed to keep an eye on Julian while his father was back in Iran.

Majzub Jnr has been racing ever since, frequently in pre-war single-seaters, but the family collection of cars is far wider. "I've raced a Porsche 906 and a Brabham BT30, but the 1920s era in a powerful car is the most exciting! Although I haven't tried everything yet." He expects to sample a post-war sports-racer this season, most likely a front-engined Chevy car: "I have always fancied a Lister-Chevrolet..."

Despite all the success he has enjoyed with the Pacey-Hassan, Majzub rates his Bugatti T35B as probably his all-time favourite, with a win at Monaco being a highlight.

With the Bugatti out of action following an accident, the Pacey-Hassan was pressed into service four years ago after being on loan to Tim Llewellyn, among others:



'I have raced a Porsche 906 and a Brabham BT30, but the 1920s era in a powerful car is the most exciting'

"I borrowed it back and have won just about everything in the last three years. It's back on 21-inch wheels, which is how it should be."

Inevitably, the Pacey competes on the Blockley tyres that Majzub has created for period cars. It's a topic close to Majzub's heart, and he is proud of Blockley's achievements in the past five years. "We're making tyres up to C and D-type Jaguars now and we really start from the 1920s. I have an engineering background and wanted tyres that look absolutely right and work well."

The Pacey-Hassan is currently being rebuilt for the new season and should be ready to challenge for a fourth consecutive Itala Trophy victory at the VSCC Silverstone opener. Meanwhile the Bugatti is nearing completion and should be in action at the Klausenrennen in Switzerland in May.

"The Bentley is a lot of fun. I can't believe how well it handles. But the racing is only part of the whole thing. I like the heritage side, and it all really ends for me in the 1960s. My earliest car is from 1895.

"You only live once, so you've got to do the things you want to do!"

Charlie Wood/Jim Holyoake

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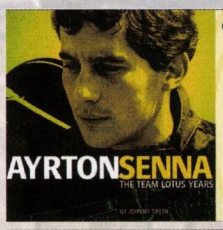
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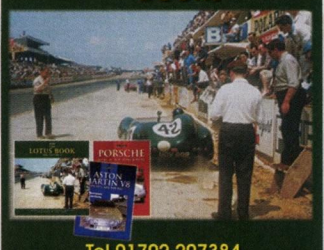


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Comparing sheep to F5000s in New Zealand, and taking a step back in amazement at the Stanton Special



Graeme Lawrence is reunited with his Lola T332, his favourite racing car. He won the 1975 New Zealand Gold Star title in the machine

CHRISTCHURCH New Zealand's sheep-to-human-beings ratio may rank second to the Falkland Islands, but it leads the world table of Formula 5000 horsepower per head of population. With around 20 cars spread among four million inhabitants that's indisputable.

Given that the gruff 500bhp monsters were raced for a great deal longer in Australia – through to 1981 in fact – it seems bizarre that they enjoy a far greater following among the Kiwis, who abandoned F5000 in '76 after seven years of Tasman Cup and Gold Star activity.

The greatest concentration of the cars is on the South Island, in the splendid city of Christchurch, where no fewer than 10 currently reside – four Lola T332s, all three T430s (one being rebuilt from Aussie Alan Hamilton's wreck), a T142, a McRae GM1 and a Begg FM5.

That may be no coincidence given that the country's leading historic racecar preparation shop, John Crawford's Motorsport Solutions organisation, is based on the outskirts of the Ruapuna Park circuit.

It's a one-stop shop, offering everything from chassis restoration to engine building. Upstairs sits the Canterbury Racing School, while its modern race team operates Formula Toyotas.

While I was there, Crawford's crew worked all hours to finish Australian Aaron Lewis's Matich A50 (having made a new monocoque since a big shunt at Teretonga in 2005) and its Holden-Repco engine – similar to that which powered Gerry Marshall's Vauxhall Ventora and Firenza Super Saloons, featured elsewhere in this issue.

Crawford is no mean driver either. Having worked for Robert Synge's Madgwick Motorsport team at Silverstone in 1984, he returned home with one of Adrian Reynard's newfangled FF1600 chassis and swept the board *en route* to the national title.

Despite my planned F5000 racing going down the pan, after the boat carrying our cars only reached Western Australia at the time it was supposed to land its cargo in Auckland, all was not lost.

David Abbott's selfless offer to share his ex-VDS Lola T430 in qualifying at Pukekohe broadened my class experience to eight cars, and I enjoyed chatting to past masters Graham McRae and Graeme Lawrence among a tremendous cross-section of F5000s in the pits.

While McRae built his most successful cars in England – three of the coke bottle-sided GM1s were in the North Island field – George Begg and Fred McLean were toiling away in the south making Begg F5000s.

Seven were made, and FM2 and FM5 models (each one of a pair) were raced in the Tasman Revival, together with the ultimate 018 design, which drew its styling cues from McLaren's M23. The unique FM4, which locals hadn't seen in ages, was also displayed at Pukekohe.



Incredible Stanton Special NZ LSR car. Something that should be seen at Goodwood?

Initially raced by Jim Murdoch, the gorgeous 018 is now back near its birthplace, owned and raced by Invercargill engineer Noel Atley.

Special-building is a foundation stone of New Zealand motorsport, and at Ruapuna the British contingent gawped in amazement as the legendary Stanton Special thudded round the track with the intrepid Warner Mauger (say 'major') up.

Built in the early '50s by brothers Maurice and Charles Stanton of Christchurch, it's a hairy old monster. Formed from exhaust tubes, the rudimentary chassis is home to a supercharged 6.1-litre, four-cylinder de Havilland Gipsy Major aero engine from a Tiger Moth.

A starter in the inaugural New Zealand GP at Ardmore in '54, it was also sand-raced and hillclimbed with distinction. Its major claim to fame, however, remains the NZ Land Speed Record. Dressed in an all-enveloping Microplas Mistral body (long discarded) with a distinctive dorsal fin, the narrow-tyred cropduster achieved a staggering 173.8mph on a narrow road in '58.

Morrie Stanton's mark stood until 1996, but the legend lives on. Of all the oddities I've seen on my travels, the Stanton Special is – along with the Lycoming Special which Bruce McLaren drove and is still raced with distinction by Ralph Smith – one which I feel needs to be shared with Goodwood Festival of Speed-goers.

Fast Company/Mitchell-Warbirds: Marcus Pye

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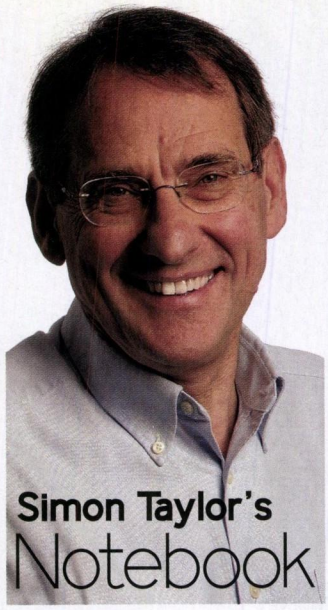
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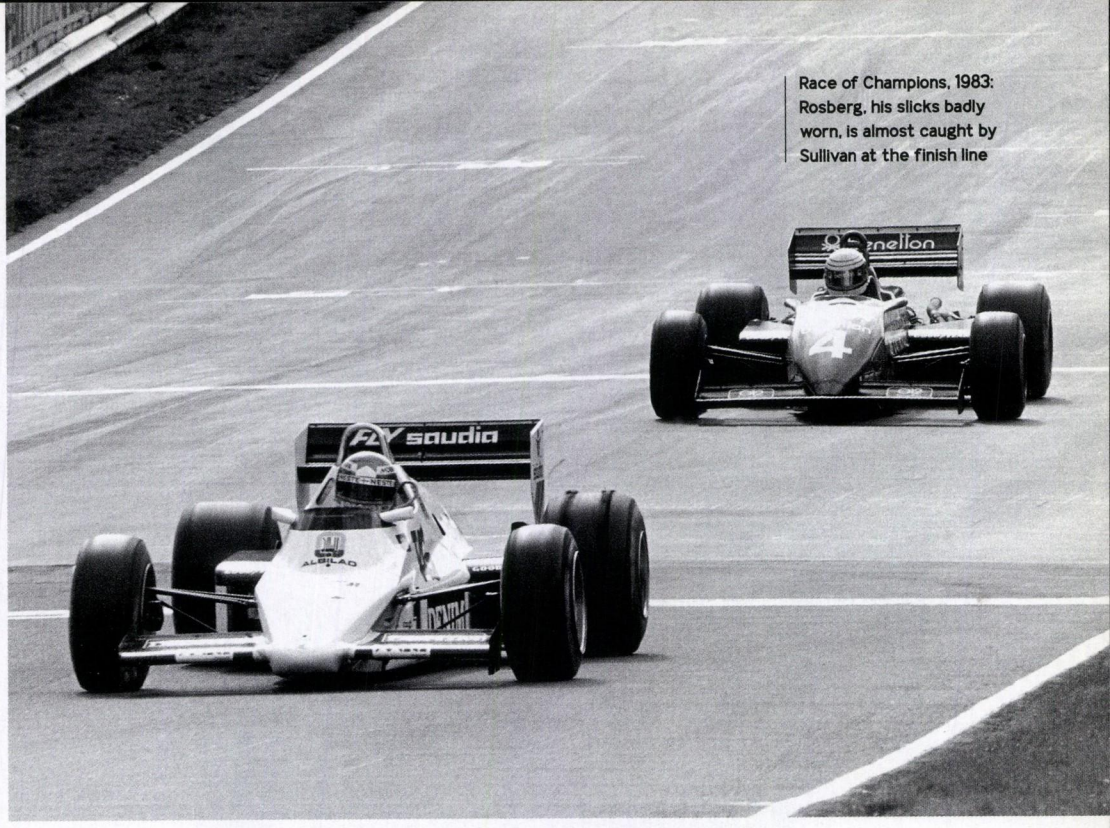
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Simon Taylor's Notebook



Race of Champions, 1983: Rosberg, his slicks badly worn, is almost caught by Sullivan at the finish line

Non-championship F1 races have been largely forgotten. But they played their own part in the history of the sport

I've just invested in the latest weighty edition of the *Grand Prix Data Book*. It's a 744-page statistical labour of love by David Hayhoe and David Holland: clearly laid out, easy to use, and guaranteed to answer just about any F1 question from 1950 to 2005. Race by race and car by car, driver by driver and circuit by circuit, it's all there, together with absorbing lists of oddities and trivia (shared drives, moved start-lines, anniversaries, races where the winner led only on the final lap). If you need this sort of information in totally comprehensive form, it's a godsend – and cheap at £40.

Reference works like this are most fun when it comes to the obscurities. Every driver who turned up for a World Championship grand prix is listed – and nowadays this has to cover Friday test drivers too. If you want to check the GP starts of Tommy Bridger (Morocco, 1958), Xavier Perrot (Anderstorp, 1975) or Theo Fitzau (Nürburgring 1953) it's all here. So are details of every marque that ever started a championship GP, from Connew to ENB, Shannon to Stebro.

Of course, once Bernie got things running his way, F1 *was* the World Championship. There weren't any other F1 races except the title rounds, which by 2005 had risen to 19. But since F1 began in the 1940s there have been scores of them, from Goodwood to Chimay, from Pau to Snetterton. Some were a bit low-key: did you know that a Vanwall won a race at Castle Combe? But some of these, particularly in the early days, attracted strong entries.

Time was when the real start of the European season would be the Race of Champions at Brands Hatch. Ferrari wasn't always tempted to make the trip, but in its better years the field was pretty representative. Traditionally, it was followed by Silverstone's International Trophy. Across Europe lots of races were called 'Grand Prix' which weren't always for F1 but, when they were, they often produced fine racing from top drivers and teams.

Yet, because it's hard to summarise them statistically, these races have been almost ignored by the historians. Chris Ellard's book *Forgotten Races* does a fine job for the 1966-1983 period, and he hopes to cover the 1.5-litre formula in a future volume. But back in 1950 only six races (plus the inappropriate Indy 500) counted towards the championship: yet, just like 2005, there were actually 19 proper international F1 dates on the calendar that year. As well as the Dutch and Spanish grands prix, there were races at Pau, Montlhéry and Albi in France, Pescara, San Remo and Bari in Italy, Geneva in Switzerland, and the Isle of Man and Dundrod – plus the International Trophy. Of course, not all the cars and drivers went to all the races, so comparisons are difficult. But if all 19 had earned

'With no points at stake, only the race mattered'

points, Fangio would have been champion, not Farina.

As recently as 1971 there were eight non-championship F1 races: the Argentinian GP, the Questor GP at the Californian Ontario Motor Speedway, at Brands the Race of Champions and the October Victory Race (which cost the life of Jo Siffert), plus the usual International Trophy, *two* events at Oulton and one at Hockenheim.

At the final Race of Champions in 1983, 11 F1 teams were represented, most with single cars: Rosberg's Williams, Jones's Arrows, Arnoux's Ferrari, Mansell's Lotus, and Watson's McLaren. Rosberg won over a 104-mile distance, but Danny Sullivan drove a brilliant race for Tyrrell, looking after his rubber and closing to within half a second of Keke as the Williams's tyres wore out. The reference books show Sullivan's F1 best as fifth place at Monaco that same year. But Danny won't forget that day at Brands when the reigning World Champion only beat him by a matter of yards.

In every season over the long life of F1, there are similar forgotten stories of drama and fine racing in non-championship events. We all know about the 1955 Syracuse GP, when a Connaught driven by a young dental student called Tony Brooks beat the works Maseratis to score the first all-British win in a grand prix. But who remembers that the 1955 British GP at Aintree wasn't the only time that Moss beat Fangio in a Mercedes W196 single-seater? In only his second outing for the German team, in the second half of the two-part Buenos Aires Grand Prix – actually a *formule libre* race, so the W196s were running 3-litre sportscar engines – Stirling led his mentor home by 3sec, although the canny Fangio won on aggregate.

The annual battle for the title of champion is what now interests the world, even if it sometimes distorts the actual racing. There are too many occasions these days when, late in the season, a title challenger will settle for a place when the man in front is not threatening him in the points table. (Some of us think it was better when you got four more points for winning a race than for finishing second, and that the change to 10 for a win and eight for second place was merely a quick fix to keep the championship unresolved for longer.) But when no points were at stake it was only the race that mattered. If you want some fresh insights into F1's history, take a look at those non-championship races. There are some fascinating tales hidden in there.

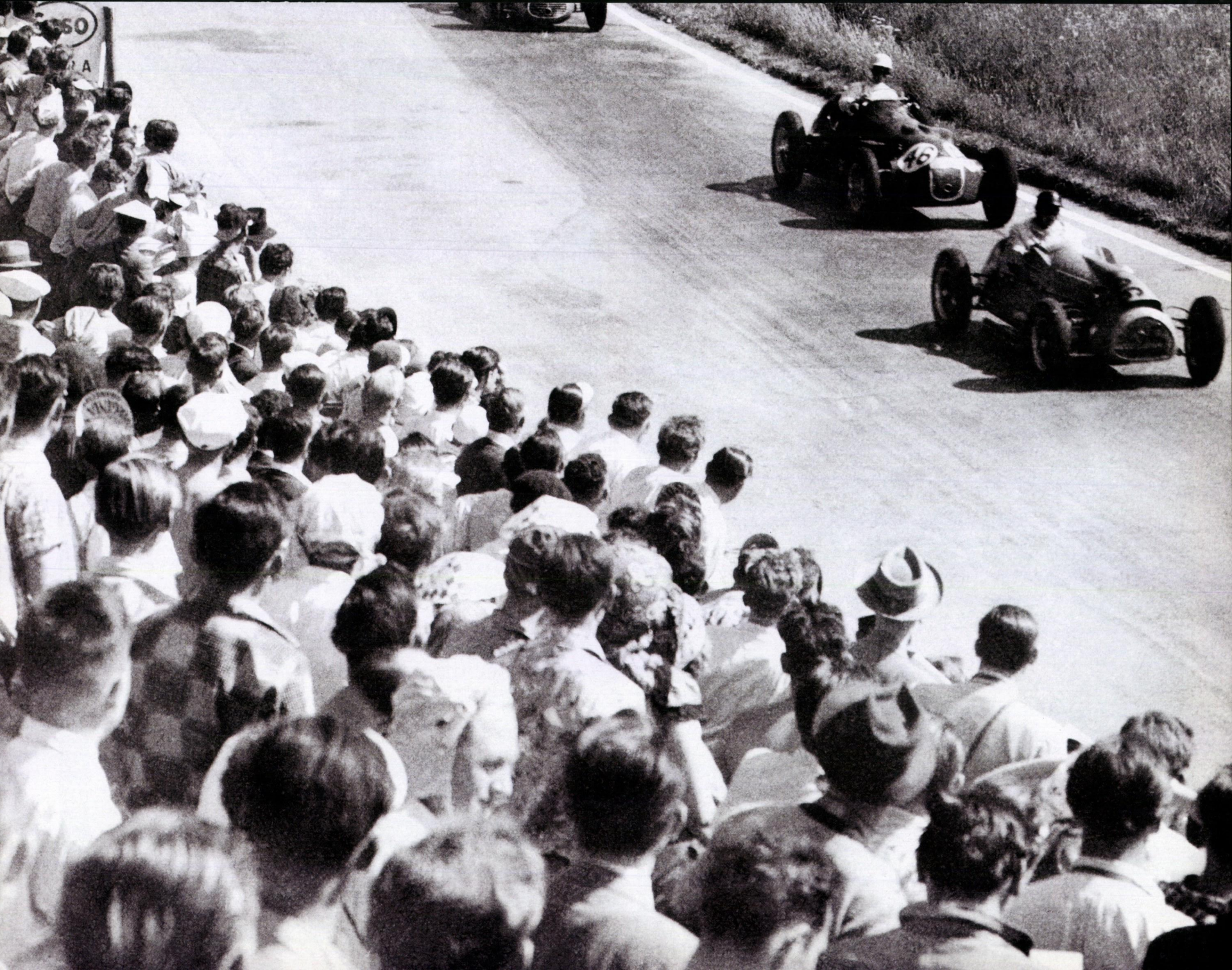


Parting Shot

SWISS GRAND PRIX, BREMGARTEN, MAY 18 1952

Early stages of opening round of the World Championship on the beautiful Berne circuit. Alan Brown heads midfield gaggle in Cooper-Bristol, ahead of Stirling Moss (HWM-Alta), Emmanuel de Graffenried (Maserati), George Abecassis and Peter Collins (both HWM-Altas)

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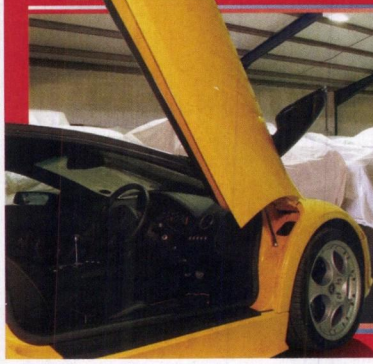
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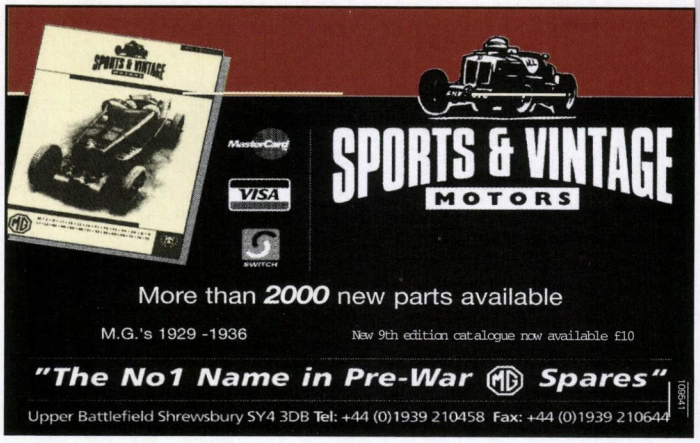
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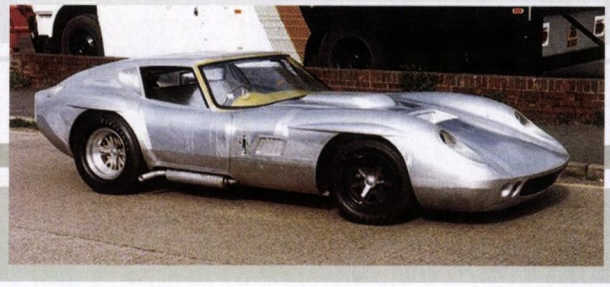
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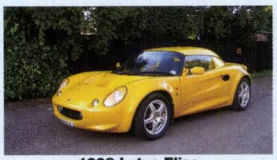
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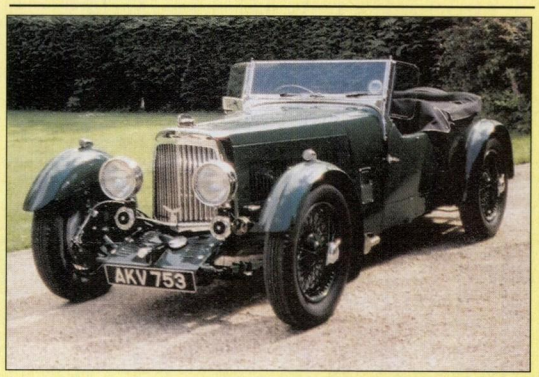
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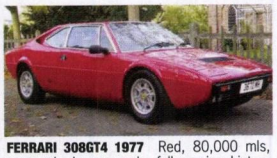
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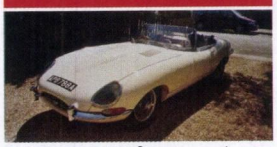
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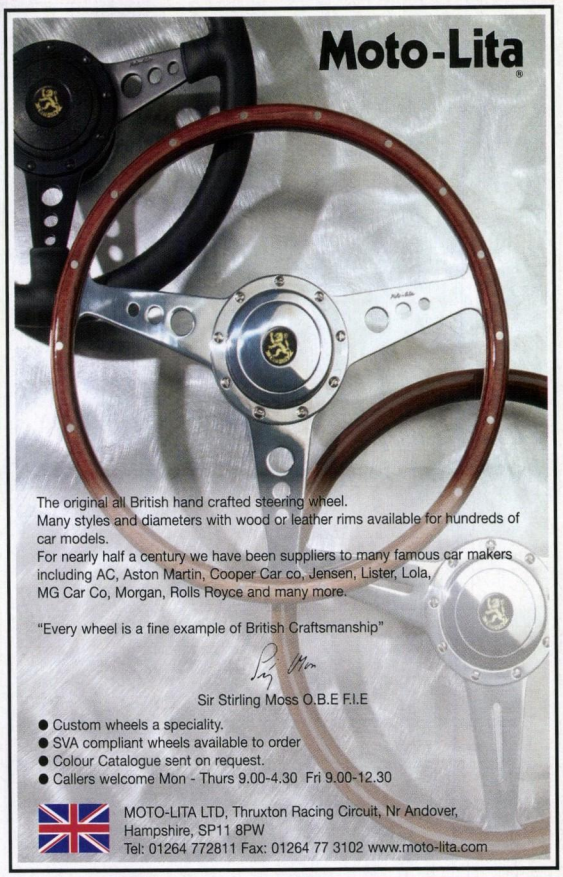
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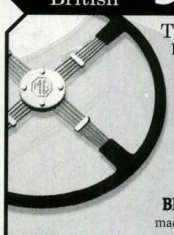
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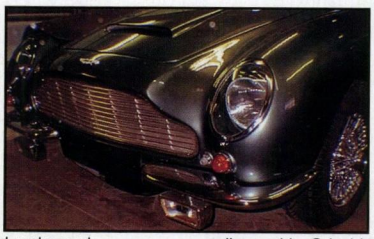
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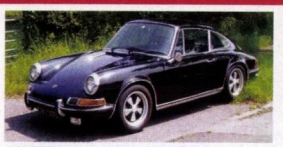
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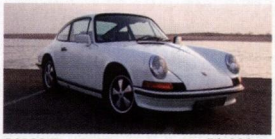
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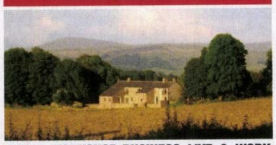
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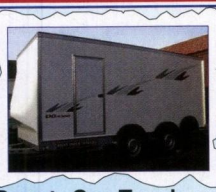
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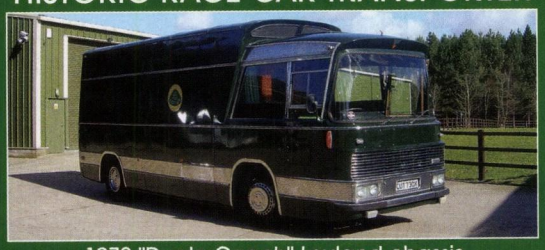
Marcos Mantis spyder, 4.6 quad cam v8 cobra engine metallic Green 1998 REG 17/07 /1998 manual 5 speed 25000K Miles. OWNERS 2 Pearl green coachwork with full luxury Cream leather interior, piped in green, Mohair hood, Air conditioning, 18"special alloy wheels, This is a very fast car, price includes cherished number R15 TUP, Absolute bargain **£21,500**



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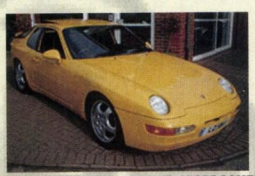
1998 R - RENAULT SPORT SPIDER 2.0
Sport Yellow Metallic, 1 of only 200 UK RHD examples, FRenaultSH, just 11,000 miles from new . . . £ARRIVES SOON

2000 X - LOTUS ELISE 1.8i SPORT 160
Starlight Black Metallic with Red alcantara, rare factory Sport 160, FLotusSH, just 16,000 miles from new . . . £14,995

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Original Right hand drive cars build 47



1962 250 GT Berlinetta Lusso.Production build 350
Original Right hand drive cars build 23



1964 330 GT 2 Plus 2 M K 1.Production build 500
Original Right hand drive cars build 44



275 GTS Production build 200.
Original Right hand drive cars build 14

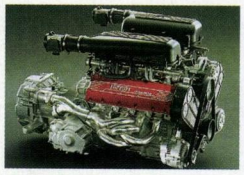


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Original Right hand drive cars build 8



275 GTB/2.Production build 456
Original Right hand drive cars build 40

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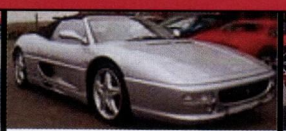
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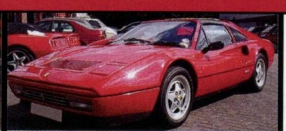
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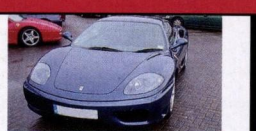
2000 (W) Ferrari 360 Modena/Blu Tour de France/Tan/RHD 13,000 miles, Metallic Blue (Blu Tour de France) with Tan hide and Dark Blue carpets, Scuderia wing shields, Red calipers, electric Daytona seats, rear Challenge grille, Xenon headlights Tubi style exhaust, 6 speed Manual, UK supplied car, 3 total owners, FSH, Tracker, 6 CD changer, complete with all books and tools, stunning colour combination, needs nothing, like new inside and out.....£57,500



1999 Ferarri 355 F1 Spider/Silver/Black/RHD 8,700 miles, Silver (Argento Nurburgring) with Black hide and Black carpets, 6 speed F1, UK supplied car, serviced by Maranello in Jan 06, 2 total owners, FSH,. comes ready to go, pristine condition throughout £62,000



1989 (G) Ferrari 328 GTS/Red/Black/RHD 27,000 miles, Red with Black hide and Black carpets, FSH, 3 owners, serviced by us for the last 6 years, comes fully serviced and cam-belted on purchase, alarm, excellent condition £32,500



2000 (X) Ferrari 360 F1 Modena/Blue/Blue/RHD 12,000 miles, Blu Tour de France with Blue hide and Blue carpets, racing sports seats in full leather with Cream centre, Silver calipers, Xenon headlights, factory fitted Scuderia wing shields, 6 speed F1, 5 total owners inc a celebrity owner, just had new clutch, ready to go, pristine inside and out..£69,000

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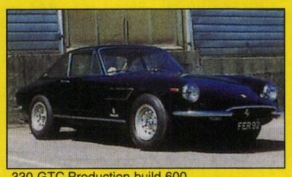
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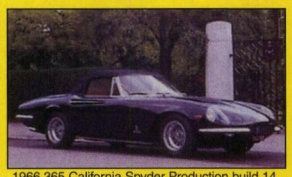
Classic 60's Ferrari's



1965 330GT 2 Plus 2 MK11.Production build 575
Original Right hand drive cars build 36



330 GTC.Production build 600.
Original Right hand drive cars build 21



1966 365 California Spyder Production build 14
Original Right hand drive cars build 2



330 GTS Production build 100.
Original Right hand drive cars build 2



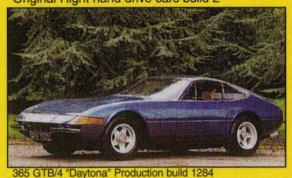
275/4 Production build 350.
Original Right hand drive cars build 27



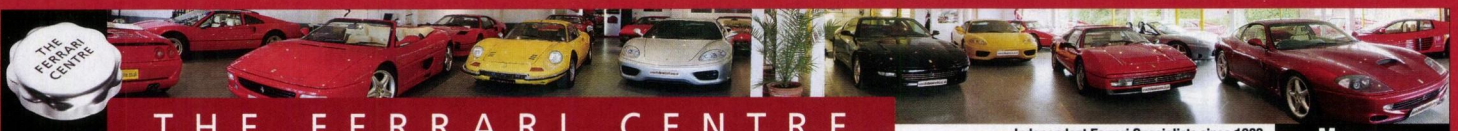
1968 365 GTC Production build 150
Original Right hand drive cars build 22



365 GT 2 Plus 2.Production build 800.
Original Right hand drive cars build 52



365 GTB/4 "Daytona" Production build 1284
Original Right hand drive cars build 158.
365 GTS/4"Daytona Spyder" Production build 122. Original Right hand drive cars build 7



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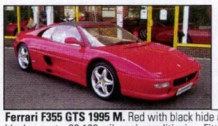
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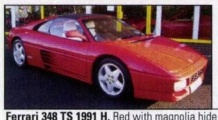
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In the beautiful Derbyshire Peak District you will find possibly the world's best selection of Ferrari Dinos. Like so many dedicated enthusiasts, Nick Cartwright loves restoring and preparing exotic cars, especially Ferraris. Back in the Seventies he started tweaking Lotus Elans. Soon he was buying and selling them on a regular basis. What began as a passion eventually became a full-time business, but only after a shift of allegiance from Colin Chapman's seminal sports car to one of Modena's finest.

"I bought my first Ferrari Dino back in 1975," Nick explains. "Even though I couldn't really afford it, I ran it every day for a whole year. In those days, Ferraris were an even rarer sight than they are on today's roads. It was simply light-years ahead of anything else I had driven."

Over the years Nick has been lucky enough to own some of the world's finest sports cars, but the Dino remains his firm favourite and the car around which his company, Nick Cartwright Specialist Cars, has built its reputation for restoring and supplying the very best Ferrari models in the UK.

I would strongly recommend you visit Nick's premises in Tansley, Derbyshire where you're sure to find a good selection of Dinos either for sale, being serviced, or under restoration. But the business doesn't specialise in one model.

"We may be well known for our high standards of workmanship with Dinos, but we really cover the whole spectrum of Ferraris," says Nick. "In our workshop now there are 246, 308, 328, 348, 355, 360, 275 and a 250 Lusso, just to name a few.

The business has evolved considerably over the years. At the height of the classic car boom back in 1989, some work had to be contracted to outside companies. Today, Nick Cartwright Specialist Cars can undertake any aspect of a routine service or a full restoration in-house.

"It's much better this way", says Nick. "It's far easier to keep a close eye on quality standards when all work is carried out under one roof."

"Today's market is changing," he continues. "The new Ferrari purchaser no longer wants to wait for a restoration which can sometimes take up three years, and demands cars in absolutely perfect condition. Our main business is locating such cars. We have a reputation for putting the customer's needs first, and we always keep in touch with them. Some have been our customers for over 20 years and still only buy from us. We have a huge new customer base as well, and only recently we supplied a low-mileage Dino to a new customer since he has bought a further three Ferraris for his collection, including a modern 360 Spyder."

The six-strong team at Nick Cartwright Specialist Cars may not be a large one but it's certainly close-knit, and they share Nick's passion for Ferraris and his belief that any work from a service to a full restoration should be completed to the highest standards.

"Gary, our technician, joined us straight from school 16 years ago, and has gained an enormous amount of knowledge; he is our Professor. He knows just about everything there is to know about Ferraris", says Nick.

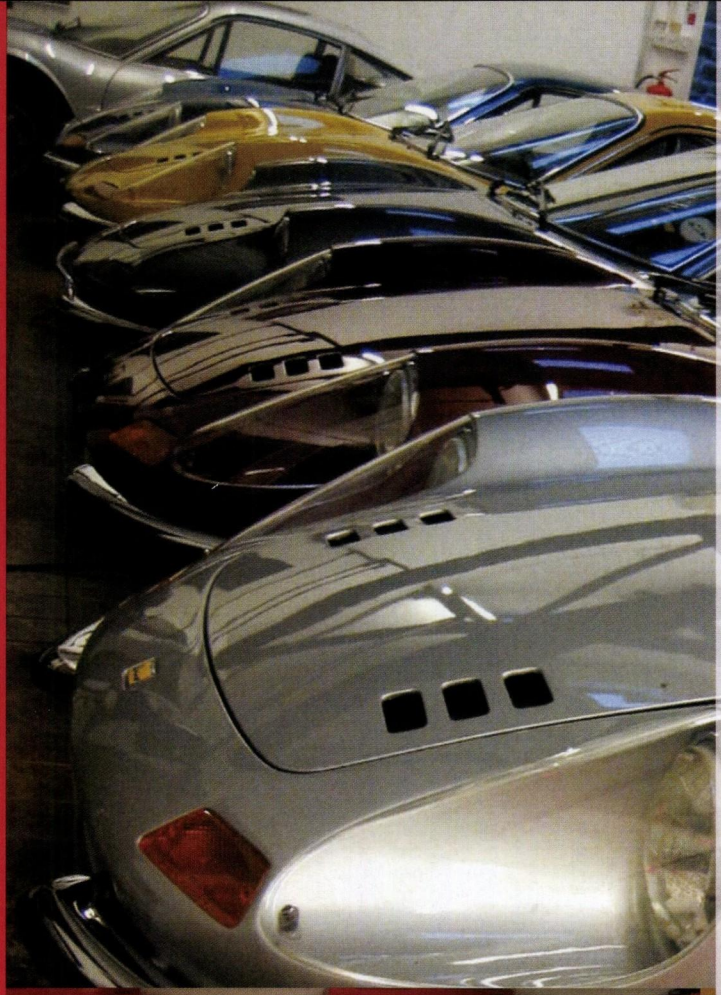
Nick's son, Ben, is also following in his father's footsteps and works alongside Nick.

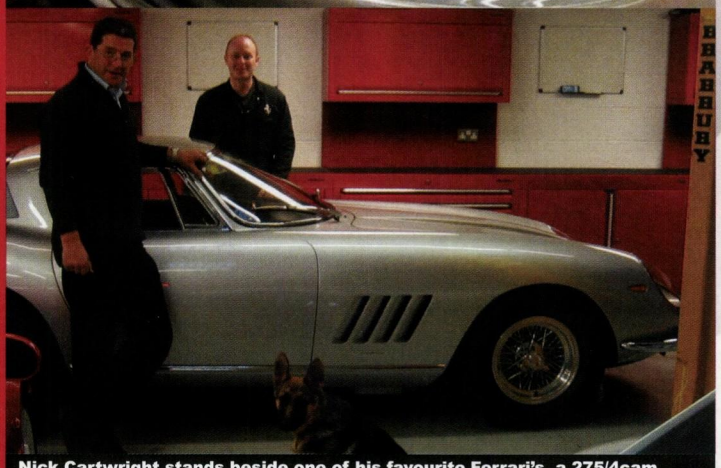
"Like me, Ben has a keen eye for detail and his approach to customer satisfaction is second to none. All our cars are fastidiously detailed before being offered for sale. This includes a full mechanical service, a fully detailed engine compartment, and ensuring every part of the car's bodywork and interior is in keeping with the car's originality. All this can take up to a month. Only then will the car will be offered for sale."

There is a huge selection of Ferraris for sale at Nick Cartwright Specialist Cars, at the time of going to press – 38 beautiful, low-mileage genuine cars ready for purchasers.

"All the Ferraris we sell are genuinely low-mileage cars, with full documented service history, and most cars are known to us," says Nick.

It's the kind of approach that keeps Nicks customers coming back year after year.

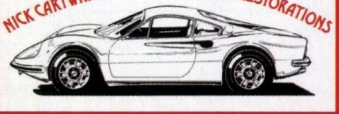




Nick Cartwright stands beside one of his favourite Ferrari's, a 275/4cam. Gary, Nick's head technician stands in the background



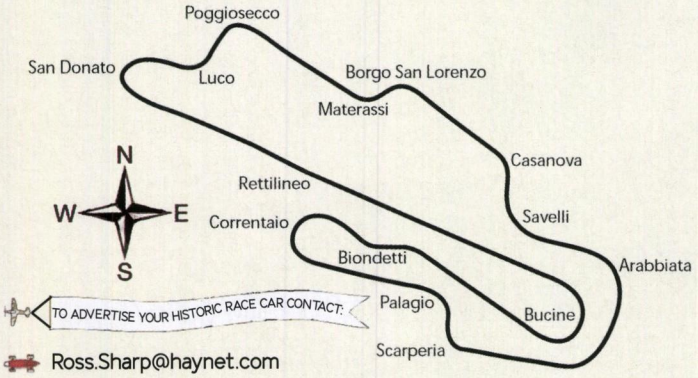
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This Month's Historic Racing Circuit

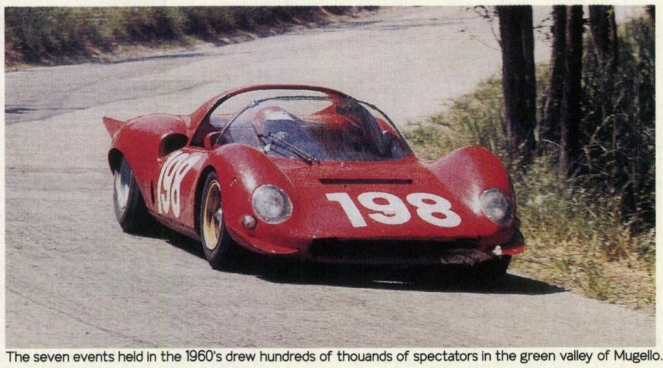
Mugello



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In 1914, the first motor race was held on this famous road circuit. Conceived at the beginning as a regularity race, the Mugello road race was interrupted at the outbreak of the World War I. During its golden years in the postwar period, the best drivers challenged one another on the 66 km dusty track, which went from Scarperia uphill to Firenzuola, and then through the Futa Pass downhill to San Piero and Scarperia. The legendary names linked to this historical race still echo today: Campari, Brilli Peri, Enzo Ferrari (who won in 1921 on an Alfa Romeo class 4.500), Ascari, Borzacchini and perhaps, most importantly, Emilio Materassi, the local idol.

The prestige of the "Mille Miglia" dimmed the Mugello road race after its 1929 event and even the competitions held after 1955 on the reduced 19 km track were not favorable. In the 1960' s due to the disappearance of the "Mille Miglia" and the increasing popularity of road races, sportfriendly managers, such as Pasquale Borracci and Amos Pampaloni, were convinced to repropose the Mugello competition on the classical track of 66 km. The new events were quite successful even though they suffer from the absence of the most prestigious Italian mark, the Cavallino, which officially took part only in the competion of 1967. It was destiny that the histories of the Mugello racetrack and Ferrari would meet again, but this would not be for twenty years.



The seven events held in the 1960's drew hundreds of thouands of spectators in the green valley of Mugello. They were attracted by the performance of the sport and touring cars in battle for supremacy, these cars so near to the production models, like the little modified Abarth. The track allowed spectacular driving performances, which drivers such as Enrico Pinto, Nanni Galli, Ignazio Giunti, Mauro Nesti and Arturo Merzario exploited to create their lasting and well deserved reputation.

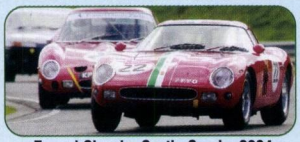
The enthusiasm of the Tuscan spectators was devoted to the most spectacular drivers. The 'Dragon' Sandro Munari, was particularly favored in his exhibitions on the difficult and challenging rounds of the Apennines with the Fulvia Barchetta, designed by Fiorio and Maglioli.
On the last events, the most exiting was in 1968, when the Alfa Romeo, driven by Luciano Bianchi, Galli and Nino Vaccarella, won after an incredible recovery over the Porsche, driven by Rico Steinemann and the Swiss Jo Siffert.

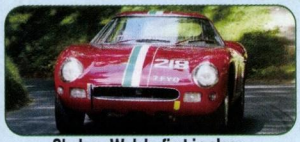
Today's Mugello, re-designed in 1970's and later greatly remodeled by Ferrari, is one of the most scenic, modern and safe racing facilities in the world. Fully operational year round, the Mugello circuit is the regular test centre of Ferrari F1.
To date, the circuit has hosted the Formula 5000 Championship (which baptized the renovated circuit on June 23rd, 1974), Formula 3000, Formula 2, the FIA-GT and has been the only circuit in Italy to host the ITC.

For more info www.mugellocircuit.it

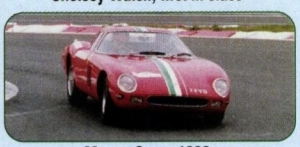
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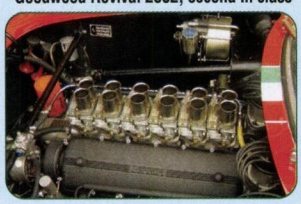


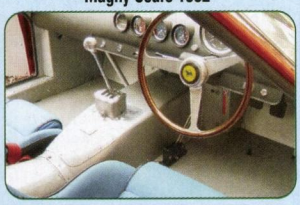

Ferrari Classic, Castle Combe 2004


Shelsey Walsh, first in class


Goodwood Revival 2002, second in class


Magny Cours 1992





1964 250 GTO Conversion. RHD chassis # 3103, reg no 7 FYO
Believed to be one of only two cars converted to '1964 GTO' lightweight aluminium specification, this car was constructed by marque specialists Terry Hoyle and Rod Jolley between 1990-1992. Six carburettor engine by David Piper to fast road specification, this car comes complete with both circuit and road interior trim. Continuously upgraded and regularly competed in both track and road events by its only owner, often supported by significant professional drivers. A rare opportunity to acquire an important, accurate and historic conversion sorted and ready to race or rally. **£235,000**

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IVAN DUTTON LTD

I will start by nailing my colours to the flag. I am not a fan of football, as it happens I don't like rugby either. If I had to pick a traditional sport I suppose it would be boxing. (I don't think women's beach volleyball counts.) In the spirit of compromise though I used to go to football matches and can honestly say I hated every minute, from the bad burgers in the burger van to standing with thousands of passionate supporters and watching the way their particular affiliations coloured their view of the game. An apparently innocuous tackle from an opposing player being a sending off offence to a blatant leg breaking cruncher from one of their team warranting nothing more than a ticking off and certainly not the yellow card the referee gave them, all delivered with real venom. The discussions in the pub afterwards weren't much better. You would hear a player from the opposing team discussed with all his short comings, dirty play etc. wouldn't give tuppence for him, however six months later that player may have been bought by their team and all of a sudden he was some kind of footballing god who never made a mistake and really was only kept back by the obvious short comings of the referee, oh and of course now worth every penny of the huge transfer fee.

I haven't been to a football match for years now, but of course being involved with the old car game I still see a lot of passionate enthusiasm overcoming critical rationality, obviously not to the level of football. I can't imagine that going to a pub with an Allegro Owners Club 'T' shirt on is going to get you mugged, or the police being worried about trying to keep supporters in check during a local Derby between the Jaguar and Aston Martin companies. Although could you imagine the supporters reaction if Manchester United and Manchester City were both owned by the same corporate group?

Something that is really noticeable in our business is that compared to 20 years ago our enthusiasts are much less blinkered. Once upon a time you were seen to be a Bentley man, a Bugatti man, or a Fraser Nash man. Our customers tended to have Bugattis, perhaps three or four different ones, and couldn't appreciate the qualities of the Bentley or the raw unsophisticated Frazer Nash. Today our customers seem to own much broader car collections. Perhaps owning a Bugatti and appreciating its delicateness and dynamic capabilities but also having a 4.5 litre Bentley for those days when a Yorkie Bar just isn't enough (sorry couldn't help myself). Because of this, whereas in the past you would have come to our workshop and found purely Bugattis, you are now likely to find tucked in a corner some other make such as the delightful Siata, which I drove at the Promeroy this weekend.

I used the Pom as a shakedown for the up-coming Tour Auto, where the Siata is due to be driven across France for five days, going from Paris to Cannes. It was a very useful test and showed up a few deficiencies with the car that we are going to sort out. It was also a load of fun and an interesting insight to the tastes of the VSCC members. It is a shame that the Durex Daimler, which I am due to drive at Castle Coombe, was forced to obscure its period livery! It's a great fun event where you can take your enthusiasm for a Mark IV Cortina and pit it against somebody elses enthusiasm for a 911 Porsche and the chances are good that the Cortina will score better.

The Pom was the weekend after our return from Retromobile, where we spent ten days proving that while Paris may be one of the most romantic cities in the world, being in an aircraft hanger with no fresh air and high intensity lighting means you are not particularly interested in enjoying the sights and sounds after you've finished a days work. We did manage a couple of evenings out, one of which resulted in Blockley Tyres becoming the sponsor of the all Female French entry with a Type 37 in the Le Mans Classic.

I was surprised by the number of people that came onto our stand and said, ...I didn't know you did that..., referring to overdrive conversions, new cylinder blocks or front axles, which just goes to show how bad advertising is at conveying what a business like ours does. It's not so bad if you have a single product, but when there are such a wide range of products and services available, getting the message out is more difficult. Perhaps I should make more use of the website www.duttonbugatti.co.uk. This is starting to sound like a home truths preamble.

We took the Type 35B to Retromobile, which may soon be for sale. It is an original car with matching numbers, a Grand Prix winner in period, driven by all the famous drivers, I found myself listening to lots of arguments about value. It wasn't confined to that car, but about certain items in the auction coming up that evening. Some of the automobilia made amazing prices, certainly compared with the guide prices. There I was in a crowd of people, caught up in the moment, determined that they should win, and remembering discussions in the bar beforehand, I'll give £800 for that, it's rusty, the rim's a bit knackered, but it's original, but after paying nearly double that the conversation will go .... It's lovely, it's original, I am really pleased. Of course it's worth that, I wasn't the only one bidding. Anyway, what do you know! You don't even know who David Beckham is!
Tim

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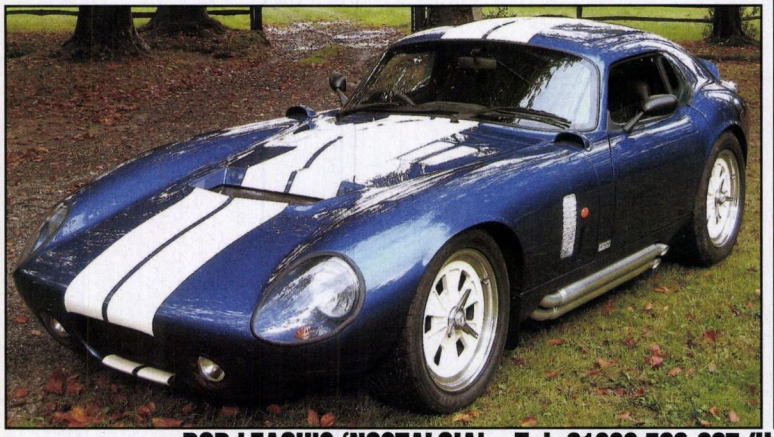
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Giulia 105 Coupes

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1972 1600 GT Junior. Bianco spino/black interiors £5,500

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1963 1600 Sprint 'normale'. Rare RHD Ruddspeed conversion. Rosso/black interior. Upgrades including alternator and new heater system, suspension handling kit etc £11,750

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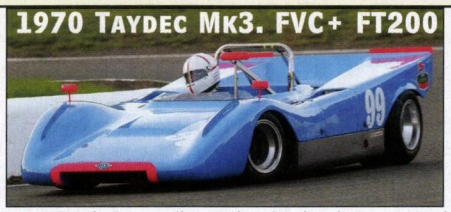
1952 C-Type Recreation



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The car is in pristine condition and was completely restored over 2004/5 from bare chassis upwards, including: all parts crack tested; engine & gearbox rebuild; Koni gold s/absorbers; new aluminium radiator; fuel tank; fire extinguisher; seat belts; rev limiter and light; wet and dry tyres; lighter body; front uprights with ventilated front discs; larger rear discs. Engine dyno tested by Geoff Richardson Engines, producing 250 BHP! One race since engine rebuild in October. Achieved pole position and won the race, having not sat in the car for over a year! The Taydec will always get an entry in major races, as it is the one as opposed to many Chevrons/ Lolas. It is eligible for World Sportscar Masters, Orwell SuperSports, Group 4, V de V, Classic Endurance and the very prestigious Le Mans Classic.

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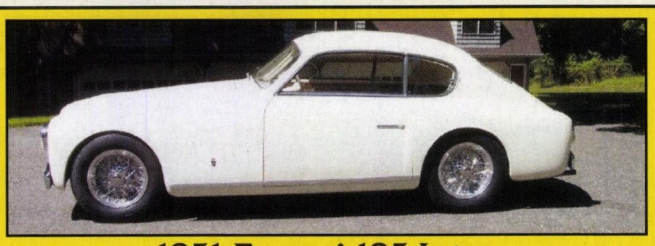


1962 Lotus 25

Originally driven by Jim Clark and Trevor Taylor during 1962 and 1963 Grand Prix series. The car has subsequently won many races in the hands of Geoff Farmer, Chris Alford and Martin Stretton. Without doubt this is the fastest genuine one and a half litre F1 car of the period. The car is fitted with a Coventry Climax V8 and currently raced with a Hewland gearbox but there is an original ZF 5DS10 gearbox. There are numerous racing spares and original parts. This car apart from being very quick is also in concourse condition.

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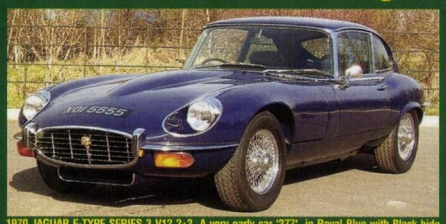
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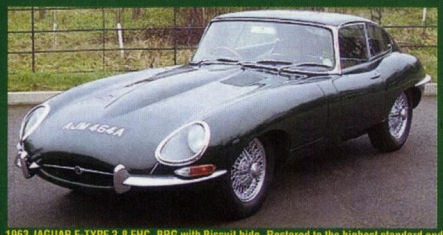
1970 JAGUAR E-TYPE SERIES 3 V12 2+2. A very early car "277", in Royal Blue with Black hide. Ground up professional restoration carried out some years ago to the highest of standards, less than 300 miles since. Dry stored for over 12 years, manual gearbox, CWW, PAS etc. The attention to detail is second to none. Just re-commissioned in our workshops. To restore today to this standard would cost in excess of £80,000. Be quick, this example won't be here long.RHD - £24,995



1955 JAGUAR C-TYPE 3.4 by Peter Jaye, in Dark BRG with Suede Green hide, triple webbers, disc brakes, FIA harnesses, FIA papers, half and full tonneau covers, an exact copy of the original using many original parts, seriously beyond criticism, has competed in the retro Mille Miglia, simply sensational.RHD - £139,995



1960 AUSTIN HEALEY 3000 MKI TO WORKS RALLY SPEC. Red with Black interior. Full FIA spec with FIA papers. Alloy body, raised boot, spot lamp pods, 4 wheel disc brakes, 3.5 diff, comp O/D, 72 spoke wires, works hard top, competition seats, high ratio steering box, alloy tank, 140mph speedo, sump guard, uprated engine and suspension. Total re-build and upgrade to the highest standard by marque specialist, could not be replicated for twice this price: sensational.RHD - £39,995



1963 JAGUAR E-TYPE 3.8 FHC. BRG with Biscuit hide. Restored to the highest standard and less than 8K miles since. 4 pot callipers, Kenlowe fan, Koni shockers, alternator, unleaded head, radio, CWW, halogen lights; impeccable condition and ready for some serious motoring. RHD - £37,995



1967 TRIUMPH TR4A. Signal Red with Black trim piped White. Only 2 owners from new, 28K miles believed to be correct, O/D, wire wheels, Kenlowe fan, alternator, last owner since 1982, extensive history, examples of this calibre seldom come on the open market.RHD - £11,995



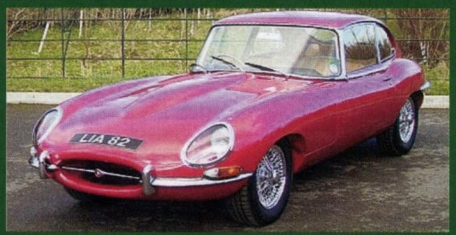
1963 AUSTIN HEALEY 3000 BJ7. Ivory with Black hide piped Cream. Professional restoration to the highest of concours standards; less than 1000 miles since. O/D, wire wheels, adjustable column, stage 2 engine with unleaded head, mohair hood. Examples of this quality rarely come onto the open market. BE QUICK!RHD - £33,995



1959 ASTON MARTIN DB 2/4 MK3. Peony Red with Black hide, O/D, disc brakes, twin spot lamps, dual exhaust, CWW, radio. A very low mileage example, A.M. Concours winner 89 points, last owner since 1988, undoubtedly one of the finest examples available, the ultimate DB series, and in my opinion a sound investment.RHD - £54,995



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1962 MERCEDES BENZ 190 SL. Silver with Dark Blue hide, 3 owners, comprehensive restoration carried out including complete engine overhaul, previously sold by us several years ago to a fastidious owner. An exceptional example.RHD - £29,995



1965 DAIMLER 250 V8 SALOON AUTO. Opalescent Silver Blue with Dark Blue hide. Low ownership & only 90k miles with most extensive history. Last owner since 1983, maintained to the highest of standards, recent engine overhaul and unleaded heads. Equipped with original radio, elec ignition, HRW, reclining seats, a most outstanding example that would satisfy the most critical.RHD - £12,995



1973 TR6 PI. Triumph Racing Green with Black interior/hood, original UK car, O/D, 125 BHP. A total, chassis up restoration completed some years ago using a new heritage shell; little use since. Very few owners with an interesting history; not your average example.RHD - £13,995

1964 MERCEDES BENZ 230SL AUTO. Signal Red with Black hide. 70K miles from new with FSH, ex-Jersey, equipped with PAS, factory hard top in Black, radio, tonneau cover etc. It would be hard if not impossible to find a better example, be quick! £28,995

1968 TRIUMPH 2000 MKI. White with Red trim. Prepared for historic rallying using the best of components in a superb shell. Works type dash, competition seats, overdrive, Motolita wheel, adjustable suspension, minilite wheels, spot lamps, reversing light. Could not be replicated for double this figure £15,000

1981 PORSCHE 924 CARRERA GT. Black with Black pinstripe interior. 3 owners, 50K miles from new, total annual service history, incl every MOT & service bill. Air con, 7" & 8" Fuchs alloys, rear seat belts, alarm, PDM, only 75 RHD cars were produced, 210 BHP will see off 911's, a true homologation special, can only appreciate.....£13,995

1965 MGB 1.8 ROADSTER. Guards Red with Black hide. O/D, wire wheels, stainless exhaust etc. A very well restored example in superb order. £11,995

1977 TRIUMPH STAG. Man with overdrive in Inca Yellow with Black trim, 66K miles with extensive service history. A very well restored example, over £18K spent, PAS, elec windows, alloy wheels, radio, wind deflector, hard & soft tops, outstanding value £11,995

1969 MGB 1.8 ROADSTER. Royal Blue with Black hide & Black mohair hood. An exceptionally well restored example, panel gaps to die for, uprated with five speed gearbox, gas flowed head, K & N filters, 5" CWW, uprated suspension, wood rimmed steering wheel etc. An outstanding example. £10,995

1980 PORSCHE 924 LE MANS. GP White with Black pinstripe trim. Local car, 49K with total service history, elec windows/mirrors, radio/cass, twin spot lamps, sun roof. A most outstanding low mileage example of this limited edition Porsche £5,995

1983 PORSCHE 924 LUX. Guards Red with Black pin stripe trim. 90K miles with extensive service history. Sun roof, alloy wheels, elec windows, driving lamps, radio/cass, P.D.M. etc. An exceptional example and superb value £4,495

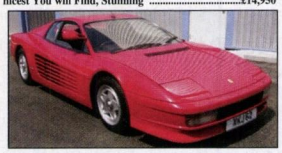
1989 JAGUAR XJS 5.3 HE AUTO. Finished in Signal Red with Magnolia hide. The outstanding condition of this car reflects the 51,000 recorded miles covered. It also drives as well as it looks. Extremely good value £3,995



1999 JAGUAR XJR 4.0 LTR SUPERCHARGED, Anthracite with doeskin Leather, Aircond, Cruise, Electric sunroof, Full Electric pack, Latest Alloys, 90000 FJSH. 2 Owners, In mint out of the Box Condition, (a True Classic Jaguar).....£12950



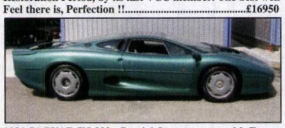
1985 BENTLEY MULSANNE TURBO, Lagoon Blue with Champagne Leather, Blue Dash Top And Blue Carpets. 63000 miles Only with FSH. Sold By Us To its last Two Owners (10 Year Period) Without Question One of The nicest You will Find, Stunning £14,950



1985 (DEC) FERRARI TESTAROSSA.Rosso corsa with Niro Leather.air-cond, multi CD, Alloys, 38000, Miles with FFSH (belts just done) all Invoices, Mots, Handbooks, tools etc. In concours winning Condition, I have not seen a better example to date....£38950



1922 CITROEN 5CV, CLOVERLEAF. Concours winning example. Circa £25000 Lavished over an Eight year Restoration Period, by its last VCC member. The best well Feel there is, Perfection !!.....£16950



1991 JAGUAR XJ 220, Special Jaguar green, with Forest Leather. Rare RHD example, two Owners, 4400 Miles Only with FSH, as New.....£199,500



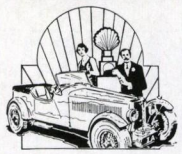
1994 WINGFIELD E-TYPE LIGHTWEIGHT. No2 of 12. Built for its first owner (Sir Anthony bamford) to a very high spec and Standard, Please see our web-site for full details etc or contact Martin Daly.....£84,950



1949 BENTLEY MK 6 MANUAL, Brooklands Green with Tan leather, sunroof, original valve radio, tool kit etc, Restored by its last Family owner of over 40 years, A superb Example that Drives as the day it left the show-room.Ideal for classic rallys etc.....£26950



1966 BRISTOL 409 COUPE AUTO. goodwood green with tan leather trim, minilite wheels, selectaride,massive history file. supurb example, very hard to find like this, please view our web-site. £25950



The School Garage

(MARTIN J DALY) Est 1979



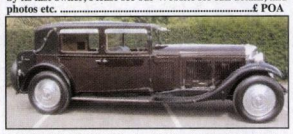
1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this £15,950



1990 MERCEDES 500SL (W129). Silver with Blue leather, alloys, aircond, cruise,power hood, hard-top. Music, 90000 Miles with Full, Mercedes Main dealer History. This car Looks 2 years old, (best we have seen).....£17950



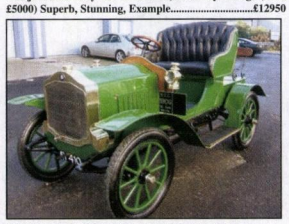
1939 BENTLEY MK 5. (4.25 Manual) By Park-Ward. Rarest Of All Bentleys. One of only 4 left in the world. Subject of a £100000 Plus Concours-Winning Restoration by its last owner, Please see our Website for full details, and photos etc. .....£ POA



1931 BENTLEY 8 LTR (by Mulliner). First Production model # (YF5001). Historically the most famous of all Bentley 8 Ltr Saloons. Please see our website .....£POA



1987 MASERATI QUATTROPORTE, 111. LHD. Masons Black with full oatmeal Leather. Auto, air-cond, full Electric Pack, ESR, 37000, Miles only with FSH. Has just been fully Recomissioned, after dry storage (circa £5000) Superb, Stunning, Example.....£12950

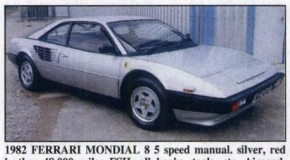


1906 DE-DION BOUTON (MODEL AM) 9HP. 2 seater Restored by its last owner of 23 years VCC registered with dating CERT. No 1461. Has just been fully Re-commissioned in our work-shops after storage, please see our website £36950

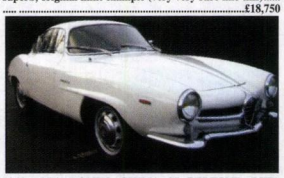


1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only.....£19,950

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1982 FERRARI MONDIAL 8 5 speed manual. silver, red leather 48,000 miles FSH, all books, tools, etc. Aircond, superb, original mint example (very very rare like this).....£18,750



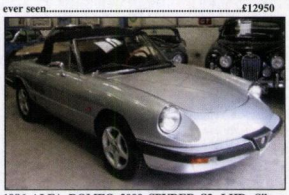
1964 ALFA ROMEO GUILIA SS BERTONE (LHD) matching numbers. This Superb, mint Example is in Alpine White with Blue/Grey Trim. Paris Main Agent Show car and has spent all its main life in France. Car Recently Fully Recomissioned by Swallow Engineering, arguably the best there is.....£34950



1990 ASTON MARTIN VIRAGE AUTO.Finished in Balmoral Green With magnolia leather piped Green, alloys Air-cond , 34000 miles with FSH, (90% Aston Factory). Please see our web-site for more details etc.....£29950



1968 PORSCHE 912 , GP white, with Black leather trim. Fusche alloys, unleaded engine, Superb west cost car, restored to concours standards. The best we have ever seen.....£12950



1986 ALFA ROMEO 2000 SPYDER S3. LHD. Silver with Black Trim, Alloys, 43000 Miles Only, with Full Alfa Service History. Owned From new by Alfa Dealer, sold two second and last owner, In Concours winning, Condition. The Best 86 model there is.....£10950



1924 SINGER TWO SEAT, OPEN TOURER With Dickey Seat. Royal Blue With Black Trim, Superb Mint Example Very Seldom as Good as this , Please see our Website...£12,950



1994 MERCEDES SL280. Sports. Nautic Blue with Light Tan Leather. alloys, Aircond, Power-Hood, Hard Top. Full Electric Pack, 60000 Miles FSH, Mint and Stunning Value £14950



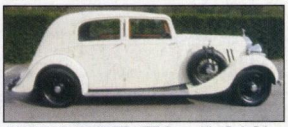
1924 TALBOT DARRACQ, 2 Door Boat Tail with Dickey-Seat. This superb and Rare Motor Car spent a large amount of its Life in New Zealand, before it went to its last owner of many years. Recently fully Re-Commissioned, after Dry Storage. A Delight To Drive.....£28950



1957 JAGUAR 3.4 MK1, MANUAL. Black with Original Red leather Trim, and rear Spats. 54000 Miles only with a total History From new, Superb Mint Original car, with all books tools etc, Matching numbers , original bill of sale, log book etc. Stunning.....£16950



1964 BRISTOL 408 MK1. silver over Black, with light grey Leather. subject of a concours Boby Restoration in 1997. and a full restoration program over the last 10 years (3000 Miles) since. This is one of the best examples in the world. Please see our Web-site £26950



1937 ROLLS-ROYCE WRAITH Sports Alloy Body Saloon By Park-ward. (original Factory Experimental Car) Very Famous, and Important Example, Please See our Web-site or Contact Us for Full Details etc. .....£44,950.



1968. CORVETTE STINGRAY.327CI (upgraded to 400 BHP.) Manual , sindwinders, 54000 miles Only, in superb mint condition, all books, papers, tools, etc.please view our web-site, ...£27950



1997 BUILT, DAX COBRA, 4.0LTR V8, (very high Build Quality, and Spec.) Space frame chassis, Full Jaguar Running Gear, Genuine hallibrand Wheels, Bronze Green, with silver centre, Black Leather, Cobra seats, side-winder Exhausts, Chrome roll-Bar. Less Than 4000 miles, Stunning and very Fast.....£24950



1904 DARRACQ, 4 seat open Tourer. 2.5 Ltr 2 Cylinder. This superb And Very Rare motor Car has Competed in many London To Brighton Runs. and was Once owned by the Chairman of the RAC. Please see our web-site for full photos and details, ...£POA

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1965 Rolls-Royce, Cloud 111 Continental Coupe.Cinesse-Eye.

1994 Porsche Carrera 993 (GT2 RS spec).

1971 Jaguar E-Type V12 FHC, LHD, Aircond, Mint.

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1967 Austin Healey 3000 MK111 Phase 2. Original RHD.

1969 Mercedes 280SL Pagoda, LHD, One of the best.

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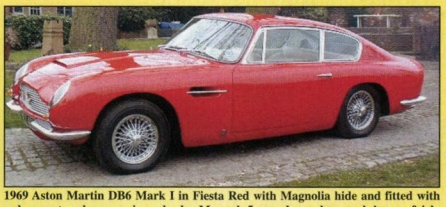
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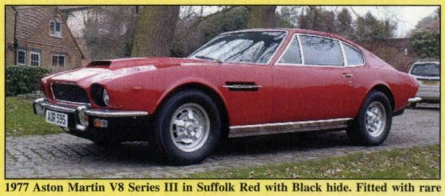
1970 Aston Martin DB6 Mark II in Silver with Blue hide. This is a very rare car and is fitted with 5 speed Manual transmission, power steering, electric windows and original 8 track Motorola sound system. Considerable service history with Ian Mason and is in beautiful condition throughout. £59,950



1969 Aston Martin DB6 Mark I in Fiesta Red with Magnolia hide and fitted with red carpets, chrome wire wheels, Manual 5 speed gearbox and has a fairly comprehensive history file dating back 14 years. In 1991 the car had a complete restoration when the body was removed from the chassis and a complete rebuild carried out. This is a very attractive example and is sensibly priced at . .£49,950



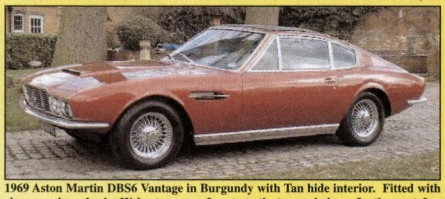
1968 Aston Martin DB6 in pale metallic Blue with original Black hide interior. This is an extremely nice example and has been in its present ownership since 1998 during which time it has had £15,000 spent on the maintenance and improvements. The chassis has been completely rust proofed and undersealed and an unleaded conversion added. Fitted with chrome wire wheels and 3 eared spinners, this car is sensibly priced at £34,950



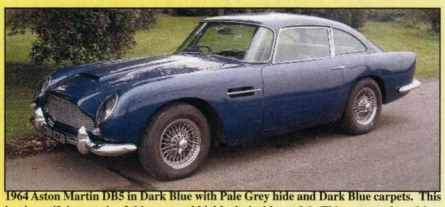
1977 Aston Martin V8 Series III in Suffolk Red with Black hide. Fitted with rare manual transmission and Pirelli P7 tyres, this car is a fine example of the marque with a full service history file. A bargain at £24,950



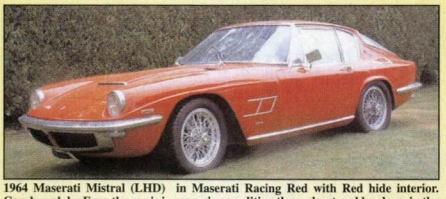
1979 Aston Martin V8 Coupe in Agaean Blue with Magnolia hide. Fitted with Vantage front spoiler and automatic transmission, this is an excellent example. Comes with total service history from new and has had only 3 owners. Just serviced and sensibly priced at £29,950



1969 Aston Martin DBS6 Vantage in Burgundy with Tan hide interior. Fitted with chrome wire wheels, Webasto sunroof, automatic transmission. In the past few years this car has had time and money lavished upon it and is in very nice condition throughout. It has a detailed engine bay and in recent times, the suspension has been rebuilt. The car holds excellent oil pressure and is a joy to drive. £16,950



1964 Aston Martin DB5 in Dark Blue with Pale Grey hide and Dark Blue carpets. This is a beautiful example of this rare and highly desirable model. This car was the subject of an in-depth restoration in the 90's and has had little use since. It therefore remains in excellent condition throughout. £89,95



1964 Maserati Mistral (LHD) in Maserati Racing Red with Red hide interior. Coachwork by Frua the car is in very nice condition throughout and has been in the same ownership since 1967. It has an all aluminium body and is fitted with a 6 cylinder engine with twin overhead cams and a 12 plug head. 5 speed gearbox and Borrani wire wheels. £19,950



1957 Aston Martin DB2/4 Mk II in Blue with Blue hide. Fabulous throughout with only 8,000 miles. This car is unique. . . . . .Please telephone for more information.



1980 Aston Martin V8 Volante in Stornoway Silver with Oxblood hide and walnut cappings. This car during the past six years has been the subject of a virtual rebuild in that it has been re-trimmed, re-painted and the engine has had an unleaded conversion. Its hood has also been replaced in dark blue mohair and the car performs faultlessly. £39,950



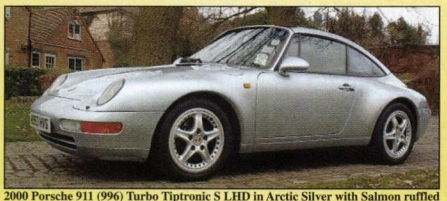
Aston Martin DB4 Lightweight Race Car. Probably the most campaigned and most successful DB4 racer ever! This car has been raced by the same individual for over 30 years and has collected numerous prizes and championship wins. Ready for this season's racing. Enquire for more details.



1979 Aston Martin V8 Volante in Buckingham Green with dark green hide and walnut cappings and a new black mohair hood. Only 45,000 miles from new and has been stored since 1990. Original GKN alloy wheels, Avon turbospeed radials, automatic transmission and new chrome. Beautiful throughout.....£39,950



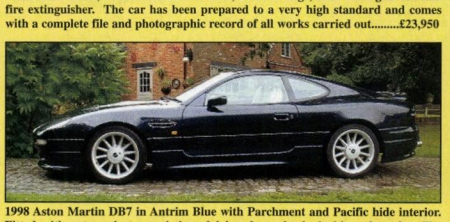
1964 Lotus Cortina Mk I Pre Airflow Model with FIA HISTORIC TECHNICAL PASSPORT. This car is equipped with a brand new engine and currently produces 170bhp. Other new or fully refurbished parts include Weber carburettors, exhaust, exhaust manifold, 40 litre aluminium tank, FIA roll cage, close ratio gearbox and fire extinguisher. The car has been prepared to a very high standard and comes with a complete file and photographic record of all works carried out.....£23,950



2000 Porsche 911 (996) Turbo Tiptronic S LHD in Arctic Silver with Salmon ruffled leather. Extras include parking distance control, cruise control, electric heated seats, Porsche crested headrests, dark Maple wood, Porsche communication management system, Roock two piece 18" aluminium wheels, Tracker and Sat Nav for England, France and Benelux countries. 33,000 miles, this car has had only one owner and is in perfect condition £46,950



1965 Lotus Cortina Mk I in Ermine White/Sherwood Green with Black vinyl interior. Fitted with standard Lotus twin cam engine with two stroke Weber carburettors. Original wood rim steering wheel, magnesium Minilite wheels with an aluminium spare. Comes with the A frame rear suspension, coil springs, limited slip diff and the alloy gearbox case.....£23,950



1998 Aston Martin DB7 in Antrim Blue with Parchment and Pacific hide interior. Fitted with automatic transmission, driving dynamics body kit and mesh grille, white dials, wood and leather steering wheel and cruise control with 56,500 miles. Full Aston Martin service history. A beautiful example and sensibly priced at £35,950



We have in stock 8 Aston Martin DB7 Vantages from 2000 to 2004 at prices ranging from £46,950 to £64,950. Please enquire for more details.



2001 Aston Martin DB7 Vantage Volante in Mendip Blue with Grey hide. Fitted with automatic transmission, Tiptronic and sports exhaust. One owner, full service history, excellent condition.....£51,950

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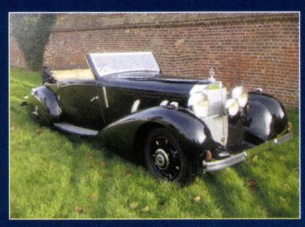
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