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Wheel to wheel in Le Mans legends

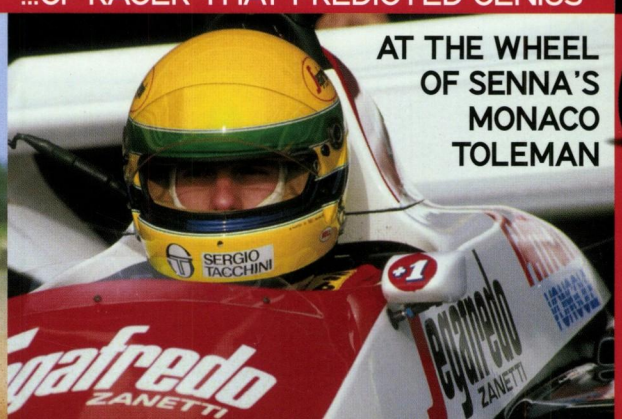
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THE *REAL* STIG STICKS THE BOOST IN



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AT THE WHEEL OF SENNA'S MONACO TOLEMAN



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When Jordan almost grabbed the Formula One title - no, really

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George Harvey-Noble's 1930s Herbert Johnson helmet and box

Smart at any speed, even 130mph

The Brooklands Collection is a treasure trove of cars, models and memorabilia, with this helmet and box typical of the items on display.

On loan from Richard Gauntlett – son of the late Victor, one-time saviour of Aston Martin – this is the helmet which was worn by George Harvey-Noble as he secured his 120mph badge (for a one-lap average) from the BARC. Pressing on, he joined the ranks of the few when he earned his 130mph badge in the Bentley-Jackson in 1939. He was the 17th and last person to do so.

Showing his commitment to speed, Harvey-Noble eschewed the cloth helmets worn by some and chose his headware from civil and military hatters Herbert Johnson.

The helmet and box can be found in the ERA Shed, nestling in the speed record display celebrating the Outer Circuit records.

'He joined the ranks of the few when he earned his 130mph badge'

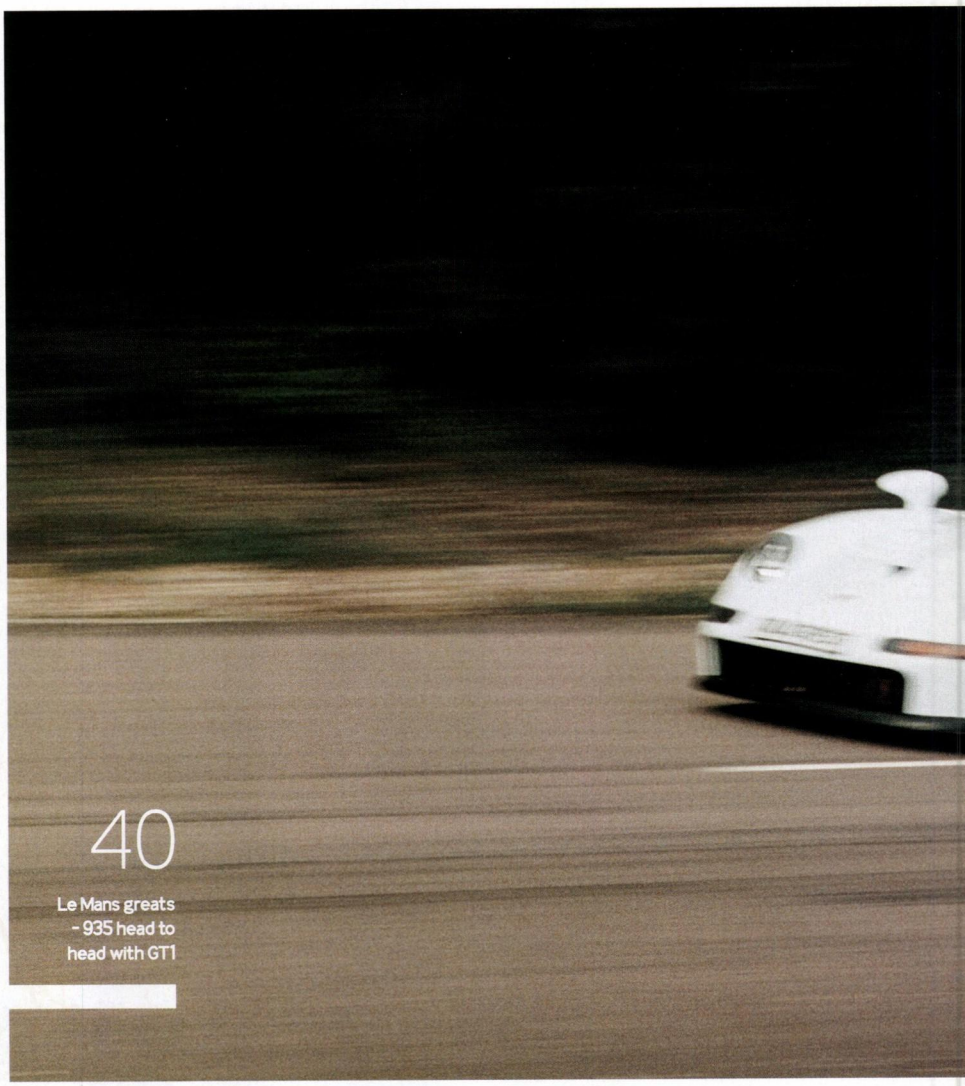
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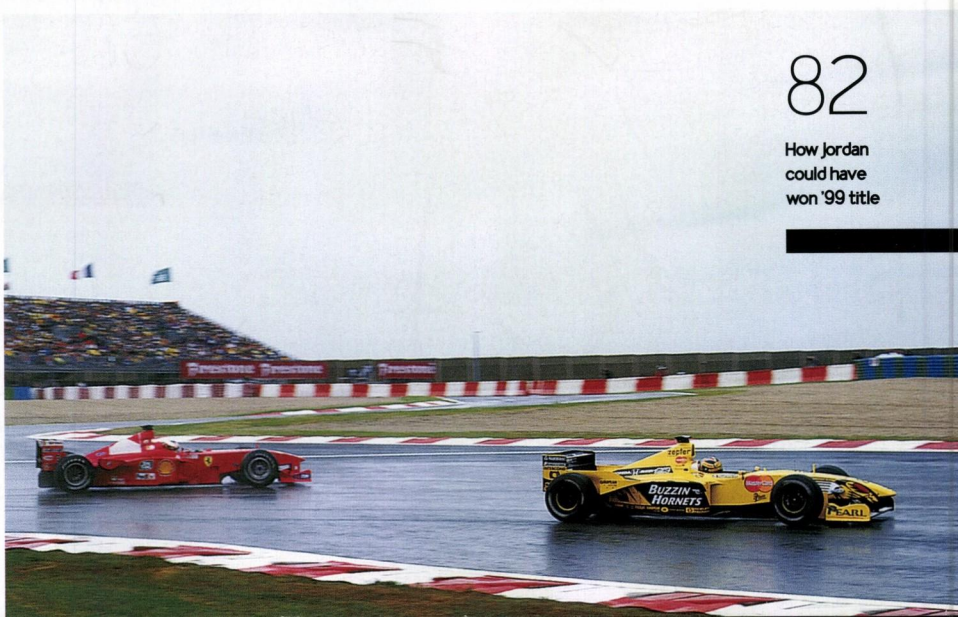
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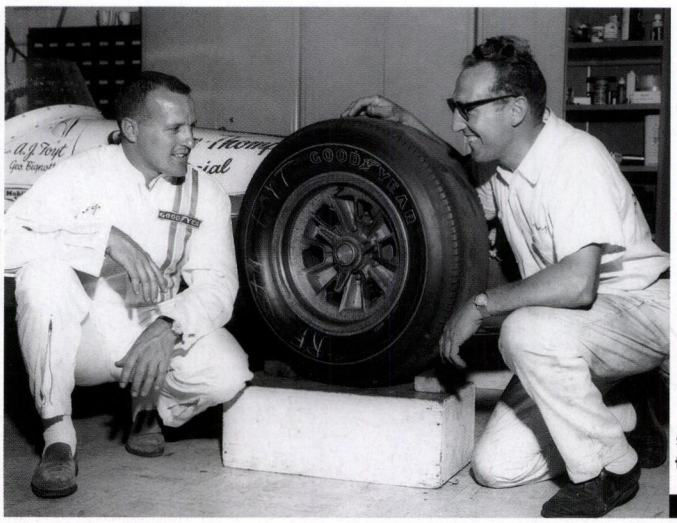
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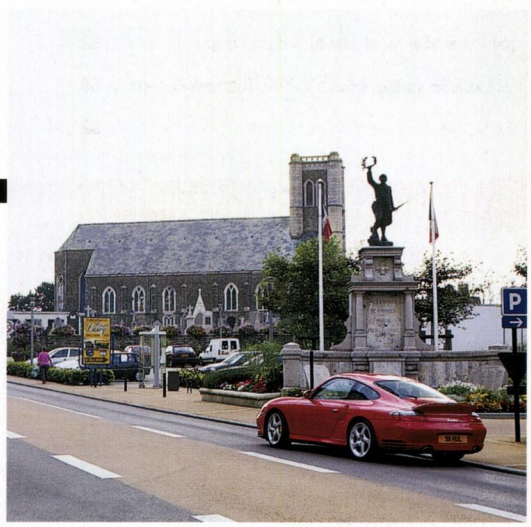
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Ian Dawson LAT IMS

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'That was to ignore the fans, all thermals and Thermos flasks, wading in from the fringe of the exclusion zone'

Paul Fearnley's

Off the line

TOTALLY DEVOTED

The British Grand Prix's history stretches way back – longer than our old green cover! But nothing (clearly) is sacred nowadays. That's not good, nor bad – it's just the way it is.

I realised this as I drove, nay splashed, into Silverstone a couple of hours or so before qualifying for the 2000 British GP. That was the one rescheduled for April, a move recognised by the sport's insiders as Bernie Ecclestone's first big dig at the track, the BRDC and Octagon.

It poured down. The green and pleasant fields… er, car parks, where British fans had once gleefully set fire to the Michael Schumacher Fan Club's motorhome, were knee-deep in mud – and shorn of spectators. They'd been told to stay away.

If you had a pass of any kind, of course, it was bliss: no traffic jams. For once at our GP, you swept in, in the manner to which Mr E is accustomed at other circuits. Selfishly, I could see what he was getting at.

Of course, that was to ignore the diehard fans, all thermal underwear and Thermos flasks, wading in from the fringes of the exclusion zone. There was more to this exodus than British pluck, of having paid top dollar and going come what may; this was a pilgrimage, devotees heading to their Mecca.

Fans attending events is a fundamental of every sport – except ours. In Formula One, TV is king. Sure, it's nice to pan your camera across stands seething and swaying with people – but it's not vital. And anyway, such are the vast sums of money involved in today's F1, gate receipts will barely register on its scope. Its future is in the hands of the global megacorps, of which Ford, soon to depart the paddock, is one of the biggest…

At the lower levels, the sport is self-financing: competitors' fees pay for the circuit hire and the organisation of the meeting. If anyone turns up to spectate, it's a (small) bonus. Certainly, track owners do not hold their breath over such matters.

And so the fan is pretty much left to his or her own devices, doomed for all eternity to eat rubbery burgers and carry their own toilet roll. We will grumble and groan until Silverstone-gate has been resolved. Shudder at the ticket prices, presuming we get the opportunity in 2005. Then pay up and rock up, wherever the big race may be.

As for the smaller races, maybe a Mallory or Castle Combe: breeze in, park on the bank, butties out for a fun day. Oh, and Loton Park is lovely. As is a stroll through the car park at VSCC Prescott.

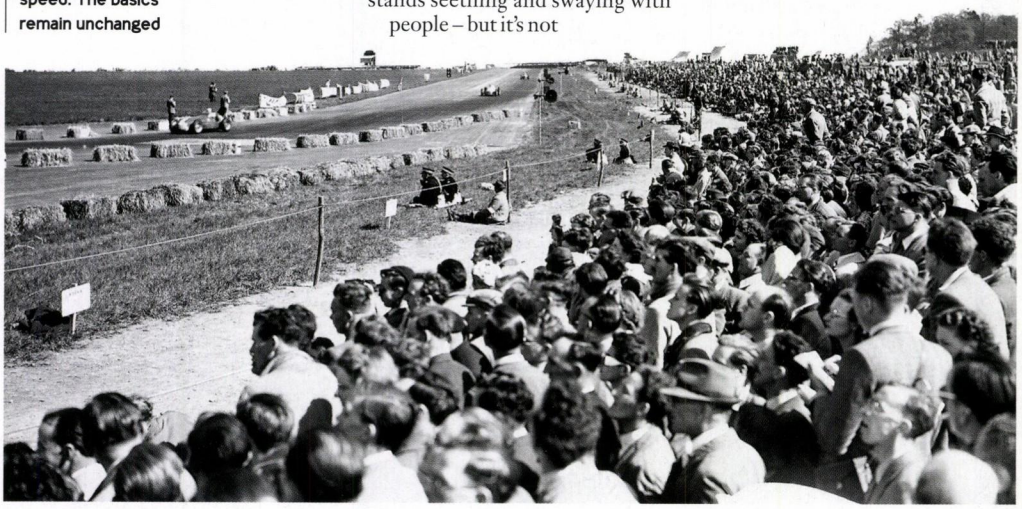
Then there's the Goodwoods. Oh yeah, got to go to them.

British fans do not need much cosseting to be honest, but the odd event where they feel welcome can't do their self-worth any harm.

Oh, and a home GP would be nice, too.

Not too much to ask, is it?

It would seem that it is.



1950 British GP: big crowds, traffic jams, jaw-dropping speed. The basics remain unchanged

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LAT

FORD PULLS OUT OFF F1

The sale of Jaguar Racing and Cosworth closes the book on Blue Oval's GP glories



LAT Empics. JDH.T.

Ford management's decision to pull the plug on its involvement with the beleaguered Jaguar Racing team at the end of the season – and its sale of Cosworth Racing – will mark the end of the Blue Oval's involvement in Formula One. Its connection stretches back to 1967 and the iconic DFV that won 155 grands prix.

Ford vice-president Richard Parry-Jones said: "As we've spent so long in motorsport, our credentials are well established, so the value and fit of F1, given its current costs, means that we have not been able to construct a compelling business argument [to continue]."

This judgement, described by Sir Jackie Stewart at the Chinese Grand Prix as being "short sighted", was announced as Ford strives to cut its losses across the board by $1 billion: it will save $50 million (£28m) per annum from not backing Jaguar Racing. This move, combined with the departure of sponsors HSBC, Becks and Red Bull at the end of 2004, has made the team's future precarious unless a buyer is found.

The news comes only weeks after insiders leaked plans of the team's rebranding under the Ford banner... only for Detroit's senior staff to get cold feet.

Former Ford motorsport boss Stuart Turner mirrors the thoughts of several industry insiders, saying: "One of the faults that we have in this cloistered little world of ours is that it's easy to get very blinkered about the sport. When you work in motor racing you're sometimes guilty of not being aware of what is going on in the real world. The commercial realities for car manufacturers are simple: sell lots of cars and you might just make money. To believe in the saying 'Win on Sunday, sell on Monday' is naive.

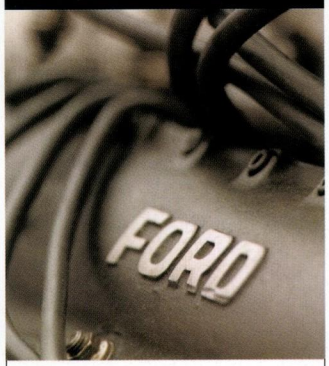
"It amazes me that the different branches of motorsport are incapable of fixing dates for the following year let alone 2008: a professional brass band would know exactly where it's booked to perform in three years' time so why shouldn't F1 be any different?

"That Ford has pulled out really isn't that much of a surprise. It can't hope to sustain programmes in so many branches of motorsport for long. It's all down to how many actually see your product, or your name in action, and can tally the association: I mean, Manchester United could compete everywhere



Herbert last to win for Ford in F1 in '99

FACT FILE
Ford/Cosworth GP stats



Wins	175
First GP win	1967 Dutch
Last GP win	1999 European
Poles	139
Constructors' titles	10 (1968-74, '78, '80-81)
Drivers' titles	13 (1968-74, '76, '78, '80-82, '94)



DFV's designer Keith Duckworth (left) discusses Lotus 49 with JYS at Zandvoort, 1967

from the pub league upwards and people would still watch, but not in the same huge numbers as in the Premiership."

Johnny Herbert, the last man to win for Ford, with Stewart in the 1999 Luxembourg GP, commented: "There's no sadness because Jaguar has never shown its teeth – it's just had its nails clipped. It wasn't really doing Ford any good."

Were a buyer to be found for the Jaguar squad, Cosworth's fate would be uncertain. It's understood that General Motors could be a potential suitor. It has a long-standing relationship with the Northants-based engine-builder and last year canned its own in-house IRL engine in favour of a Chevrolet-badged Cosworth unit.

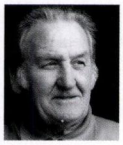
If a purchaser isn't found soon, Jordan and Minardi's hopes of making the opening round of next year's Formula One world championship could be seriously hindered.

Is it all going Oval-shaped?

Browns Lane is blackballed



D-type flambé: Browns Lane reborn after 1957 fire. Below: Norman Dewis



News of Ford's withdrawal from F1 came on the same day it was announced that Jaguar's historic Coventry road car factory was to close.

Long-standing test driver Norman Dewis, who was at the heart of Jag's competition programmes of the 1950s, said: "It's very sad, but I am not surprised. As for the F1 team, I was against it from the beginning. It didn't make sense to me. It's all very well saying it's too expensive now, but I could have told them that at the start: F1 isn't Jaguar's scene. We looked at building a GP car back in the '50s. I remember sitting on a box as Malcolm Sayer planned the car around me. Then the old man [company founder Sir William Lyons] had a look at what was going on and asked about the potential cost. That was the end of that. Jaguar should go back to Le Mans."

As for the closure of Browns Lane, Dewis is unromantic: "I think it's a shame, but you have to be realistic: it makes no sense having bodies made in one place and the rest of the car in another, and then having to rely on the transport network for deliveries. Times change. The old man would have done the same thing. When we moved into Browns Lane in 1952 it was a huge improvement over the old Swallow Lane premises. But that was 50 odd years ago."

Ford returns to tin-tops

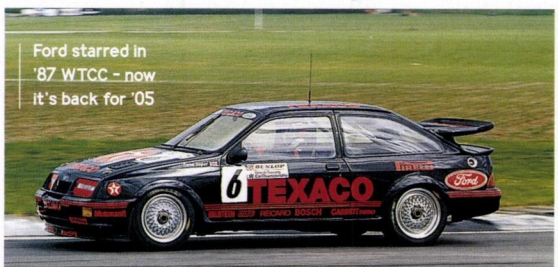
In among the cancellations and closures, Ford revealed that it is returning to what fans see as its natural arena: touring car racing. It has signed up to the 2005 World Touring Car series, having shone in the one-off running of this series in '87.

Back then Ford Sierra Cosworths diced with BMW M3s for outright honours, winning the manufacturers' title while BMW driver Roberto Ravaglia claimed the drivers' crown ahead of Ford's Klaus Ludwig and co-driver Klaus Niedzwiedz. Although the series gained strength as the season progressed, it was killed off by the FIA before the year was out as, according to insiders, it was starting to be perceived as a threat to F1.

Now, with the European Touring Car Championship proving increasingly strong, the desire to make it worldwide has proved too strong to resist for the organisers.

Ford has put its name down alongside those of Alfa Romeo, BMW, Peugeot, SEAT and Chevrolet (née Daewoo) to race in the proposed 10-round championship. Eight rounds in Europe will be joined by events in Mexico City and Macau.

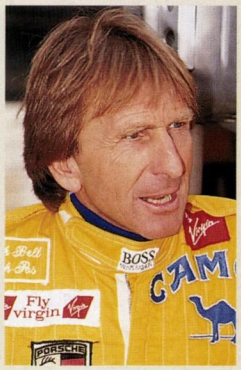
Ford will enter a team of its new-look Focuses.



Ford starred in '87 WTCC – now it's back for '05

My hero

by Derek Bell



It has got to be Stirling Moss. I remember being at prep school when I was 12 and listening to the BBC Radio coverage of the Le Mans 24 Hours under my bed covers. I wanted to know how Stirling was getting on. Later, I wrote to him seeking an autograph and received a signed picture of him in a Mercedes GP car.

I went on to meet Stirling from time to time during my career, but it wasn't until the 1985 Miami GP, which I won with Al Holbert, that we ever had a real conversation.

We're good friends now, and earlier this year he said that I was born a generation too late. He reckoned it would have been great if we could have been team-mates in the 1950s. To have someone like Stirling say that about you means a lot.

&favourite road car

The Ferrari 275 GTB/4 I owned for a couple of years in the early 1970s is my all-time favourite. I bought it in 1970 after I'd left Ferrari, and got rid of it when I got a 911 from Porsche.

I went back to Ferrari to drive the 512S with Ronnie Peterson at Le Mans in 1970, and I remember driving down to Modena in it. They replaced the camshafts, which seemed to need doing nearly every month.

That Ferrari was silver and I'm sure it is why I have a 550 Maranello in a similar shade today. It reminds me of the car I had all those years ago.

It was subsequently resprayed red and I'm told that Greg Norman, the golfer, owned it.



Though best known as a Porsche man, Bell's heart lies with a Ferrari



UK round of F1 world championship is one of country's biggest sporting events. It may not happen in 2005. But then again, it might

British GP put on the block

Cash dispute threatens future of Silverstone's biggest day of the year

The British GP's continuous 55-race run as a world championship event appears likely to be broken after Silverstone was dropped from next year's Formula One schedule.

F1 supremo Bernie Ecclestone has revealed that Silverstone had lost its place after he failed to agree terms with its owners, the British Racing Drivers' Club, to stage the race. The BRDC offered a reputed £5.5 million, but that's said to be well shy of Ecclestone's demands.

That ensured Silverstone was not one of the 16 races on a draft calendar put to the FIA World Council on October 13. That schedule has 18 dates, which leaves hope that the British GP could be saved.

Silverstone has been forced to be the promoter of the race since Octagon Motorsports handed back the rights to the British GP after this year's event. It claimed that the price offered to Ecclestone was fair.

"The BRDC's offer is at a price that, at best, will break even and, in a poor year, will lose the Club a considerable amount of money," said a BRDC statement. "The BRDC, a not-for-profit club, has made the best offer it can."

Ecclestone insisted that it would be unfair if he offered Silverstone a cut price to host the race: "The deal that I offered them was already the cheapest in the world."

Silverstone once again called for Government support to put on the grand prix...

"We regret that our Government, unlike those in almost every other country that hosts an F1 race, has not been able to put together a package to help the retention of the British Grand Prix," it said.

Silverstone could be given a slot on the calendar if *all* the teams agree on it.

FACT FILE
British GP winners - since 1950

THE 1950s
1950 Farina **1951** Gonzalez **1952** Ascari
1953 Ascari **1954** Gonzalez **1955** Moss
1956 Fangio **1957** Moss/Brooks
1958 Collins **1959** Brabham

THE 1960s
1960 Brabham **1961** von Trips **1962** Clark
1963 Clark **1964** Clark **1965** Clark
1966 Brabham **1967** Clark **1968** Siffert
1969 Stewart

THE 1970s
1970 Rindt **1971** Stewart **1972** Fittipaldi
1973 Revson **1974** Scheckter
1975 Fittipaldi **1976** Lauda **1977** Hunt
1978 Reutemann **1979** Regazzoni

THE 1980s
1980 Jones **1981** Watson **1982** Lauda
1983 Prost **1984** Lauda **1985** Prost
1986 Mansell **1987** Mansell **1988** Senna
1989 Prost

THE 1990s
1990 Prost **1991** Mansell **1992** Mansell
1993 Prost **1994** Hill **1995** Herbert
1996 Villeneuve **1997** Villeneuve
1998 Schumacher **1999** Coulthard

THE 2000s
2000 Coulthard **2001** Häkkinen
2002 Schumacher **2003** Barrichello
2004 Schumacher

BY MANUFACTURER
McLaren **15** Ferrari **14** Lotus **8**
Williams **7** Cooper & Tyrrell **2** Alfa Romeo, Mercedes, Vanwall, Brabham, Matra, Renault & Benetton **1**

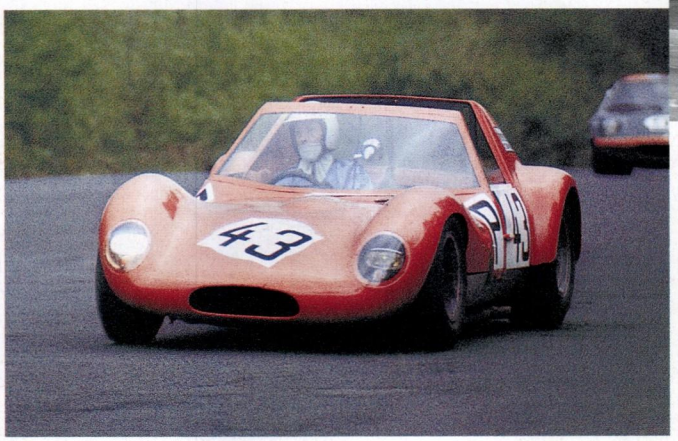
MOST BY A DRIVER Prost & Clark **5**
FOUR IN A ROW Clark **1962-65**

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 November 5. 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: Lenham P70 Spyder
Where & when: Lydden Hill, 1969
Winner: Hat-trick! The owner, the driver *and* the guy who took the photo all entered this one! All were right, but Peter Alderman sent two whole sheets of A4 with details of this sports-racer. It's a Cosworth FVC-powered Lenham Spyder being raced by Ray Calcutt for Lenham Hurst Racing. The Kent firm, better known for Spridget conversions, also built the 3-litre Repco-powered P71 for Le Mans in 1971, but its entry was refused.

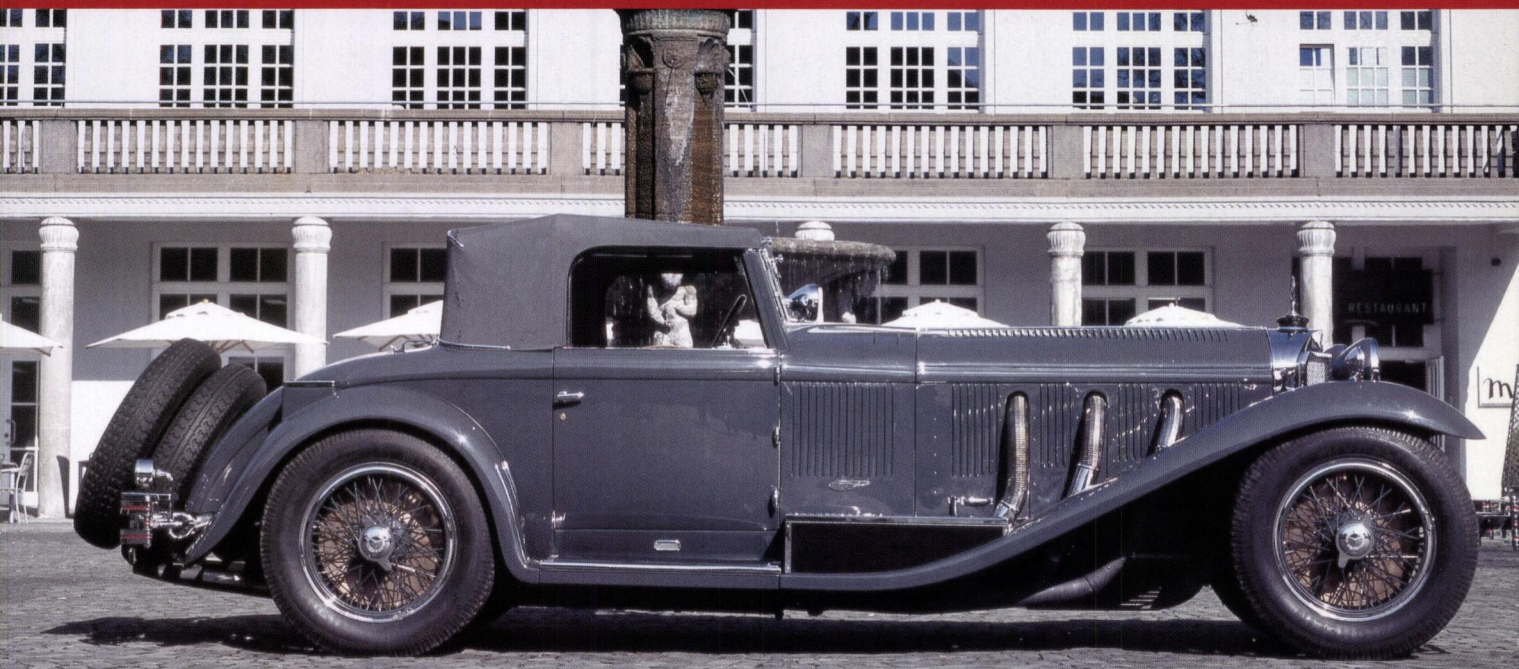
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Olympia, London

Monday 6 December 2004

Important Collectors' Motor Cars, to include the Patrick Collection Part 2, Pioneer & Vintage Motorcycles and Fine Automobilia

Olympia 6 December



Entries are now invited











Ten years ago the Bonhams team's 'Patrick Collection Part 1 Sale' achieved huge success at London's Olympia. Back at the same venue in December, 'The Patrick Collection Part 2 Sale' includes the broadest spectrum of classic and collectors' cars, ranging from the 1905 Mass to a 1995 Range Rover Vogue SE some 40 plus motorcars including lots illustrated above:

1905 Mass 8hp Two-Seater
1959 Armstrong Siddeley Star Sapphire Saloon
1987 Aston Martin Vantage Zagato
1978 Triumph Stag Sport
1952 Austin Champ Army Radio Jeep

Main image (Other properties):
1929 7.1-litre Mercedes-Benz SS Sports Cabriolet with Dickey by Castagna of Milan.
Estimate: £1,200,000 - 1,600,000

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The day I beat...

Michael Schumacher



ROSS CHEEVER: Japanese F3000, Sugo, July 1991

I hadn't scored a point in the previous five races. The problem with our Reynard was that it ate the Bridgestone tyres and had a very small sweet spot. That weekend was one of those where it all worked. The car still wasn't where I wanted it to be, but I took pole position and led all the way.

There was added pressure as Johnny Herbert and Michael Schumacher had joined me at Team Le Mans, albeit in Ralts. Michael qualified sixth, but was catching me quickly towards the end. The guy was outstanding from the moment he got there. We'd all been in Japan for many years: Mika Salo, Herbert, Heinz-Harald Frentzen, Eddie Irvine. But by the end of that weekend the Bridgestone engineers weren't talking to us anymore, they were going straight to Michael. A few words of feedback from him proved that this guy was different. I saw it right away and I thought I was going to lose my job – quickly. The team took the number one mechanic away from me and put him on Michael's car once they saw how good he was. Thank God Mercedes brought him straight back to Europe.

One thing that surprised me was that he sat in the truck after practice and ate a candy bar. I guess he doesn't do that now.

Fighting chance for Reims

Locals give track a make-over, but it may be too little too late



After years of neglect, the historic *Circuit de Gueux* has undergone a partial transformation as local enthusiasts attempt to restore some of its remaining buildings. The circuit's future is still under threat and it's hoped that their efforts will at least lead to a stay of execution. The Friends of the *Circuit de Gueux*, under Gérard Cuif and Mary Roche Whittington, the daughter of Toto Roche, the flamboyant local race official, have restored the BP-liveried race control building, and it's hoped that the crumbling grandstands will be next.

Moves to reinvigorate the former grand prix venue have not been without problems. Many locals have supported plans to build an industrial estate on the site and there has been no governmental support for the club's efforts. Cuif reports: "We hope that our work will not go unnoticed. The city is expanding and there has been little interest in the circuit at a local level.

"We hope that there will be a profit in people visiting to admire the circuit and that they can be persuaded into helping us with our plans: every Sunday we're out there cutting back brambles. We will be running events at the circuit with the local classic car club, and hope that we will be able to host some bigger meetings in the future."

The track's first race was in 1926, and its competition history closed in June 1969 with an F3 encounter.

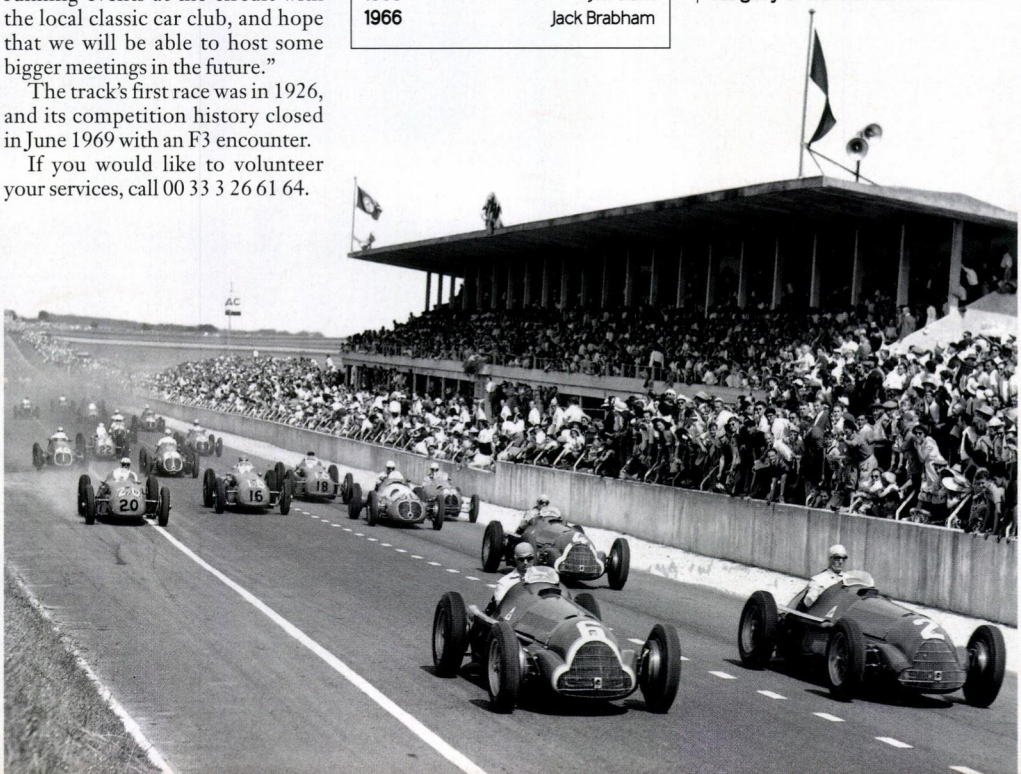
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FACT FILE
French GP winners at Reims

1932	Tazio Nuvolari
1938	Manfred von Brauchitsh
1939	Hermann Müller
1948	Jean-Pierre Wimille
1949	Louis Chiron
1950	Juan Fangio
1951	Juan Fangio / Luigi Fagioli
1953	Alberto Ascari
1954	Juan Fangio
1956	Peter Collins
1958	Mike Hawthorn
1959	Tony Brooks
1960	Jack Brabham
1961	Giancarlo Baghetti
1963	Jim Clark
1966	Jack Brabham



Top: Race control revived. Above: Mme Roche Whittington. Below: Track in its full glory at start of 1950 French GP



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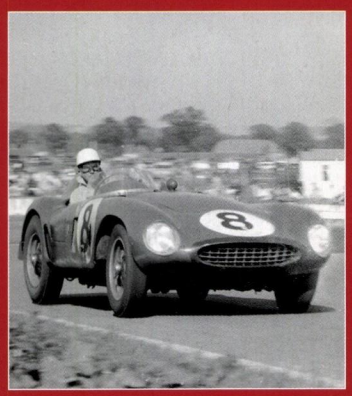
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Main image:
1958 Ferrari 250GT California Spyder
An original covered headlight, matching numbers example of this definitive spyder.

Right: 1954 Ferrari 735 Sport
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EVENT OF THE MONTH

Circuit des REMPARTS

With a spectacular backdrop and grandstand views for all, Angoulême's town-centre extravaganza is unique among historic events. Alan Cox reports

photography by Alan Thomas



On the third weekend of every September, the scenic streets of Angoulême in the Charente district of western France host a motoring festival whose centrepiece is a celebration of the *Circuit des Remparts*, an event first run in 1939 around the streets of this quaint old town. Much of the appeal is that, today, the circuit remains unchanged since that first meeting. Starting alongside the cathedral, the route winds gently downhill through the narrow streets along the only semblance of a 'straight' before threading its way up the town's ramparts via a series of three consecutive hairpins, and then back to the startline, a modest 0.8 miles later.

Raymond Sommer won that first race with an Alfa Romeo, and when it was revived following the war Maurice Trintignant (Gordini) and Juan Fangio in a Maserati added their names to the roll of honour in 1949 and '50 respectively. The last running was in '55 when the main event was held for Panhard-engined Monomilles, as it was felt that the circuit had been outgrown by the F1 and F2 cars of the period. Since '78, however, it has been resuscitated as one of the forerunners of modern historic revivals.

The mainstay of the Angoulême programme is the event for grand prix Bugattis, split into two races for the first time this year. Parisian Arnaud Graignac was a comfortable victor in the up-to-2-litre category, his Type 35 on beaded-edge tyres and lapping 2sec a lap faster than his closest challenger, Marcel Sontrop's T37. Lucas Slijpen's T35 was third, and Craig Mycock's heroic drive with his Brescia netted fourth ahead of a horde of fancied T35s and T37s.

Alexandre Lafourcade (T35B) appeared to have the over-2-litre class sewn up after last year's winner Jeff Stow failed to make the start, but a determined charge from Bart Rosman's T35C saw it set fastest lap and close to within 3sec. Grégory Ramouna's T35B was safe in third, with Mike Preston's road-equipped T35B the final unlapped finisher in fourth place.

Events are divided between the pre-war *courses* (races) and post-war *plateaux* (demonstrations), though the distinction is exceedingly fine, with practice times published and results posted for both.

The *Remparts* has long been a popular late-summer destination for many English competitors, and this year the cross-Channel racers accounted for one third of the entry.

The Frazer Nash section of the VSCC has been granted a *plateau* of its own, and since its debut in 2001 this has become something of a fixture. Colin Pearcy dominated in style to claim the first post-war win with his Le Mans Replica quite comfortably from Chris Forster's Frazer Nash-BMW 329/8 of 1937.





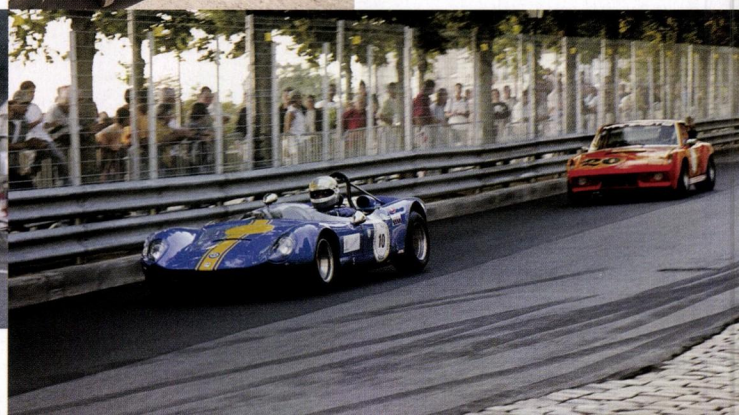
Top: GN cyclecars were popular with crowd. Left: Patrick Tap's T35. Above: 'Bug' race a highlight

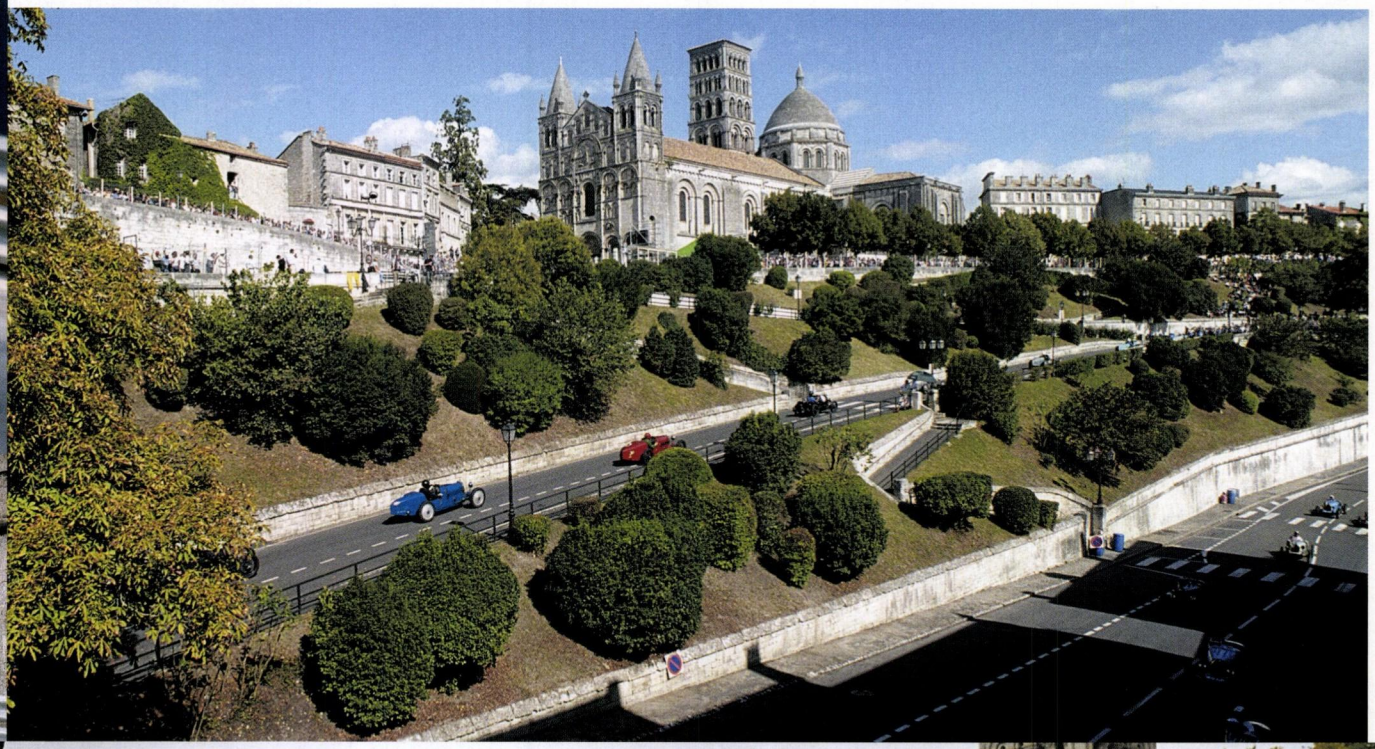




Above: Allen Clear's Brooklands Riley, pictured in the smaller-capacity vintage race, is a works car. Left: Dusty paddock has pre-war feel. Below left: Eric Benson led big-engined vintage race from flag to flag in his Delahaye 135 Special. Bottom: Jean-Michel Paoli ran out winner of 'Tourisme' in his Marcardier







Above: Angoulême's Romanesque cathedral dominates grassy slopes where three hairpins form a zig-zag up to the crest. Below: Perfect spectator viewing as Panhard-powered Monomilles tackle the only 'straight'

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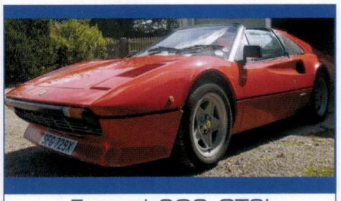
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Jaguar XK150 fixed head



Ferrari 308 GTSI



Austin Healey 3000 BJ8



Pre war Morris 10/4 1934 pick up

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Coventry Eagle

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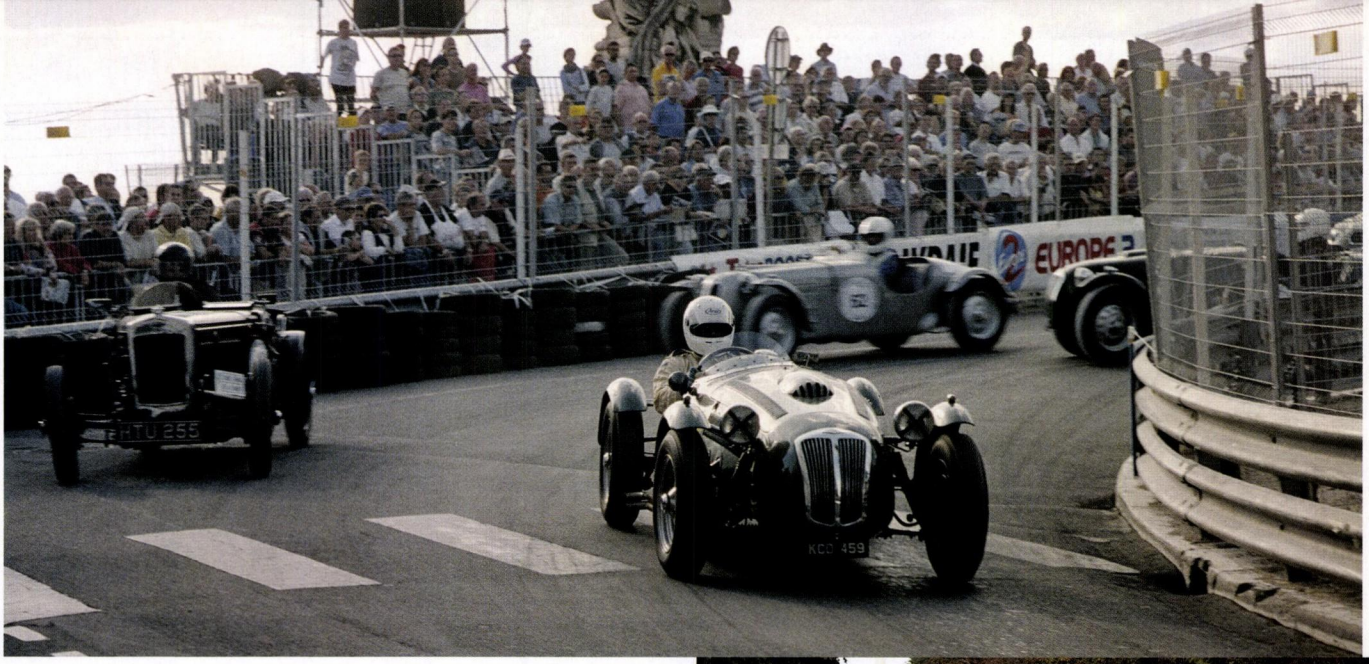
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Geraint Owen upheld chain-gang honour with a fighting third in his TT Replica, while Winston Teague (Falcon), something of an event habitué, entertained on his way to fourth place. However, the crowd reserved a standing ovation for the stolid perseverance of Paul Bullett, whose GN discovered that the middle hairpin involved frequent applications of reverse gear.

Another regular visitor, Barry Foster with his MG Montlhéry, was briefly headed away from the line of the up-to-1200cc Vintage race by Pascal Hegron's 1100cc Amilcar before working past it and pulling away to win, while Hegron dropped right back behind the Rileys of Ralf Emmerling and Allen Clear. Making up for a tardy getaway, Hamish McNinch (MG PA) threw away a chance of third place with a spin on the final lap.

Remparts regular Eric Benson led the large-capacity Vintage encounter from start to finish aboard his Delahaye 135 Speciale, never seriously challenged by either Michael Coles' MG K3 Replica nor Geoffrey O'Connell's Vauxhall Rowley Spl.

The race for Citroën-engined MEPs went to Jean-Michel Dallois after a race-long tussle with Philippe Gayraud; Jérome Servis took GT/GTS/GTP honours with his Lotus Super 7; and Jean-Michel Paoli won the mysteriously classified *Tourisme* class with his sports-racing Fournier Marcadier.

Quirky, fun and picturesque, this event really is one of the hidden gems of the historic racing scene. Long may that continue. M

Above: Colin Pearcy dominated Frazer-Nash event in his Le Mans Rep, though Geraint Owen provided plenty of spectacle in his TT Rep (below). Right: Local 'Tourisme' classification was somewhat loosely defined







Above: Single-seat Adler of Brian Wilson was an unusual entry. Right: Karine Blanchard's Type 35 sprints between the many hairpins. Below: Monomilles apex a corner which looks more like a section of the Mille Miglia





FOR THE REST OF THIS MONTH'S HISTORIC MOTORSPORT TURN TO PAGE 101



Money talks but Niki Lauda still said goodbye to Brabham and Formula One - despite a massive incentive to stay

Andretti, Villeneuve, Reutemann, Scheckter, Jones, Piquet, Pironi, Patrese, Laffite, Arnoux, de Angelis; there was a good spread of mature and youthful talent, you would have to say, in Montreal for the 1979 Canadian Grand Prix. Such as Rosberg and Mass failed to qualify. And so, too, did Niki Lauda – but this was by design.

Niki was going through a strange period in his life. Three years earlier he had survived a life-threatening accident at the Nürburgring, had come back to racing only six weeks later, and very nearly retained his world championship. In 1977, he'd won it back – then promptly renounced Ferrari and accepted Bernie Ecclestone's offer to go to Brabham. All very Niki.

Since making the move, though, there had not been much in the way of success and, for a man accustomed to several victories a year, that had been hard to take. He had won twice in 1978, but in '79 there had been nothing. The Brabham-Alfas were usually quick but unreliable, and Lauda's motivation was on the wane. Not so his team-mate Piquet, of course: in a top team for the first time, Nelson was up for anything.

Some wondered if Lauda had been detuned by the birth of his first child earlier that year. Niki scoffed at that: the arrival of Lukas had made absolutely no difference to the way he felt about his work.

No, it was his attitude to the job itself which had changed. It had become stale. Lauda wondered how to get some zest back into it, and hit on the idea of demanding a retainer quite ludicrous by the standards of the day: two million dollars.

Ecclestone is not renowned for parting with a quid when 90p will do – five years later he would let Piquet leave for Williams rather than pay him more than $1m – but on this occasion he knew the value of Lauda to Brabham's major sponsor, Parmalat. Over a period of months there was many a discussion about money, but Niki was immoveable, and ultimately he got his way. It was a battle he enjoyed more than any on the racetrack that summer. Problem was, once won, it was over – and Lauda realised it had made no difference to his jaded feelings.

When Lauda saw the svelte BT49 he still wanted to stop - right then

Still, in September he went off to Canada, where a new car awaited. The flat-12 Alfa motors had produced good power, but too many times they had blown apart, and for 1980 it had been decided to revert to Cosworth DFVs. This being so, Gordon Murray was able to design a new car much smaller and neater than its predecessor, and it was ready for the last two grands prix of 1979, Montreal and Watkins Glen.

When Lauda saw the svelte BT49 he knew it was the answer, but still it failed to stir him, and when he drove it in the first practice session his feelings didn't change. On the one hand, he could appreciate it was nimble and light after the BT48; on the other, the V8 felt coarse and uninspiring after the flat-12. After a quarter of an hour, Niki came in, clambered from the car, and went



Brabham's poor '79 season sent Lauda packing despite switch from Alfa to DFV



In the latter half of 1979 Jones and Villeneuve were the the star turns, rather than Lauda

at once to speak to Ecclestone. He wanted to stop – and right then.

In an F1 paddock there are two types of people: racers and non-racers. Over time Bernie has been called many things, but not too many would dispute that fundamentally he belongs in the first group. That being so, he made no attempt to change his driver's mind, knowing it would be not only useless but also wrong to try.

Very quickly word spread that something was going on over at Brabham, but Ecclestone had promised Lauda to keep his decision under wraps until he was out of range of the press. Something of a giveaway was a request, from the loudspeakers, for Ricardo Zunino to present himself at the Brabham pits. Zunino was a young Argentinian with F1 aspirations, and a budget to help him realise them. Only as the afternoon session approached did we have confirmation that Lauda had left the track, and that he would not be coming back.

When he changed into civvies that day, he left behind his helmet, overalls, gloves, the lot: he wouldn't be needing them again.

In point of fact, it was good he did, for Zunino had turned up to spectate, and had none of his gear with him. That being so, he put on what Lauda had discarded and got himself strapped in. Had you been unaware of the unfolding drama, you would have assumed it was Niki out on the circuit again.

Or maybe not. Zunino, coming to terms with F1 horsepower and a circuit he didn't know, was 3sec away from Piquet.

Lauda, meantime, had driven back to his hotel in the city, checked out, then headed for Mirabel, where he boarded a flight for LA. The only thing on his mind now was building up his fledgling airline. For nearly two years, motor racing would not so much as cross his mind.

If we had our 'story of the weekend' that Friday in Montreal, there was plenty more to entertain us, notably one of the tensest two-handers in F1 history. Throughout the first half of 1979 the Williams FW07 had lacked only reliability; now it was finishing races, too, and thus became the class of the field. Clay Regazzoni had scored the team's first victory, at Silverstone, after which team leader Alan Jones cleaned up at Hockenheim, the Osterreichring and Zandvoort. It was too late to think about the title, but at every race Jones had become the front-runner.

He had but the one rival. Jody Scheckter may have clinched the title at Monza, but it was his team-mate Gilles Villeneuve who truly threatened Williams. On horsepower, the 312T4's flat-12 had the edge; on grip, the FW07 – unlike the Ferrari a true 'ground-effect' car – was way ahead. If you added in the fact that Villeneuve was quicker than anyone else, it was a pretty even fight.

As expected, they started from the front row, Alan and Gilles, and the Ferrari took an immediate lead. In an inherently superior car or not, Jones knew that getting past would not be the work of a moment, but he didn't expect to follow for 50 laps.

Finally, with 20 laps to the flag, Jones dived by as they went into the hairpin, momentarily nudging Villeneuve as he did so. Briefly the Williams went as much as 3sec in front – but then Gilles was right back on its tail. "Couldn't believe it," grinned Alan. "Suddenly that bloody red shitbox was right there again! Never enjoyed racing with anyone like Gilles..." 'Jeels', as he always said it.

Although he had lost at home, Villeneuve glowed with exhilaration afterwards. "Jesus," he murmured, "how can Niki give this up?"

One that got away

RAUNO AALTONEN: 1965 Alpine Rally



To lose a rally is bad enough, but when you also lose one of the most coveted prizes in the sport, then it's indeed a bad day. In 1965, at the start of the Alpine Rally, Rauno Aaltonen stood on the verge of winning a *Coupe d'Or*, an award made to a driver who had completed three Alpine Rallies in a row without being penalised, winning the event in '63 and '64. To win a *Coupe d'Or* was already a prized accomplishment: on the 2400-mile route of the Alpine Rally – over 70 passes, 40 selective sections and 12 special stages – it was an outstanding achievement. Only Ian Appleyard in '52 and Stirling Moss in '54 had won one. Now, both Aaltonen and rival Jean Rolland could add their names to this exclusive list.

Aaltonen was driving a 1275 Cooper S; Rolland was in an Alfa Romeo GTZ. Rolland wasn't long for the rally, though: his wipers failed on the Chorges-to-Embrun section and he hit a wall. For Aaltonen, the first leg of the rally went well despite heavy rain as he and co-driver Tony Ambrose worked their way north to a rest halt.

The second leg was a figure of eight based on Grenoble, including a test up the Col de Luitel and a night-time rendezvous with the Col du Frene. This was not a tough section, but the maze of roads around Route National Six needed care and BMC had gone to the trouble of making a road book to negotiate them.

"We came to the main road and a *gendarme* told us that the road ahead was blocked and we should turn right. I urged Tony to take the map out, but he couldn't find it... So we took a road to the left and went like hell. It even fitted in with where we thought we'd rejoined the road book – but then Tony found the map under his seat. It took only a few seconds before he shouted, 'Stop! Turn around.' When we hit the big road, the engine was pulling 8500rpm in top but, of course, we were low-geared for the mountains. We must have gone at least 7km wrong, which meant 14 extra in the section."

To rub salt in the wound, the other Cooper Ss of Timo Mäkinen, Paddy Hopkirk and Tony Fall all won Coupes. Mäkinen nearly won the event outright, finishing 1.7sec behind René Trautmann's Lancia Flavia Zagato. Without his road penalty, Aaltonen would have been third behind Mäkinen. As it was, he was classified 14th.



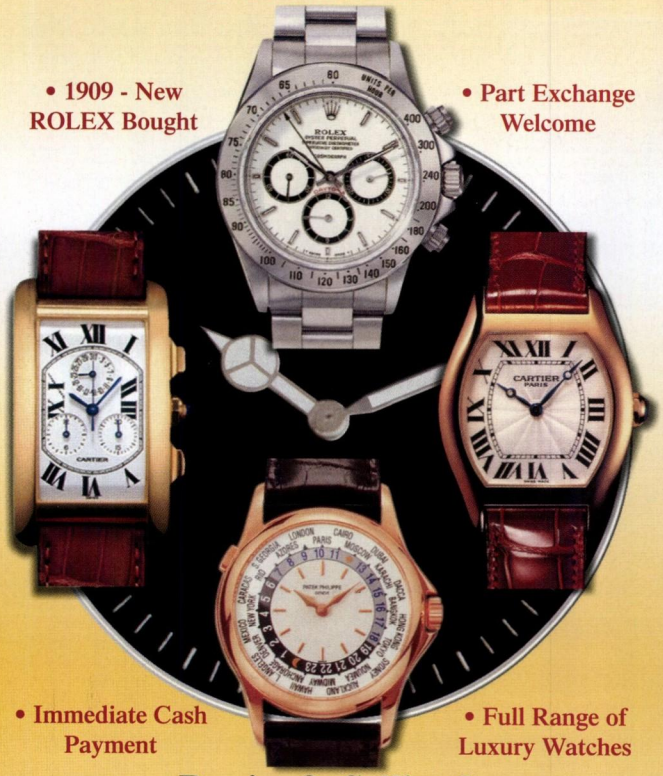
One mistake cost Aaltonen and Ambrose 14km and the Coupe d'Or

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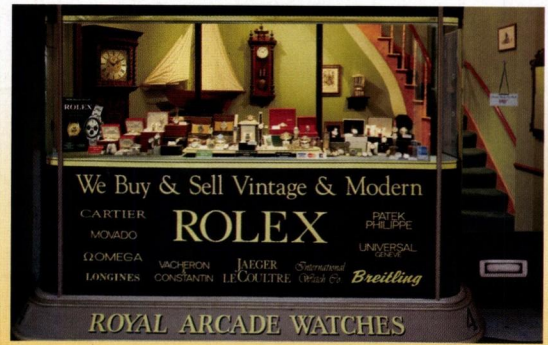
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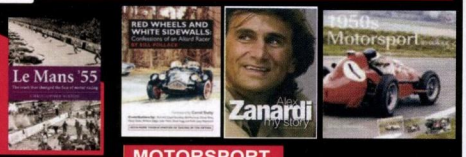
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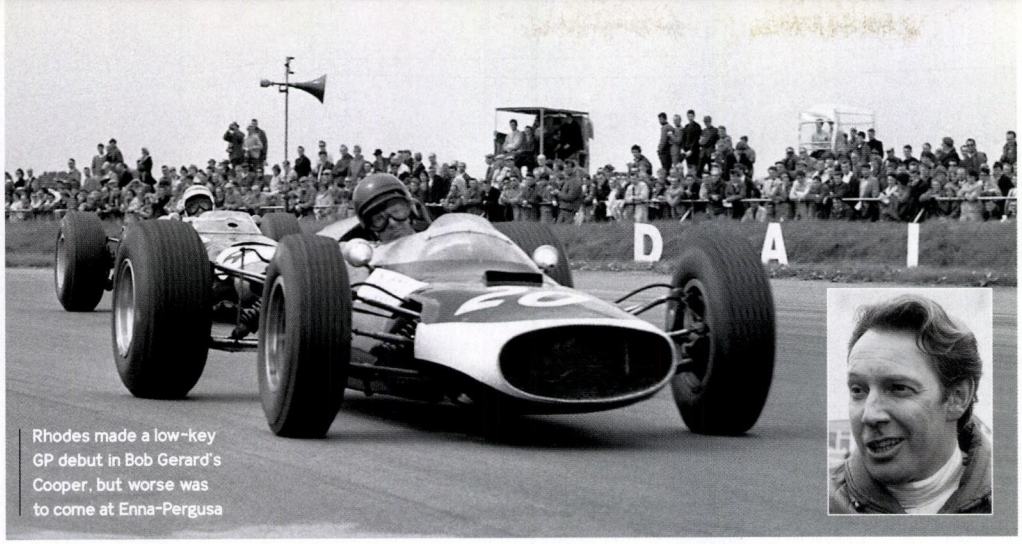
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Rhodes made a low-key GP debut in Bob Gerard's Cooper, but worse was to come at Enna-Pergusa

My only grand prix

1965 British at Silverstone
by John Rhodes

How did you make the leap from Formula Junior star to GP driver?
I had enjoyed success with Midland Racing Partnership and then with Ausper in FJunior. This in turn led to me driving for Bob Gerard in Formula Libre. He was a gentleman driver in the truest sense; a really good man who entered cars out of sheer enthusiasm for motor racing. Bob had a couple of old Coopers, one with Coventry-Climax power and the other with a Ford engine. We raced everywhere and lived off start money as you did back then. I'd won the Driver of the Day award at Mallory Park with one of his cars and Bob decided to enter me in the British Grand Prix.

The race didn't exactly go to plan though, did it?
The Cooper had electrical niggles which ended my run. I forget how many laps I did but, to tell the truth, I wasn't as fast as I would have liked and had qualified near the back.

Not an auspicious GP debut, then?
To be perfectly honest, there's only so much you can do with outdated equipment. That's not intended as a comment on Bob or his preparation – he was meticulous. I always loved single-seaters, and we did well in Libre events, scoring quite a few wins. That T60 was a really nice car to drive. It's just that you can't expect to be running up front with the Clarks or the Brabhams in a three-year-old car. But we couldn't afford a new one, so that was that.

Did you come close to having any more GP outings?
No, not really. My next event was a non-championship race at Enna. After Silverstone, we discovered a crack in the frame which was a worry. Well, at Enna the car went off without any assistance; just turned left. I was left sitting there with the basic tub and not much else. Somehow, Bob managed to find the parts to rebuild the car as we desperately needed the start money. I was aching all over and had fashioned a crutch out of a branch to hobble around with. I was black and blue. We made the start, but at the second corner, it did the same thing again and got horribly out of shape. That was the beginning of the end for me in single-seaters. I'd liked to have carried on but I had a family and a mortgage and I was never going to get rich driving for Bob, so I thought 'What next?'.

Hence the move into saloon cars with the works Mini Coopers...
Absolutely. During my Cooper FJunior days, I had built cars at the factory down in Surbiton and got to know Ginger Devlin. I was at Silverstone testing the GP car when Cooper was trying out the Mini. I asked if I could have a go and went quite well. That in time led to a contract, a retainer, start money...

Any regrets on changing disciplines?
None whatsoever. I had a wonderful time racing the Minis. It's nice to have been a GP driver, if only briefly, but that I'm remembered as a saloon car driver is fine with me.

15 minutes of fame

LUCCHINI-ALFA ROMEO SR2-2000

SPA, 2000 SPORTSRACING WORLD CUP

The mustachioed driver being pulled from the tiny prototype by his ecstatic team didn't look like a driver who should be winning major sports-car races. Salvatore Ronca was an amateur, the wrong side of 40, yet together with Filipo Francioni and the Italian Lucchini squad he had just pulled off one of the biggest upsets in the history of endurance racing.

Giorgio Lucchini had been building sports-prototypes since 1980, but they were mostly run on hillclimbs and in domestic Italian events. All that changed for 1999 when he decide to enter the International SportsRacing Series with an Alfa Romeo-powered car built for the low-tech SR2 class.

Lucchini wasn't a frontrunner in its debut season, nor had it tasted glory by the time it turned up at Spa for round three of the renamed SportsRacing World Cup in 2000. All that that changed courtesy of two and half hours of driving rain.

Sometime Formula Opel Euroseries racer Francioni qualified only 12th, but the weather and the high rate of attrition among the Ferraris, Cadillacs and Lolas that made up the top SR1 division contrived to produce a freak result.

"Sure, a lot of the big cars stopped," says Francioni, "but we were quick in the wet. I'd been second fastest overall in the warm-up."

A succession of safety car periods helped too, and Ronca found himself running second in the closing stages. When the JMB Competition Ferrari 333SP shared by Christian Pescatori and David Terrien stopped with transmission problems with seven laps to go, he inherited an unlikely victory.



Typical Ardennes rain played into the hands of the Lucchini team

No one could quite believe what had happened, not least Ronca, who thought that the 'P1' on his pitboard referred to his class position. "It was a unique race," says Lucchini, "but a great memory for all involved."

The team failed to notch up another class victory that year, but it did go on to win the SR2 title, albeit against limited opposition, in the 2003 FIA Sportscar Championship.

A new chapter has now begun with the debut of an all-new car designed for the LMP2 rules. Another 15 Minutes of Fame could be around the corner, but until then the Spa victory stands as the highpoint in Lucchini's 25-year history. GW

John Brooks LAT

TRACK BACK

50/30/20/10 YEARS AGO

RAC Rally glory for Ari the Lion King



Peugeot's chunky 205T16 disrupted Audi's hopes on the arduous RAC event - but not without dramas

1984

Peugeot on a roll as Vatanen triumphs over Quattros in the British forests

A Peugeot victory on the tough RAC Rally confirmed that even Audi's new Sport Quattro wasn't enough to maintain domination of the rally world. Peugeot's 205T16 homologation special scored a sensational victory despite a series of dramas including an on-the-roof moment. "When I was hanging upside down in the seat belts halfway through Morgannwg Forest, I must say I was not so sure about winning this rally," said Ari Vatanen drily as he celebrated the 4WD Peugeot's hard-fought win in Chester.

His barrel roll took place in thick fog, but the car landed on soft ground, and after spectators heaved the car onto its wheels, "We just got going again," as co-driver Terry Harryman calmly put it. The 5min lost allowed Hannu Mikkola to take the lead in his Quattro A2. But it developed a transmission oil leak and the resultant slipping clutch robbed Mikkola of his chance of a fifth win on the event. He took it philosophically, saying, "It was a nice gesture to an old man; I went harder after Ari decided to let me lead – but the car let me down."

Mikkola did regain a brief lead when Vatanen's Peugeot broke a drive coupling, reducing it to front-wheel drive only, but soon the see-saw of fate tipped back towards the younger Finn. The Audi's turbo played up, reducing its bhp to below 300, while Ari went into maximum attack. "Ari drives at one speed, nine-tenths – except when he is going bananas," said Harryman afterwards. Setting fastest time on all six of the remaining stages, it was obvious which mode Vatanen was in.

Per Eklund/Dave Whittock had to very work hard in the 2WD Celica, with Michèle Mouton/Fabrizia Pons' Sport Quattro snapping and popping at their heels. In the slippery conditions the extra power of the short-wheelbase Audi went to waste in wheelspin, and the female crew settled for fourth, 21sec behind.

Juha Kankkunen disposed of the other leading Celica in dramatic style. Co-driver Fred Gallagher claimed it was the biggest accident he'd ever had: "The car has been put in four big plastic bags and left for Mid-Glamorgan county council to take away." Kankkunen was taken to Neath hospital, but later released.



Mikkola swapped the lead with Vatanen until his Audi developed turbo and clutch problems

ALSO THIS MONTH IN '84

CHITI QUITS

Dissent within the unsuccessful Autodelta Alfa Romeo F1 team ends with the dismissal of veteran designer Carlo Chiti. The 60-year-old, who penned the Alfa V12 grand prix unit, forms Motori Moderni to develop new engines; Minardi, ATS and Tyrrell all express interest.

F3 DRAMA

F3 driver John Nielsen makes a fine recovery from a startline crash to win the Macau GP; the last-ever race for the ground-effect cars provides some of the finest racing in F3 for years. When Heat One is red-flagged, Nielsen gets another chance after hitting the Armco barriers (below); his second place behind Stefan Johansson, plus a flag-to-flag victory in Heat Two, gives him the win on aggregate.



TOP MARC

Racers meet rallymen face to face at the Austin Rover Rallysprint. After a race, rally stage and autotest, Belgian Marc Duez, who has a foot in both camps, beats Nigel Mansell into second place.

RS POWER

While claiming a rally assault isn't confirmed, Ford unveils its RS200 (below). Mid-mounted turbo engine and 4WD - this 'road car' is clearly a top-level Group B world title contender.



Adam Cooper's

Track forward

Fine China, but will the family Silverstone be sold?



The first Chinese Grand Prix proved hugely successful, and the weekend in Shanghai ran like clockwork. The only drawback was the suicidal driving style practiced by the locals. Having experienced the traffic some F1 drivers joked that it won't be long before the country produces an F1 star, but it wasn't so funny when you were in the back of a VW taxi as it swayed from lane to lane.

The circuit itself was awesome, as you'd expect for a venue built with public money and no budget cap. Estimates of the costs were as high as £220m.

'Silverstone is like watching racing in the 1950s,' said Ecclestone

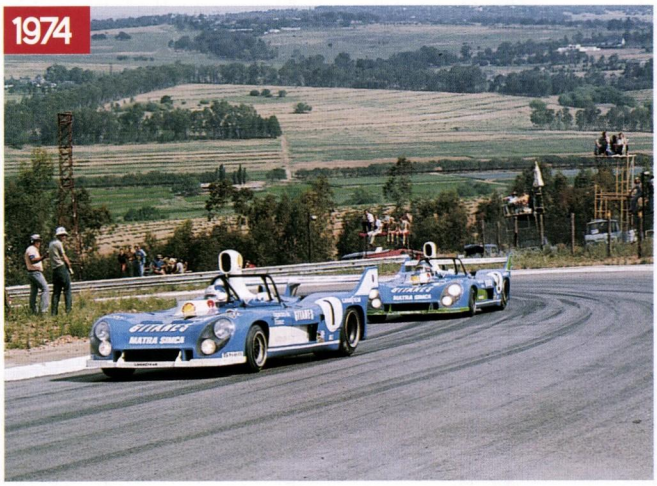
I asked Sir Jackie Stewart whether Bernie Ecclestone would use China as a stick with which to beat Silverstone… and it happened quicker than we expected. Just a few days later the British GP – or rather the lack of it – made headlines. The BRDC had not reached an agreement with Mr E, and the race was off the 'provisional' 2005 calendar.

Bernie emphasised that Silverstone has slipped behind the times. There is some truth in that, but he didn't have to say that he still liked going there as it reminded him of racing in the 1950s.

Stewart pointed out other grands prix benefit from government funding, but sadly, in the press, F1 just comes across as greedy.

The fuss undid a lot of the positive PR generated by July's demonstration in Regent Street. One never quite knows what Bernie's true agenda is, but a London GP could be what he's aiming for – which would need local and central government support.

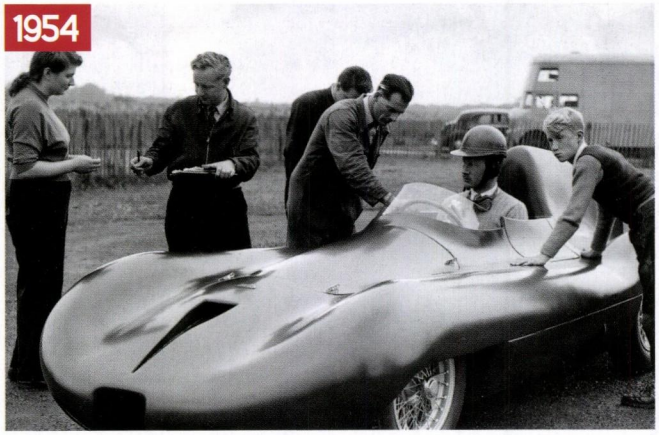
By the time you read this Silverstone might have returned to the calendar. But even if it does, I know who will have gained the upper hand as a result of the saga. Don't expect it to be the BRDC.



Gitanes-Matra team notches up another dominating sportscar win and clinches the sportscar championship at the Kyalami Nine Hours – which thanks to the fuel crisis is cut to six hours. Henri Pescarolo and Gérard Larrousse claim the ninth consecutive Matra win of the season, with team-mates, the two Jean-Pierres – Jarier and Beltoise – in second.

Early tyre problems had delayed Pescarolo, but Beltoise, easing off in heavy rain, unknowingly let Larrousse narrow the gap (above), leading to a close finish.

However, Matra's delight is clouded by Simca's withdrawal, leaving the team's future in the balance, amid rumours of an F1 collaboration for 1975.



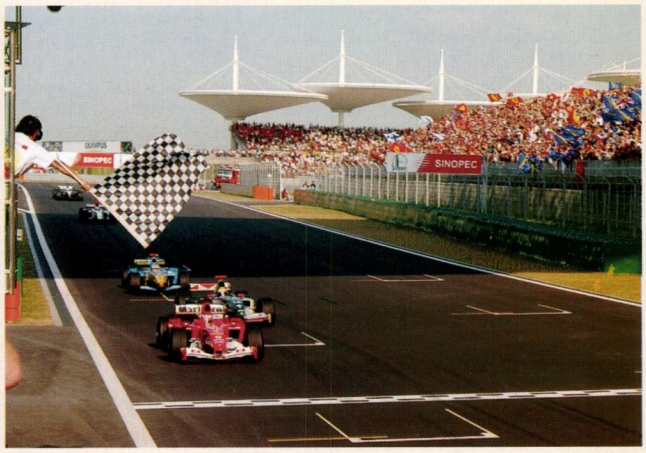
Connaught's secret weapon, its grand prix streamliner, has its first test at Silverstone

Damon Hill's hopes of the championship soar when he wins in Japan, putting him just one point behind Michael Schumacher, with only Adelaide to go…

But in Australia the title challenge ends in drama. The German driver collides with the barriers, finishing his own chances. As his Benetton limps onto the circuit he swerves into the path of Hill, his only threat for the title. They collide. The Williams tours to the pits, but suspension damage means Damon is out – and Schuey is champion. Speculation about whether he could be stripped of the title in the circumstances is finally quashed after the FIA decides that there are no grounds for punishment.



Schumacher is about to go off – but will still win the title



No surprises: Ferrari wins China GP, and new circuit means 'classic' track faces the axe

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1960 Maserati Tipo 61 'Birdcage'

Chassis number 2461 was delivered new to the Camoradi Team in March 1960. The 'Birdcage' was not only entered for that years Sebring 12 hours and Le Mans, its greatest achievement though was the famous pairing of Moss and Gurney that went on to win the gruelling 1,000 kms of Nurburgring! Latterly, 2461 formed part of a significant private collection before once again returning to the track successfully in 2001 in the Historic Shell Ferrari Maserati Challenge.



1954 Maserati A6GCS

In 1953 Maserati took the decision to upgrade its A6GCS in order to maintain its competitiveness against its rivals. Its body became more streamlined and the engine size was increased, creating one of the most successful Maseratis to date. Chassis 2062, an original bodied matching numbers example, competed at Le Mans in 1954 as well as the 12 hours of Reims and Imola that year. The following year saw the Maserati at the 1000kms of Buenos Aires, Imola and the Grand Prix of Monza. The car is currently presented in light blue with a yellow bonnet and comes with a full set of FIA papers.



1960 Ferrari 250 GT SWB

Chassis number 2055 GT is a steel bodied matching numbers car. Originally supplied to Count Monti of Padova in August 1960, the car then passed to a further Italian collector before being imported to the United States in the late 1960s. This SWB underwent an extensive restoration in the late eighties achieving second place in a recent Pebble Beach Concours. 2055 is finished in Giallo Fly with dark green interior and is ready for the remainder of this year's forthcoming prestigious events.

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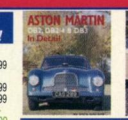
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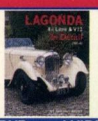
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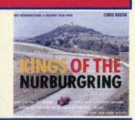
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BRAND SMASHED

Sir, Do you remember the mistake Coca-Cola made about 10 years or so ago? They forgot the power of their brand. Your brand is linked inextricably with its green cover. It made your magazine identifiable in an instant, but now you've thrown that away. The cover is a mess and has no uniquely special flavour.

Old fart, I can hear you think! Sure, I have a treasured copy of the August 1957 issue with Fangio drifting his Maserati 250F through the downhill bends at Rouen, but you have thrown away that link.

Please reconsider this mistake.

The inside is fine; not as classy as before, but I can live with it.

Oh by the way, Paul Fearnley's editorial was so forced. There is no comparison between Chapman's move and your butchery.

John Harries, via e-mail

GLORIOUS OVERKILL

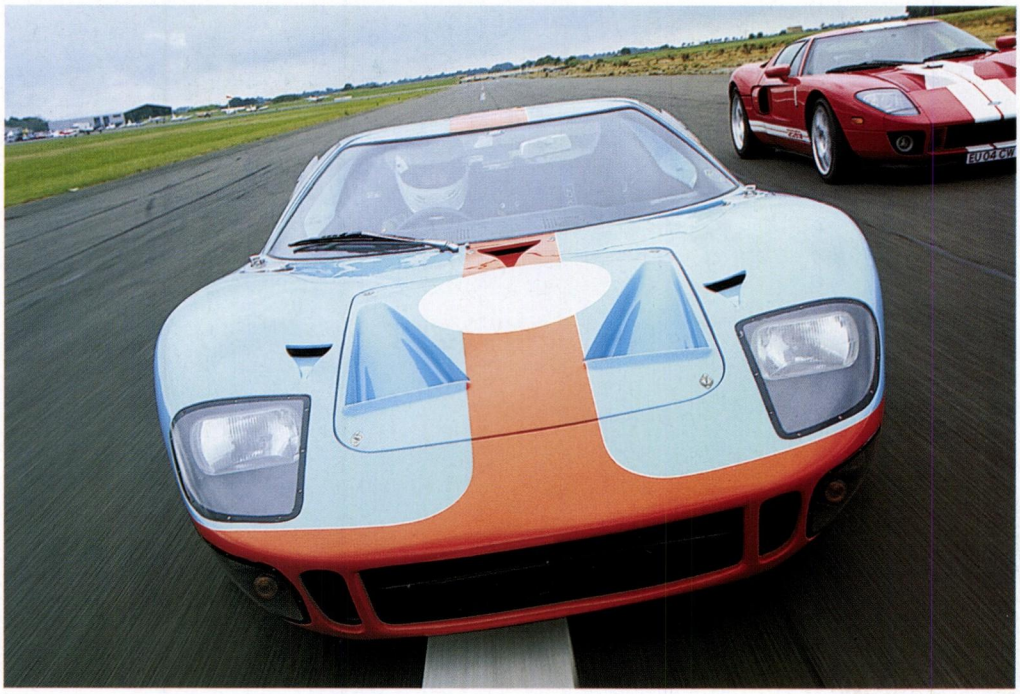
Sir, Finding, to my surprise, that I have reacted rather more as a traditionalist than I'd have liked to, the news that my beloved *MotorSport* was to change its livery meant that I waited for my October issue with trepidation. I needn't have worried. Like many cars do, it looked better in the flesh than in the illustration.

But I have to confess, my faculty for dispassionate analysis was perhaps diminished by your wisdom in featuring surely the most brutally elegant, or elegantly brutal, car of all time on the cover. A car I had the fortune to compete in for three seasons: the glorious GT40. And you cheated by swamping my senses with photos of at least one GT40 or replica on 22 pages. Final judgement must therefore be withheld until I am forced to see the cover GT40-less.

Interestingly, the lines of my old acquaintance Jackie Oliver, who appeared in your GT/GT40 feature, also seem to be withstanding the passage of time and changing fashions equally as well as the GT40s we used to drive – which brings me to a criticism.

Back in their, and my, Formula Three days, Howden Ganley and Tim Schenken were on their way up toward F1 drives and onward to their Tiga association. I feel that their successes might have qualified them to be squeezed somewhere into your feature concerning the '50 Greatest Partnerships'.

Brian Jordan, Somerset



October's back-to-back between original Ford GT40 and new, retro GT brought back memories for former owner/racer Brian Jordan

FAULT-FINDING

Sir, Damn! I picked up my copy of the 'new and improved' *MotorSport* yesterday and ran my critical eye over it, looking for something that I could nail you to the mast with; a glaring cock-up perhaps, or a new layout that doesn't flow.

But I couldn't fault it (apart from the very dodgy photo of the Editor).

You have done a terrific job with the redesign.

Alan Gow, Cobham, Surrey

JUDGING THE BOOK...

Sir, First, the inside of the new-look *MotorSport*: the look is fine, as is the mix of articles. Indeed, the increased space for historic racing is welcome.

However, the cover – no! You say that you were forced into it; by whom? You say it's to make it stand out on the shelves. I've got news for you... it doesn't! The new cover merges into the rest on the shelves, whereas the old green stood out. So whoever forced you into it does not know their covers from their tag lines.

Oh yes, please also answer me this: why have you done this in the October issue and not waited for the start of a new volume? Those of us who have the magazine bound now have a totally ruined volume.

Simon Fenwick, Fleet, Hampshire

UNSTUFFED

Sir, I have just received my copy of *MotorSport* magazine and would like to congratulate you on its improved appearance and layout. The old magazine had a classic look and a feeling of pedigree, but was a bit stuffy and dull. The new magazine encompasses the best of the old with inspiration from newer magazines.

A big improvement.

Well done!

Mark Blanchard, Linley

FRENCH CORRECTION

Sir, I'm sure you are inundated with feedback on the relaunch.

I'd like to stress that I have been, and will continue to be, a loyal reader and that I'm not another ageing ultra-conservative. Indeed, I learned to read courtesy of the title in the early 1970s.

However, I feel that there still remains considerable work to do. As a professional in the media business, I question your logic of moving to what appears to be a very 'me-too' cover layout – I tend to believe that page two of the October 2004 issue would actually be more arresting on-shelf than page one. And there's a real weakness in the Art Direction; the font choices and mixes, and the cropping and layout of many of the photographs is confusing. Even my 11-year-old son agrees, so it's not just the middle-aged.

Despite this tirade, I wish you success. Just tidy it up!

Julian Smallwood, Paris, France

SPORT BEFORE CASH

Sir, I read your final *Modern Times* in the September issue with mixed emotions. Simon Taylor and I are of a similar age, and probably saw our first motor race at round about the same time.

In Simon's days at the helm of *Autosport*, I was one of the many who supplied reports and photos of the club scene of 1969-71. Via links with the *Birmingham Post*, I got passes to two British GPs, and loved every moment of them

Weekends were hectic, and then I went back to an office job till the next weekend. Then the young lady who'd accompanied me, from Croft to Snetterton via Lydden, became my wife. Home and family followed and I stopped attending events.

In 1995, as a special 50th birthday present, my family bought tickets for the British GP. The event was a huge disappointment. Then, via a curious sequence of events, I found myself back at Shelsley Walsh where I rediscovered, as Simon put it, "Events where the sport is more important than the business".

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Star letter



Silverstone was packed in 2004. Sadly, it may be silent in 2005

HEART OF 'STONE

SIR, It must have come as no surprise to regular readers that Bernie Ecclestone has finally called time on the British GP. He has been looking for an excuse to do it for years with his annual demands on the circuit until, finally, he has broken its bank. We now have a situation where 100,000 spectators pay exorbitant amounts to view occasional flashes of giant-rollerskate advertising hoardings as they go by, yet the track can't make a profit, or possibly not even break even.

At the heart of this, of course, is the fact that Mr Ecclestone doesn't care about motorsport. He doesn't care whether anyone turns up at a grand prix as long as the TV rights roll in. Those who granted him a 100-year franchise may live to see the heart of the sport disappear before their eyes.

I must confess, however, that the demise of the GP doesn't actually break my heart. As a spectacle, I view it as marginally better than watching paint dry. With the never-ending chatter about one-stop or two-stop strategies and who has the best computer programmer, I have even stopped watching it on TV.

My real concern is what happens to Silverstone now? For the best part of 20 years, I've attended club, vintage and classic meetings, and love the atmosphere of 'serious fun' with lots of folk using, in many cases, their own money to give the rest of us the sights and sounds of fabulous cars of past and present. These people and machines are the heart of motorsport, and Silverstone is at the heart of it all. Club meetings like these are the breeding ground for GP drivers of the future.

I can only hope that the money-grabbers haven't done, or won't do, too much damage to all of this.
Brian Wylie, Bicester, Oxon

More recently, I had the chance to go trackside once again. I revisited circuits I hadn't been to for 30 years: Cadwell, still wonderful and laid-back; Silverstone, full of fences and locked gates; Brands Hatch, still a little bit officious; Oulton, still great and a welcoming press office.

Sadly, I wasn't impressed with the preponderance of one-make races. Call me old-fashioned, but I like variety in a race. And that clinched it: from now on it will be places like Shelsley for me.

During the mid-'50s, a Lagonda-owning friend of my father came to visit. I recall talking to him about racing. He was, "Not interested any longer. Not what it used to be." As a child, I couldn't understand what he meant. But now, of course I'm of the same mind.
Mike Dodman, Bromsgrove, Worcs

JOLLY GOOD FELLOWS

Sir, Your article on the '50 Greatest Partnerships' (October 2004) will certainly spark a few letters.

I agree with the majority of duos and trios on your list, but I think your panel of experts failed to shine the spotlight on one of the most formidable partnerships currently competing in production-based sportscar racing: Ron Fellows and Johnny O'Connell, the drivers from the works Chevrolet Corvette C5-R programme that tackles the GTS class at Le Mans and in the American Le Mans Series.

During their first race together, the 2001 Daytona 24 Hours, they marched to victory. Since then they have won 23 out of 40 races, against tough opposition: factory Vipers, Prodrive Ferraris and Saleens, and have also taken three ALMS drivers' titles in three years.

They were, surely, deserving of a place on your list.
Reilly Brennan, Michigan, USA

Jenks on...

New circuits, 1976

While we're all aware that we live in an ever-changing world, knowing that if it didn't change it would stagnate, there are many of us who resist change for change's sake and do not always agree that 'new is better'.

This came home to me while having a drink with a man from the world of big business before the French GP at Paul Ricard. He was making his first visit to a big race and was expressing his admiration of the facilities - the pits, paddock, hospitality suites and air-conditioned press room with its view overlooking the start from a glass-fronted stand.

While agreeing that it was all magnificent stuff, we had to point out that the circuit was dull, no comparison in driving spectacle to Clermont-Ferrand, Rouen or Reims, none of which our friend knew anything about. When we said we would rather sit in a fly-infested, tatty old grandstand and watch two cars battle it out past the Reims pits, waiting to see which would give way as they went under the Dunlop Bridge, or battle through undergrowth at Rouen to get a glimpse of a car going down the swerves after the pits, or climb the hills of the Auvergne to watch cars at Clermont-Ferrand, he realised there could be more to visiting a race than having a drink in a suite. But we pointed out that we were old-fashioned and selfish, for drivers have been killed at all of these and nobody will ever get killed at Paul Ricard, so the new home for the French GP has the support of the drivers. Also, the mechanics have a nicer time working in the permanent pits instead of grovelling about in the dust. After all, there are only 26 people on the track, so why should the circuit be important? It's the facilities for the 2600 people involved in keeping the 'circus' going that needs to be given priority, or have I got my values crossed up? - Yours DSJ

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Ferraris lead start of the 1976 French GP

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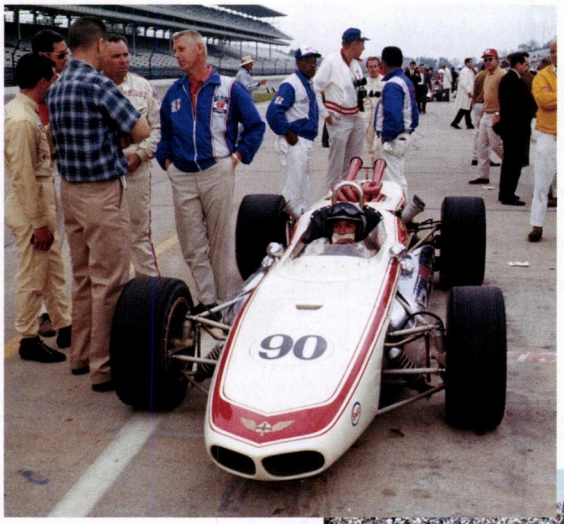
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You were there...

This month our series of photos taken by you come from Indy, Silverstone and the Nürburgring



Pedro Rodriguez failed to qualify at Indy in '67. Note Andretti on left

Dave Wilhoit has lived in the Indianapolis area all his life, and fell in love with racing aged seven when his father took him to the Indianapolis Motor Speedway in 1947. Dave has done some club racing himself, but it was the IMS that really held his attention, as these photos show.

"I spent a lot of time at the track," he says, "taking in practice, the time trials and the race every year all the way back to 1963. This was the era of the rear-engine revolution, and it was difficult for some to see the magnificent and now archaic roadsters phased out. But the fans were supportive of the foreign contingent of Clark, Stewart and Hill. After all, they were colourful and were truly appreciated." Wilhoit also snapped A J Foyt getting ready to qualify for the Hoosier 100 race at Indiana State Fairground: "He was a helluva driver, but to see him handle a dirt car on a mile track was to watch a driver who was incomparable. Whether it was a stock car, sprint car or the big Champ Cars, he was a true master."

Le Roy Yarborough looks pensive in the lovely Lotus turbine in 1968

Jochen Rindt qualified this Brabham-Repco mid-grid in 1968





Rookie Billy Vukovich with car owner J C Agajanian in 1968





Mario Andretti put the Mecom Lola on pole in 1966 - his second Indy

AJ Foyt about to qualify a dirt car for the Hoosier 100 event



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You were there...

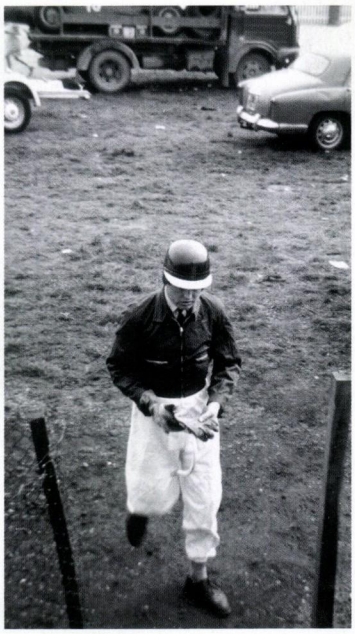


Above: Carlo Chiti and Romolo Tavoni debate the Dino's handling

Roger Fowler may have a claim on this feature, as he suggested something along these lines to a previous editor. His offerings come from May 1958, at Silverstone's Daily Express Trophy. As a 12-year-old, Roger was standing above the pits when his father pointed out Mike Hawthorn approaching. Roger grabbed the shot on the right with his Brownie camera. Hawthorn was driving a 3-litre Ferrari 246 Dino - quick, but quite a handful on bends - in the sportscar race. Mike pulled no punches in his description of the car as the 'Bastarda', causing the team much concern as they attempted to sort it out. Hawthorn finished third.



Left: The bonnet is strapped down on Hawthorn's car before its run



Right: Hawthorn dons his gloves ready for his practice stint



John Surtees warms up his Lola T70 Spider, 1967 Guards Trophy



Below: Lotus and winning Alpine head off in 'Ring 500Km of 1967

Keith Cundell has been involved in motorsport since 1965, with Downton Engineering, then Gordon Spice, and latterly with his own spares company. But he has always loved sportscar racing. In the 1960s he travelled all over Europe running an ex-works Austin-Healey Sprite. Luckily, he also took his camera. In the 1967 500Km at Nürburgring, the car, driven by Mike Pigneguy and Mick Cave, was leading its class when a halfshaft broke. "They carried a spare," recalls Keith, "so Mike changed it on the straight, with Chaparrals flying by!"

Keith snapped the Ford F3L at a very wet Spa for the 1968 1000Km: "The spray was so bad that a Porsche driver told me he just followed the gap in the trees!"



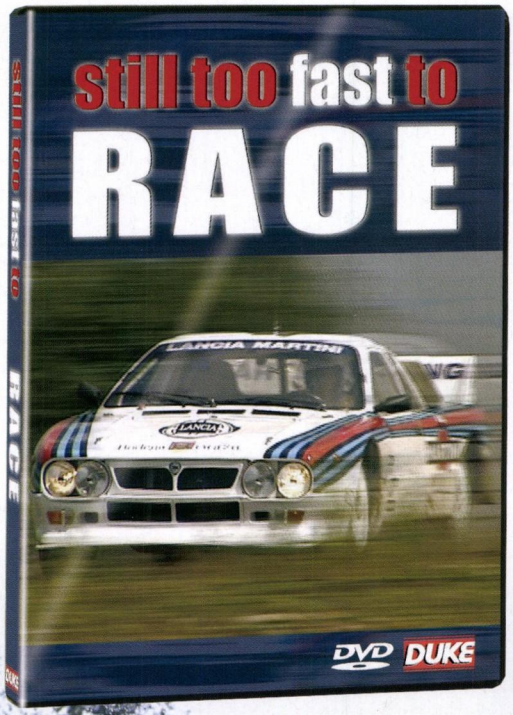
Above: Sprite rounds Adenau, before it broke a halfshaft



Left: Mann team unload F3L at Spa, just a week after Chris Irwin's crash

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In the hot seat

Le Mans was just another race to **Roy Salvadori**. Blessed with the **fastest name** this side of the Channel, this true Brit loves Goodwood, but says that **Ferrari** is in his **blood**...

Were you using the same settings as John Surtees in the Yeoman Credit Coopers during 1961?
Eric Perrin, Geneva, Switzerland
I wanted to stay on the factory settings. John had a lightweight car and played about with his, but I can't remember if it was better or worse. We weren't as quick as the works cars, but they had the great advantage of having Jack Brabham; he knew them so well. In those days there wasn't too much you could do with the car, apart from the obvious things like tyre pressures. We were running on Dunlops and the engines were all dealt with by Coventry Climax. It was down to the drivers.

Did you actually say "Give me Goodwood on a summer's day and you can keep the rest"?
Ross Ainscow, Anglesey
Definitely me, but the last bit has been cut off: "You can keep the rest of the world". It was my favourite circuit, first of all because it was only 40 minutes from Esher and Kingston where I lived and worked. You had better weather there. You were in a good mood all the time. Silverstone was never as pleasant; the circuit was always dull. When I made a comparison with any circuit, Goodwood always came up trumps. You see what it is today with the Revival, which is amazing.



both LAT

Le Mans 1959: Salvadori's Aston DBR1 chases an Ecurie D-type on his way to victory

Do you consider your Le Mans win as your greatest motorsporting achievement?
Ian Cowieson, Edinburgh
No. I never liked Le Mans particularly. It was lovely being there for a week; it was a holiday. But I can't say much for the race: damn dangerous, long and tiring. You've got to be a bit of a nutter to like it. But it had tremendous prestige. Carroll Shelby told me that winning at Le Mans helped him enormously in America, but nothing much changed for me.

My best drive was at Monza 1963, in the three-hour GT race before the grand prix. I beat the GTOs for the first time with the Aston Project car, my last race for the works.

Le Mans was just another race.

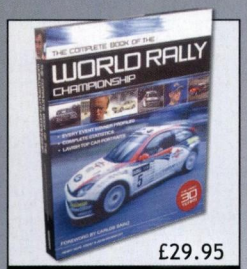
People label you as an 'airfield track' driver. Is that fair?
K Moore, Bedford
Yes and no. I couldn't have been so bad because I seemed to do very well at Le Mans, Crystal Palace, Oulton Park, Aintree, Monza, and Brands Hatch. But if you asked me if I preferred to race at an aerodrome track or Pescara, there is no question – you couldn't pay me enough to go to Pescara again. Or Dundrod. But then again I thought Spa and the Nürburgring were marvellous.

If BRM had built the V12 in 1966 might Cooper have ditched Maserati before 1968?
Nigel Urwin, London
Difficult question. Mario Tozzi-Condivi had an extraordinarily good deal with Maserati: we borrowed the engines and they maintained them; the BRMs were quite expensive. At that stage they had said they were going to build an engine, but we knew it was quite a long way off.

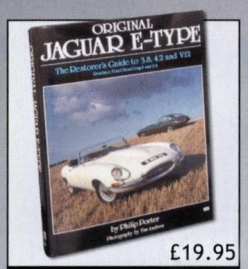
How bad were your hand and face burns from the Aston Martin Goodwood refuelling fire of 1959?
Michael Cox, Evesham
Much worse than I thought at the time. They flared up the next day. I went to my local hospital and they treated them very gently and very well. They had a new form of bandage that didn't stick to the skin, so they wound me up like the invisible man. It looked like I was going to be okay for Monza in the F1 Aston a fortnight later. But just before that I visited a clinic in Switzerland. They ripped the bandages off – they couldn't have been rougher – the burns started to fester and I was in big trouble at Monza; it does not help when you get brake dust in the wounds. But you just got on with it then. It was an inconvenience.



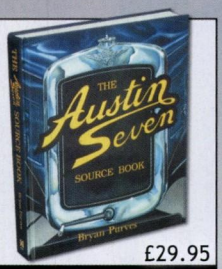
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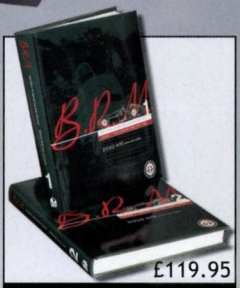
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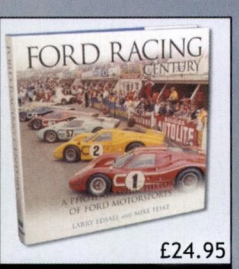
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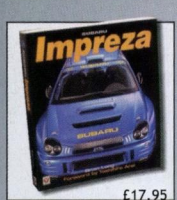
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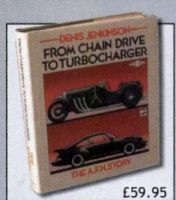
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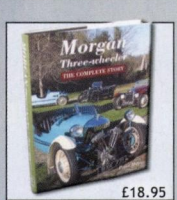
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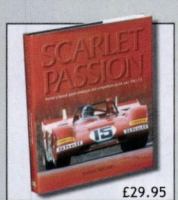
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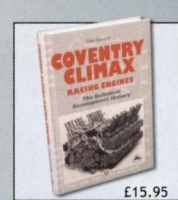
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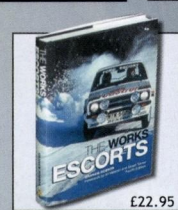
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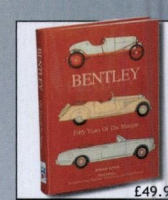
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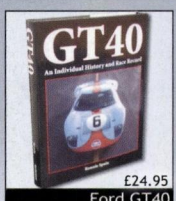
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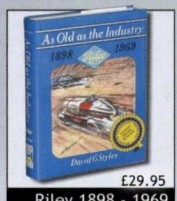
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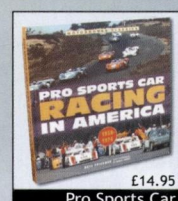
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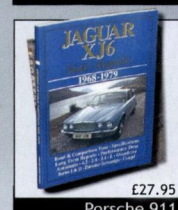
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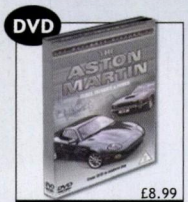
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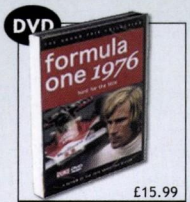
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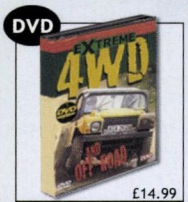
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How did managing Cooper compare to being a driver?
Alan Davidson, Dundee
Not for me, being a team manager; you get all the aggravation from drivers, and all the worry. I didn't mind making decisions for myself, but when you do it for other people it is a different thing. For example, at Spa, when the cars were flying off the circuit because it was flooded – should we pull in the cars? I didn't want that responsibility. And in Mexico, the last GP, we had the Cooper-Maseratis in a good position. But Jo Siffert in a private Rob Walker version suffered a steering breakage. Then Jochen Rindt had trouble with his steering. And we had our last car, John Surtees's, in the lead. We knew that if we pulled John in he wouldn't like it one bit. What do you do? Not the sort of job I'd want for any length of time.

Do you think having a 'fast-sounding' name was a bonus?
Alex Goodchild, Hampton Wick
I think on balance it was. I used to get extremely good starting money, mainly in England. Mind you, I'm as much of a Brit as anyone. My mother, whose maiden name was Ferrari, came from Tuscany. But I was born and schooled in England

How did you rate Aston Martin's Project cars?
Alan Collier, Aylesbury
Very quick. Heavy to drive, with no power assistance to the brakes – but I loved that because I hated the system on the Jaguar C-type. It was a luxury to compete in a lightweight E-type or GTO – even a Cobra was lighter to drive. But the Aston had the edge on road-holding, and also had wonderful brakes. A good race car – but not the easiest.

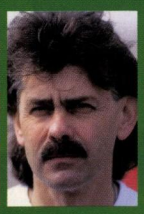
Seven retirements and one DNS: just how bad was your '62 F1 season?
Dave George, West Chester, USA
By that time I was thinking about getting out of F1. I wanted more time with my businesses. But Reg [Parnell at Yeoman Credit] said I should do another year and offered me a deal with the Lola, which was new. John Surtees did all the testing; there was a shortage of engines and Coventry Climax could not maintain them – we weren't a works team, remember – and they needed rebuilding for each GP. The arrangement was that I would have the last race engine from John, so it was not in the best condition; it had already lost its edge. But I am not complaining, I knew the deal from the start. And John was certainly driving faster than me at the time. I got paid adequately and I have no beef at all about it.

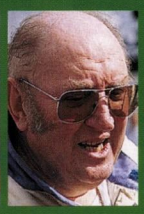
Why did you fail to qualify the BRM P25 for the 1957 Monaco GP?
Richard Holmes, Wheathampsted
There was trouble with the brakes, even before I arrived. My deal with BRM was on the understanding that Lockheed would be responsible for the brakes, but the team had a terrible reputation for modifying things. The only two occasions I drove for them was at Goodwood and Monte Carlo. On both occasions the brakes jammed on. After Goodwood they said it was sorted, so at Monaco I thought the engine had seized – but it was the brakes again. I thought, 'I've had enough.' I paid them back some money, which I shouldn't have done I suppose, and bought myself out of the contract. The real hero for my money was Ron Flockhart. He put up with a lot.

How come you never drove for an overseas team?
John Blundell, London
I did. Carroll Shelby and I drove for Maserati at Sebring. It was a disaster. I can't tell you how disorganised it was. They got the regulations mixed up and called us in after 18 laps when it was clearly stated you couldn't refuel until after 20. The better deals were in England, although I did drive for Briggs Cunningham a couple of times and that worked out very well. M

Coming up...


MARTIN BRUNDLE


GORDON MURRAY


GERRY MARSHALL

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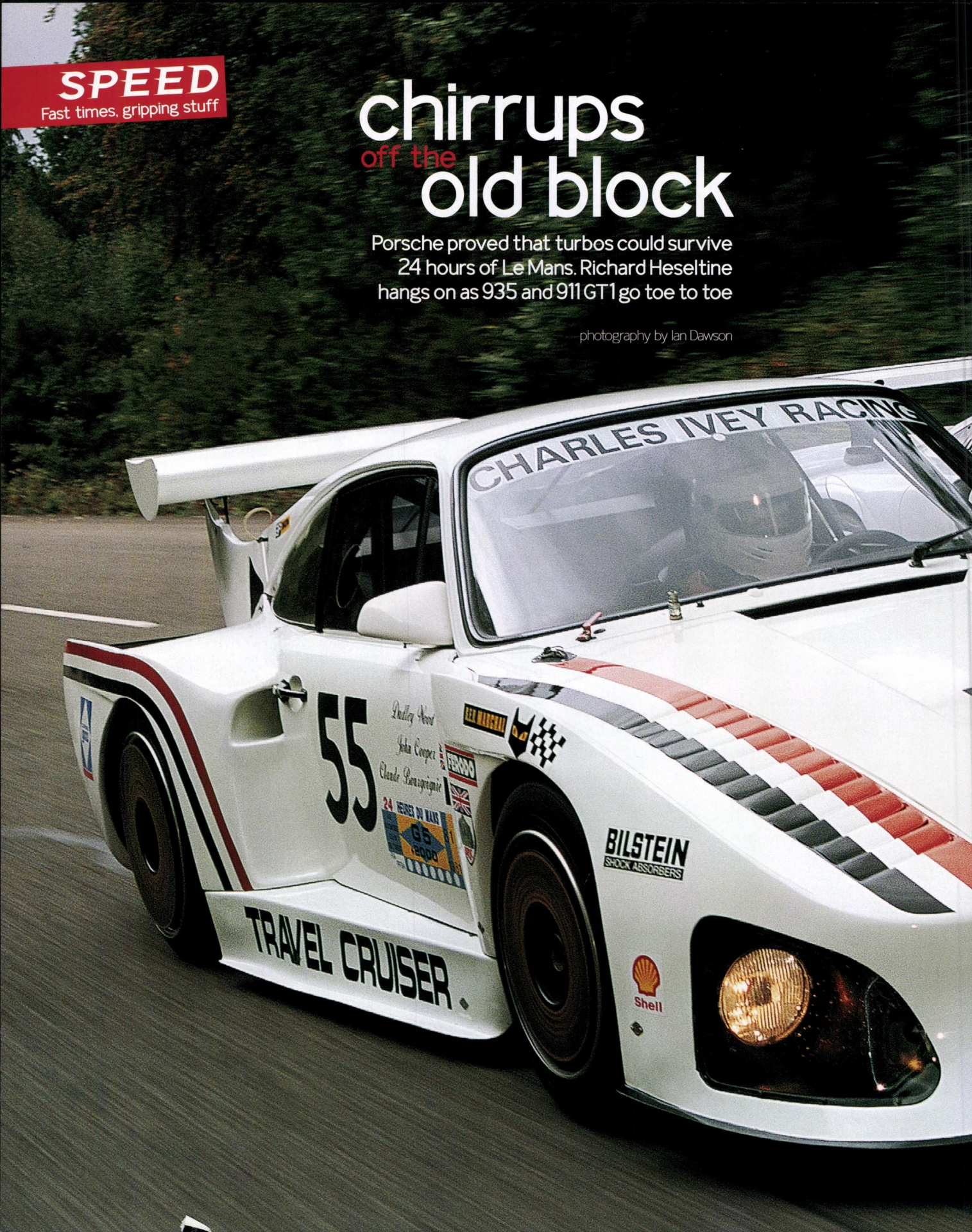
Giuseppe Farina: the first world champion
When Trans-Am was bigger than NASCAR
The bit of the Nürburgring everyone forgets

ISSUE ON SALE NOV 19

chirrups off the old block

Porsche proved that turbos could survive 24 hours of Le Mans. Richard Heseltine hangs on as 935 and 911 GT1 go toe to toe

photography by Ian Dawson




55
TRAVEL CRUISER
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You probably wouldn't pay much attention in the normal run of events. A few droplets arch their way up the windscreen, no need yet to call on the wipers. It's only light drizzle. But this is a Porsche 935 K3. It produces, if the stats are to be believed, somewhere in the region of 750bhp. As former team entrant Charles Ivey helpfully comments shortly before the off: "With that much power and no differential, these things understeer like you wouldn't believe on a greasy track. When we were running 935s, they could be a real handful in the wet. Too much right foot and you'd be off into the trees." One thing Chobham doesn't lack is trees. As drizzle streams into rivulets, rain stops play. For now.

Monstrous is probably the right word. Indomitable is another. With the 935, Porsche conquered the World Championship of Makes. And IMSA. And Le Mans. Yet the bewinged Porsche isn't deemed a copper-bottomed classic racing car, probably due to its road-car origins. Thing is, this is no 911. Oh no.

At the end of the mighty 917 era, Porsche's competition department turned to the 911 as the weapon of choice. With useful experience of forced induction with its Can-Am programme, it was only a matter of time before a turbocharged 911 would spearhead a Weissach attack on Le Mans. Running in the prototype class, a 2.14-litre (factored by 1.4 it equated to a normally aspirated 3-litre) variation on the theme, the largely glassfibre-bodied RSR Turbo Carrera proved far more successful than anyone could have envisaged: Herbert Müller and Gijs van Lennep took second place in 1974 behind the winning Matra.

With the production 911 Turbo (Type 930) announced later that year, this toe-in-the-water approach led to total immersion for 1976. Belated regulations from the FIA called for three classes in the World Championship of Makes, namely Group 3 for production GT cars, Group 4 for limited-production models, and Group 5 for heavily modified 'silhouette' cars. The 934 slotted neatly into the middle one. Essentially a lightened and beefed-up road car fitted with a much larger KKK turbo, privateers flocked to the new edition; but project leader Norbert Singer had bigger fish to fry. Enter the Group 5 935.





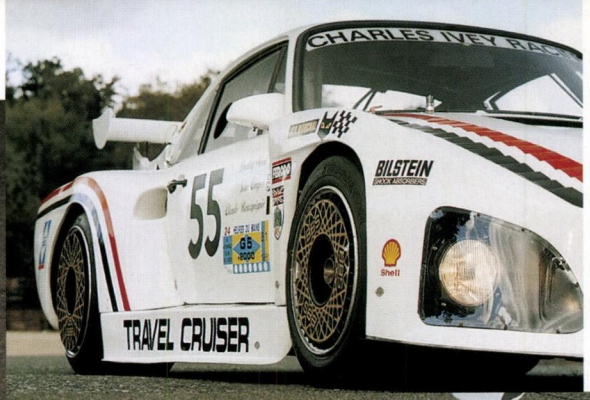
Above and right: Wide-body 935 and GT1 share common styling cues; the older car's panels can be released in seconds on Dzus fasteners, while the GT1's entire rear end is bolted down. Below: Day at the office. 935's cabin is ultra-stark but base 911 architecture is obvious. Ventilation not a strong suit

Beginning with a standard steel bodyshell and floorpan, stiffened with additional braces in line with the 934, much of the outer metal was replaced with glassfibre. Only the roof was still made of steel. The rules allowed free interpretation of bodywork and Porsche's engineers did just that. The front end was detachable in two pieces for access to the fuel and oil tanks. At the rear, the intercooler for the fuel-injected, KKK-turbocharged 2865cc flat six was installed within a box-like cowling which supported the rear wing. Underneath all the add-ons, the 911 Turbo's cast rear swing arms picked up at the ball-joint front mountings, the front end suspended by tubular wishbones, with rising-rate titanium coil springs all-round. Brakes, thick, drilled and ventilated discs clamped by aluminium four-piston callipers, were borrowed from the 917.

For the opening round of the '76 WCM, Jacky Ickx and Jochen Mass stormed Mugello to win first time









Main shot: Two takes on 911-type Le Mans winners. Above right: 935's GRP wheel trims aid brake cooling. Right: Outer skin of GT1 is carbon fibre

out. There followed another win at Vallelunga, after which time the rule-makers insisted that Porsche replace the air-to-air intercooler with a more compact water-cooled version. It didn't stop the 935 from winning, with only BMW's 3.5-litre CSL giving any cause for concern. But not for long, as the 'Batmobile' BMWs were withdrawn at the end of the season and '77 proved to be a Porsche jamboree with the 935 (now boasting twin turbos) winning every round. By the following year,

'The 935 stayed relevant right up to Sebring '84'

works development resulted in what was essentially a fully spaceframed car. That would be the end of major factory involvement, as its thoughts turned to Champ Cars. It was left to a selection of privateer teams to continue progress, the enduring 935 retaining its relevance into the mid-1980s, its last major victory being the '84 Sebring 12 Hours.

With the emergence of Group C in1982, Porsche dominated with the 956 and 962, but this wasn't the end of 911-derived endurance racers. The 961 which ran at Le Mans in 1986 and '87 proved a flop, but the emergence of GT racing in 1994 (and Le Mans eligibility from '93) marked the start of the GT1 project. Having won controversially at Le Mans in 1994 with the Dauer 962 – a purpose-built racer turned into a road car and then back again as a purported GT – Porsche devised this new strain to reworded rules that required racers be derived from a production model.

Once again a regular bodyshell served as the basis. The main structure was made of steel, the entire front floorpan fore of the bulkhead being standard 911. Carbon fibre featured extensively for the heavily sculptured front and rear body sections, with double wishbones and coil suspension at either end (with F1-style pushrods at the rear). A sizeable cast bellhousing acted as location for the rear suspension, new six-speed 'box and mid-mounted 3.2-litre water-cooled six with twin KKK turbos and twin intercoolers

At the model's maiden outing at Le Mans in 1996, the works GT1s dominated their class, ending up second and third overall. Ironically, they were kept off the top spot by a TWR-developed WSC-95 prototype that had resided in Porsche's museum, presumably never to race, until Reinhold Joest dusted it off. Nonetheless, to charges of sandbagging, the GT1 proved its worth elsewhere, Hans Stuck and Thierry

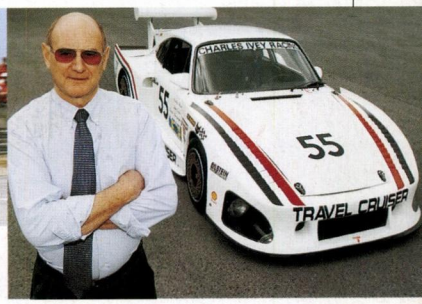
Ivey's league - 935 privateer

"I haven't seen the old girl in - must be 22 years," says a clearly elated Charles Ivey. "I have a lot of good memories about this car." Not surprising as it gave him his best result as an entrant at international level: that first in class at Le Mans in '81. "Dudley Wood bought the 935 from the Kremer brothers in late '79, I think it was, and we ran at Le Mans the following year with Dudley sharing the car with John Cooper and Pete Lovett. Sadly, we had engine problems so didn't finish the race. We then did the Brand Hatch 1000Km and managed fifth overall (second in class). This was a period when a privateer could run up against the bigger teams and stand a chance of being in a decent position at the end. The great thing about the 935 was that it was quick and bulletproof - most of the time."

Then Le Mans came around again. Things didn't get off to a particularly good start as the original application by Ivey Engineering was rejected by the ACO: the K3 was officially entered by Belgian tin-top driver Claude Bourgoignie. "We had a good run to fourth, and at one point we were on for third but lost time during the night [thanks to flickering headlights]. To finish that high up among all those big teams was really special. It all got a bit emotional at the end, I must admit. Even now I start welling up just thinking about it, which is not like me at all!"

Further successes at the Brands Hatch 1000Km (fourth overall, second in class) and Mugello (second at the flag and class honours) rounded off an impressive season. Ivey followed it with a further Group 5 win at La Sarthe the next year with a different K3, with Cooper, Bourgoignie and Paul Smith.





Above: Ivey-run 935 K3 took fourth overall and first in class at Le Mans '81. Right: Ivey and racer happily reunited

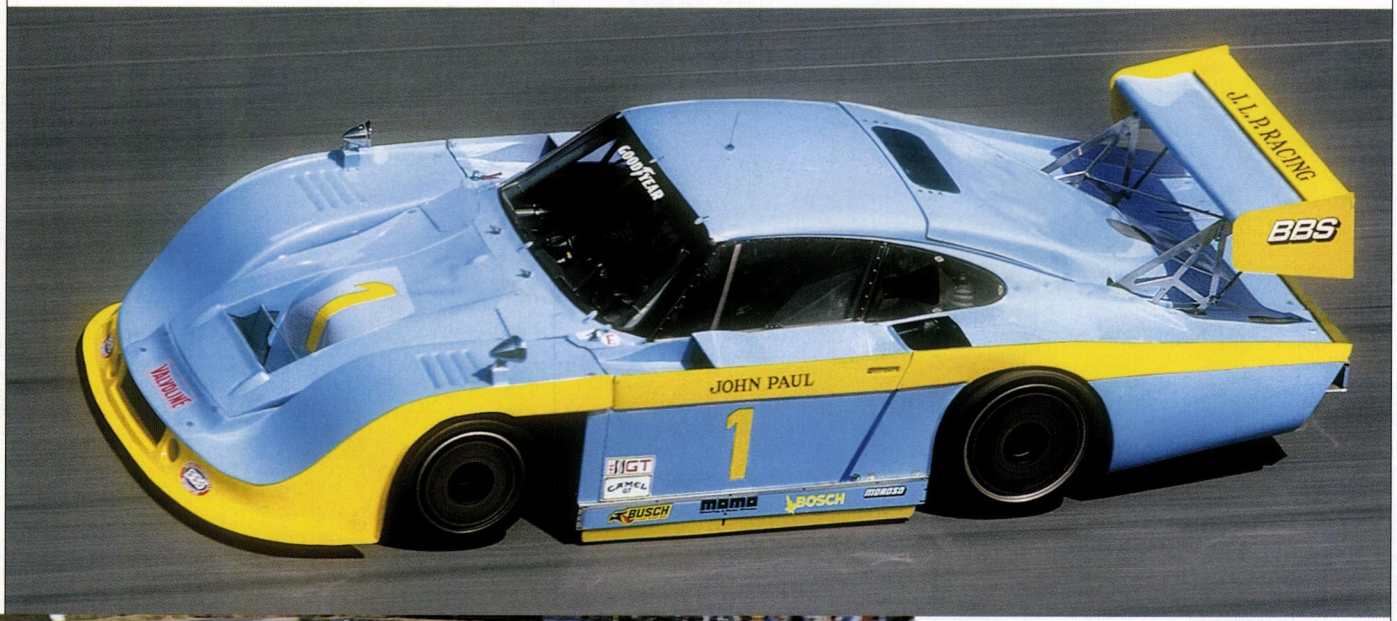
LAT

Porsches in extremis - the 935 specials

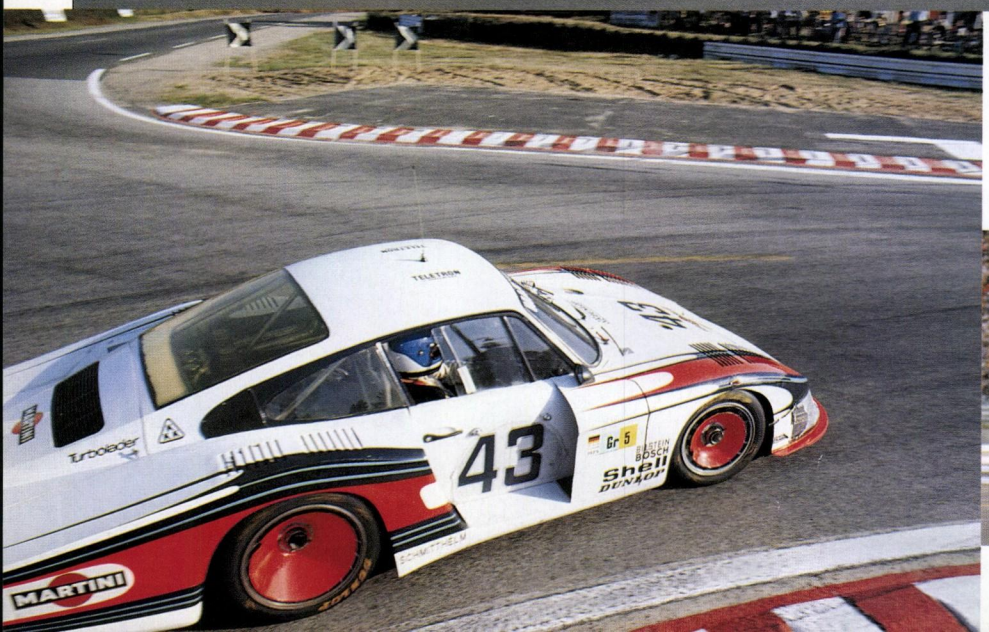
As is often the case in Porsche lore, the 935 spawned numerous iterations, some ushered in by the factory, the bulk of them by privateer teams after Weissach lost interest. Of the former, perhaps the most bizarre was the one-off 'Baby' built by Porsche simply because it could. In 1977, the 935 steamroller ensured a clean sweep in the World Championship of Makes, the same being true of the German National Championship. A lack of credible rivals tarnished Porsche's success to some degree with the only real inter-marque competition being in the up-to-2-litre class. On learning that a round at the Norisring in early June of that year was to be televised, but only for the lower category, Porsche boss Dr Ernst Fuhrmann requested a 935 with a much smaller bore and stroke be built. In just eight weeks. With 370bhp 1.42-litre turbo power, it made the grid but didn't win. Intolerable cockpit heat caused Jacky Ickx to retire the car before he collapsed. At the following round at Hockenheim, Baby won by more than half a lap and never raced again. Job done.

Rather more extreme was the fabulous 935/78, better known as Moby Dick due to its whale-like proportions. With a lowered roofline (by 75mm), spaceframing of the chassis/roll cage and aero tweaks, this remarkable device was supposedly capable of 227mph. Even so, it would only race four times. First time out at the Silverstone 6 Hours in May '78, Ickx and Jochen Mass won by seven laps, but the car retired at Vallelunga and the Norisring, and could manage only eighth overall at Le Mans after numerous problems. That wasn't altogether the end of the project, as blueprints were given to Joest and Kremer from which to build replicas. The former built two cars, one being driven by John Fitzpatrick and David Hobbs to fourth overall and IMSA GTX class honours at Le Mans in '82 with a 2.6-litre engine, the other raced in Germany by Mass and subsequently sold to Gianpiero Moretti for use in IMSA events.

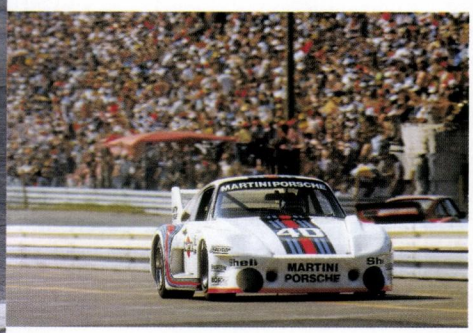
And it was IMSA that led to some of the most radical variations, many of which had never been anywhere near Germany. Tube-framed variations from Andial and Bob Akin's monocoque pushed the envelope, but of the many 935-based 'specials' the most bizarre were those run by the infamous John Paul and superfast son Paul Jr, who notched up the '82 Camel GT title and Camel GT Endurance Championship (with a few races in a Lola T600). Most extreme was the ground-effect JLP-4 designed by Lee Dykstra and built by Fabcar, the only body parts borrowed from the donor Porsche being the windscreen pillars, door frames and part of the roof. It won first time out at Brainerd in August '82 and followed with another win in Portland a month later, only to be crashed during its fourth race. After two post-rebuild runs, it became a museum exhibit.



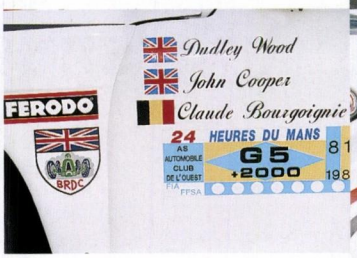
Hal Crocker, LAT, Porsche Archive



Above: Ultra-radical JLP-4 was penned by serial designer Lee Dykstra and built by Fabcar for John Paul. With ground effects, it was among the fastest of all 935s. Left: Dubbed Moby Dick, the 935/78 raced only four times but won on its debut at Silverstone by seven laps. It spawned several imitators, some by Joest. Below: Remarkable 1.4-litre 'Baby' 935 was built to be TV-friendly. It raced twice and won once





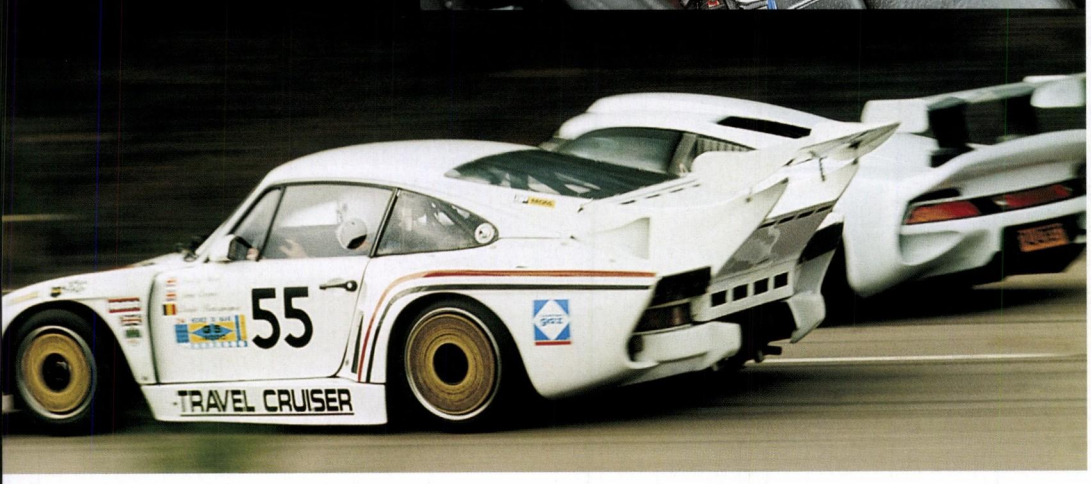




Clockwise from above: 935's cabin not built for comfort - second lever is for rear anti-roll bar, hard to soft; trio that landed Le Mans class win; preposterous rear wing unique to K3; unlike old car, GT1's stylised mirrors actually serve a purpose; vents ahead of K3's rear wheels pump air to intercoolers; drag race: there's little in it, although GT1 is slower overall; an early test mule, this GT1 was retro-fitted as road car









Boutsen taking a convincing win at Brands Hatch later that year. So convincing that the Porsche had its wings clipped for 1997, the FIA requiring (if only for a few races) smaller air restrictors on the turbos that cost 50bhp, and the deletion of ABS. These moves hamstrung the GT1, now in Evo trim with longer front and rear bodywork. Against the revised McLaren F1 GTR and the superfast Mercedes-Benz CLK-GTR, it proved hopelessly outclassed. Aside from Allan McNish's ballsy drive at Laguna Seca, which was affected by a botched pitstop, there were very few high points. Le Mans glory also proved lacking when Bob Wollek put the leading GT1 into the wall after spinning at the Porsche Curves.

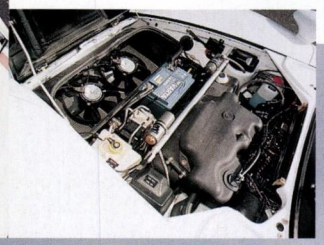
For the following season Porsche regrouped and, with outside help from CTS, the Huntingdon-based composites company, produced the GT1-98. Six carbon-fibre monocoques were made for two complete cars, the new design being 207mm longer with its 996-style bodywork. Not that it made the GT1-98 any more competitive in the European sprint races – it didn't win any – but the Porsche came good down the long Mulsanne Straight. Thanks to a double night time stint by McNish to retain its (then) slender lead, rivals were vanquished and the sister car came home second. At the end of the year, the project was ended to make way for a bespoke V10-powered sports-racer. We're still waiting for it.

The rain has stopped. Against a backdrop of pepper-marked asphalt the two Porsches sit silently with an air of belligerence. The family resemblance is obvious, the silhouettes bearing at least some similarity to a road car that first aired as far back as 1963, but which has been pushed and pulled, tweaked and honed with haphazard elan. 'Our' 935 is more radical than most. It's a K3, which in Porsche-speak means Kremer. After Porsche toned down its involvement in developing the model, the K3 became the dominant force and the fruit of a development programme stretching back to '76. Most, but not all mods, are obvious. A 'roll cage' begins at the front suspension pick-up points and ends at the rear suspension, creating, in effect, a spaceframe. Then there's the preposterously big rear wing and revised ducting with air-to-air intercoolers sited just ahead of the rear wheels.

Chassis number 930 890 0022 ran twice at Le Mans as a Kremer entry but found form in the hands of Dudley Wood who bought it in late 1979. Prepared by Charles Ivey's equipe, the car romped home to fourth overall and first in class at Le Mans in 1981. It was bought subsequently by Barry Robinson, who entered it in Thundersports events before it went to John Goaté, who ran it in the Porsche Modified Championship. Its current owner Nick Mason has since reinstated the car's early-1980s livery.

No such racing pedigree for the





Clockwise from right: K3's turbos help provide 750 bhp with boost at 1.4; bellhousing on GT1 locates mounts for flat six, 'box and suspension





GT1. It's one of two pre-production prototypes built in 1996 (as opposed to the 20 street-legal cars made subsequently to appease homologation requirements). After being flogged around test tracks and acting as a testbed, it was rebuilt at the factory as a road car and later used as a press demonstrator. It was finally sold by Porsche in 2000 to an anonymous collector. And now it could be yours for £400,000.

Yet while both machines share some common DNA, in reality they couldn't be more different. Having squeezed into the 935 while being very careful not to step on anything glassfibre, and negotiated the roll cage, the 911 ancestry is all too obvious from the dashboard and windscreen pillars so close to the vertical. The gear lever is improbably long, pedals offset towards the centre-line. Try the clutch. Keep trying. God, it's heavy.

Fire up. Splutter, cough, pop, bang. And then back to splutter. It sounds like it's in pain. With its mechanical injection, fuel gushes into the cylinders; and then a minute or so later, the idle evens out to a just about recognisable Porsche backbeat. Just getting the car off the line is an effort. The clutch is either in or out. There's no biting point. Simply pile on the revs and, under advisement, take your foot off the clutch. Lunge. Bunny hop. Lunge. Motion. Geared for 90mph in first (and there are only four cogs), moving into second at about 3000rpm means it gets bogged down. More gas, hit 4200rpm and the turbos start spooling up. One, two, three... acceleration. And lots of it. Not so much the 'pull the pin out and brace yourself' levels of combustion you were expecting but urge of the singularly visceral kind nonetheless. And it sounds glorious once you actually get up to speed, all pent-up fury and ever so slightly abrasive.

Up to speed and coming off the banking, the steering feels not uncomfortably heavy, providing you can keep hold of the wheel. Find a ridge or camber change, then it writhes in your hands: hit a bump and it'll snap your wrists. The gear change is a joy, with a close-coupled, clean, snicking action. More speed.

'Hit 4200rpm and acceleration is of the visceral kind'

Coming into what passes for a challenging sequence, the brakes bite hard and you can feel the nose start to push wide: the rear boots remain clamped to the road. The solid axle, supposedly there to unitise the rear tyres, probably contributes to the sense of the front end washing out at even moderately enthusiastic speeds. After being baited by a trio of black McLaren-Mercedes SLRs, it's time to head back to the paddock. Hop, lunge, blip, lunge, blip. Idle. Off.

Now the GT1. Typically, getting in or out is a feat of physical dexterity thanks to the low roofline and big steel tubes across the door opening. Oh, the luxury: leather, adjustable seats, very 'now' carbon fibre weave (real here, not appliqué as on so many other exotics). The outline of the dash is familiar but that's about where all familiarity stops. Whereas in a standard 911 you can place the car to the nearest millimetre, there's a sense of spatial displacement here, despite the commendably useful mirrors. The cabin is cramped; headroom at a premium, yet the acreage of composite addenda just flows off into the distance.

What strikes you about driving a GT1 is how easy it is to get on with. There's no histrionics, nor hissy fits.

McNish: Le Mans hero on GT1

Unofficially the nicest man in motor racing, Allan McNish's single-seater career had seemingly stalled when he was picked to spearhead Porsche's attack at Le Mans. "I still have a special place in my heart for Porsche," he says without a trace of soundbite triteness. "It was at the end of 1995, beginning of '96 when I got a call asking me if I was available to drive a Supercup car at the Nürburgring. I wasn't but it did lead to a drive in the British GP support race. It wasn't one of my best races: I qualified seventh, I think, and was taken off on the last lap by someone whose name I can't even pronounce let alone spell. But it was through doing that race that Herbert Ampferer [Porsche's motorsport boss] asked me to become involved in the GT1 programme.

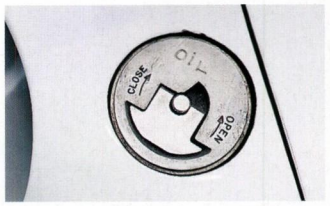
"What you have to remember is that the '96-97 cars were essentially road cars turned into race cars, in the spirit of the regulations. Some other manufacturers took the opposing view, so we were up against purpose-built racers that masqueraded as road cars. In '97 we had come close to winning at Le Mans and, in reality, it outwardly seemed like a flat year as the Merc CLK-GTRs were dominant in the sprint races. The '98 car was very different, more a purpose-built racing car, and our focus was Le Mans. I didn't really appreciate it at the time, but this event is of such great importance to manufacturers that any series you are competing in is just a way of filling in time between visits to Le Mans.

"The amount of effort that went into winning was enormous. At the beginning of '98 we took the previous year's car with the new sequential gearbox to Daytona for the 24-hour race. Not so much to win, more to test for Le Mans. There was great pressure on us to succeed. This was Porsche's 50th anniversary, remember, as well as partner Michelin's centenary. There were guests being flown in in droves, and we had competition from Toyota, Nissan and BMW. I had pre-qualified fastest and was out of my race suit when a Toyota went quicker. I was ordered back out - it wasn't a request - and went fastest again. The race itself wasn't without problems but we finished first and second. You have to hand it to guys like Norbert Singer. Being with him in the pits at Le Mans is like being in his living room: he's so at home. You could say that all we did was obey his instructions, as he and the rest of the guys had such a wealth of experience. Saying that, we followed them well. The overwhelming feeling on crossing the line was of relief. It was only up on the podium that the reality of what Le Mans means really began to sink in: when you're standing there looking over a sea of people, it really does take the breath away."

A pity then that the programme was canned at the end of the year: "We were unlucky not to do better in the shorter races. We had a good run at Laguna Seca and should have won at Suzuka, but I was punted off by Zonta. I signed for three more years but, if anything, I was more disappointed that the V10 LMP car was dropped. In its one and only test, that car was superb."



McNish became a sportscar superstar with Porsche's GT1-98, winning Le Mans in '98



Filler cap that launched myriad copies

Just turn the key and go. Sure, the clutch is stiff but not the cartilage-crushing heft of the 935, and the six-speeder requires more effort than the one in your 911, but it's still a synchromesh transmission.

Despite producing 544bhp, the water-cooled six is unexpectedly tractable, with very little lag. From 4500rpm there's just a gentle shove and whoosh. The sense of speed is deceptive, as the car isn't at all vocal, inside or out, thanks to the large silencers, but its rev-happy nature makes it feel much peakier than the 935's 3.2-litre unit. Exiting a bend, the trick is to power out a little after the apex so that both the turbos are already running at high speed to pull you along the next straight. Cornering levels are off the scale thanks to molten grip, with understeer barely registering.

That said, the car does tend to porpoise over uneven surfaces and the power-assisted steering (for both road and race applications) is highly geared and strangely dead an the straight-ahead. The brakes, big servo-assisted carbon discs with ABS, offer massive levels of retardation, but limited pedal feel makes modulating stopping distances a bit of a lottery: you can scrub off triple digits in a heartbeat whether you want to or not. Maybe it just takes greater familiarity. It's just that, after admittedly less seat time than expected, the GT1 still leaves you strangely unmoved.

Though easier to drive than the 935 (most cars are), the GT1 lacks the synapse-frying drama of the K3. Just being near a 935 is enough to reduce you to a giggling fit. It looks astounding, has interstellar performance and a weight distribution that (almost) defies the laws of physics. Add in victories in blue-chip endurance races and a roll-call of heroes for drivers, and you have one of the most charismatic sports-racing cars of all time. Even if it is just a modified road car. Sort of. M

Thanks to Martin Chisholm for lending the 935, which is for sale (01242 821 600) and Talacrest (01784 439797 or www.talacrest.com) for the GT1

LAT

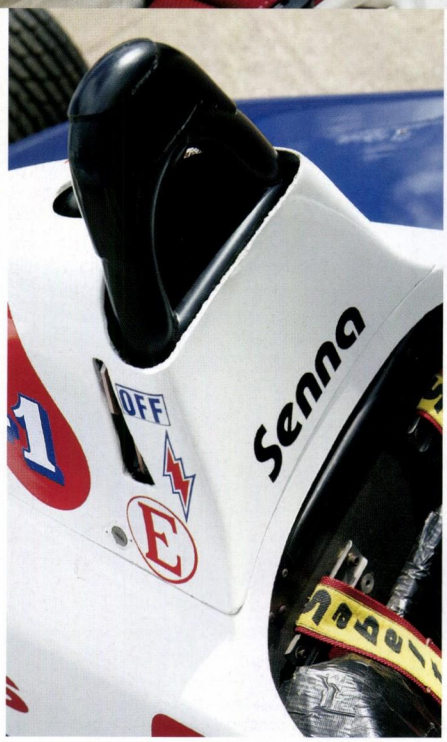
TECH SPECS

	Porsche 935 K3	Porsche 911 GT1
Engine	rear-mounted 3211cc twin KKK-turbocharged air- or liquid-cooled flat six with double gear-driven overhead camshafts per bank; Bosch mechanical fuel injection	mid-mounted 3163cc twin KKK-turbocharged water-cooled flat six with four valves per cylinder; Motronic M5.2 electronic engine management and multi-point sequential fuel injection
Transmission	rear drive, four-speed synchromesh transaxle, single-plate clutch	rear drive, six-speed synchromesh transaxle, triple-plate clutch, variable-lock differential
Max power	750bhp @ 8200rpm (@ 1.5 bar boost)	544bhp @ 7000rpm
Construction	steel centre cabin rivetted to structural aluminium roll-cage, outer panels in glassfibre	steel centre cabin with integral roll-cage, outer panels in carbon fibre
Suspension (f/r)	MacPherson struts, lower tubular wishbones, anti-dive/live axle on semi-trailing arms, coil-spring damper units	double wishbones, torsion bar, anti-roll bar / double wishbones with pushrods, anti-roll bar, Bilstein adjustable dampers all round
Steering	rack and pinion	power-assisted rack and pinion
Brakes	hydraulic, discs	hydraulic, discs all round (with Bosch ABS)
Tyres (f/r)	280/610Rx16 325/650Rx18	295/35 ZR18 335/30 ZR18
Length	4820mm	4710mm
Width	1985mm	1980mm
Height	1150mm	1173mm
Weight	970kg	1250kg
Top speed	203mph	192mph (road) 202mph (race)

apprenticeship

It's the car that took Ayrton Senna to greatness at Monaco. Gordon Cruickshank talks to designer Rory Byrne; Dieter Serowy drives it

photography by John Colley





Rain dancer: Senna lights up the streets of Monte Carlo with a brilliant drive

It was like a Hollywood script: an underdog team, a chassis from an unproven designer, and the first flash of genius from a champion-to-be.

Ayrton Senna's '84 drive through the field at a pouring wet Monaco in his Toleman, to wrest first place from another champion-in-waiting, Alain Prost, only to be denied his first victory by a red flag, was the beginning of a legend. But Senna didn't have to be in such a hurry; the stream of wins and the world championships were on their way.

The same went for that young designer. Rory Byrne made his mark at Toleman and, when the team became Benetton in 1986, went on to design the cars that took Michael Schumacher to back-to-back titles in 1994 and '95. From there, he followed Michael over to Ferrari as chief designer, part of the perfect team which has since rewritten the record books. But Byrne's first scent of victory came with that harbour-side epic at Monaco.

After that remarkable season, the car itself was passed on to Stefan Johansson, who'd driven it as a sub for Senna, then as his team-mate. Since the Swede climbed out of it after the 1984 Portuguese GP, it has barely turned a wheel. It is in exactly the state it was when Senna splashed through that disbelieving field 20 years ago.

The place is almost perfect. Alright, Donington is not exactly Monaco; but the chances of test-driving a Formula One car there are rather limited. And Donington is an important place for Senna history: it was here that the Brazilian had his first run in an F1 car in 1983; 10 years later he won the only world championship GP ever held here.

Today, another piece of Senna history is waiting in the paddock: Toleman TG184, chassis 02. *The* Monaco car.

It was on the 32nd lap of a chaotic race when it happened: Senna overtook Prost's McLaren to take the lead. A rookie, in a Toleman-Hart, on the verge of an amazing victory.

Then clerk of the course Jacky Ickx red-flagged the race. Results were backdated to the last completed lap: Prost first; Senna second.

It was an unsatisfactory end to the first duel between two drivers who would rule F1 for almost a decade. Senna was mortified, but at least now he was known around the world. Before Monaco he had been rated as 'highly talented'. Now he was a potential champion.

At that time, businessman Ted Toleman's team was looking back on a short and eventful F1 history. Encouraged by winning the 1980 European F2 title, it had stepped up to the grand prix stage.

The first season was a disaster: only twice did a Toleman qualify for a race in 1981. Three years later, the British outfit had melded into a team that consistently scored points. The reasons for its rise: Brian Hart had dramatically improved his turbo 'four pot', and designer Byrne had delivered a capable, modern chassis – TG184. Oh, and Senna.

Typical for a GP car of the time is its far-forward driver position – and narrow cockpit. Johansson's old seat is still inside it. "The car hasn't been driven in anger for 20 years," says Roger Cowman, ex-Formula 3000 team owner and part of the Shottle Syndicate that has owned the car for the past 10 years (see panel on page 53). There's no way that I'm going to fit, so we remove it and I try again.

Now I am sitting on the bare

'A rookie, in a Toleman-Hart, on the verge of an amazing victory'

monocoque, but at least I can feel three pedals under my feet. Yes, a true racing car: throttle, brake and clutch. And a proper gear lever. And analogue instruments. And no traction control to step in should the tail step out with 750bhp.

Belts on, ignition on. The starter whirrs behind me and the engine bursts into life. The Hart sounds nothing like a modern F1 engine: it's lumpy compared to the shrill scream of today's V10s. The red line stretches only to 9800rpm. But if you want to drive this car fast, you have to keep what revs there are and the boost way up to avoid the dreaded lag. The last turbo car I drove was this year's Peugeot 206 world rally contender; with 20 years of development over the Hart motor, its power delivery was immediate; in the Toleman you can count 1-2... *whoosh!* But I won't be stretching it to its limits: without a secure seat you can't take risks. Also the car is for sale, and the owners want to keep it in its original condition, so I'm under strict instruction to treat this precious machine with the utmost respect. And the car is wearing wet tyres on a dry day. A reminder that I am not to try too hard.

Still, there are more than enough intense impressions: the Toleman seems to follow every bump. Even on the straights I have to work hard to keep it tracking true. Surprisingly, the steering is easy to handle without too much effort. The Hewland five-speeder 'box shifts with precision, the clutch is not that heavy, and the brakes, metal, not carbon or ceramic, work with dramatic power.

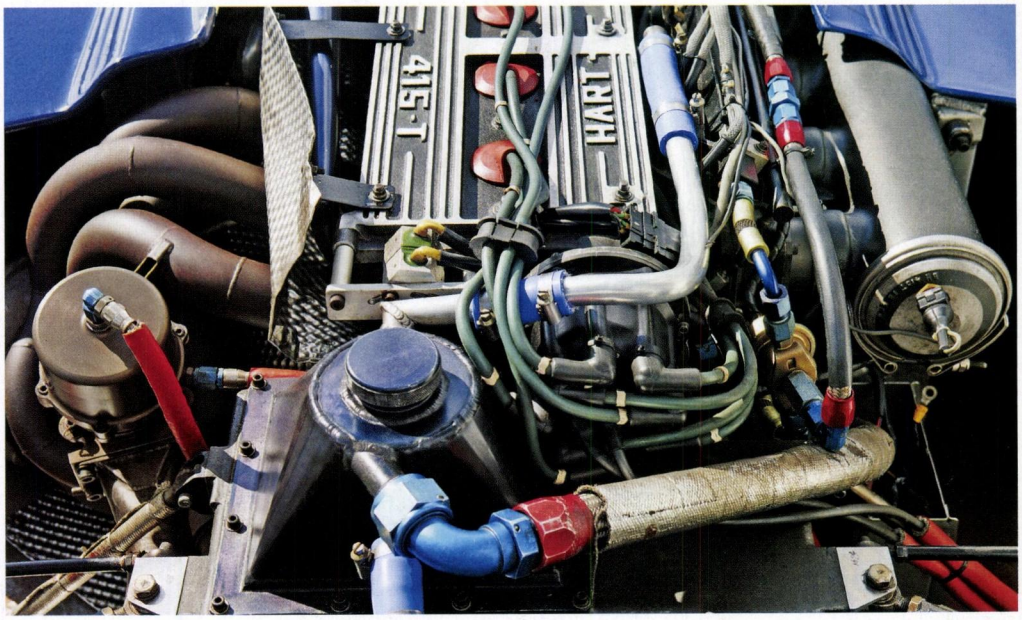
Sure, I can handle a nice relaxed cruise with this Toleman on a sunny



The car has been repainted in its early-season (Monaco) livery



Double wing was a Rory Byrne innovation carried over from 1983



Turbo era saw Brian Hart's tiny company rival big-scale manufacturers with its compact 415T, constructed on a minuscule budget

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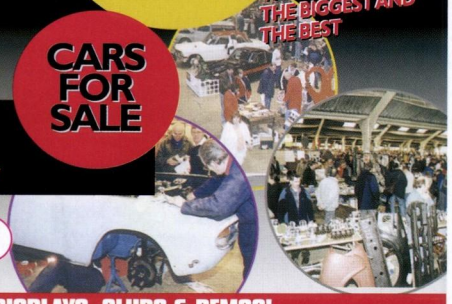
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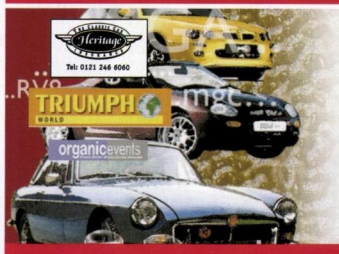
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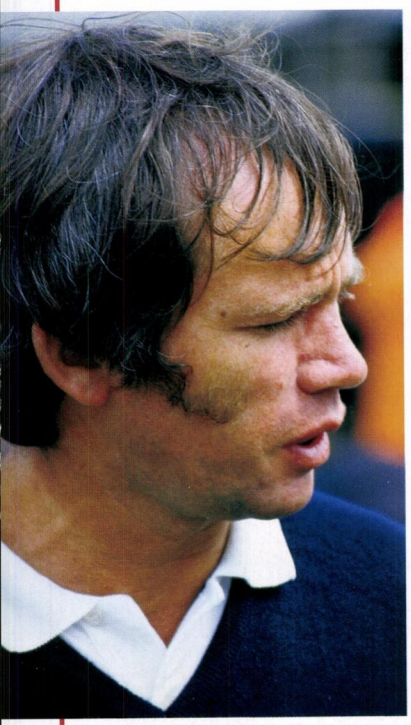
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MASTERCARD VISA SWITCH



Feet-forward driver position and narrow cockpit typical of era. Below: New talent - Rory Byrne

afternoon at Donington. But a wet race on the streets of Monaco? No way. Not even with a proper seat.

It was obvious in testing that the new TG184 was a huge leap in performance – and it looked radically different, with its slim front wing and chunky sidepods. Only the twin rear aerofoil, a Byrne innovation, made any visual connection with the previous year. Underneath, though, it was actually an evolution from the unlovely 183B, as Byrne explains: "The suspension and monocoque were essentially the same as the 183, but we scrapped the front venturi because that made the car too sensitive to pitch, and moved the oil and water radiators to the right-hand sidepod; the intercooler went in the left-hand pod. We got something like a 25 per cent increase in downforce. It was good from the start. Senna loved it."

The fresh-faced Brazilian in his first F1 season proved his value even before his first race, says Byrne: "We had no data acquisition then, so we relied on feedback from the driver. Senna was very good, very concise, and came up with some good ideas himself. He had a good technical understanding; he taught himself about engineering. It was part of his immense commitment."

However, Senna and Johnny Cecotto had to race the 183 for the first four races. It had become clear that Toleman's Pirellis were inferior to Michelin's offering, but as a small team they had little power to hurry the switch. "We were late with the 184 chassis because it was designed around the Michelin tyre, which we couldn't get until Dijon," explains Byrne. "Michelin had a really very good understanding of the interface between car and tyre and gave us a lot of useful information which helped tune the 184." Which meant they couldn't run the car on Pirellis.

In fact, even at Dijon Toleman didn't get the latest rubber; as small fry their issue was always a step behind McLaren's. It was one of the penalties of the tight cash flow, which Byrne recalls with a smile:

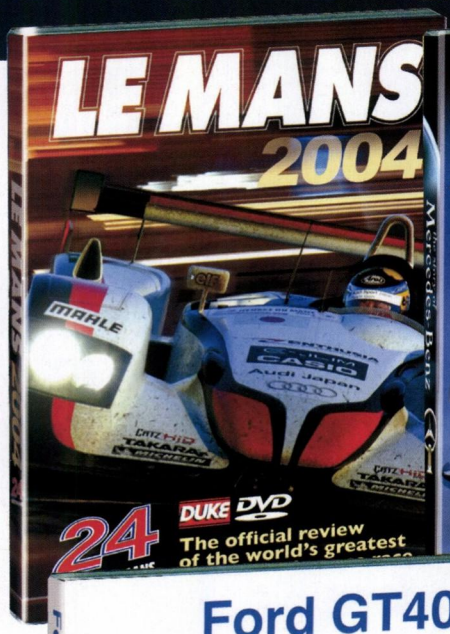
TG184/02 RECORD

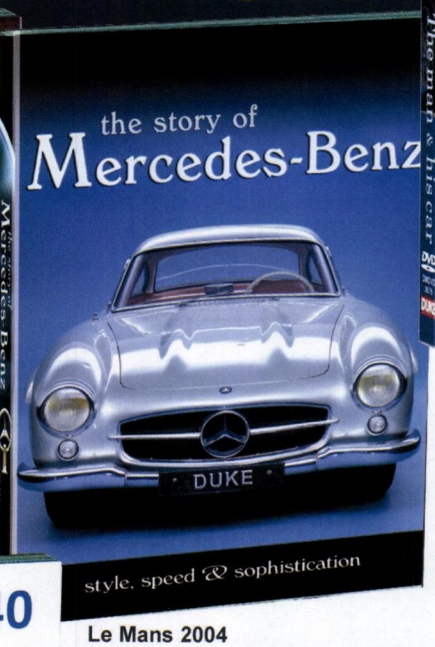
DRIVER	GRID	RESULT
FRENCH GP (Dijon)		
Senna	13th	Rtd/turbo
MONACO GP		
Senna	13th	2nd
CANADIAN GP (Montreal)		
Senna	9th	7th
DALLAS GP		
Senna	6th	Rtd/driveshaft
BRITISH GP (Brands Hatch)		
Senna	7th	3rd
ITALIAN GP (Monza)		
Johansson	17th	4th
PORTUGUESE GP (Estoril)		
Johansson	10th	11th

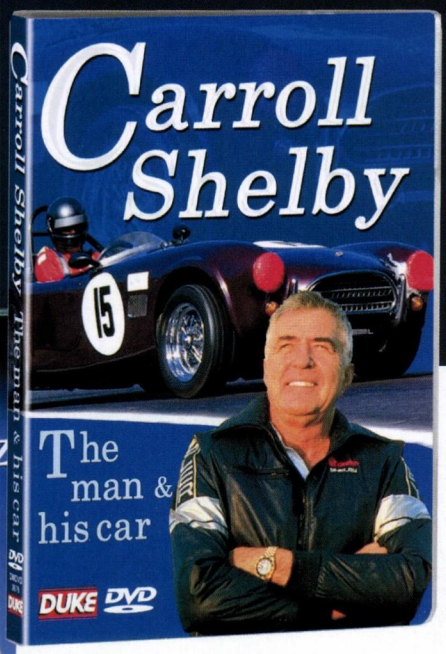
Toleman scored a total of 16pts: Senna 13; Johansson 3

Phipps/Sutton

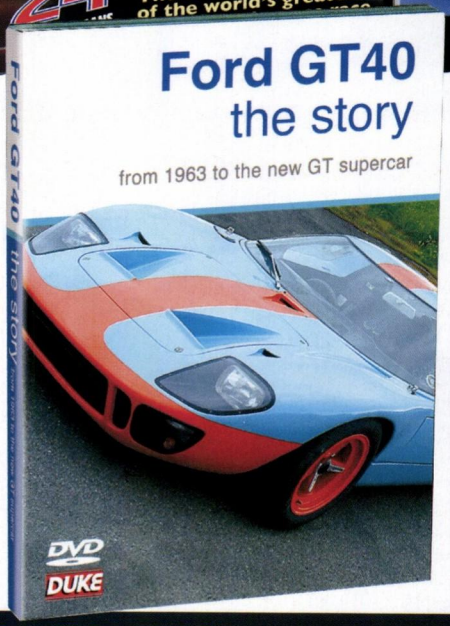
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"We were always working with a small budget – I can't remember what it was, but we probably have 100 times more at Ferrari!"

The team could not afford an autoclave to form the composite structure, or a wind tunnel. But here it was lucky. Byrne: "We had almost exclusive access to the Ministry of Defence wind tunnel, which was at Shrivenham. Although it was an open-jet tunnel, we got a lot of useful work done, so the aerodynamics improved through the season."

So did the engine, as Hart slowly cranked up the pressure on his compact four. Once he changed to casting head and block as one, boost and horsepower soared. It couldn't match BMW's 1000bhp bombs but, after a series of turbo failures, the 415T gradually became reliable – and was amazingly cheap.

"Brian did an incredible job on the budget he had," says Rory. "No one else could have done it for the money; it was remarkable."

Senna's sixth place in South Africa and seventh in Belgium, both in the old car on Pirellis, seemed a good omen for Dijon, the first race for the new car. But the highly stressed turbos let Toleman down – both Senna and Cecotto blew up.

Monaco was next, where Senna again qualified midfield. Then, on race day, the rains came. It was a crucial circumstance. Michelin only had one type of wet tyre on hand; for the first time both the Tolemans would start on the same rubber as the McLarens and Ferraris.

Could Senna have maintained his lead if Ickx hadn't brought out the red flag? Would Prost have found that valuable extra fraction after being passed?

It's a race which is constantly re-run in conversation, and at the time it seemed a cruel blow for a driver looking at his first win. Yet Byrne refuses to knock Ickx: "I've never been one for criticising officials. It was his decision – and the conditions were very bad. Yes, Ayrton was disappointed – your first win is a big event – but I think he understood. Afterwards, at least! The irony was that if Senna had won, Prost would have won the title." (Had the race gone full-term, a second place for Prost would have netted six points, rather than 4.5 for 'half' a win, beating Niki Lauda's final tally by one.)

Nevertheless, that performance flagged up a superstar. It also triggered a dispute within the Toleman team. After Cecotto broke both legs at Brands Hatch, Toleman entered a single car for the next three races – in all of which Senna retired. But on the strength of what he had seen at Monaco, Peter Warr of Lotus was negotiating to secure Senna for the 1985 season, and announced the deal at the Dutch GP.

Furious that he had not been told beforehand, Toleman's team boss Alex Hawkridge suspended Senna from the next GP, Monza, bringing in Johansson from Tyrrell to take his seat. Even after 20 years, Byrne remains diplomatic about this run-in: "That decision was made by the management; I was not involved. But Stefan did an admirable job in finishing fourth – even though he nearly lost it just after the finish. A right-rear wheel bearing broke up because he'd had a wheel-banging session with someone in the race."

'No one else could have done it on the money; it was remarkable'

When passions had ebbed, Senna returned to work, equipped with a new chassis, while Johansson took over chassis 2 as his team-mate. The rest of its history is hardly dramatic – an 11th place in the final round at Estoril – but what makes this a historic machine is the part it played in making two reputations: one driver, and one designer.



Byrne and Alex Hawkridge talk to Senna

THE SYNDICATE

Roger Cowman is used to the scream of Formula One cars - he runs the EuroBOSS series which provides an arena for recent (pre-1998) GP cars to compete. But as co-owner of the Toleman TG184, he has no plans to enter Senna's Monaco car.

"We're a syndicate of four co-owners," he says, "and the only time we've run the car was at Goodwood Festival of Speed three years ago. The car is so original that it would be a shame to race it. Apart from putting it back into the early-season colours it ran in at Monaco, we've done nothing to it.

"At the end of 1984, the team couldn't afford to pay all of Johansson's fee, so he got the car instead. As far as I know he never drove it again, and we bought it from his family 10 years ago.

"We didn't even know if it was a real engine or a show unit. We took the plugs out to turn it over - and it fired up! We hadn't realised that there were four more plugs on the side of the block. Since then we've remapped it to run on super-unleaded instead of the funny stuff they used in '84, but we've done nothing else to it."



With turbo power to burn, barn-door wings were tugged through the air

Our thanks to the Shottle Syndicate, *Powercar* magazine and Donington Park

John Colley, LAT





Far left: Mouth-watering line-up of Group B rally weapons - the most extreme era of rallying's history. Bottom: Stig prepares... Right: Climbs aboard... Far right: And gives it some!



This quiet Swede with a love of the loud pedal played a pivotal role in rallying's wildest period: Group B. Twenty years on he floors it again. John Davenport reports

Stigs of dynamite

photography by Peter Spinney/LAT

A typical summer's day in England: rain. And talk was of the Northants floods just forded. Then two things happened, almost simultaneously: a transporter carrying three Audis, two Lancias, a Ford and a Peugeot lumbered into sight – and the rain stopped. Within minutes the sun was climbing, as was the anticipation: Stig Blomqvist was pulling on his overalls. The 1984 world rally champion was about to reacquaint himself with Group B.

It took the quiet Swede 20 years to reach the pinnacle of his sport, having spent the bulk of that time flat chat aboard two-stroke and V4 Saabs. It was a one-off, eye-opening run in a Lancia Stratos on the 1978 Swedish Rally that hinted at the sport's, and Stig's, new direction.

"It was fantastic to come to such a responsive car," says Stig. "The power meant you could attack. I had a proper training car [for the recce] but it took some stages on the rally to feel in control. I had a spin in soft snow in the beginning, but then it was okay and I started setting some good times." Swedish understatement: he was fastest on 16 of the 38 stages; winner Björn Waldegård was fastest on seven. Had Blomqvist not suffered a broken throttle linkage on one of the longest tests, he could well have won.

Yet he stayed with Saab, driving its bulky, overpowered, front-wheel-drive 99 Turbo for another three years before a couple of drives in a Talbot Sunbeam Lotus towards the end of 1981. But the following year Audi Sweden asked him to drive its Quattro on the Swedish, which he promptly won, ahead of regular driver, Hannu Mikkola.

"Hannu was leading and I was second," remembers Stig. "But then he went off. I squeezed by him, but Michèle Mouton [aboard the third Quattro] was next on the road and she punted Hannu even further off the stage. I could not help but win."

Stig was tackling British rallies in the Talbot, but by mid-season Audi Germany was offering him more Quattro work. On the 1000 Lakes he was a close second to Mikkola, winning 21 of the stages: "I had a deal with Michelin and could use their latest TRXs, but Hannu was stuck with the Klebers the works team was contracted to. We both got so far ahead that the engineers detuned the cars on the last day. I had a suspension problem, Hannu took the lead and they decided we should stay that way."

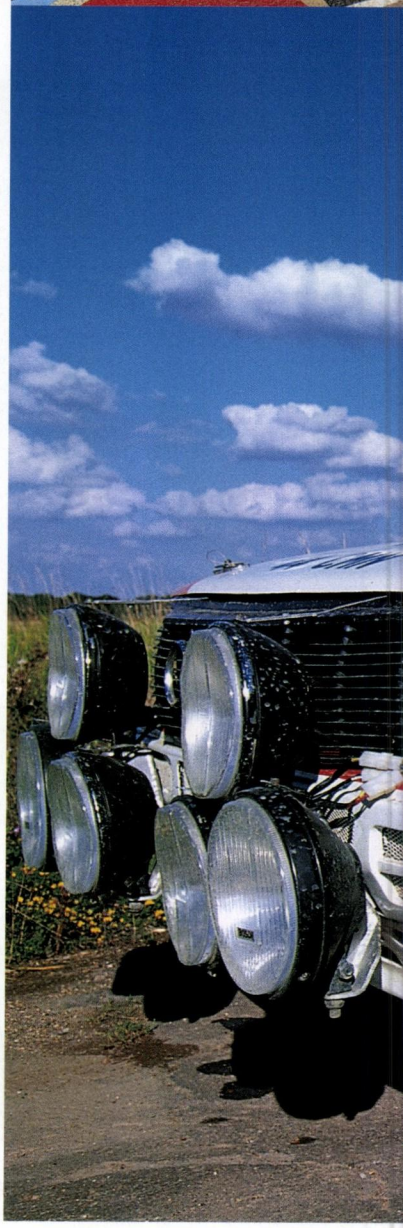
To outside observers, Blomqvist's style with the Quattro was reminiscent of how he'd driven his Saabs:



very committed, with lots of left-foot braking. "Sure, I used left-foot braking, but early Quattros were quite difficult: the power came in suddenly and it was easy to brake too much with the left foot, kill the speed and the engine, or not enough and get caught by understeer."

It was something that he – and the sport – was going to have to get the hang of.

The Group 4 homologation rules had become subverted by manufacturers building just 400 of a 'rally special', such as the Sunbeam Lotus and Stratos, and it was clear that the distinction between saloon and GT was permanently blurred. FISA, the new regulatory body, decided that simplification was needed and sat down with the manufacturers in the early 1980s to draw up new groups and tuning rules. With rallying in mind, it was quickly agreed there should be two groups: Group A for cars produced in numbers greater than 5000 per annum, and Group B for cars produced in 'small' quantities. The Germans – Audi, Porsche and BMW – thought 'small' should mean 2000 per annum; the Latins, plus a smattering of Brits and Opel (run by a Brit), thought 20 would be about right. Eventually, after more meetings in corridors than in committee rooms, the number chosen was 200. The consensus was that everyone could now build a run of specialist cars and that entry lists would be full...







Left: Stig tries 037 for size; he didn't care for it much. Above: Blomqvist in his element with the short-wheelbase Sport Quattro. Below: 1984 world champion is reunited with 44 CMN, the Quattro A2 he took to victory in the '83 RAC



And it almost happened according to the script. Lots of manufacturers went to extraordinary lengths to produce runs of 200 special cars, and for a brief period there were nine teams contesting the world series. But two things arrived at the same time as GpB: four-wheel drive and turbos.

Audi was not the force that created GpB. But it certainly helped guide its development. Before Ingolstadt arrived on the world scene at the start of 1981, rallying had had exotic cars. It had had turbochargers, too. But low-slung sportscars or engines with lots of power were next to useless if the visibility got bad and the road slippery; Escorts, Fiat 131s and Asconas were approaching the limit of 'useable' power.

Audi's four-wheel drive reset the boundaries. Early Quattros were a bit basic but they showed the rest what the combination of lots more power and 4WD could do. On its debut at Monte Carlo, Mikkola was leading by almost 6min – after six stages. If he'd carried on at that rate, he would have won by more than half an hour!

A well-known Fiat rally engineer dismissed the Quattro as being "too complicated". But it was not long before it was winning, and if it was a bit "complicated", the challenge was there for the engineers to make a simpler, more reliable car. GpB was ideal for this process. Engineers could take the shape of a current production car and create inside it a sophisticated 4WD rally car. The companies got the benefits of rallying a car that looked identical to, and had the same name as, the cars they sold, while the teams got a winner and the spectators got a show of unequalled excitement.

AUDI QUATTRO A2

44 CMN is the actual car, the Audi UK car, that Blomqvist drove to victory on the 1983 RAC, his first win that year and his first in a GpB.

The original long-wheelbase Audi Quattro was homologated in Gp4 on the first day of 1981 in time for the Monte Carlo. It had a capacity of 2144cc which, when multiplied by the 1.4 turbo coefficient meant that it was considered to be 3001cc. This meant its minimum weight was 1005kg. This did not matter to start with as the car was heavier than that, but when it had to be transferred into GpB for January '83, the opportunity was taken to homologate an alloy block. This variant was known as the A1 (A for alloy). But it was now worse off since that extra cc meant its new minimum weight was 1100kg. So when it came to the A2, a new homologation for Corsica on May 1, its capacity was corrected to 2109cc: an equivalence of 2952cc, and a new minimum of 960kg. Audi never got down to that with a fully equipped rally car, but it certainly dipped below the magic tonne.

The twin air scoops in front of the rear wheels most easily distinguish the A2 externally. Internally, the adoption of Bosch Motronic in the place of Pierburg gave a useful increase in power at lower revs.

It was by far the most successful GpB Quattro, winning 10 WRC events and taking the manufacturers' title in 1984 and drivers' titles in '83-84 via Mikkola and Blomqvist.

Blomqvist's view: Ah! My favourite Audi, the A2 with the long wheelbase. I don't know why, because the A1 was almost the same, but for some reason it was the one I liked most. On those fast rallies like Sweden, 1000 Lakes and Argentina, it was more stable, easier to handle. And more comfortable as well! The A2 on the RAC was a great car. You know, it's always slippery at RAC-time, and the Audi made it so much easier: you didn't lose traction so easily and you could have a go without such big risk. It was day and night when you compared it to other cars. Even the braking, with the four wheels joined together, was less of a problem, less likely to lock up.

But it was always a bit of an understeery machine, with the engine hung out over the front wheels. But I was used to that from Saab - the left-foot braking came in useful to control it.

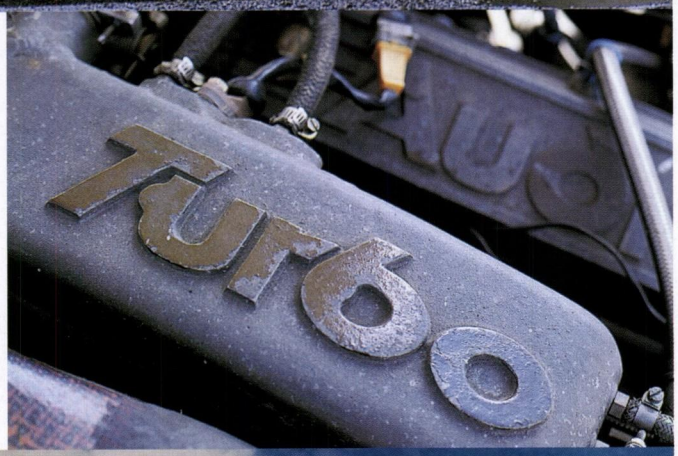
'Ah! My favourite Audi: the A2 with the long wheelbase... stable, easy to handle'





Below left: Sport Quattro was answer to bespoke supercars. Foot taken out of standard wheelbase. Right: 400bhp claimed; 500bhp more likely! Below right: Stig was second on '85 Acropolis







LANCIA 037 RALLYE

Not every manufacturer went the turbo route: Lancia's first GpB offering was supercharged.

037 made its WRC debut in Corsica in May 1982. It was inauspicious: Markku Alén could not get his to handle predictably and was ninth, while Attilio Bettega was wrestling his along in third place when he had a massive accident and was airlifted to hospital. If it failed to make an impression in '82, 037 made up for it in '83 by winning five rounds to capture the manufacturers' title.

The car was loosely based on the Beta Monte Carlo and had a 1995cc four-valve Fiat engine fitted with an Abarth supercharger. This initially gave just over 260bhp. With an 'evolved' system of water injection into the compressor this was soon lifted to over 300bhp. Rear-engined and two-wheel drive like the Stratos, 037 was fitted with a longitudinal engine, which meant that driver space was limited. Why Lancia then employed two of the tallest drivers is a puzzle. Both Röhrl and Alén had to have special helmets made and a relieved area in the roof above them.

037 was first used in basic production form, but by August 1982 Lancia had produced 20 lightweight evolution cars weighing 960kg, and these were used from then on. A second evolution appeared for January 1, 1984. This had an extra 116cc so that, with the 1.4 coefficient, they came up exactly to the class limit of 3000cc. This E2 also featured new slides for the Bosch fuel injection and revised rear bodywork exposing the 'box in real racing style.

The car tested here won the 1983 New Zealand (Röhrl) and San Remo rallies (Alén).

Blomqvist's view: It must have been a nice car for some events; I think you have to be Markku Alén to love this car. He was probably the best all-round driver for it and could certainly get the best out of it. But it is not a car that I enjoy so much.

Its engine is good, almost like a normally aspirated engine, with the response from the supercharger giving you what you need quite quickly. But for me the handling is a bit different and difficult. It's a sportscar and it needs just the right conditions for the way it is set up. We don't have that here today, with the puddles and bits of gravel, so I can't get a real feeling for it.

It is easy to control; I am not using left-foot braking, though you might do if you were used to the car and the conditions needed it, muddy Tarmac or something. That technique could be useful to keep its nose going in the direction you want it to go - very different to the Audi, where you always wanted to keep its back end out.



Rare Finnish victory in Corsica: Alén in '83



McKlein LAT

'First proper centre diffs made the E2 more effective, but not much easier'

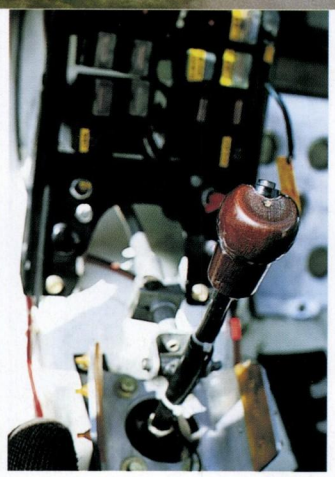
QUATTRO S1 & E2

The first appearance of the Sport Quattro was in Corsica, May 1984. Audi felt the initiative was slipping away from it. It was. That event was also the debut for the Peugeot 205 T16, which had been homologated one month earlier and, until Ari Vatanen retired it, was the quickest thing around.

The Sport Quattro was Audi's answer to the upstart newcomers. The majority of its technology was, in true Audi tradition, in the motor: a twin-overhead cam, four-valves-per-cylinder, fire-breathing monster that was conservatively said to give 400bhp and probably gave at least 100 more.

The wheelbase of the Sport was 320mm less – just over a foot – than the A2, and its front and rear track were identical. Losing that length while upping the horsepower and heat generated meant that all the subsidiary elements had to be bigger and fit into a smaller space. This bred unreliability, while the good handling of the A2 was lost to some degree with the shorter wheelbase: on a stage it gave the impression of being a rocking horse.

The next evolution of the Sport Quattro, the E2, is probably the best-known image of the GpB era.



To keep engine and turbocharger at a reasonable temperature it was over-fuelled and the excess burnt off in long flames to the accompaniment of loud mortar bangs from the wastegate. Even static, it grabbed your attention with its enormous arches, airdams and aero strakes.

Open its light boot and there was even more of a surprise. In it were the oil, water and gearbox coolers, together with their associated fans. This shift of weight was to try to correct the S1's 60:40 distribution front to rear. For the E2 it was back to almost 50:50 – but with its extra cooling systems the car was heavier than the A2. With 500bhp to call upon, it took a brave man to drive it, but it did go better than its baby brother. And there has rarely been a more charismatic rally car, even if it's not a very pretty one.

Blomqvist's view: I kept out of the Sport Quattro until my world championship was secure! Ah no, that is not quite correct because I drove it in San Remo when the engine went bang and Walter [Röhrl] left the road. But the title was almost certain then. I drove Sport Quattro on the Ivory Coast Rally and won from Hannu's A2.

The Sport Quattro had some strong points. To start with it had a lot more power and that helped – a bit! And when they introduced that hydraulic clutch operating from the gear lever, that was good for me because I like to brake with my left foot and now I didn't have to keep going back to the clutch pedal. But you did have to be careful on road sections that you didn't have your foot under the clutch pedal when you changed gear because it was still connected and would break your foot if it hit it!

And we also had the first proper centre diffs, which made the car more effective but not much easier to drive. The problem was one of balance, which they got better with the E2. But it was never as nice to drive as the A2.





Top: Blomqvist suffered third DNF in three starts with RS200 on 1986 Acropolis Rally - and Group B was already doomed. Right: RS200 cabin mixture of parts bin cast-offs including cut-down Sierra doors. Below: Ford's GpB entry never got into its stride - but Stig has since driven one at Pikes Peak! RS200 is best-looking Group B car - and had lots of potential...





STIG IN GROUP B

1983 (4th overall)

Monte Carlo	Quattro A1	3rd
Swedish	80 Quattro	2nd
Portugal	Quattro A1	Rtd
Acropolis	Quattro A2	3rd
New Zealand	Quattro A2	Withdrawn
Argentina	Quattro A2	2nd
1000 Lakes	Quattro A2	2nd
San Remo	Quattro A2	Rtd
RAC Rally	Quattro A2	**1st**

1984 (Champion)

Monte Carlo	Quattro A2	2nd
Swedish	Quattro A2	**1st**
Portugal	Quattro A2	Rtd
Safari	Quattro A2	Rtd
Corsica	Quattro A2	5th
Acropolis	Quattro A2	**1st**
New Zealand	Quattro A2	**1st**
Argentina	Quattro A2	**1st**
1000 Lakes	Quattro A2	4th
San Remo	Sport Quattro S1	Rtd
Ivory Coast	Sport Quattro S1	**1st**



Blomqvist and A2 dominated RAC of 1983

1985 (2nd overall)

Monte Carlo	Sport Quattro S1	4th
Swedish	Sport Quattro S1	2nd
Portugal	Sport Quattro S1	4th
Safari	Sport Quattro S1	Rtd
Acropolis	Sport Quattro S1	2nd
New Zealand	Sport Quattro S1	4th
Argentina	Sport Quattro E2	Rtd
1000 Lakes	Sport Quattro E2	2nd

1986 (11th overall)

Swedish	RS200	Rtd
Portugal	RS200	Withdrawn
Acropolis	RS200	Rtd
Argentina	205 T16 E2	3rd
1000 Lakes	205 T16 E2	4th
RAC	RS200	Rtd

McKlein LAT



RS200 makes debut in Sweden; Stig DNF-ed



FORD RS200

Some say that any car built in the Reliant factory at Tamworth must have an in-built *Trotter* complex. Certainly, Ford's contribution to the GpB party looked the part and promised to steal the show, but its results were those that you'd expect from one of *Del Boy*'s special offers.

One of the last arrivals – it was homologated on February 1, 1986 after production delays – it made its debut on the Swedish. Blomqvist retired with a seized engine after a water leak and it was left to ex-fighter pilot Kalle Grundel to secure a promising third place behind a Peugeot 205T16 and a Lancia Delta S4. In Portugal, a works RS200 driven by Joaquim Santos hit spectators, killing 10 and, as a consequence, all the works cars withdrew, including the two Fords. The next event was the Acropolis where both cars retired.

Ford then decided on a rest period and released Blomqvist to drive two events for Peugeot (see panel opposite) before returning at the season's end, with Group B already banned for 1987. Once again it was Grundel who saved face by finishing fifth overall on the RAC.

The RS200 was an optimal design: a mid-engined, longitudinal layout with the gearbox ahead of the engine. As a consequence there were two propshafts, but the weight distribution was almost perfect and gave the car great balance and neutral handling. Its suspension comprised twin coil-and-damper units at each corner and was excellent over the rough. But the downsides were too many: the engine layout meant it was prone to catch fire, the engine was a mere 1803cc thus giving away too much power to its main rivals, and it was devoid of significant aerodynamics. It needed an evolution, for which there was first no time, and then, after Henri Toivonen's death in Corsica, no motivation.

The car here was used by Stig on the Acropolis and RAC.

Blomqvist's view: After driving Audi and Peugeot, the RS200 was a step forward, a bit more modern. But that car, it never wound up fantastic. If conditions were consistent, all dry or all wet, then it was okay. But if they were changing, then the handling was very funny, unpredictable.

The engine was not more powerful than the others, but the Ford engine has always been a bit different to the others, feeling and sounding different. It's more crisp and revs higher, a bit like a race engine; even with the turbo, you were pulling all the way up to 9000rpm. It was a nice engine with good power, but you felt the others were somehow stronger.

The suspension was fantastic with those twin dampers. In somewhere like Greece you could go like hell with it and the car just took it.

MG METRO 6R4

The only major unblown GpB contender, 6R4 was homologated in November 1985, complete with its first evolution comprising lighter body panels and a full six-point Lucas Micos fuel injection system. And that engine was just one of its unique features.

A 2991cc V6 generating 420bhp, this unit was designed and built in-house by Austin Rover. The theory was that FISA had promised to control the exotic fuels being used in rallying and thus the turbos and blowers would have to run on pump fuel, which would dramatically cut back their outputs.

But GpB died before FISA acted and so this ugly little winged beast never got to spread its wings. It took third behind two of the new Lancia S4s on its debut, the 1985 RAC, but then ran into a string of problems affecting the camshaft drive belts and valve seats before reliability was established late in '86.

The 6R4 used by Blomqvist here was the works car David Llewellin drove to ninth on the '86 RAC.

Blomqvist's view: I did try a 6R4 many years ago. We were recceing the Swedish Rally and 'Pekka' [Per Eklund] turned up with one and let me take it for a run.

I like the normally aspirated engine, completely different to all those other engines. You don't have to think about keeping the turbo fired up, you just ask the throttle and it responds. You can let it drop down to almost nothing and it will just pull away. When you find that, you can understand why they were so quick on certain Tarmac stages: such quick response, no waiting, no problem to get the back end out. But you have to be quick on the steering or it can spin with that short wheelbase.

You can see very well to place the car, and braking is good – it must be helped by its wings.

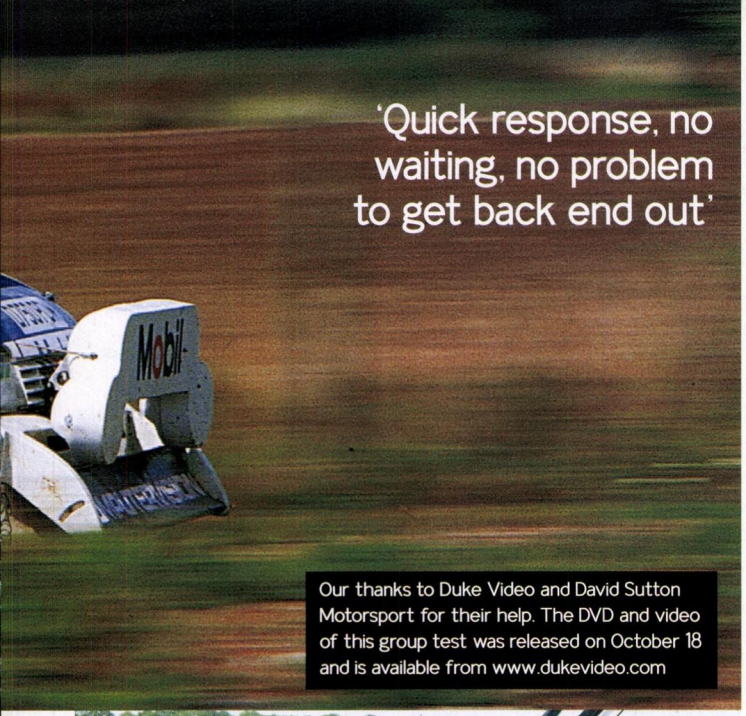
Sadly, it was grounded by its lack of a turbocharger. And almost 20 years on the turbo still rules rallying's roost. There are moves afoot to get rid of it, but those in the know say that its days at the centre of the stages are far from numbered.

Above: Blomqvist gets to grips with normally aspirated 6R4, a car he never drove in competition. Below: Compact V6 still fills jam-packed engine bay. Right: Cockpit is pretty busy as well. Bottom: Tony Pond tackles Monte ice





'Quick response, no waiting, no problem to get back end out'



Our thanks to Duke Video and David Sutton Motorsport for their help. The DVD and video of this group test was released on October 18 and is available from www.dukevideo.com





PEUGEOT 205 T16

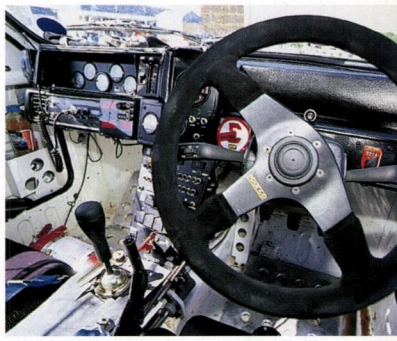
When Talbot clinched the WRC manufacturers' title in 1981 with Toivonen and Guy Fréquelin in Sunbeam Lotuses, it provided the impetus for the parent company in France to design, build and develop a revolutionary 4WD for rallying.

The 205 T16 was homologated in April 1984 and made its WRC debut on the Tour of Corsica at the beginning of May; Vatanen led until crashing at two-thirds distance and Jean-Pierre Nicolas finished fourth. After that, Vatanen won five WRC rounds in a row and Peugeot took the manufacturers' title and Timo Salonen the drivers' in '85.

The T16 on parade here was lent by Peugeot UK and was the car that Mikael Sundstrom drove in the 1986 British Championship, winning the Scottish Rally. Sadly, it was not driveable so Stig was unable to renew his acquaintance with this advanced machine.

Blomqvist drove twice for Peugeot in the WRC, taking a break from his Ford contract in 1986 to substitute for a 'tired' Salonen in the mid-season Argentina and 1000 Lakes: he finished third and fourth, respectively. The car he drove was the second evolution 205 T16 E2. This was homologated exactly one year after its predecessor, April 1, 1985. Internally, the engine underwent a series of mods, including a new cylinder head without siamesed ports, a Garrett turbo in place of the original KKK, a water-based intercooler and water injection. The rear chassis was now a spaceframe and the car sported a much larger front airdam and rear wing. A six-speed gearbox was also now available.

The E2 was equally successful in 1986, carrying Peugeot to its second crown and Kankkunen to his first drivers' title.



T16: Stig's office for two rallies in 1986

Blomqvist's view: The Peugeot was more specialised. The Audi was more of a converted road car: no central engine and, when we started, no centre differential or clever controls. The Peugeot had all those things. They were playing around with plate differentials and viscous couplings and others. And by the time I got to drive one it had a lot of sophisticated things.

It was lighter than the Audi. It was certainly quicker. But still I preferred the Audi for the 1000 Lakes; it did what I wanted so I could trust it. The Peugeot was a bit strange upon landing after a jump. All those cars with the engine in the back are bit funny like that. Today, I am sure, they could control that with better suspensions, but it was a problem back then. And it would have been better for the 205 if the [transverse, mid-mounted] engine had been rotating the other way - when you took off and lifted off the throttle, the gyroscopic effect made the car dip at the front. We tried adjusting the wing to make it better, but it always had that little dip.

McKlein LAT



Stig en route to fourth on 1986 1000 Lakes, he preferred the Quattro for this event

The big chief & his Indyans

If you want to win at Indy, you need a good car. And George Bignotti. David Malsher catches up with the greatest crew chief of them all

George Bignotti was a chief mechanic in Champ Car racing for 30 years. Correction: he was *the* chief mechanic. Eighty-five times he got the magic winning formula right. So this former San Francisco florist is well placed to give his verdict on the star drivers he worked with over the course of three decades.

JUD LARSON

"I started out working with Freddy Agabashian in 1954. And then when I built my own racing car in '56, I had Johnny Boyd, a rookie driver. He drove for the whole schedule – 13 races – and we finished sixth in the championship. We were up at the front quite a bit, but we weren't winning: when I had raced midgets in the San Francisco Bay area, I used to win three or four times a week! So you could say I was a little disgruntled by 1958. But then Jud Larson won a race for me and I decided to keep on going.

"Jud was a great dirt oval driver, but he could never make it work on paved tracks – he was no good at Indianapolis, for example. On dirt, though, I don't think anyone could beat him. In any corner he could go outside, inside or middle. Superb."

AJ FOYT

With Bignotti-run cars becoming front-runners and then winners, by 1960 an ambitious young Texan by the name of AJ Foyt was eager to team up. The results started pouring in from mid-season and, by winning four of the last six USAC races, Foyt scored his and Bignotti's first title.

The following season brought the win the partnership craved: Indy. And it came after a mesmeric duel between Foyt and Eddie Sachs.

"That was a peculiar win," recalls Bignotti, "because on what should have been Foyt's last pitstop we got all the tyres changed, but when I ran round to the fuel guy he yelled, 'There's no fuel going in!' So I just shut the tank and sent Foyt back out. But because he was now so much lighter than Sachs' refuelled car, he was able to go a lot quicker."

Foyt eked out an advantage, but had to stop for a splash-n-dash with 10 laps to go. When he re-emerged he was 25sec behind Sachs. But remarkably, with just three laps to go, Sachs too had to pit: the warning strip was showing through his badly worn right-rear tyre, perhaps as the result of being worked so hard while the roadster was on its full fuel load. Ironically, Foyt's refuelling problem may have brought him the win.

Their second Indianapolis victory together, 1964, was less remarkable for its racing and more for its significance in US motorsport history: it marked the final Indy 500 victory for a front-engined roadster; Foyt led 146 of the 200 laps.

The following year they switched to rear-engined cars, and a Bignotti-modified Lotus was straight on the pace; Foyt put it on pole, ahead of the newer Lotus-Fords of Jim Clark and fellow GP star Dan Gurney.

"By now, though, Foyt was a little headstrong," recalls Bignotti. "He wanted to be team leader and make the decisions. So although I had it all





Bignotti crewed for Jud Larson: ace on dirt, less so on pavement

planned out that he had to come in on lap 65 for more gas, he ignored the pitboard and ran out of fuel on the back straight."

It was the beginning of the end of the Bignotti-Foyt combo; after three championships and 27 wins, including two Indy 500s, they went their separate ways. Bignotti's respect for his first star driver remains immense, however.

"Foyt had no problems switching between dirt and paved ovals, and could drive just about any car. At the end of the roadster era there were several ace drivers: Parnelli Jones, of course, was exceptional, and Rodger Ward and Jim Rathmann were very good, too. But Foyt was as tough as any of them and, wherever he qualified, he very quickly got to the front once the race started."

GRAHAM HILL & JYS

After The Big Split, Bignotti was immediately snapped up by team-owner John Mecom who was having Lolas built for 1966. New and untried they might have been, but with the Bignotti touch, two of the three cars – the Ford-powered pair of Jackie Stewart and Graham Hill – would proved front-runners at Indy.

"When they first arrived, Hill and Stewart were all at sea about oval racing, understandably so. But they were good drivers: Jackie was the quicker, whereas Graham was a mechanic who had become a driver. When Jackie first came across to test in 1966, he stepped off the plane and came straight to the Speedway, and I said, 'Go to the motel, relax, and grab a couple of hours' nap. And then we'll run.' And he replied, 'No, I'm okay.' So he got in the car and completed nine laps. But on the 10th he scraped along the wall coming out of Turn Four. He cruised back to the pits and was white as a sheet."

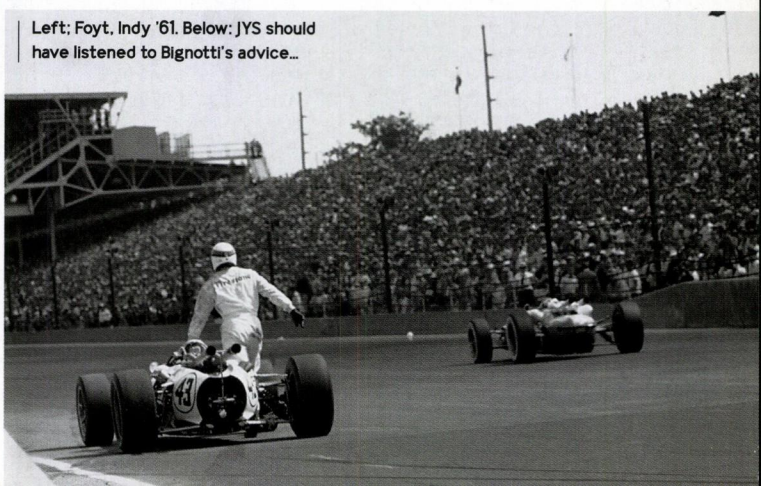
A lesson learned, then. But that same cocksure confidence that had also put Hill on the back foot in the

Bignotti and Ol' Super Tex, a partnership that resulted in 27 wins, two at Indy

Bob Tronolone, IMS



Left: Foyt, Indy '61. Below: JYS should have listened to Bignotti's advice...



BRM Formula One team was to cost Stewart the biggest race win in the world, according to Bignotti. The British pair already had a healthy intra-team rivalry going on and they took this emotional baggage with them across The Pond.

"Jackie was leading by almost a lap, and came up to put a lap on Graham who was running second," remembers Bignotti. "Graham sees Jackie coming up in his mirrors and starts to really push, cutting his lap time by about a 1.5 seconds. Jackie starts responding, trying to lap him. We were hanging out boards telling Jackie to slow down because he only had about 15 laps to go and he was well ahead. But he kept standing on the gas and, with 10 laps to go, he broke a bolt in a connecting rod and that was it. Still, Graham won, and he gave me the winner's ring, and he gave John Mecom the Pace Car [a Mercury Cyclone]."

AL UNSER SNR

The third Mecom car that day at Indy had been driven by an ageing Rodger Ward, but having spooked himself on oil soon after witnessing the mother and father of all startline shunts, he pulled into the pits and retired. For good. The man who took over his position in the Mecom team was none other than Al Unser. Bignotti had embarked on another driver relationship that would prove to be legendary.

"Al seemed to get a lot of runner-up places in that first season. I would say it took him about a year to really get in the groove. But once he started winning, boy! It was like he was winning everything. He was a very smooth driver, you didn't see him thrashing the car when he was going flat-out. He came through the field until suddenly, when you looked up from your lap chart, he was there in the lead.

"The other thing I liked about Al was that he would never complain about the car. And he wasn't the sort of guy to come into the pits and say, 'Change these springs, do this, do that,' which is good, because those sorts of things don't go over too well! He would just tell me what the car was doing, and I knew exactly what to do from what he was telling me about how the car felt. Then he'd go out and set his fastest lap."

'I felt sure that here we had the all-American hero'

It was a similar relationship to that enjoyed by Jimmy Clark and Colin Chapman in Formula One. But whereas that was put down to Chapman having been a fine racer himself, as well as a superb engineer, Bignotti was by now so far removed from his own driving days that interpreting what Unser wanted came only from his innate sense of what a driver needed to perform.

"In 1970, there had been no rain for the month of May so far, so the track was real greasy by the time we got to Pole Day. I'd been listening to the on-track commentary and I'd hear a driver say things like, 'My car had so much push I don't know how I was getting through the corners', and each time I heard this I would adjust the suspension some more. Eventually, it came to Al's turn, and I said to him, 'Be careful of it getting loose on that first lap, the second and third laps should be fine, and then on the fourth it's going to be understeering like crazy.' He listened, acted upon what I had said, and put it on pole."

SWEDE SAVAGE

Sadly, Bignotti's relationship with Parnelli Jones that had started in 1968 had ran its course by '72.

"I had got pretty tired of designing *and* building the cars, so we hired Maurice Phillippe. He had shown with the Lotus 72 that he was a great draughtsman. However, he did not really understand oval racing, and I found I was having to completely redesign the stuff he was coming up with. Parnelli had taken the engine-building duties away from me too, so I thought, 'If they don't need me, I'll go.' And so at the end of the 1972 season I left to join Patrick Racing."

He joined forces with Gordon Johncock and ex-bike racer Swede Savage.

"Gordon was a good driver; we won the 1973 Indianapolis 500 and '76 Indycar title. But Swede Savage was, to my mind, the perfect driver. In the off-season of 1972-73, whenever we went testing he'd be setting new track records. I got really excited and felt sure that here we had the all-American hero. He would probably have won Indy in '73, because he was running well ahead of Johncock when the accident happened..."

A few laps after taking the lead, he lost control on oil at Turn Four and hit the wall with hideous force, triggering a huge inferno.

"As I was running to the scene," says Bignotti, "a firetruck going the wrong way up the pitlane hit one of





Top and middle: Beaming Bignotti and 'Big' Al Unser took back-to-back Indy 500s in 1970 and '71 with Johnny Lightning Special. Below: Johncock won tragic 1973 event



Bob Tronolone, MS

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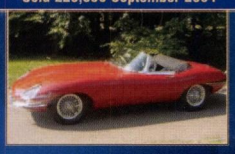
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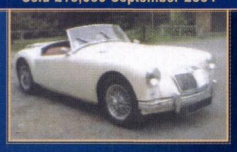
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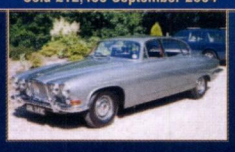
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the other STP mechanics, right next to me, and killed him: he was just a kid. Swede got burned pretty bad, though he survived a month in hospital in Indianapolis. It was an infection that actually killed him.

"Gordon won the race for us, but there was no celebrating."

TOM SNEVA

The Patrick relationship lasted a full seven seasons, but an offer to finally become a team owner with businessman friend Dan Cotter proved too tempting. And the chance to work with a six-time Indy-winning crew chief proved too tempting for 1977 and '78 Indycar champ Tom Sneva, a driver Bignotti remembers with great affection.

"They called him the 'Gas Man' at the Speedway – the first man to lap the Brickyard at over 200mph – but he was originally a schoolteacher and certainly he was no dummy. He would happily sit there in the pits thinking about technical changes, coming up with solutions, but occasionally he'd get carried away doing this and would try to change too much. I remember Michigan in '81: we had gone up there with our two almost-new March 81s – his car and the spare – and as soon as practice started he was running quick. But he kept coming back into the pits and making little changes and asking for little tweaks. Finally, as qualifying was about to start, he said, 'Jeez, I can't drive this thing!' So we unbelted him and put him in the spare. He hadn't had any chance to mess around with this car, and he went off and planted it on pole.

"He won us four races in our first two years before finally nailing Indy in 1983. I had got Ed Winfield to make some special camshafts that were much better than the standard Cosworth ones, and those gave us much better speed on the straights. That meant we could run two inches less boost so we wouldn't trigger the pop-off valve and still keep pace with the leaders. However, when we had a full load of fuel, that wasn't enough to allow us to pass. But in the closing stages, as the fuel load went down, Tom decided it was time to get going. He turned up the boost to the level everyone else had been running at and, in just one move, he went past Al Unser Jnr on the way into Turn One, Dick Simon on the chute to Turn Two, and Al Unser Snr on the way out of Two. By the time he went through Turns Three and Four and then past us, he was already 15 car lengths ahead. It was just incredible. Then we had to tell him to slow down because we were marginal on fuel; at the chequer, I think Tom had just about a gallon-and-a-half left."

The 'Gas Man' – the first to lap Indy at over 200

ROBERTO GUERRERO

That victory was to prove Bignotti's final win at the Brickyard. It should not have been, though. Nor should Juan Pablo Montoya's victory in the 2000 Indy 500 have been the first Brickyard success for a Colombian. Bignotti has no doubts that the man who replaced Sneva for 1984, ex-Ensign F1 driver and future Indy pole-sitter Roberto Guerrero, had the talent to get the job done.

"Roberto was a rookie that year, but still he qualified seventh. He was going well on the race day, but twice he overshot when he tried to stop at our pits, and both times he was so far out of the box that we had to send him out to come in again. Then he had a spin at Turn Two, but managed to do a complete 360 and carry on. When they threw the yellow, we got him in and changed just the right-side tyres to make sure he got ahead of the pace car; he flew round and came back in, and we changed the left-side tyres and got him out before the pace car came round again. After all that, he still finished second, 20sec behind Rick Mears. I think we could have won in '84."

At the end of that season, Cotter decided to reduce Bignotti's role. At the age of 68, he would become a consultant. "Well, that worked for about two months before I quit," says George. "Since then I've worked for Mobil, first telling corporate guests and the public that synthetic oil was the thing to have, and then running the company's suite over at Indianapolis Motor Speedway.

"I miss running the cars, having drivers say, 'The car's doing this, this and this', and then me working out what needs to be done, fixing it and seeing the reward in the lap time."

That kind of payback only comes from working with the best, something Bignotti had the pleasure of for so long. But he's so matter-of-fact, so rational about his key role in turning talents into legends, one wonders if he realises that he himself has become a legend.

Hail to the Chief!





Above and middle: Former school teacher Tom 'The Gas Man' Sneva gave Bignotti his final Indy win. Below: F1 refugee Guerrero should have won '84 500, says George



Bob Tronolone, IMS



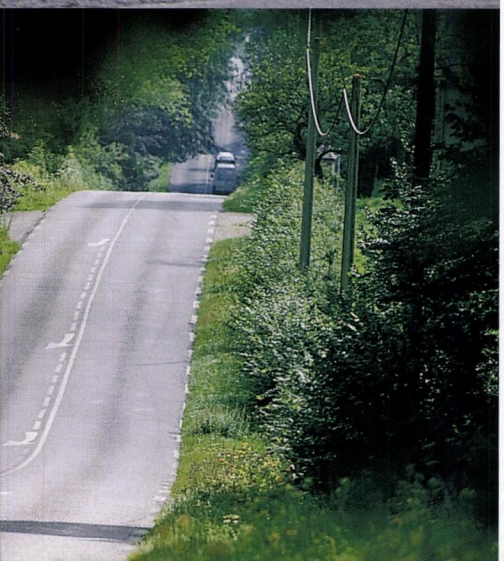
At the top of the climb in Desvres: the dramatic contours remain much the same as in 1909 (below) as the tragic Giuseppe Guippone determinedly presses on in his Lion-Peugeot Below right: Switchbacks are many and epic





John Maitland NMM





Track test

Boulogne

photography by Malcolm Griffiths/LAT

This circuit for heroes attracted the cream of French and British competitors. But success came at a high price, says Damien Smith

The grey ribbon of road stretches into the distance and disappears – then pops up again, narrowing to a dot on the horizon. The 911 Turbo wafts along the smooth asphalt, urging its driver to press on with the assurance that it's safe, despite nudging three figures. The ribbon dips slightly through a crossroads lined by houses that zap a message to the driver to rebuff the coaxing of the Porsche temptress: imagine the horror of a dog or, worse still, a child stepping into our path. Once clear of the creamy yellow buildings, the ribbon rises to that first brow as hedgerows and trees blur. More, more, whispers the 911.

I can't do it. As the brow looms, I can't ignore what might be over the other side, my mind's eye focusing on a truck barrelling towards me encroaching into my already narrow lane. But there's nothing there. I could have kept my foot in to face the brief sensation of stomach floating into throat rather than merely chest.

Now this roller-coaster plunges down, down, down. There is no fear this time. We punch into the dip and then up the other side to a brow that had been my horizon barely seconds before.

Giuseppe Guippone had not listened to any cautionary voices in his head on this road 94 years before. At whatever speed his Lion-Peugeot would certainly not have 'wafted' along on its spindly wheels, over a dusty surface that would only be sanitised by a sealed surface years later. But he kept his foot in and never stood a chance. As Guippone crested a rise during practice for the 1910 *Coupe des Voiturettes* two cyclists were making their way along the road. He swerved and hit the brakes but the car left the road and overturned into a ditch. Guippone had become the first victim of Boulogne's lethal switchbacks.

The port of Boulogne-sur-Mer is only a short hop across the Channel; Calais, just 25 miles across the sea from England, is a half-hour drive up the road. No wonder the Boulogne Speed Week of the 1920s became almost as British as it was French.

It was actually an Englishman who was responsible for reviving motor racing on a circuit that had grown in popularity before WWI. Frank Pickett was an extremely wealthy entrepreneur who used his influence to help the AC du Nord close roads and build pedestrian barriers and grandstands. Pickett had made his money in the scrap metal business. But not with any old scrap metal: with the permission of the French government, he accumulated wartime shells, many of which were still live! The danger of this enterprise allowed him to form a private army to guard his stash.

From 1921 to '28 the Speed Weeks became a summer staple. Each year speed events would kick off the action, for example a 3km flying-start speed trial, a kilometre standing-start and a hill-climb over 600 metres.

The Light Car race on the Sunday was the main event, run over 12 laps. The list of winners says much about how popular this was with the British: Henry Segrave took the honours in 1923 driving a 1.5-litre Talbot; he was succeeded by B S Marshall, who won back-to-back races in '24 and '25; George Eyston's Bugatti conquered the track in '26; then Malcolm Campbell took wins in '27 and '28.

But it was fitting that the home nation should dominate the annual event run on the Saturday, a sportscar handicap named after France's greatest





Porsche at rest outside Cafe Le Terminus in St Martin which, right, is a backdrop (minus the Le) for the 1921 GP. The hairpin was a severe test of brakes, gearboxes and drivers, and was popular with the snappers of the day

pre-WWI motor racing hero. Seven out of eight Georges Boillot Cups were won by Frenchmen: André Dubonnet, Paul Bablot, André Pisart, René Leonard, André Lagache and Robert Laly – while Chénard-Walckers took a quartet of wins between 1923 and '26.

Naturally, the rivalry between the British and French competitors simmered. In 1925, Robert Sénéchal caused a diplomatic storm by lodging a protest against Marshall's Bugatti. He claimed the car was overweight but, when it was on the scales, the Bug came in well within the limit. This did Sénéchal's reputation no good at all.

The next year more protests dogged the Light Car race. This time Marcel Violet sparked British ire by questioning the legality of George Eyston's winning Bugatti and that of second place finisher Captain Douglas, who was disqualified for coming in six pounds underweight.



Memorial to race ace Giuseppe Guippone who died at Boulogne in 1910

But the action backfired on Violet. Eyston roared to the designated garage and ordered the engine be stripped. Three hours later his car had been given the all-clear and returned – along with a bill for 1000 Francs. This he took to the race committee, which passed it to Violet to pay. The deposit made with the protest was forfeited too; it was used to buy a medal with which to compensate Douglas

The final Georges Boillot Cup, held in 1928, might have been claimed by the Bentley of 'Tim' Birkin, but it seems the French organisers did all they could to stop him from doing so. His handicap was such that he did not take the start until 1hr 5min after the first car had departed. Needing to average 80mph, Birkin managed 'only' 73.16mph – the fastest Boillot Cup ever, but still not good enough.

At least chivalry was still alive, regardless of nationality. In 1926, Ivy Cummings set the early pace in her Bugatti until seized brakes forced her into a ditch. When it became clear that she hadn't a single coin in her pocket, the crowd showered her in Francs. *The Autocar* reported, "One grey-bearded old gentleman claimed the right to kiss the lady on both cheeks, which action was most vigorously approved by the numerous spectators gathered around the damaged car."

The war memorial in St Martin-Boulogne, a mile or so east of the main town, became the circuit's most familiar landmark in the 1920s. It marked the apex of the triangular track's first turn, a tight hairpin formed by a fork in the road. The heavy braking required to get into the corner made it popular with photographers and spectators – it could catch out even the best. It was here that a brakeless Campbell asked too much of his supercharged Bugatti's gearbox in the Georges Boillot Cup race of 1928; approaching too fast, he rammed home second gear and retired on the spot. Tramlines added to the hairpin's difficulty, pulling tyres off the rims that dropped into them.

The braking zone is now one-way, against the direction of the circuit, and the memorial sits at the end of a car park: it's physically impossible to re-enact those downchanges and turn-in. But the buildings that line the streets, and the church and cemetery that loom in the background of so many photographs, remain unchanged.

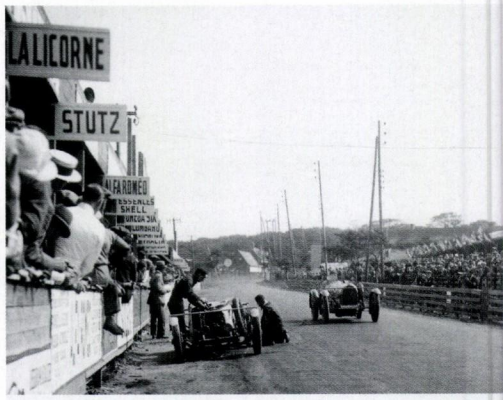
From here the drivers would accelerate hard, engine notes bouncing off the houses, as the circuit headed out of Boulogne, (now under the *autoroute* to Calais) along the road to St Omer towards the village of La Capelle and then an eight-mile blast through the first sequence of switchbacks. Most of this part of the circuit is now dual-carriageway, but you still get the idea as it cuts through the Forest of Boulogne.

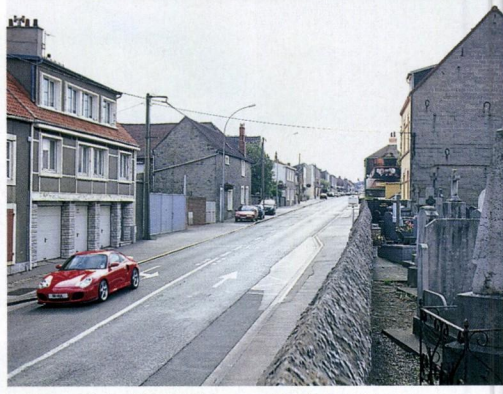
The track climbs to an area of beautiful rolling farmland and then turns right to head towards the town of Desvres. The 23-mile course used in 1909 and '10, and then again during the Speed Weeks of the 1920s, turned right at La Wast. But for 1911 and '13 (there was no event in '12), the track went further east to take in Longueville, lengthening it to 32 miles.

The twistiest section of track led to Desvres, today a bustling market town that is known for its heritage of pottery. Locals look on with bemusement as snapper Griffiths recreates a photo of a winding section of road that is like a mini Eau

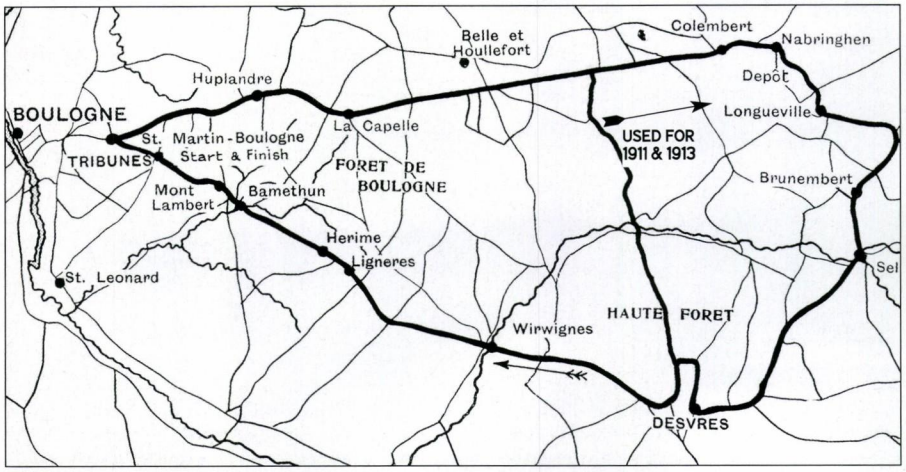


Above: Now an anonymous piece of road, this stretch of the circuit acted as the start and finishing straight. Below: Pre-Macadam pit area in Georges Boillot Cup





Above: Downhill stretch approaching the tight first corner. Below: Coupe de *L'Auto* event of 1909. In time, the streets would be lined with cheering spectators



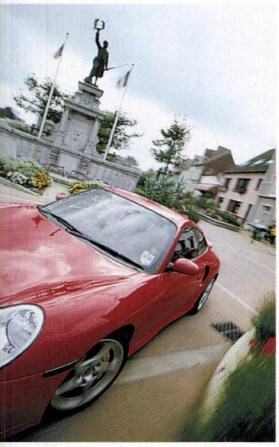


Left: Boulogne circuit had two variations, but always maintained a road-racing character: high speeds on country roads mixed with twisty, narrow town streets

Rouge in reverse, albeit lined by quirky houses. Back in 1913, it seems this place did not charm the English. *The Autocar* cited Desvres as, "the dirtiest little town that ever defiled a glorious landscape, and herein is a steep ascent, covered with garbage and decaying corpses of dogs and cats, and all overlaid with an atmosphere better imagined than experienced."

Once the drivers had left the grime of Desvres, they faced the roller-coaster blast through the villages of Wirwignes and Bamethun. The road climbs Mont Lambert and just beyond this is the area used for the start/finish for all but two of Boulogne's events. The *autoroute* to Calais passes below it now and the little wooden pit stands are long gone.

Boillot's luck finally held as he won at Boulogne at the fourth attempt, his 1913 spoils a fitting end to the first part of the town's motor racing history. As early as 1899 Parisiens took part in rallies to Boulogne. Through the early years of the new century the AC du Nord, the enthusiastic Claude Crespel and newspaper *L'Auto* put on races there. Things got more serious in 1909. The stands erected for the *Coupe des Voiturettes* were not full that first year, but all the roads were lined with spectators. And they watched a tough three-way battle between the Lion-Peugeots of Guiponne, Jules Goux and Boillot. Guippone got the better of Goux to win in just under six hours.



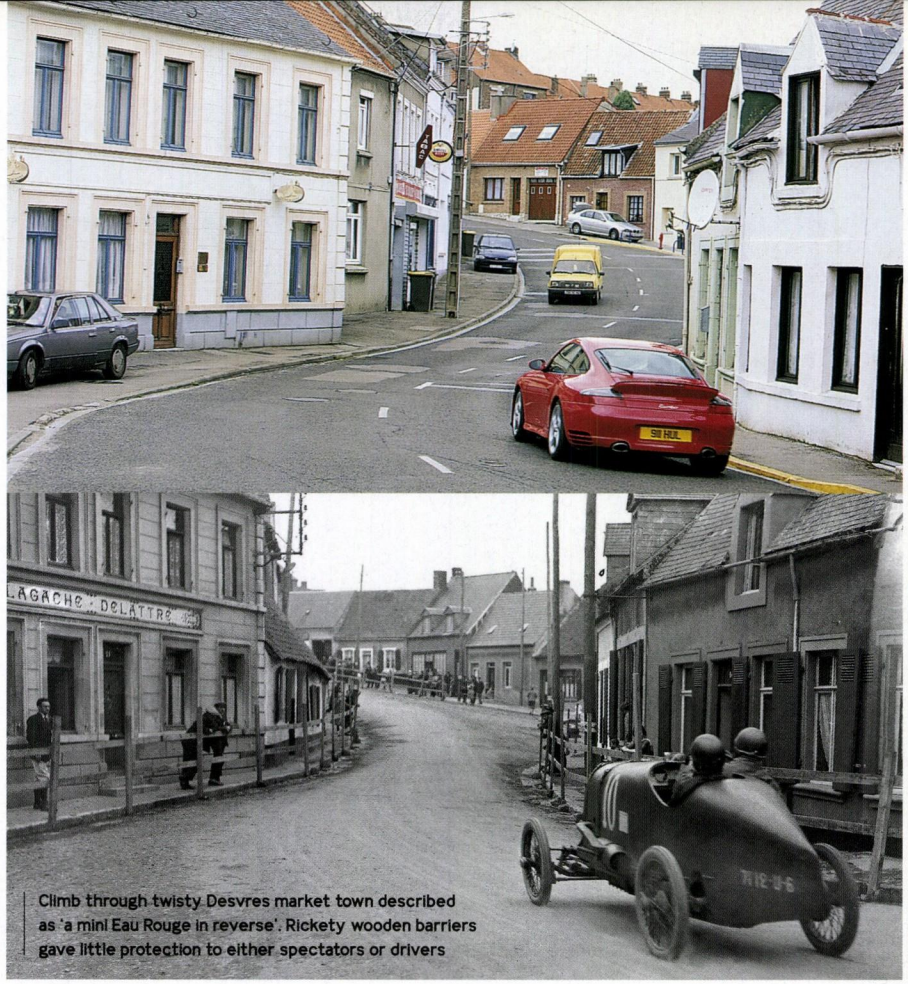
St Martin war memorial has more names than in 1920s because of WWII

Guippone's death in practice in 1910 cast a big shadow on the race. As in the previous year, Goux set the pace until Boillot took the lead on lap two, only to suffer overheating problems. Paolo Zuccarelli won in a Hispano-Suiza.

For 1911, the main race was renamed *Coupe de L'Auto* and was run for four-cylinder cars with a maximum capacity of three litres. Over the revised, longer course Boillot proved to have the legs on the competition, while Zuccarelli came close to imitating Guippone; early reports suggested that both he and his mechanic had been killed when their Peugeot overturned. But, in fact, both men had survived. Meanwhile, to use a phrase that sounds all too familiar today, Boillot lost the race in the pits to Bablot's Delage.

The *Coupe de L'Auto* was held over in Dieppe in 1912, but a year later it was back at Boulogne. Once again Goux and Boillot fought it out in Peugeots, but this time Georges' luck held; Goux lost time with a fuel leak leaving Boillot to win comfortably at a speed of 63.15mph.

Three years later, Boillot, now an ace fighter pilot, succumbed in battle. But the event that would be named in his honour kept his memory alive, and the switchback roads of *Le Circuit du Boulonnais* lay in wait for a new generation of racing heroes.



Climb through twisty Desvres market town described as 'a mini Eau Rouge in reverse'. Rickety wooden barriers gave little protection to either spectators or drivers

Spitzley / Zagari NMM

Segrave: Boulogne's bravest

In 1926 Henry Segrave embarked on his Land Speed Record battle with Malcolm Campbell. His V12 Sunbeam broke Campbell's record in March at Southport beach, despite a gulley launching him into the air at 150mph. But it was another record attempt at Boulogne's speed trials in August that really shook him up.

Segrave and the Sunbeam were to attack the 5km road record of 126mph held by J G Parry Thomas, who was also there with his Leyland. To spice things up, the run was upped to 6km and the direction of travel reversed. In the middle of the section were three of the Boulogne circuit's challenging switchbacks.

Segrave recalled in *The Lure of Speed* that he did not sleep the night before his run: his fear was about performance, not the track. Gear ratios limited him to 132mph because it was thought that any rise in this speed would send him off the road. He worried that Parry Thomas' Leyland, geared to do 140mph, had the roadholding to achieve that mark. Segrave decided he would just have to go for it.



Armed with V12 Sunbeam, Segrave set epic Boulogne speed of 141mph

"The road seemed like a narrow ribbon lined with thousands of faces on each side and the ribbon became narrower and narrower as the speed increased," Segrave recounted.

"Then came the first of the hills. Up this we shot at over 135mph. The car seemed only to touch the road in spots. I instinctively realised that the only way in which I could force myself into the seat was by wedging my foot against the throttle pedal and pressing myself against the seat.

"Then came the second hill, which was the steepest. Just before reaching the top, the car hit a bad bump in the road and bounced into the offside gutter, along which it ran for about 50 yards, leaving the ground at the crest of the hill and flying into the air, landing about 30 feet further on. It landed, more by luck than judgement, in the same direction it had been travelling.

"In a blur I passed the finish line a hundred yards beyond, and it was only then that I realised I had been thoroughly frightened for the first time in my life in a car. When I got out I could not stand properly for several minutes. I felt dreadfully tired although the whole thing had taken under three minutes."

Parry Thomas averaged 120-130mph. But Segrave had set a new record of 141.164mph. Later that afternoon, his close friend Captain R B Howey was killed in the Mont Lambert hillclimb; Segrave had survived his ordeal, but Boulogne's roads had claimed another victim.

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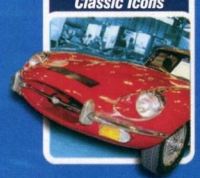
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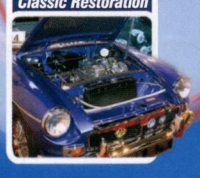
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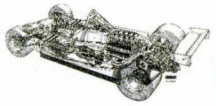


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X-ray spec

Williams FW07

Being first with the new idea is only part of the battle. Frank Dernie, Williams R&D chief at the time, tells Keith Howard how the team picked up the ground-effect ball from Lotus and produced a multiple winner

Hegemony in Formula One – if you're clever enough to achieve it in the first place – rarely lasts for long. Like breakaway riders in a cycle race, most teams who establish an advantage over the rest of the grid are quickly reabsorbed by the relentlessly pursuing group.

So it was for Lotus in the late 1970s when it pioneered ground-effect aerodynamics. In 1977, its type 78 wing car performed well enough to secure the Norfolk team second place in the constructors' championship. But its points tally was well short of Ferrari's, and few in F1 apparently appreciated that this car was only the warm-up act. When Lotus's real star – the full ground-effect type 79 – appeared the following season, the world witnessed one of those rare occurrences in motor racing of any sort: dominance achieved through a single technical breakthrough.

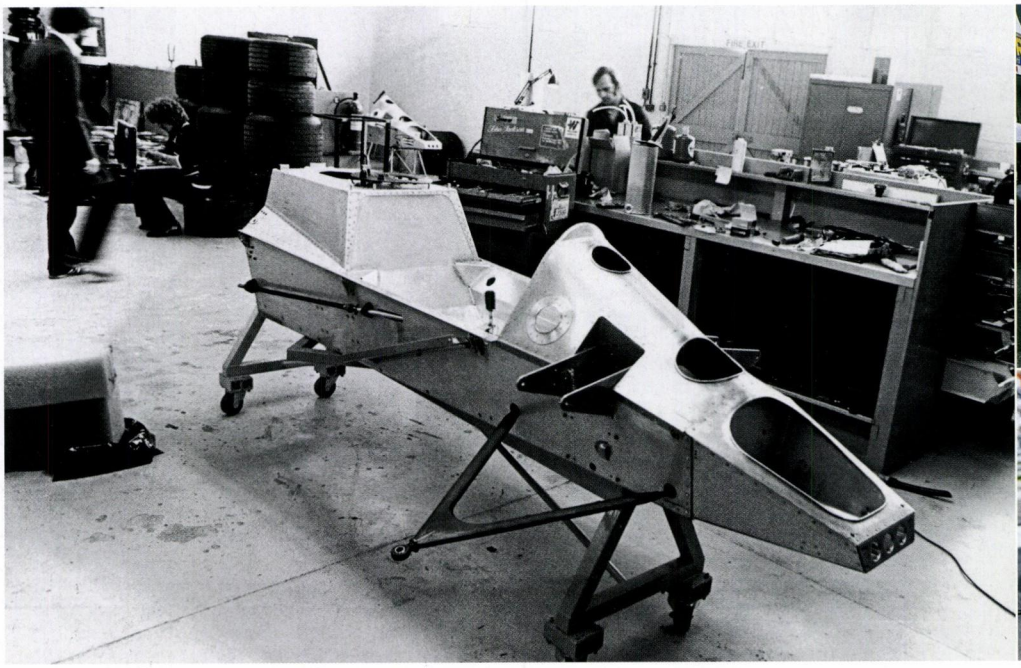
With such a major research and development lead over its rivals, Lotus ought to have had the 1979 season sewn up too, even allowing for the fact that the 79 would be used as a template by other teams. But aware that its pursuers would be pedalling hard to close the gap, it over-reached itself. In attempting to realise the maximum possible downforce from the type 80, Lotus made the car a thoroughly alarming beast to drive. And so the pursuing group didn't just catch Lotus; it rode straight over the top of it.

It was during that season that Williams introduced the car even Peter Wright – whom many regard as the true father of ground effect, and who played a key role in the Lotus breakthrough – has described as "the definitive ground-effect Formula One car": the Williams FW07. In 1979, it demonstrated its potential by winning four of the last six races; in '80, it would secure for Williams its first constructors' title, and its first drivers' title too, with Alan Jones. But this was no walk-over in the style of the type 79. It was a hard-fought season which saw Williams secure its two titles over Ligier and Brabham only in the penultimate race at Montreal.

Frank Dernie, now back in the Williams fold, first joined the team in January 1979. His position was officially head of R&D, but, as he points out, "We didn't really have job titles in those days. There were only three engineers at Williams then: Patrick [Head], Neil Oatley, who was just out of college, and myself. So I did lots of design, too. Some initial aerodynamics had been done by Neil at Imperial College, but I took that side of things over when I joined, and did all the aero work at Williams until I left in 1988.

"We had about six weeks a year development time at the Imperial College wind tunnel," he recalls, "working at quarter-scale. I don't believe there was another moving-ground tunnel in the world at that time. The revelatory moment there came when it became clear that if you did not have a working skirt you did not have a ground-effect car. Initially, for various reasons, the car had to be tested without it touching the belt, so there was a skirt gap. The car was massively sensitive to this. You could tell whether the upstairs lecture hall was full or empty because one of the balance supports went upwards; the movement of the floor as students shifted about had a significant impact on the downforce."

Frank talks in depth about the FW07 over the page. The emphasis is firmly on the car's aerodynamic development and performance, but no apology need be made for that. Ground effect was, after all, what Germans call the *zeitgeist* – the spirit of the age – in Formula One of the late 1970s and early 80s.



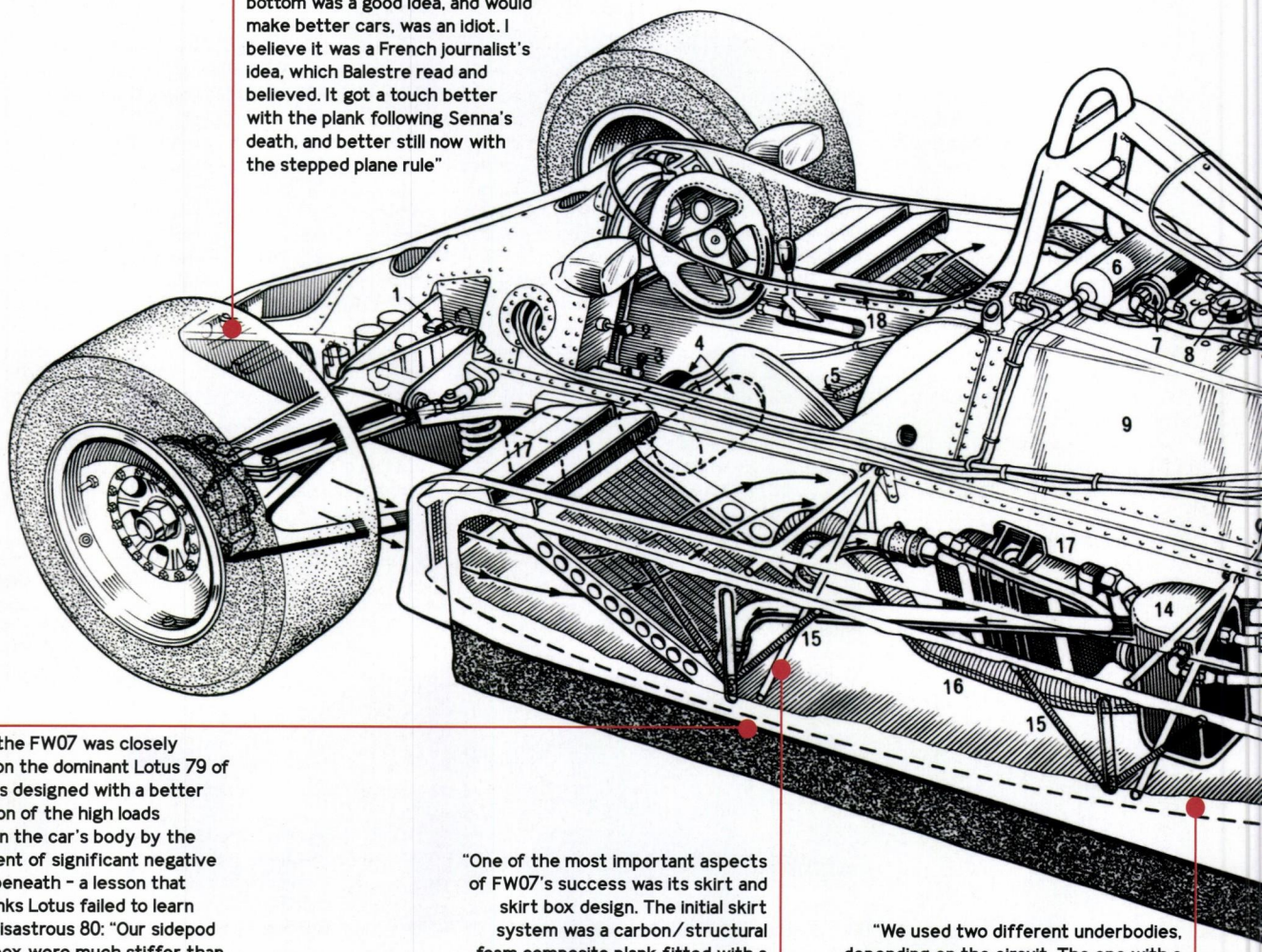




Clockwise from above: Williams leapfrogged Lotus with the FW07 because, among other things, its structure was more rigid and able to cope with the high loadings of ground effect. Alan Jones – shown at Monza in '79 – loved the car; Frank Williams on right. Jones went on to win three races in '79; with minor changes FW07 brought both titles in 1980

X-ray spec: Williams FW07

"Ground effect is not very sensitive to ride height as long as sliding skirts are permitted. FW07 had 75mm of spring travel and could be run soft. But once sliding skirts were banned and we went to flexiskirts, the necessity for a good seal did make the cars movement-sensitive as the skirts now only had a useful range of about 15mm, compared to 75mm with sliding skirts. Flat bottoms were still worse, even producing lift at quite tiny nose-up incidences. Whomever thought the flat bottom was a good idea, and would make better cars, was an idiot. I believe it was a French journalist's idea, which Balestre read and believed. It got a touch better with the plank following Senna's death, and better still now with the stepped plane rule"



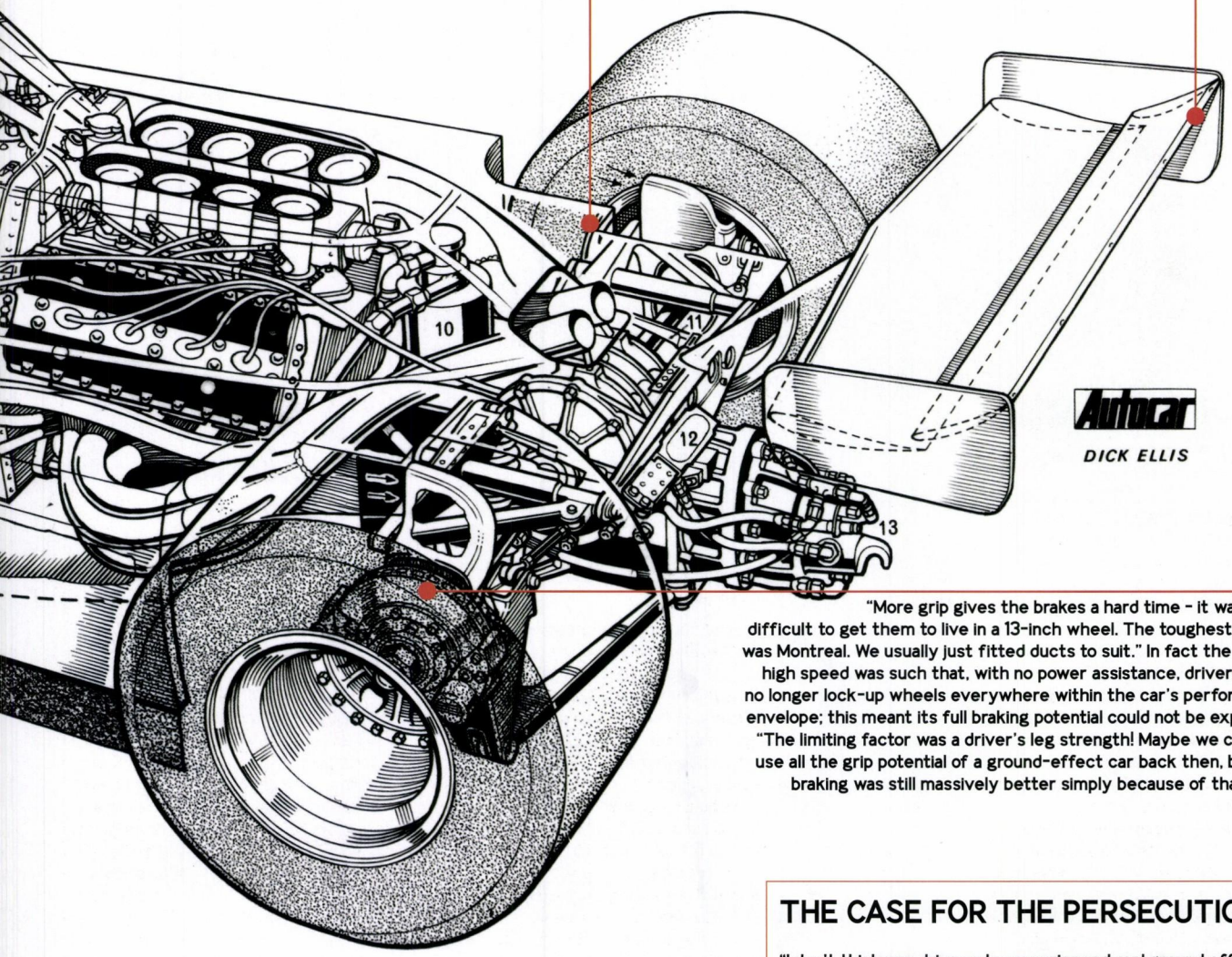
Although the FW07 was closely modelled on the dominant Lotus 79 of 1978, it was designed with a better appreciation of the high loads imposed on the car's body by the development of significant negative pressure beneath - a lesson that Dernie thinks Lotus failed to learn with the disastrous 80: "Our sidepod and skirt box were much stiffer than on the Lotus. Ours was aluminium honeycomb with considerable section; theirs was polyester glass with local blocks of foam laminated-in for stiffness - probably nowhere near enough. The skirts would probably jam at high loads, which I believe was the main cause of the 80's porpoising. Peter Wright thinks that porpoising was an aerodynamic phenomenon caused by the airflow detaching and reattaching at different ride heights. But I did sufficient experimentation to conclude that it was caused by jamming skirts"

"One of the most important aspects of FW07's success was its skirt and skirt box design. The initial skirt system was a carbon/structural foam composite plank fitted with a polyethylene seal, ceramic rubbing strips and Tee slot guides; the later system used roller guides to reduce friction. I reasoned that the inward load on the skirt was highest on the inner skirt as the car rolled off it, so to keep it on the road more force was needed at long skirt extensions. The skirt suspension we had to develop to achieve this was more sophisticated than the suspension of the car itself! We could immediately tell if the skirts weren't working properly because we got porpoising"

"We used two different underbodies, depending on the circuit. The one with a more rearward centre of pressure had less downforce and the resultant car, together with its smaller rear wing, was quite a bit worse, so we did not use it often: Hockenheim and Monza spring to mind. I think they were the Mk4 and Mk27 - these are wind tunnel numbers, we did not make them all full-size. No standard wing profile is appropriate for ground effect, so we started from scratch. The underbody shape was carved in wood. We fitted a row of pressure tappings to it and used a manometer bank to monitor the underbody pressure. I then modified the shape following what I observed on the pressure profile. Later we had a hollow pod with a built-in scanivalve and pressure sensor, which was much neater"

"Most people's diffusers stopped at the rear suspension. It was very difficult to keep the flow attached any further back, so all you got was more weight and less accessibility. I am told the Brabham BT49 never had attached flow rearward of the chassis because they never found a solution to keeping the flow attached after the sudden change of section. If so, it must have had a much better rear wing than ours! We sorted this just before Silverstone in 1979. The fairing that achieved it was discovered that week at Imperial. It was such a big gain that I came back from the tunnel, drew it full-size overnight and got it made and fitted in time for the race. It was worth 1.5 seconds a lap!"

"I don't really remember how much the underside and rear wing contributed to the overall downforce - probably about 80/20 per cent. But since the rear wing was a significant part of defining the wake pressure which drove the underbody performance, it is impossible to separate them. The rear wing was not at the legal limit because overall performance was better with the underbody and wing coupled. The lift-to-drag ratio was between 6 and 7, I think. The thing I really remember was FW08 at 8.2 - which was the best we raced before flat-bottom cars"



Autocar

DICK ELLIS

"More grip gives the brakes a hard time - it was very difficult to get them to live in a 13-inch wheel. The toughest circuit was Montreal. We usually just fitted ducts to suit." In fact the grip at high speed was such that, with no power assistance, drivers could no longer lock-up wheels everywhere within the car's performance envelope; this meant its full braking potential could not be exploited. "The limiting factor was a driver's leg strength! Maybe we couldn't use all the grip potential of a ground-effect car back then, but the braking was still massively better simply because of that grip"

THE CASE FOR THE PERSECUTION

"I don't think any driver who experienced real ground effect did not like it; Alan Jones loved it. Sadly, the most famous and influential drivers, Scheckter and Villeneuve, were at Ferrari, who never engineered a working skirt. Their car must have been horrible to drive. They assumed that all ground-effect cars were as bad as theirs, and their opinion was a big part of the journalists' false view that ground effect was dangerous"

Stirling qualities

Ian Stewart beat Moss - but then followed a very different career path. By Eric Dymock

When Ian Stewart defeated Stirling Moss at Charterhall in the October of 1952, Bill Boddy was astonished. Both drivers were in C-type Jaguars, Moss was approaching the top of his form, and even though Stewart might have had an advantage on a familiar track, this did not as a rule bother Moss. So there had to be another explanation.

WB conjectured that since W E 'Wilkie' Wilkinson, a veteran of Brooklands, had prepared Stewart's Jaguar then it must be faster. Wilkie had tended to the Bellevue Garage racing MGs of Kenneth and Doreen Evans and had been head mechanic for Billy Cotton; he had even been good as a driver. And now he was in partnership with David Murray, an accountant and ex-driver, in Merchiston Motors – a mews garage situated in Edinburgh – and as such was Ecurie Ecosse's head mechanic.

MotorSport said: "Clearly, 'Wilky' [sic] Wilkinson has laid an expert hand on Ian Stewart's Ecurie Ecosse XK120C Jaguar, because try as Moss did in Wisdom's XK120C, Ian won – a popular win – by 15.6sec, setting fastest lap." The caption to a photo of Stewart's C-type emphasised this: "Clearly, Wilky Wilkinson has given the Scottish car something others haven't got."

The real explanation, that Ian Stewart was every bit Stirling Moss's equal on the day, never came up. Yet Stewart was able to overtake Moss on the long and badly cambered Paddock Bend right and stay ahead. It was quite the opposite of racing in England, where the Scottish team was invariably at a disadvantage, yet it was no flash in the pan.

A letter to *MotorSport* in January 1953 made this point: "Sir: I feel very strongly that Ian Stewart has not been given the credit he deserves for winning the sportscar race at Charterhall. Every account I have read glosses over Ian's superb driving and infers that he won only by having the fastest car. This is not true; I have the greatest respect for Wilkie and no knock at him is dreamt of. That Stirling Moss is one of the truly great is beyond all doubt, but so also is Ian Stewart. With only a fraction of Stirling's experience, Ian is his equal in ice-cold, meticulously accurate, devastatingly fast cornering.

"Ian Stewart will in time reach high enough to stand comparison with the great Richard Seaman."

Dark and dashing Perthshire farmer I M M Stewart was the best driver Scotland would produce until Jim Clark. His only rival for the title, Jimmy Stewart, followed him into Ecurie Ecosse. Jimmy drove brilliantly, but was injured in a works Aston Martin at Le Mans, crashed an Ecosse D-type at the Nürburgring



when its disc brakes failed, and then turned down Lofty England's offer to co-drive for Mike Hawthorn – at Le Mans in 1955! Yet even Jimmy acknowledged that Ian was the faster driver. Bill Dobson, Ian's contemporary in the fledgling Edinburgh outfit, never had any doubt either: "Not one of us could come anywhere near him. He had the same car as anybody else. He was just very good. He knew what to do."

Jimmy Stewart's younger brother, now Sir Jackie, attended races as a small boy in short trousers: "I got Ian Stewart's autograph.

"It was clear from the start that he was skilled and talented. He looked good in a racing car. He was stylish, just as Stirling was stylish, relaxed, whereas Mike Hawthorn seemed to be working very hard in the car. Ian looked as though he was part of the car, and the manner in which he drove brought him good results. His lap times were the target for other drivers. It was a real shame that he gave up when he did. If he had gone professional a few seasons later, he could have been into the big money.

"David Murray had an eye for drivers: Ian, my brother, Desmond Titterington, Ninian Sanderson and John Lawrence were all good. But Ian's elegant style stood out."

'He was stylish, just as Moss was stylish, relaxed'

Ian Stewart grew up wanting to be a Spitfire pilot: "We all wanted to be Spitfire pilots." Born in Edinburgh on 15 July, 1929, into a family with interests in farming and the licensed trade, he was 16 when WWII ended. His ambitions soon came back to earth when his mother unexpectedly bought an MG TA. Ian returned from school, took one look at it, and inside 48 hours learned to drive. He drove the MG in rallies and at the Bo'ness hillclimb, then bought a half share in a Jaguar SS100, becoming irredeemably addicted to high speed.

After National Service he bought a Healey Silverstone: "I'd had the SS100 at Bo'ness and Rest-and-be-Thankful, but in hillclimbs you did not have much time, it was rather like one-lap qualifying. I didn't fancy it much. I wanted to race."

So Ian entered the Healey for the inaugural meeting at Winfield, a precursor of Charterhall, and gained a third and a fourth place. He was hooked and acquired an XK120. His parents were in the throes of a divorce and Ian somehow managed to get a new Jaguar written into their settlement: "I didn't tell anybody; it was so embarrassing. But that's the truth. I did the whole of 1951 as a Merchiston Motors privateer, with Wilkie looking after the car."

The XK started off silver, but after an altercation with a furniture van it was painted red. Then, on the way to race at the short-lived track at Turnberry on the Ayrshire coast, Stewart dozed off and turned the car upside down. Fellow XK competitor Freddie Mort from Stranraer, the *MotorSport* letter-writer, gallantly lent him his.

Stewart went from success to success: "The XK was a great car. David Murray entered it in races for me throughout that summer. I didn't have to do much except drive it.

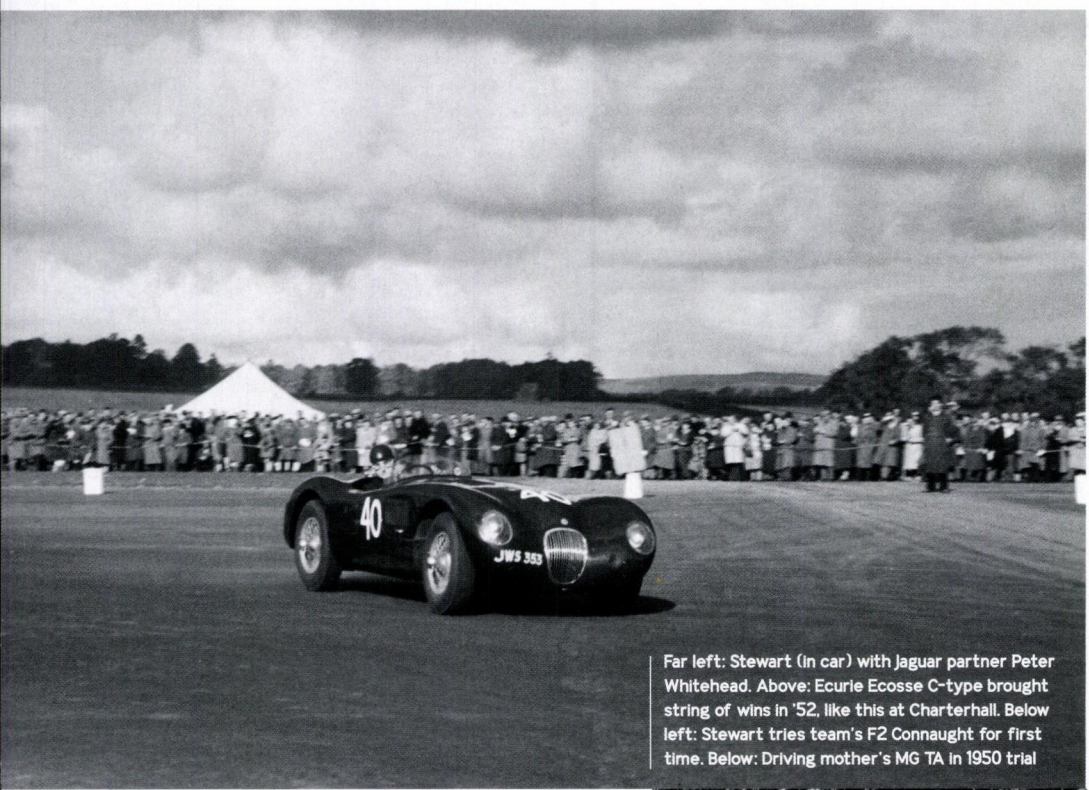
"My first win was at Winfield. No crash hat, great fun, and give Wilkie his due, that car was prepared beautifully. You could step into any car he prepared, forgetting the odd suspension aberration, and you knew it would not fall apart. But he was essentially an old-fashioned mechanic; he polished ports and balanced carburettors beautifully."

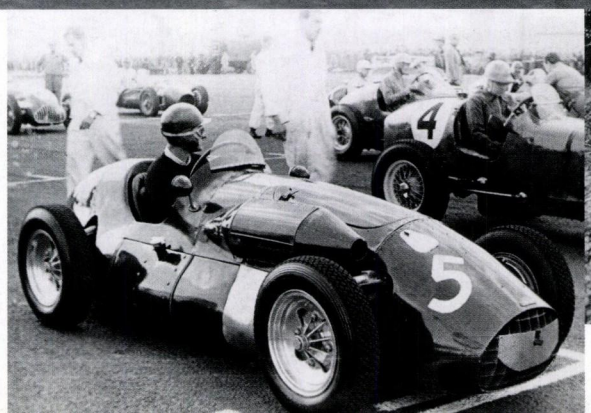
Wilkie's other work was less accomplished. The XK's drum brakes were scarcely up to racing so he drilled holes in the steel disc wheels to cool them. Each hole was carefully made into a miniature air scoop by bending the edge outwards with a crowbar. Unsurprisingly, the wheels cracked and had to be scrapped.

XK120s formed the nucleus of a team that was shaping up in David Murray's mind. He had one XK of his own but he needed two more. He sold his to Bill Dobson, son of an Edinburgh haulier, who had already been talked into buying a Ferrari 125; Peter Whitehead came close to winning the 1949 French Grand Prix with it, and later claimed the Czechoslovak GP at Brno, but it was a difficult car and was gratefully disposed of in favour of the Jaguar.

Stewart was already racing his XK 120, and paying for it, and the third recruit was Sir James Scott-Douglas Bt, overweight and something of a playboy.

Stewart, established as a driver, was also recruited for his diplomatic skills. Reg Tanner of Esso was promising sponsorship and Murray called an afternoon meeting in his accounting office in Rutland Square, Edinburgh: "It was done, I think, to impress Jamie Scott-Douglas about the resources the team would have. I can't be sure of the sum, one or two thousand pounds, but we all repaired to the Café Royal afterwards for dinner. Jamie was still dithering; David patted me on the shoulder and told me to tell him what a good idea all this is. I probably talked him into it because I was young and







Far left: Stewart (in car) with Jaguar partner Peter Whitehead. Above: Ecurie Ecosse C-type brought string of wins in '52, like this at Charterhall. Below left: Stewart tries team's F2 Connaught for first time. Below: Driving mother's MG TA in 1950 trial

JDHT, LAT, Graham Gauld

enthusiastic too."

The truth was that Murray had brought Scott-Douglas in principally for his money – his flat in Berkeley Square was overrun by hangers-on taking advantage of his generous nature – although he turned out to be a highly competent driver. He raced for the team in its inaugural year of 1952, but in due course the money ran out. He died quite young of pituitary gland trouble.

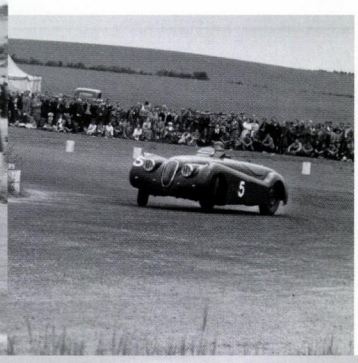
Dobson likewise raced only in 1952 before returning to the family haulage business following an ultimatum from his father. Ian's family was just as sceptical. Motor racing was just a sport, and like yachtsmen, hunters or golfers, anybody who took part expected to pay for the privilege. There were a few professional drivers in grand prix racing, but practically none making a living in sportscars.

But Stewart's exploits in the 120 in 1951 had not gone unnoticed, in particular at Winfield, when he defeated Gillie Tyrer, whose 1940 Mille Miglia BMW was one of the most successful club racers of the time. With the C-type imminent, the astute Lofty England sent a list (and precis) of the likely candidates for them to William Lyons: "Ian M Stewart has won a number of races with his XK120 and, according to those who should know, is a very polished driver, the most promising one on Scottish circuits. He would be good to have in an XK120C."

In February 1952 Lofty elevated Stewart to his priority list along with Duncan Hamilton and L (presumably Leslie, Mike's dad) Hawthorn.

Stewart drove for the works team at Le Mans, where the cars failed. He also raced C-types for Ecurie Ecosse but, as with the XK120s, the drivers were expected to buy their cars: "I was a bit stuck, because having got myself a works drive with Jaguar, and Lofty England having said you shall have a C-type, I didn't know how I was going to pay for it. However, an accountant friend was a racing enthusiast, so faced with this terrible dilemma, I asked him what I should do. I couldn't go to my father, so we raised the money by selling the XK120 and borrowing the rest. My father found out and went through the roof. He marched into David Murray's office, made him buy the car and also pay me a retainer of £100 per annum. I think in the end that turned David against me. Being forced into buying the car was a considerable blow. He and my father spent quite a long time shouting at each other, but the old man walked out satisfied."







Top left: Stewart won on last lap in '52 Wakefield Trophy at The Curragh. Top right: Early wins in his own XK120 noticed by Jaguar. Above: 1953 Le Mans more successful than Jaguar's '52 debacle; Stewart and Peter Whitehead scored fourth in works C-type

Ian won race after race with XKC 006, beginning with the 1952 Jersey Road Race. Murray entered three cars, but the C-type was not ready until the Tuesday before the event, and had to be run-in. Oil consumption was a problem with racing XKs, and careful running-in was essential. Stewart picked it up from the factory and completed this process on Jersey.

"I collected the car at the works on Tuesday afternoon and set off with some trepidation, with Lofty's words ringing in my ears. All he said was: 'See that you win.' I was filled with foreboding and determination, all soon forgotten in the joy of the drive. A brand-new C-type smelling of fresh paint and without a single rattle was quite something. I'll never forget the noise – a combination of that deep exhaust note and a peculiar 'zinging' resonance from the bodywork that you don't hear in other cars. I reached the ferry in a mood of complete euphoria."

...Lofty's words ringing in my ears: 'See that you win'

Deeply worried, tense, adrenalin-flushed before every race, Stewart put in his customary calm, relaxed performance – that saw him win. Beating Moss twice established him as one of the UK's finest drivers.

His best result in a works Jaguar was a third in the 1953 Goodwood Nine Hours with Peter Whitehead, and he came home second at the Nürburgring 1000Km along with Roy Salvadori in Ecosse's XKC 041.

Jaguar renewed his deal for 1954, and he briefly led the Buenos Aires 1000Km in a C-type before crashing. It was to be his last race. When his father became ill early that year, Ian had to take over the family business, and tore up his contract.

The farm was losing money and had to be put back on its feet, and the family licensed business needed an overhaul. The task occupied him for 10 years. There was no question of doing it out of motor racing income, even though, as JYS stated, he was good enough to have been in the big money within a few years.

"I've never lost my fascination for cars," admits Ian. "I loved cars and driving more than anything else. But I didn't have time to wish I'd kept on. If I had lived in the Midlands or close to Silverstone, it would have broken my heart, and I'd have gone right back into it. But with the family situation as it was that was impossible. Back then the sense of responsibility, doing the right thing, especially in the agricultural world, was all that mattered. I had a business to save."

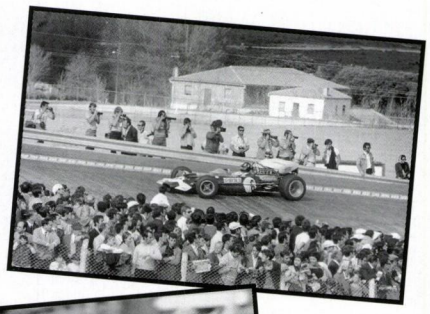
Which is why this very promising talent was lost to the sport.

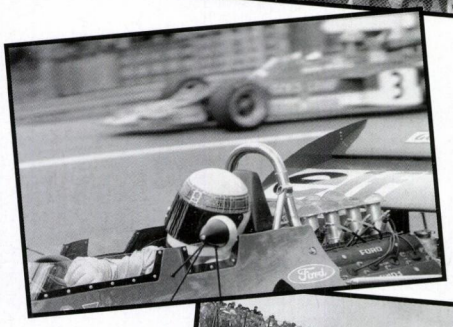
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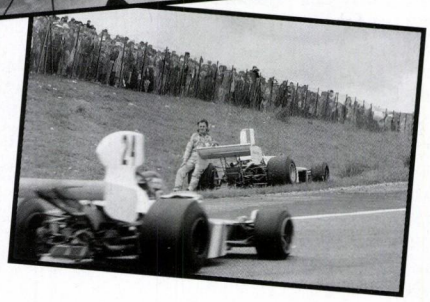
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Above: Frentzen and Jordan 199 gave McLaren and Ferrari a run for their money. Left: Nürburgring pitstop is smooth... but seconds later (below) it's all over. Right: Happier times on Magny-Cours podium

Yellow FEVER

Jordan is at a low ebb in 2004, but five years ago it was all so different. Adam Cooper recalls how close it came to title glory





Ford's decision to abandon Formula One has created a cloud of uncertainty, not just over Jaguar – up for sale to the highest bidder – but also the teams who expect to use its Cosworth engines next year. Eddie Jordan could have done without this extra hurdle as his team struggles to survive.

These days, with the manufacturers holding all the cards, the odd point for eighth place is regarded as an achievement. And yet exactly five years ago, Jordan was within reach of the drivers' world championship. Had fate played a different hand on one or two occasions that year, Heinz-Harald Frentzen might have become the least likely champion of recent times – and with a customer Mugen Honda engine.

"It all happened in a blur because it was over so quickly," says Jordan. "I see the publicity that BAR is getting today. I can only assume that we were having something similar. The difference is that we won races that year. They're great memories, but it's also very sad, because we're nowhere near where we were then."

Michael Schumacher's mid-season accident opened the door for Frentzen, but there were good reasons why the Jordan 199 was so competitive. Take a look at a roll-call of the team's staff. Not only was the current Toyota supremo Mike Gascoyne in charge as technical director, but his opposite number at Williams – mercurial Aussie Sam Michael – was Frentzen's race engineer. To get those two on board today you'd have to invest an awful lot more than EJ paid them.

The groundwork for the 1999 season was laid the previous summer, when Gascoyne joined from Tyrrell. As his methods were absorbed, the team's form picked up. The highlight was a memorable win for Damon Hill in the wet at Spa, just before design stalwart Gary Anderson moved on.

"The process was very different from before because Gary had tended to oversee all the detail himself," says Mike. "It was an enjoyable period because everyone had far more input than they were used to, and it was interesting for me to work with a different group of people.

"I rearranged the drawing office, and pretty much started immediately on the layout of the 1999 car. In the background there was all the aerodynamic work – the same work I'm doing at Toyota and I did at Benetton in terms of getting the wind tunnel fixed. The '99 car was mechanically an evolution of the old car, with an aero package put on it."

Unhappy at not being allowed to fight Hill at Spa, Ralf Schumacher revealed that he was off to Williams. In effect he did a straight swap with Frentzen, a Jordan Formula 3000 driver back in 1990. The latter's reputation had taken a battering through two difficult years at Williams, and he was keen to make amends. He formed a good working relationship with Michael.

"Heinz had fresh motivation because he'd been removed from a top team," says Michael. "He was out to prove himself. That year there was only Bridgestone supplying tyres, so we all had a hard control compound. The tyres had low degradation – it meant that the most important part of a stint was towards the end.

"From his sportscar days Heinz was good at saving fuel and using the tyres in the last seven or eight laps before the pitstop. He would control the pace and save the tyres as much as he could. We also had a slightly bigger fuel tank than anyone else, probably by about 10kg. So we could always run three or four laps longer."

Aware that Hill was losing interest, Heinz-Harald seized the initiative and soon got the team on his side. The season started strongly in Melbourne, where he finished second to Ferrari's Eddie Irvine, although problems for Michael Schumacher and the McLarens helped. In Brazil H-HF finished third, only to run out of fuel on the slowing-down lap. In theory he did not have enough left in the tank to satisfy the FIA checks, but no exclusion followed.

At Imola he went off on oil, but made amends with a good fourth at Monaco. In Spain he retired with a transmission problem while fifth, and then in Canada he had a spectacular crash after



'Had fate played another hand, Frentzen might have become champion'

a brake disc failed. He was running second, and priceless points were thrown away.

"Montreal was a cock-up because we had bigger brake ducts and we didn't run them," says Gascoyne. "At this point we were really under pressure. Then to go to France and win the race was a big breakthrough."

That's some understatement. On a sensational soggy afternoon in France a canny performance from Frentzen and a bold tyre strategy earned Jordan a memorable victory.

"It was the first win for a car I'd designed," adds Mike. "I'd been at Tyrrell, done a reasonable job and some fairly innovative things, but we were in the bottom half of the grid. I'd always had Harvey [Postlethwaite], and this was the first time I'd done it all from scratch. In fact, apart from Barcelona 1994, that year was the first time I'd had a car on the podium."

Next time out at Silverstone Heinz finished fourth. But the real significance of that race was Schumacher breaking a leg. It seemed that the championship was now a contest between Irvine and Mika Häkkinen. While all eyes focused on these two, Frentzen subsequently picked up a string of thirds and fourths, leaving the struggling Hill in his wake.

Heinz also qualified second at Hockenheim and third at Spa, but nobody paid him too much attention – until Monza. There he qualified second to Häkkinen and inherited the lead when the Finn spun off. The Jordan sailed past and from there Frentzen didn't put a foot wrong.

LAT Steve Etherington Rainer Schlegelmilch

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Gascoyne recalls: "We were five or six seconds behind, but pushing reasonably hard. Mika had the race in the bag if he didn't made a mistake, but he was braking late and pushing hard because he was under pressure."

The title favourites both seemed to be doing their best to throw it away, for Irvine had a difficult run to sixth. With three races left he and Häkkinen shared the lead on 60 points, while Frentzen had 50. Suddenly it dawned on everyone: Heinz had a genuine chance. Then at the Nürburgring he stunned McLaren and Ferrari by taking pole. Perhaps it could really happen.

"We had a fantastic strategy in qualifying," says Michael. "It was wet but drying. We came into the pits and put fuel in for two laps for the second-last run. We did a time, came in, changed tyres, and went out for another timed lap. That's how he got pole."

But Sunday didn't get off to a great start for the team. At the first corner Hill suddenly slowed when his engine cut out, triggering a spectacular crash. But from pole Frentzen led in accomplished style. With rain clouds threatening he made a perfect pitstop, but after rejoining the track, he slowed to a crawl. The engine was dead, and the devastated driver abandoned ship and walked backed to the pits.

Gascoyne and Michael are still cagey about what actually happened. In fact, four or five races

'Let's say it was taking the anti-stall device to its limits. But it was legal'

earlier the team had introduced a system that allowed the drivers to make better starts on very low revs, using the anti-stall function to stop the engine bogging down.

"Let's say it was taking the interpretation of the anti-stall device to its limits," says Michael. "It was completely legal, and the FIA knew what we were doing. But they had a clarification for the following year to stop anyone doing it."

Gascoyne: "We were doing what everyone does, which was pushing the boundaries. It's part of being innovative."

The only thing the driver had to do was remember to cancel the function by pressing a button within 10 seconds of the start, or risk the engine cutting out. At the 'Ring, Hill simply forgot and paid the price at the first turn. Frentzen triggered the device when leaving the pitlane – it gave no benefit at that stage – and by co-incidence, he also failed to press the magic button.

The rain turned the results upside down, with Johnny Herbert's Stewart winning. Häkkinen scrambled home fifth, while Irvine failed to score. With just Malaysia and Japan to come, Mika now had 62 points, Eddie 60, and H-HF 50; had the Jordan actually won, the scores would have been 61-60-60.

It's easy to put a spin on 'what if' situations, but had the latter numbers applied, Frentzen and his team might have approached the first grand prix in Malaysia in a very different frame of mind.

"We could have gone into the last two races within a point of the title," says Jordan ruefully. "Psychologically, it was a huge chasm to climb

FACT FILE
Frentzen's chase for the title

Australian GP (Albert Park)	
Irvine	10
Frentzen	6
Häkkinen	0
M Schumacher	0
Brazilian GP (Interlagos)	
Irvine	12
Frentzen	10
Häkkinen	10
Schumacher	6
San Marino GP (Imola)	
Schumacher	16
Irvine	12
Häkkinen	10
Frentzen	10
Monaco GP	
Schumacher	26
Irvine	18
Häkkinen	14
Frentzen	13
Spanish GP (Barcelona)	
Schumacher	30
Häkkinen	24
Irvine	21
Frentzen	13
Canadian GP (Montreal)	
Häkkinen	34
Schumacher	30
Irvine	25
Frentzen	13
French GP (Magny-Cours)	
Häkkinen	40
Schumacher	32
Irvine	26
Frentzen	23
British GP (Silverstone)	
Häkkinen	40
Schumacher	32
Irvine	32
Frentzen	26



Above: After being dropped by Williams, Frentzen was fired up to prove his worth. Two hard-earned wins answered his critics. **Below:** Mika Häkkinen heads H-HF at Magny-Cours as Eddie Irvine chases. **Below left:** Mike Gascoyne. **Bottom:** Frentzen talks to Sam Michael



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out of after Nürburgring. That race was his."

Michael agrees: "If he'd won and carried that momentum into Malaysia, it would have been a different story."

Gascoyne: "Having thrown the 'Ring away, it affected him greatly."

Frentzen struggled to come to terms with Sepang. A loose headrest contributed to a spin in qualifying, and then he had brake problems with the T-car. He qualified a miserable 14th, but on Sunday he woke up and charged to sixth, setting a fastest lap bettered only by the returning Schumacher – and quicker than any posted by Häkkinen or Irvine.

"Heinz-Harald said that the car was very bad," recalls Gascoyne. "He drove a storming race, set second-quickest lap, went faster than he did in qualifying, and swore blind that the car worked better when the track picked up grip. I think he probably just learned how to go round it!"

With his title hopes history, he nevertheless started and finished fourth at Suzuka, behind Häkkinen, Schumacher and Irvine. The final margin of 22 points to the victorious Finn did not fully reflect what might have been.

Frentzen never again showed such consistently good form, as Gascoyne recalls: "That year he was fantastic, he just drove the car and didn't try to design it. Interestingly, in Australia 2000, he came up and said, 'I want to have more input in

'It was a huge chasm to climb out of. The race at the Nürburgring was his'

the aero, I want to do this, I want to do that.' To me, he lost focus and went back into his old ways. But in '99, he just drove the car."

Tensions developed, and in the middle of 2001, a frustrated Jordan sacked his German driver. Meanwhile, the technical 'dream team' broke up as key members accepted better offers.

To Gascoyne and Michael you can add John Iley, currently chief aerodynamicist at Ferrari, and Dr John Davis, today in charge of the wind tunnel at Williams. Mark Smith went on to become chief designer at Renault, but has recently returned to Jordan as its technical director. He rejoins designer John McQuilliam. The Class of '99 was by any standards a very talented group.

"I didn't take anyone into Jordan," admits Gascoyne. "I used the people that were there. It was good to build them into a team, show them how to work in a different way. And to do the 199 as our first car was tribute to everyone."

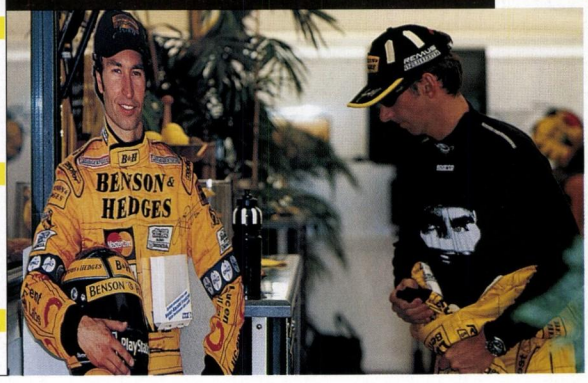
Jordan: "The one thing I'm proud of about the team is that we were able to win races and we were consistently strong. That doesn't happen by accident. We had to have a good team, good people, high-quality engineering.

"To be fair, Gary Anderson pulled all those guys together. To assume that it went downhill just because Mike and Sam left would be wrong. They were very good, important people. But we mustn't lose sight of the equally good guys who are still at Jordan and who will potentially be able to pick this up again and run – if I'm able to get them the budget and the necessary wherewithal to get back on track."

FACT FILE
Frentzen's chase for the title

Austrian GP (A1-Ring)	
Häkkinen	44
Irvine	42
Schumacher	32
Frentzen	29
German GP (Hockenheim)	
Irvine	52
Häkkinen	44
Frentzen	33
Schumacher	32
Hungarian GP (Hungaroring)	
Irvine	56
Häkkinen	54
Frentzen	36
Schumacher	32
Belgian GP (Spa-Francorchamps)	
Häkkinen	60
Irvine	59
Frentzen	40
Schumacher	32
Italian GP (Monza)	
Häkkinen	60
Irvine	60
Frentzen	50
Schumacher	32
European GP (Nürburgring)	
Häkkinen	62
Irvine	60
Frentzen	50
Schumacher	32
Malaysian GP (Sepang)	
Irvine	70
Häkkinen	66
Frentzen	51
Schumacher	38
Japanese GP (Suzuka)	
Häkkinen	76
Irvine	74
Frentzen	54
Schumacher	44





LAT Sutton

Above: Pole position at the Nürburgring proved the team's championship credentials. Then it all went wrong. **Below:** Damon Hill lived in his team-mate's shadow during a dire final season of F1. **Bottom:** Neat and tidy Jordan 199, product of a pool of young talent





Lotus 23B **vs** Westfield XTR4

TIME BANDITS

Eras change, but the racer's urge to shave every tenth doesn't. Richard Heseltine pits a track-day hero against a sports-racer icon

photography by Ian Dawson

More than 40 years on from its inception the Lotus 23 still serves as a blueprint of how to make a junior sports-racer: spaceframe beneath glass fibre, low centre of gravity and enough beans to make things interesting. With the exponential growth of track days over the last decade, and machines built specifically for them, the nature of lowering lap times may have changed, but the recipe for doing just that remains much the same.

Fitting, then, that the latest challenger comes from Westfield. Fitting, as for much of its existence the Kingswinford marque's stock in trade has been Lotus-inspired sportscars, most memorably its lovely (and recently reintroduced) Eleven clone and Seven-esque roadsters. It also made a 23 replica (but just the one, mind). The XTR4 is an altogether different proposition. Derived partly from the Suzuki Hyabusa-powered XTR2 introduced in January 2002, it features significantly reworked styling – all geometric ALMS-style posturing – and turbocharged Audi 'four' power and gearbox. Designed by the in-house engineering team (Westfield's PR people are loath to attribute the car to any one man), it too features a spaceframe and no fancy composites; easy to repair GRP bodywork is ideal for a track-day weapon. One that's road legal.

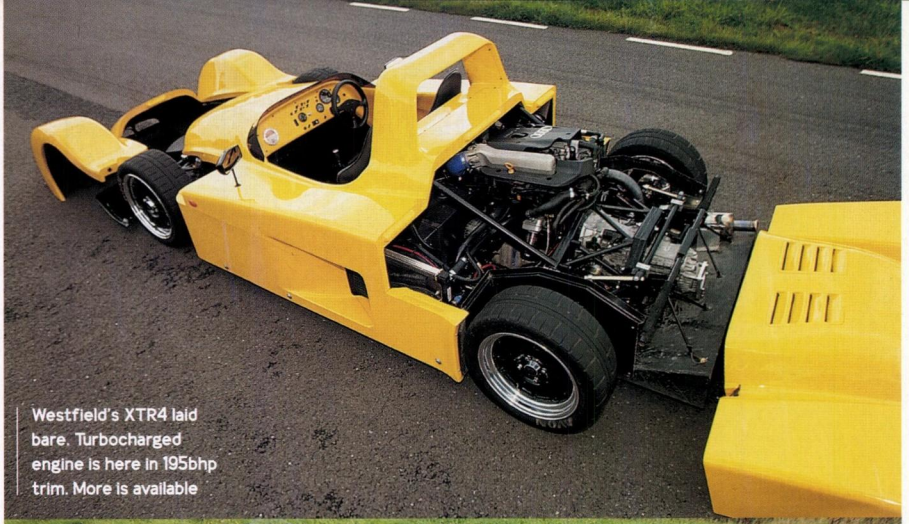
So too was this 23, for at least a part of its life. Campaigned by the vastly experienced pairing of Ian Ritchie and Sean McLurg, this multiple hill-climb record holder was built in 1963, a year after the model's launch and subsequently updated to 'B' specification (Lotus Twin-Cam power rather than a Cosworth-Ford 997cc SAE screamer). Raced in Belgium, it came back to the UK during the late '60s, sprouted a bizarre gullwing-door canopy and was road registered. Now restored, it's among the few 23s to retain its original, 22 Formula Junior-inspired chassis: "It still has that funny bit of triangulation to the right of the driver's shin which usually gets removed as it gets in the way," says a proud Ritchie

While sharing the same basic architecture, the two cars couldn't look more diametrically opposed. The Westfield is all slab of side, sharply creased, dramatic with all the contemporary sports-racer reference points. It dwarfs the pretty Lotus which, in true Chapman-style, has an economy of line and a cockpit where, as McLurg puts it: "You get in and you're virtually lying down with your eyeline not much higher than your toes." A sense rather less evident in the XTR4, its cabin hosting a full array of gauges, idiot lights and, of course, a tax disc. These and a slightly perched driving position, a by-product of substituting Audi for Suzuki, with the gear lever in boringly road-car fashion to your left.

With the 23 set up for speed events, the amiable Lotus duo is predictably in a bullish mood: the XTR4 should be comfortably vanquished.



Main: 40 years apart, Lotus' 23B is still the benchmark junior sports-racer. Right: XTR4's cabin is surprisingly comfy, its Cheshunt rival less so



Westfield's XTR4 laid bare. Turbocharged engine is here in 195bhp trim. More is available



BRM head aside, 23B is in modest tune. Some 131 were made; this example retains its original chassis





Seasoned Westfield man Mick Keeley has other ideas, even if he gets his excuses in early by citing the lack of a proper straight at Curborough as not really suiting the Westfield's power curve. And all this before even venturing on to the rain-sodden track. Or before receiving their instructions to swap cars.

Veteran set-up ace McLurg is clearly smitten with the XTR4, but has reservations: "The Lotus is lighter, more nimble and able to change direction quickly, whereas the Westfield feels a bit more of a road-going compromise. It's slightly softer and a lot less harsh, due in part to conventional engine mountings rather than the solidly mounted Twin-Cam in the back of the Lotus. The 23 is more stable under braking and turn-in – it's very neutral. The Westfield has more initial understeer which can be controlled with the steering or by the throttle and, thanks to the turbocharger, power comes in with a big surge so

TECH SPECS

	Lotus 23B	Westfield XTR4
Engine	1598cc four with alloy block and aluminium DOHC head fed by twin Weber 40DCOE	1784cc all-alloy DOHC four fed by Motronic engine management system with 3-way catalytic converter
Gearbox	Renault or VW/Hewland, 4-speed (or 5-speed)	Audi, 5-speed
Chassis	multi-tubular spaceframe	multi-tubular spaceframe
Body	glass fibre	glass fibre
Suspension (f/r)	unequal-length double wishbone, coil spring and damper, anti-roll bar/reversed lower wishbone, top link, twin radius arms, anti-roll bar	double unequal-length wishbones, anti-roll bar, adjustable dampers/double unequal-length wishbones, anti-roll bar, adjustable dampers
Brakes	outboard discs	discs
Steering	rack and pinion	rack and pinion
Wheelbase	90in	95in
Width	59.5in	64in
Weight	884lb	1430lb
Track (f/r)	51.5/50in	57/56in

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" I kept glancing in my mirror but couldn't see anyone"
Jim Clark, Lap1 1962 Nurbergring 10,000Kms

1962: Lotus 23, Lotus Twin Cam, 100bhp, 125mph

2004: Xanthos 23, Ford Zetec 165-220bhp, 155+mph



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Westfield's turbo-influenced power curve hindered by tight confines of Curborough where straights are at a premium. Below (l/r): XTR4 displays recent sports-racer reference points; Lotus 23B is as pretty as it is nimble

Thanks to Westfield Sportscars, on 01384 400077. The 23B is for sale: call 07977 454047







Mick Keeley (left) and Ian Ritchie before track face-off

you have to be very progressive with the throttle. The Lotus has a much more linear power delivery. Gearing is strangely similar, though, at least up to third, although the Lotus' Hewland change is quicker and much more precise. That said, the Westfield's Audi 'box is user-friendly and there's the advantage of a fifth gear. Oh, and reverse. If anything, with the low weight counteracting the mass of the engine, the gearing seems a bit short in first and second."

All points backed by Ritchie: "As it's in road trim there are some compromises, so it would be interesting to try one in full track spec. I initially found the power delivery to be slightly disconcerting. Going into the top semi-circle, I approached in third and the turbo kicked in just as I was hitting the brakes so the back stepped out. The Lotus's delivery is that much smoother. And, of course, in being fitted with road tyres, the Westfield is disadvantaged straight away. The thing is, once I had adjusted, I really started to enjoy the XTR4. It's a seriously quick machine. At high speeds, you can feel the aerodynamics come into play: it feels a lot more stable than the 23 in the long sweeping corners."

Over to Keeley: "Obviously, it's a familiarity thing but to me the Westfield is a much more straightforward car to drive quickly. You would need quite a bit of track time to really get the best out of the 23. The sense of speed you get from the Westfield is epic once the turbo kicks in: it's just a big push in the back. I really enjoyed the Lotus, and it's amazingly quick for its age despite not being in a particularly high state of tune, although I suppose it's on more of a knife-edge when you really get going. The 23's steering is much more nervous than the Westfield's. With the XTR4 you can brake deeper into corners, but I was impressed with just how quickly you can get back on the throttle in the 23. The gearing is quite short, and you can tell that it's set up for hillclimbs. It would be interesting to see how they both stacked up at a longer circuit. I would say that the XTR4 is the easier car to drive, and anyone who hadn't experienced these types of car before might struggle to get on with the Lotus."

McLurg agrees, if only in part: "You have to remember that the Lotus is a true racing car. The Westfield is aimed at the track day market [although the XTR4 has bloodied its nose in competition: three wins from as many races this year] with drivers of differing levels of skill. I reckon the 23 would be faster around here than the Westfield [Ritchie was willing to put money on it] in this spec but that's not really what the XTR4 is all about. It can be enjoyed without the high-maintenance hassles of racing cars while behaving itself all day. And you can drive it home afterwards. If I was in the market for this type of car, I would be very tempted."

23's 'Ring of confidence

"I tell you, that Lotus was unbeatable," says an animated Trevor Taylor, reliving the Lotus 23's blistering run at the 1962 Nürburgring 1000Km. Unbeatable so long as it lasted. It didn't. Taylor never got to race the car (which was a testbed for the new Twin-Cam in 1498cc trim) as team-mate Jim Clark retired on the same lap as they were due to swap places. "At the start Jimmy just went off into the distance. I mean he just disappeared the second the flag dropped. The 'Ring is a long old track and it must have been 10 or 12 minutes by the time he came past the pits for the first time. There was nothing near him. I mean nothing. We all thought there must have been an accident or something. It was a good 20 or 30 seconds before all the other cars came past.

"The 23 was made for the 'Ring. It was just perfect on the bends. While all the big Ferraris and the like were sliding around losing time, the Lotus just stayed glued to the track. I loved it. Unfortunately, an exhaust manifold split when Jimmy had a two-minute lead, and that was that. Lap 11, I think it was. Typical of my luck.

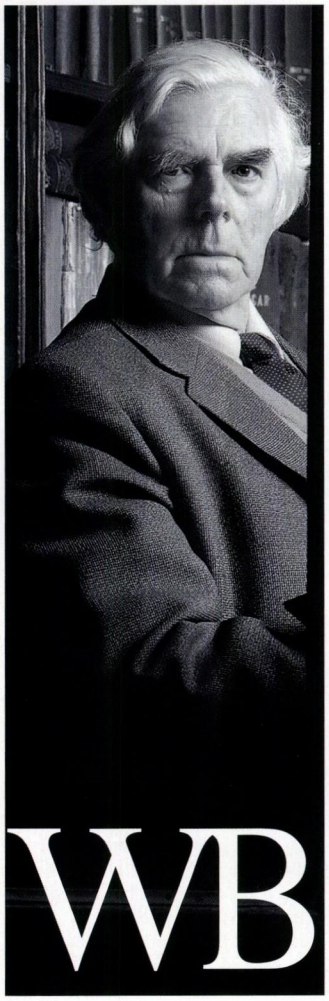
"Then of course we went to Le Mans which was even worse. We were competing in the same class as all the French GTs and the organisers did everything they could to stop us racing, throwing us out because we had six studs on the front wheels and four on the back. We modified them to what they said they wanted but they still wouldn't let us play which is typical of the French.

"I loved the 23 though. Couldn't fault it. It was a proper driver's car. A proper little Lotus."



LAT

Taylor practising at the 'Ring in '62. He didn't get to race



WB



When the giants returned

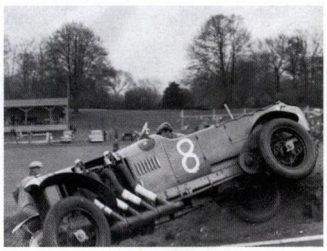
PART OF THE APPEAL OF GOING TO VSCC meetings is seeing giant cars from a long-gone age of the great road races in action. When some of these monsters from the past reappeared, the impression they made on spectators was one of astonishment and admiration.

First to appear was the 12-litre 1908 GP Itala lost behind a pub for 16 years and found by John Pole, who competed once before Cecil Clutton acquired it, to campaign it in wonderful fearsome style from 1936 onwards. Next to make its VSCC re-debut, in 1937, was the 1912 15-litre grand prix Lorraine-Dietrich which Dick Nash had rescued from oblivion. By 1938, Anthony Heal had joined in with the 1910 10-litre Fiat, and a 1914 21.5-litre Benz was raced at Crystal Palace by John Morris in 1939. All of these were ex-Brooklands.

Space precludes a full summary, but very good results were also achieved in speed trials and races.

In 1948, Clutton decided that the Itala should celebrate its 40th racing birthday – it finished 11th in the 1908 French GP at Dieppe – by driving to Reims, scene of that year's GP. They say the old never die, they just fade away; but a long road journey in such a car was surely an adventure supreme.

Moreover, Peter Hampton then decided to join in aboard his 1913 5-litre Bugatti 'Black Bess' and Laurence Pomeroy with his 1914 Prince Henry Vauxhall. The Itala now had the Vincents of Reading four-seater body it had worn since 1911, so Dr Bob Ewen, who had a part-share in the car, Mrs Ewen and Kent Karslake could also go.



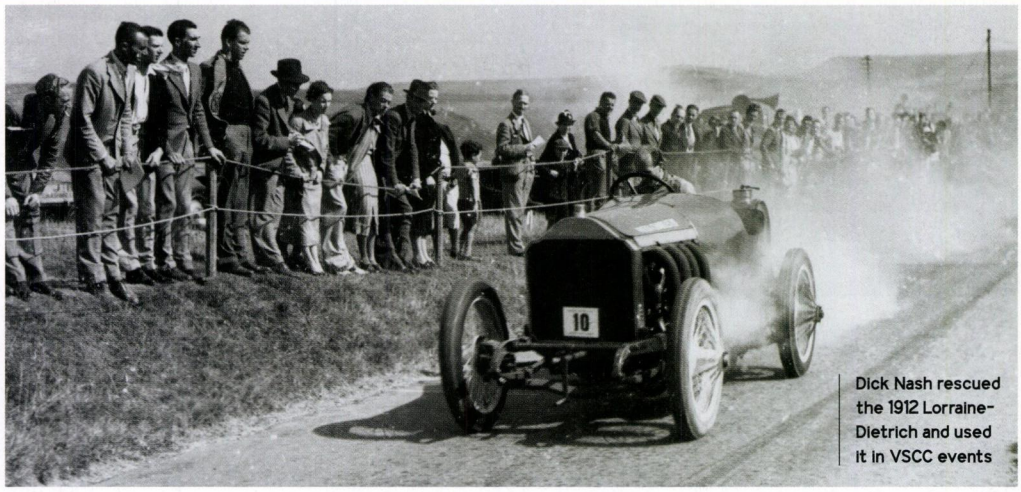
Morris crashes his Benz at Crystal Palace

Karslake, an ex-Etonian, parodied the Harrow School song to commend this epic venture:

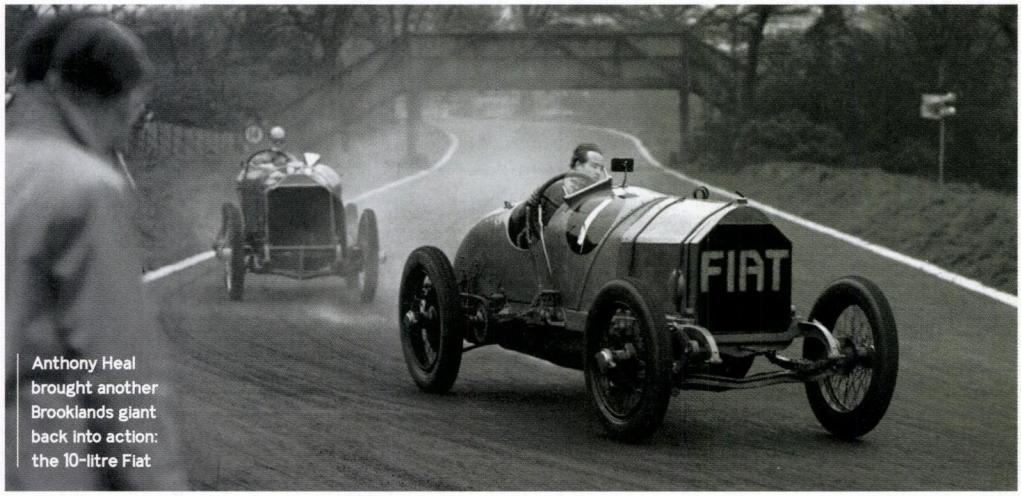
Forty years on, growing
older and older,
Still sound in wind though
your story is long,
Still [full?] of poke, though
betrayed by your solder,
What is one piston to those
who are strong?
Give us plains, or French
hills to beleaguer
The wind in our faces,
come rain or with sun,
Speed for the fearless and
revs for the eager
Twenty and thirty and
forty years on.



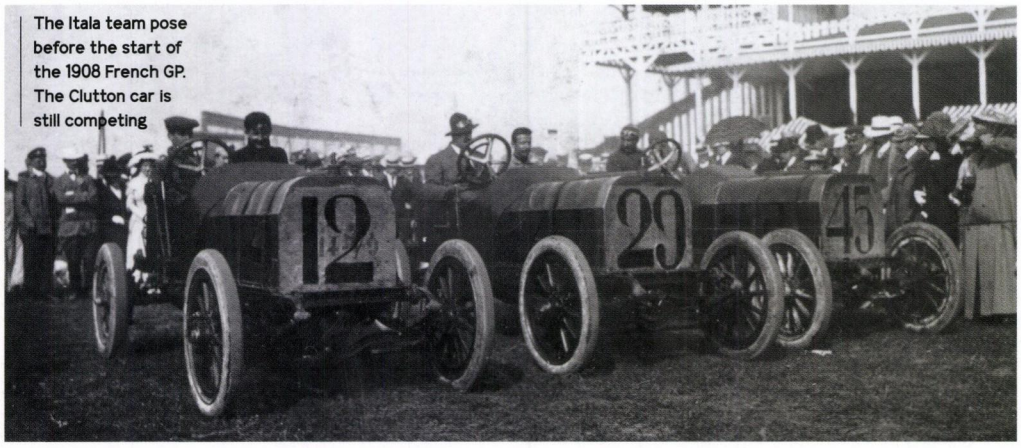
Cecil Clutton was not afraid to make the 1908 Itala work for its living. This is VSCC Silverstone



Dick Nash rescued the 1912 Lorraine-Dietrich and used it in VSCC events



Anthony Heal brought another Brooklands giant back into action: the 10-litre Fiat



The Itala team pose before the start of the 1908 French GP. The Clutton car is still competing

The train ferry was used from Dover to Dunkirk and they were off over the *pavé*, through Cassel, Arras, Cambrai and St Quentin, the faster Itala following the Vauxhall and Bugatti. The rough road caused a petrol leak in the Itala's tank, but it was cured and the other cars caught up with it at some 85mph (1400rpm) along the straight N44. But worse was to come. A little-end was clearly at fault. But in typical French style this, a holed cast-iron piston and the petrol tank were repaired, after some slight confusion when Kent thought *tête de bielle* was little end, but it actually meant big end. That having been explained, only the back cylinders, and not the entire engine, had to be dismantled.

While the willing garage worked overtime the Prince Henry took the party to see the French GP from the village of Gueux. It may have been an Alfa Romeo walkover, Wimille winning at 102.9mph from Sanesi and Ascari, but Kent asked if they would rather have witnessed Szisz on the Renault, Nazzaro's Fiat, the Lautenschlager Mercedes, Boillot on the Peugeot, Segrave's Sunbeam, Benoist driving the Delage, some of the Bugattis, or perhaps the pre-war German GP cars. But he thought Wimille's Alfetta was as historic a sight as any and in another 40 years would look as much so as did the Itala in 1948.

Pomeroy and Karslake had business in Paris, so used the Vauxhall to return. It cruised easily at 60mph, never missing a beat in those 400 miles, nor did Hampton's Bugatti. Sadly, the Itala ran onto a railway line at the docks, damaging its first and reverse gears. But for Clutton and his friends what an epic journey; worth remembering, I think.

The Itala went on to more excellent performances by Clutton and later the Williamsons, and is today in the hands of another 100 per cent enthusiast, George Daniels. He drives it in sprints, and only this year made, with Roger Collings, another stupendous journey round France, taking in the Le Mans circuit, going to see a 1922 racing Sunbeam, making social calls, etc, a distance of 1550 miles, 160 of them in driving rain. The only time the old car needed attention was to clean two of its low-tension ignition igniters.

NMM LAT



Follow the Leader: 2.3 Alfa Romeo entered in 1936 Mille Miglia by Benito Mussolini

Alcohol and cars can mix

As if there is not enough to worry about, TV produced the news that three buses in London are running on hydrogen fuel cells, a reminder that one day supplies of fossil fuel will run out, although I would expect paper to go first.

Attempts to run vehicles on fuels other than petrol are not new. In 1902 France, keen to publicise a national product, contrived to have its two-day 537-mile Circuit du Nord race restricted to alcohol fuel. Maurice Farman won in a 40hp Panhard, at 44.8mph, but the fuel was generally disliked, the steam car entries said to have lost 20 per cent of their speed with clogged burners.

When racing was at full pace during the 1930s, Mussolini sent telegrams to the Alfa Romeo team, and to British drivers of these cars, urging victory for Italy. But less well-known is the fact that the Italian dictator entered a car in his name in the 1936 Mille Miglia.

The fuel shortage during the Abyssinian crisis caused Italy to encourage alternatives to petrol, and quite a number of competitors used alcohol mixtures, including Benito's 2.3-litre Alfa Romeo. Mussolini's drivers were his chauffeur Boratto, and Mancinelli.

The following year Mussolini again entered a car, for Boratto and Guidotti, who won the touring car division with a 2.3-litre Alfa Romeo coupé, although in fact Guidotti drove the whole way. Mussolini's son Vittorio also entered, in a streamlined 1500cc Fiat.

During WWI bags inflated with coal-gas were carried on the roofs of cars (which was probably a serious hazard when a lighted cigarette was thrown from the upper deck of a passing bus), and in WWII it was not uncommon to encounter trailers containing all types of fuel, burnt to generate gas to run the car engine, giving rise to the delightful sight of owners beside the road raking out the ashes. The better-off would have posh trailers for the purpose; I recall Ken Hutchison, who had laid-up his monoposto Alfa Romeo for the duration, using a very splendid one.

The day may yet dawn when we will all be resorting to something like these alternatives to petrol and diesel fuelling.

WB's Sunbeam rises once again

It has to be mildly pleasing to hear that a car which you once owned is still in good hands, having perhaps been restored.

The Sunbeam 16 shooting brake which Jenks and I once shared, and which he used as transport for his racing motorcycles, was eventually left to rot in Jenks' field. However, it has now been fully restored and given a smart touring body.

We acquired it after it had been used by an enthusiastic doctor, who had the second body constructed to replace a fabric saloon body which had become derelict after many years of service, including Alpine tours. The only non-vintage item, apart from the replacement body, was the 1931 Sunbeam brakes, so effective that during an MoT check the tester, having asked me to stop, nearly went through the screen.



Frost and Wright with Tickford Sunbeam

I have heard since that a similar Sunbeam, a 1931 Tickford saloon once owned by the late George Bance, and which I had forgotten I had stored for him when it was in a derelict condition, then went to J W Crosley. In 1978 he sold the car on to T H Stone, who passed it on a year later to Jeff Wright in Soham. He put in much work on it before Bob Frost, who looks after the STD Register's photo library, took it over. After 40 years off the road it is now running like a new car.



The Lagonda Rapier driven by Lord de Clifford and Charles Brackenbury at Le Mans in 1934 is being restored in Ireland. The present owner's parents bought it in 1946 from an Irish dealer. It had been somewhat altered, the tail extended to provide a small luggage space and the 19-gallon tank used for the 24-hour race made smaller. Peter Walby has photos of BMG 2 from which to restore the bodywork, except for one showing the tail as it was when Brackenbury ran the car at Donington in 1934. He'd like any images that could help. Replies can be forwarded.

In August the VSCC held its last gathering at the Verzons Hotel near Ledbury, which will no longer be available to it. Future meets are to be held at Longworth Hall, at Bartestree, three miles out of Hereford on the Ledbury road. Fifty-five cars attended, from 12 Alvises to a Crossley.

To strengthen the vintage car movement worldwide, the FIVA and the IHVO have amalgamated. IHVO ceases to be a separate body but one of its members will be represented on FIVA's General Committee and one of its Commissions. This means a single historical vehicle movement will have representation in 50 countries, for its membership of nearly 750,000.

I apologise for apparently saying (October issue) that 1000 low-chassis S-type 4.5-litre Invictas were made. Reader Mr Williams is correct in saying the number was 77. My figure was intended to be for the entire Invicta output. Also, in the TT Humber article Bentley & Bentley became changed to Bentley & Burgess.

Photographs of cars in pubs: reader J Strickland tells me that pictures of the Wherwell cars, which were made in Wherwell village, hang in The White Lion at Wherwell, near Andover. Are there any more such sightings?

Vintage SCC fixtures to the end of 2004 are the Lakeland Trial on November 6, and the Winter driving-tests at Westcott Venture Park, Bucks, on December 4. Both these meetings are for members only.

The Amilcar-Salmson Register has recently enrolled five new members, their cars an Amilcar CGSs, two CGS and two CS models, with two recruits looking for Amilcars.

IT'S DETAIL LIKE THIS...



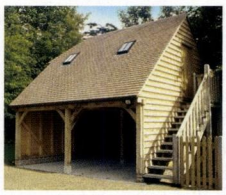
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Fresh-air motoring from the USA

Where have all the air-cooled cars gone? In this day and age, with very reliable anti-freeze and cooling systems that do not admit of boiling, no need for it perhaps. But I sometimes dream of not having to lie awake wondering whether the freeze-avoiding liquid has been changed for fresh or is of correct strength, or if my car's radiator has a leak. Had I motored in the days of the Franklin I could have been free of such worries, because this was an air-cooled car.

The Franklin was, indeed, quite unusual, at a time when cooling cylinders only by air was restricted to small cars such as the Rover 8, GN, some Morgans, and most of the cyclecars. So the Franklin was almost unique, one might say.

It had a wooden chassis, full-elliptic springing and wood artillery wheels, and relied on rear-wheel brakes only until 1928. It would not have suited the bulk of British buyers. Even when sales of the celebrated VW Beetle had exceeded those of the Model-T Ford over a shorter production span, there were people who could not stomach its unconventionality. An avid Beetle enthusiast, although not in the pay of Germany or the efficient British agents as some *MotorSport* readers imagined, when a neighbour with a Hillman Minx wanted a new car I invited him to look at my VW.

Opening the well-sealed back boot to show him the flat-four engine he asked where was the radiator? I showed him that plenty of luggage would go into the front boot, but I could see that without accepting a ride he would purchase another sensible water-cooled job with its cylinders in-line surrounded by water, engine properly located ahead of the driver. I don't think he would have bought a Franklin!

There were many Franklin models, even a straight-eight and a 1932 conventionalised V12, and many specification changes. Best remembered is the Type 12B 30/6. It had a counter-balanced crankshaft with seven main bearings, and pushrod overhead valves. The 3871cc (with bore and stroke of 82.5 x 120.7mm) engine with conrods of duralumin and alloy pistons was cooled by a frontal scirocco fan taking in air from a circular opening in the dummy radiator. It forced air at high speed into a duct over the valve gear and tops of the cylinders, before it was exhausted through a copper-flanged surrounding over the cylinders. This system provided 2267sq in of cooling surface for each cylinder, with 2700cu ft of air flowing through it at an engine speed of around 1700rpm. Copper fins were so placed that the cylinders received air front and back.

A six-branch inlet manifold drew from a single Stromberg carburettor, exhaust-heated, with electric primer. Feed was by Autovac and a three-way tap on the rear-mounted petrol tank gave a reserve supply of fuel. At 3000rpm some 67bhp was claimed. A dry-plate clutch and three-speed gearbox was used, with adjustable clutch and brake pedals. The chassis was of three-ply laminated ash. The full elliptic springs were underslung, with a tubular front axle. Eventually Lockheed hydraulic brakes replaced the original transmission and back-wheel braking. The gear ratios were 17.14, 8.27 and 4.73-to-1, and it came with 32 x 6in balloon tyres.

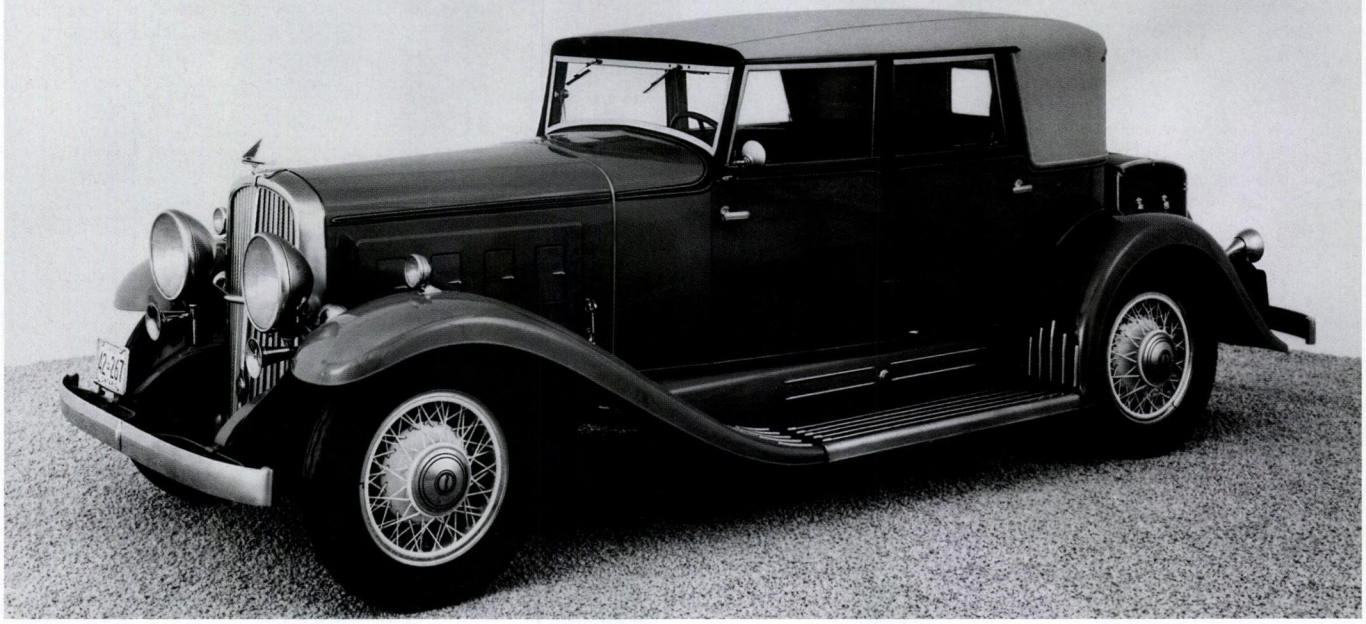
In Britain the sales were handled by A-M Motors at 21 Chilworth Street, Paddington, W2; the cost of a five-seater saloon on the 9ft 11in wheelbase chassis was £885.

Several American manufacturers tried air-cooling but none could equal the success of H H Franklin's products. It was claimed that the unusual springing with its 3.5in deflection saved tyre wear, and therefore Franklins for many years did not even have detachable rims.

In 1915, a Franklin was driven from Walla Walla, Washington State, to San Francisco in bottom gear without overheating. Charles Lindbergh of solo transatlantic flight fame used a Franklin, as did the author Gilbert Frankau who in 1930 bought a used Franklin, a make of which he had scarcely heard. At first it suffered front-wheel shimmy on the Colnbrook bypass. That cured, he drove this 4.5-litre Speedster Coupé on long French tours, seeing 90mph on a slightly optimistic speedometer downhill between Avignon and Fréjus. It climbed the snow-piled Furka, the Stelvio with its 87 hairpins, and the Katchberg, the last miles of which were, he said, "as steep as Brooklands Test Hill."

A sporting Airman model was introduced in 1933, but the firm closed down in '34, taken over by a firm making aero-engines.

Slatted radiator hid the Franklin's secret: air cooling. Sporty 1932 Airman model did not save company



both NMM



Forrest Lycett in his special and very fast 8-litre Bentley contesting Brighton Speed Trials

130mph with Lycett

I was pleased to know that the Forrest Lycett 8-litre Bentley was among the many cars at this year's Goodwood Festival of Speed. Before the war I had some wonderful rides in it: Lycett took me round Brooklands for 130mph laps and there we recorded impressive acceleration times. This great Bentley enthusiast would invite me over to breakfast at his Kensington address, giving me the problem of whether to offend my landlady by refusing hers or eat two. But it was all in the spirit of gentlemanly behaviour in an older regime.

Lycett drove wonderfully, at up to 110mph on the open road, always braking for every 30mph speed-limit sign, going through at 29mph, then accelerating rapidly. So fast was this Bentley that he would sometimes be braking when taking advantage of a traffic gap ahead to overtake, when you or I would still be accelerating hard.

On one occasion we were caught in torrential rain. In Henley-on-Thames Lycett stopped at the Bell Hotel, demanding immediate hot baths. As non-residents we were refused. He was *not* amused. He was apt to tip garage hands, who would fill up the 8-litre with fuel and check its tyre pressures while others would have to wait, sometimes to calls of, "Hey, I was first!"

Lycett enjoyed long runs, such as London to Scotland and back in a day; if he heard anyone bragging of lesser achievements the luckless man would be invited to a drive in one of the Bentleys, being told to bring an overnight case, which Forrest's manservant would remove secretly. Tired and possibly slightly alarmed, the victim would be told over dinner to hurry up as he was about to be driven back from Edinburgh to London... Or taken fast – and non-stop – from London to Land's End. "Silly," admitted Lycett, "but I was younger then [in his middle-40s]."

He very frequently held 100mph and over on the road, before speed-limits, as from the 4.5-litre model onwards this was so easily possible.

His 8-litre was a car apart and in my view fully deserving of the slogan on a tiny dashboard plaque 'Still the World's Finest Sporting Car', if you add 'vintage'. (An amusing episode with the 8-litre is told in the very interesting VSCC Harrogate Rally programme, available from Gill Bukin at the Club's offices, The Old Post Office, Chipping Norton, Oxon OX7 5EL, for £7.28 inc p&p.)

Wheatcroft: genuine enthusiast

I would like to add my congratulations to Tom Wheatcroft for having been presented with the Meguiar UK Enthusiast of the Year award in late September.

Tom's genuine interest in proper racing cars dates back; I recall going with Jenks to see what was even then a wonderful collection, housed in various scattered places around Derby before he had built the wonderful Donington collection of single-seater racing cars, which was opened in 1973.

Not only that, but Tom restored and continually improved the famous Donington circuit and fought hard to get full-scale GP racing there.

Now 82, he has not only saved so many very important racing cars but has driven them round his circuit, which is the venue for races of top calibre, for both cars and motorcycles.

Jenks once caught Tom in one of the GP cars, which was stationary in the museum with Tom clearly in action. Asked discreetly what he was doing Tom admitted he was, in imagination, winning an important grand prix.

He's that kind of 100 per cent dedicated person, and generous to those who also properly understand motor racing.



The Morris Bullnose Club's magazine combines technical advice with Morris history. My affection for Morris cars goes back to the first driving lessons I had with a family friend in his flat-nose Cowley saloon, when he showed me how safe and controllable a car can be if properly handled. The Bullnose Club secretary is M McKay, Highlands, Church Lane, Little Leigh, Chelmsford, Essex CM3 1NA. The President is Jo Revis, the widow of the blind Morris PR man, who handled that position so competently, as I can confirm.

The Pre-War Austin Seven Club reports that recently Tom Wheatcroft held a private party at Donington at which two of the famous twin-cam racing A7s and the side-valve car were demonstrated. Clive Hadley was there to see the car so ably raced before the war by his father, Bert. It seems unlikely that these historic racing Austins will be thus driven again, but they can be seen in the Donington Collection of single-seater racing cars.

The ***Sunday Times*** recently had an article headed 'When pioneers went over the Top' - of the Brooklands bankings. It was accompanied by a picture of John Cobb in the Napier Railton with all the wheels in the air and a ghastly five-photo sequence of Clive Dunfee's fatal accident in the Bentley during the 1932 500 Mile race. The sub-heading claimed that triumph and tragedy went neck and neck at Brooklands. Rather unfair, remembering that the track was in use nearly every weekday, apart from winter repairs, from 1907 to '39, representing, with the long-distance racing and record attacks, an enormous high-speed mileage, during which only three drivers were killed in over-the-top accidents. Moreover, a 4-litre Sunbeam was not, as described in the article, 'a sister car' to the one-off 18.3-litre 1920 Sunbeam.

Brooklands Books of Cobham, having covered cars from A onwards with reprints of magazine articles (a catalogue is available) have combined those on Lamborghinis into one 456-page giant volume covering these cars from 1964 to 2004 (ISBN 1855 206498, £49.95) as a special edition of 500. *MotorSport*'s impressions of the 1972 Espada, '76 Urraco and '85 Jalpa are there, with 102 others, in this deluxe hardback.



The hard-used MG Midget on a trial section

Trials of an MG Midget

The Motor Sport Book of the Austin 7, recently republished by the Pre-War A7 Club, tells in detail how Metchim and Masters attempted in 1933-34, not to win, but to finish the Le Mans 24 Hours for the first time with a 750cc car.

In 1930 Sir Francis Samuelson had tried with co-driver Kindell in an MG Midget, but an oil pipe fractured after 20 hours. He drove the damaged engine back to the factory in his aged Talbot and back again to Le Mans to receive even more help from Harry Smith, manager of the Morris-Léon-Bollée works. They then went on to Spa for the 24-hour race, and averaged around 55mph, with Samuelson's best lap at over 57mph, when clutch slip set in. The MG covered 1833.1km, finished fifth in class and 15th overall out of 21 starters, and was the only English car racing, as the Bentleys had been withdrawn.

In 1930 a MG Midget, RX 6795, was set to climb Beggars Roost 100 times under RAC observation without stopping its engine except for refuelling. This having been duly accomplished for some seven hours, three days later H S Linfield, *The Autocar*'s road-tester, took the same MG through the MCC's London-Edinburgh Trial, gaining a gold medal.

Linfield then drove it in the JCC High-Speed Trial at Brooklands, keeping to the scheduled speed to take a gold medal, lapping at 64-66mph, although two Double 12-type Midgets lapped it. On the way to returning it to Abingdon, it made a successful ascent of the 1-in-3 Alms hill near Henley.

An excellent Bentley book

***The DNA of Bentley - Rich Heritage, Challenging Future* by Richard Feast (Motorbooks, ISBN 0 7603 1946 4, £18.99) covers the entire history of Bentley cars with 129 magnificent illustrations, including paintings and head-and-shoulder inserts of personalities associated with later developments, on top-quality art paper. (Riley people will find one of these cars used to depict a typical French road.)**

Many of the photos of the vintage years one has seen before, but Feast takes his story from then right up to Bentley winning Le Mans in 2003, as a shot of the car heading the parade along the Champs Elysées the day after recalls.

A wonderful feast, a modest price.

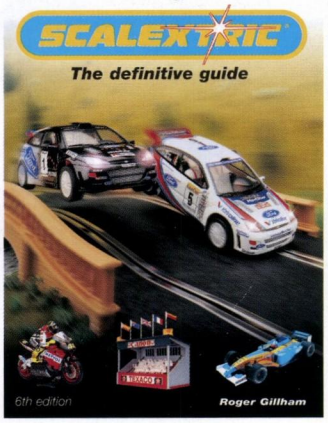
And now the history slot

Scalextric by Roger Gillham, a comprehensive book described rightly as 'the definitive guide' to slot-cars, has been published by Haynes in a sixth edition (ISBN 1 84425 034 2, £25.00). Every kind of miniature car, racing car and commercial, the rail and slot tracks, the clockwork miniatures, the trackside buildings and engines – the list is almost endless. As for the colour pictures, they are too numerous to count!

I had a modest set-up once, but it was borrowed for a party and never returned. But that was a long time ago; I'd never realised how vast this hobby has become since.

And it's all here in this 256-page study, with pages of tables about the products and lists of the world's clubs. Stupendous!

I have wondered whether a layout with banked corners, an Indy or a Brooklands, perhaps, has been tried, for that seems to be the only missing aspect of this miniature game.



RUMBLINGS



The July issue of the Wolseley Hornet Club's magazine contained interesting information about the team of EW Hornets which won the 1932 LCC Relay race at Brooklands, averaging 77.51mph. The team leader, F S Hutchens, drove a Hornet Special, B H Wickens another of these cars, 'Special' being part of the type name, and the slowest of the three was E J Erith's 1931 sports model.
There is sadness about this recall, because Erith has died, aged 96; at 93, he celebrated his birthday with a balloon flight over Burgundy. Born in 1907, his first car was a bullnose Morris. In the 1930s he competed in MCC trials with an MG Midget, followed by a Eustice Watkins Wolseley Hornet. During the war he served in the Royal Artillery.

One also had to admire the Club's Mr A Norak (!) who, by his research into the many Hornet variations, was able to recognise a rare example as a Pendine Special.

The FBHVC warns that the DVLA may be considering taxing SORN (laid-up) vehicles £4.50 each, which would earn over £1,155,000 revenue, to be authorised by the DVLA without Government scrutiny. It also suggests that this imposition could be increased to perhaps £20 a year.

There is also a fear that the nil-rate tax on pre-1973 vehicles may soon incur a fee for obtaining such licences. The FBHVC has successfully fought similar moves and will have a petition against such fresh moves available on stand 20700 at the International Classic Motor Show at the NEC, from October 22-24.

Last month's picture of the WWI four-wheel-drive van has aroused queries: it was a Wisconsin-built FWD.

A Singapore reader belonging to the Alvis OC seeks information about Mr Cave-Brown-Cave, who took part in the 1938 RAC Rally (No198) with SCH Davis of *The Autocar* in a 4.5-litre short-chassis Alvis saloon. This is illustrated in Kenneth Lay's book *Alvis-The Story of the Red Triangle*; all I can remember of the gentleman was his rather appealing surname and his letters to *The Autocar* on non-sporting subjects in the early 1920s. He lent the Alvis (ELY 2) to *The Motor* for a road test, when it did 100.56mph on Brooklands, an easy 90 on the road, and went from 0-60mph in under 20sec. Can anyone else help?

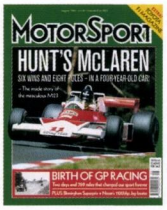
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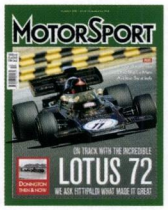
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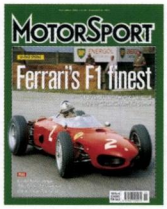
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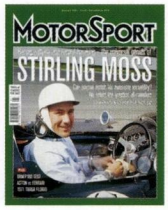
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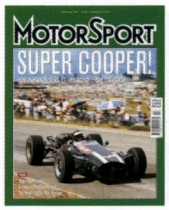
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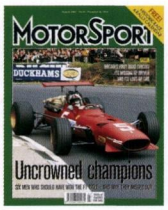
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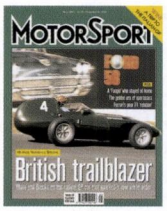
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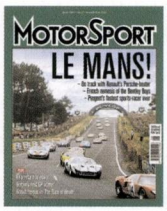
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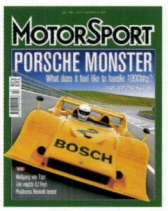
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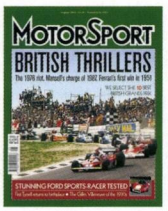
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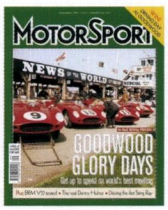
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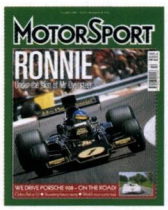
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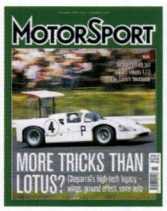
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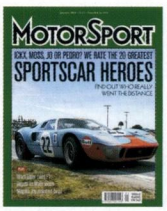
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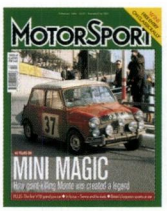
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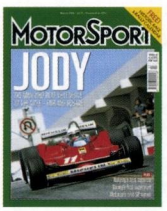
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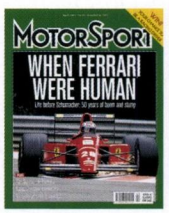
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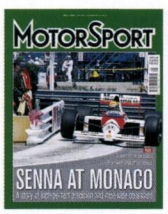
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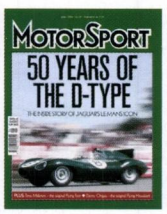
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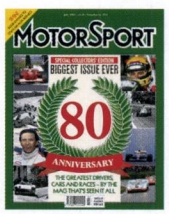
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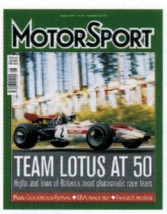
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MotorSport

A record season

In many areas, 2004 has been quite a difficult season for club and national racing. Yet, the Historic Sports Car Club has comprehensively bucked that trend by delivering packed grids and close racing throughout the season.

"The support from our members this season has been tremendous," reports club chairman Nicholas Overall. "It has been a very good year for the club." Not only has membership increased; a notable number of former members have also returned to the club.

The major events in the calendar, including the Silverstone event, the Oulton Park Gold Cup and the Brands Hatch Superprix, all attracted huge entries with over 400 cars at each event. Even the smaller events were very well supported and at Mallory Park in early October over 180 cars packed the paddock. Incredibly, that was the smallest entry of the season for an HSCC-organised race meeting.

It is also significant that a number of drivers are now switching to the HSCC from other classes of racing. The Legends Racing Historic Formula Ford 1600 Championship is a good example. Famed for tremendously close racing and incredibly high standards of car preparation, drivers like Steve St Clair, Nelson Rowe, Crispin Schlaefli and Gil Duffy have all joined the series this season after previously racing in contemporary classes with other clubs.

Support for all of the club's championships and series of races is booming and record levels of registrations have been recorded in most classes. That regularly means full grids, which is great news for competitors, spectators and marshals. Importantly, against a backdrop of falling marshalling numbers at many events, the fact that HSCC meetings feature big grids, close racing and slick organisation means that more and more marshals are opting to support HSCC race meetings.

The total number of competitors registered for HSCC championships and series in 2004 is more than 600. That total includes 71 for Historic Formula Ford, 89 for Historic Racing Saloons, 78 for Classic Racing Cars and almost 100 for Derek Bell Trophy/Classic F3.

While the level of entry at HSCC race meetings in 2004 has set records, the on-track racing has also been to a very high standard. Throughout the classes, racing has been sporting and competitive, with respect for other drivers and their cars being the norm. Against a backdrop of dubious driving standards at the top of the sport in Britain, the club is determined to maintain high standards of track behaviour.

Already, planning is well underway for the 2005 season when the big three race meetings at Silverstone, Brands Hatch and Oulton Park will again be backed up by a full programme at other venues, starting at Donington Park over the Easter weekend.

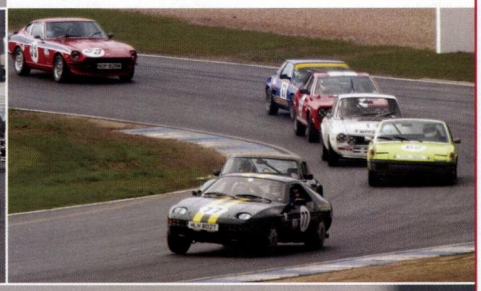
The HSCC is keen to welcome more newcomers to the club, whether they are complete novices making a start in racing or more experienced drivers moving across from other categories.

For more details on the HSCC, contact Executive Director, Grahame White at the club office on 01327 858400 or visit the website at: www.hscc.org.uk









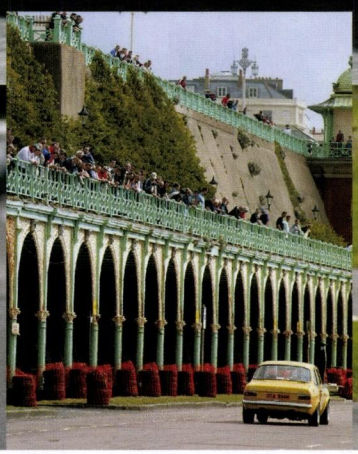


WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT









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All the best action from Donington Park, Spa and Mallory **P102**

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Moss and Brooks for Aintree Festival; Porto street race? **P108**

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Simon Taylor returns to Mallory; racing's new Mansell **P115**

Charlie Wooding, Jim Houlgrave, Gary Hawkins, Bill Allsopp

FAST TIMES

KEEP TRACK OF ALL THE ACTION







Above: Michael Hibberd leads Schryver in first FJ race. Left: Pre-1965 saloons fell to Voyazides' Falcon. Below: Hales/Shipman Crosslé 9S took dominant win. Right: Archetypal Ardennes conditions







Above: Denis Welch's Merlyn Mk5/7 fell back after tyre dramas. Right: FIA glory went to Jamie Boot's TVR Griffith after early leader Hans-Jurgen Maisbenden spun his monster Corvette

All Hales to the Crosslé

Classic Six Hours | Spa | Sept 17-19

September proved a good month for Mark Hales. Fresh from his second RAC TT Celebration victory in a row at Goodwood, he co-drove Jon Shipman to a superb success in the Classic Six Hours at Spa.

In a race run in very slippery conditions, this duo emerged from the enduro with a winning margin of two laps after a mighty performance in Shipman's Crosslé 9S.

While GT40s have usually been the cars to beat in the race which runs into the dark of Saturday night, this time the Ford challenge soon wilted, the car of Chris Chiles out early after a gravelly off.

Instead it was Hales and Shipman battling with the Merlyn Mk4/6 of Gareth Burnett and John Ruston during the opening stages. Having flung the Merlyn to fourth a year earlier, the versatile Burnett was denied a finish this time by transmission dramas.

It was a good weekend, too, for Leo Voyazides, who took his Ford Falcon and a GT40 to race wins. In the two-part FIA Pre-1965 Touring Car counter, the shipping boss won the first part and then handed the Falcon to Andy Bacon for another win in part two.

More FIA glory went to Jamie Boot in his excellent TVR Griffith. The Sheffield racer won both parts as the thundering Chevy Corvette of Hans-Jurgen Malsbenden gave valiant chase.

The BRDC Historic Sports Car Championship went right down to the wire as Julian Bronson gamely tried to defend his slender points lead in the final race of a busy season. However, the Bristolian, racing for the fourth weekend in succession, couldn't quite keep his Costin-bodied Lister-Chevy on terms with Philip Walker (Lotus 15) and the Cooper Monaco of Ted Williams. A cracking win for Walker just tipped the championship in his favour.

Another entertaining contest was the final Motor Racing Legends Pre-War Sports Car race. Over an hour's duration, the Alfa Romeo 8Cs of Hubert Fabri/Adrian Stoop and James Baxter battled mightily before victory went to the Fabri car by 7sec. Baxter, who was making his Spa debut, had learnt the track on his bicycle! Burnett made up for his Six Hours retirement by partnering father Des to third in a Talbot 105.

The awesome Porsche 908/3 of Phillip Brunn proved far too strong for the rest of the Group 4 pack in another hour-long battle; Carlos Barbot was again sharing his Lola T70 with series promoter Jonathan Baker and clinched second place, while Simon Hadfield and Irvine Laidlaw headed the Chevron phalanx in their B16.

Father-and-son team Graham and Oliver Bryant took the Gentlemen Drivers spoils from fellow Cobra crew Bill Wykeham/John Bendall, while Michael Hibberd guided his Lotus 22 to a pair of Lurani Trophy Formula Junior wins.

SPEED MERCHANT

Philip Walker

This Lotus 15 racer bounced back from a crushing cwp failure in the penultimate race at Oulton Park to clinch the BRDC Historic Sports Car title in the concluding round. The former MG ace urged his immaculate machine to an excellent victory over the other title contenders: Ted Williams and Julian Bronson.

SERVICE HISTORY

RACING CARS THAT SIMPLY WON'T STOP

Bentley-Napier



Chris Williams - the car's second owner - entertains



1975: Morley took on and beat all the ERAs

Although built around a 1929 Bentley chassis, the Bentley-Napier was only created in the early 1970s. The 24-litre monster delivers 580bhp and 1250lb ft of torque from a 24-litre Napier Sea Lion aero-engine and the whole car weighs in at less than two tonnes. Little wonder its bonnet carries the warning: The Ultimate Laxative.

Although very much in the spirit of Brooklands, the car was created by Peter Morley and David Llewellyn in 1972. Initially they had put the Napier engine into the Sunbeam Tigress chassis but it was later installed in a Bentley frame.

Over the next 25 years, Morley raced the car extensively and enjoyed widespread success: VSCC victories included the Itala, Boulogne and John Holland trophies.

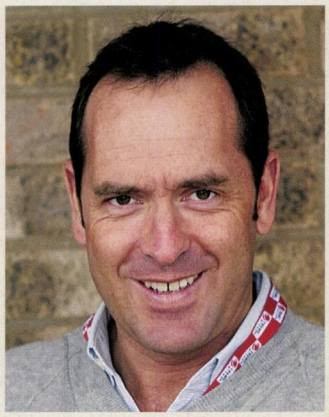
However, Morley suffered a major accident at Oulton Park when a wheel centre pulled out and the shunt left him in hospital for a couple of weeks. The car survived without any significant chassis damage, but during the rebuild a new body was fitted with a revised nose reminiscent of the Napier-Railton.

Through the rest of the 1980s and '90s, Morley continued the successes and raced the car right up until the day he sold it to Chris Williams in '98.

"It's on its second owner, basically; it has never been on public sale," says Williams, who had only previously raced a motorbike. Since he crafted a new exhaust, it has been able to compete in VSCC speed events as well as races.

Amazingly, the top end of the engine hasn't been apart in 22 years.

Inside line



PETER HARDMAN

The Earl of Oversteer

How did you get into historic racing?
I've been very lucky over the last 12 years or so since I started racing the Aston [DBR1]. I met Harry Leventis on a track day and it went from there. I raced a Prosport for him first. Then Tim Samways had done a restoration on the Aston Martin and they invited me to race that. Then we had a Ferrari 330LMP for the Shell Historic Ferrari series...

Is racing your main job?
I'm a racing driver; it's what I do. My priority is motor racing. I do some one-to-one instructing, but probably only seven or eight days in the year.

Which is your favourite car to drive?
The Ferrari 412P is great to race and I'm very lucky to be able to drive it. Driving the 206 is good fun. But the car I really like is the 246 Dino, the sportscar. It just works so well. Considering there is three years' difference between that and the Aston Martin – 1957 to 1960 – it's night and day, and it's probably got 60bhp less. The Ferrari has no real power, but its handling and speed off the corners makes it so easy to drive.

What about a favourite event?
Obviously Goodwood. We're all spoilt now. But some of the driving standards are diabolical. It's not touring cars and you shouldn't be swapping paint. It doesn't matter in modern cars, but these historic cars are so nice you don't want to damage them. Goodwood is a very fast track where you need to leave a margin for error.

Charlie Wooding, Jim Hodgrave









Clockwise from above: Hadfield keeps Tilley's Modus in his spray; sea of Racing Saloons; Dodd's Jag inherited Cox's lead; Neil Fowler's Merlyn hire car headed FFs; 911 traction gave Barrie a Road Sports win



Barrie and Dodd burst out of the Mallory mist

HSCC | Mallory Park | Oct 3

A storming Historic Roadsports victory by Robert Barrie's Porsche 911S was one of the highlights at a soaking wet HSCC Mallory Park. Utilising the Porsche's grip on the treacherous track, Barrie defeated the challenge of Adam Ormandy (Elan) and Chris Burbury (TR5) to score a fine win.

Burbury scented a victory as he hunted Ormandy, but then found out just how slippery it was by spinning out of the Esses, rearranging the TR's headlights as he skimmed the barriers. Now Barrie moved in on Ormandy and he edged bravely ahead with a move that started at Gerards and ended at the Hairpin.

Graeme Dodd was another one to master the conditions, taking a brace of Jaguar wins. His Historic Racing Saloon success only came after the flying Anglia of Dan Cox hit gearbox problems when pulling clear of Dodd's twitching, snaking Mk2. "It was a done deal," said Cox of the victory that had been taken from him. Les Ely hounded Dodd to the line in his BMW 2000, while Roger Godfrey thrilled the sodden fans by barrelling his Mini Cooper up to third after starting 18th!

Dodd later crushed the XK field in the gathering gloom, winning by more than a lap from Darren McWhirter.

A brave challenge from Stuart Tilley (Modus M1) in horrid conditions kept Simon Hadfield (Lola T330) pushing on in the Derek Bell Trophy, while Steve Worrad guided his Brabham BT30 – in wingless spec – to a Classic Racing Car win after rival Edwin Jowsey spun his BT28 on the exit of the Esses.

Jowsey later bounced back to win the Formula Junior race, but only after Simon Armer (Cooper T59) had spun away an increasing lead at Gerards. Jowsey had tried all ways to keep Armer behind, but the Cooper had squeezed ahead on the dash to the Hairpin.

Matthew Bannister and Charles Barter went wheel to wheel in a Datsun 240Z contest on the opening lap of the 1970s Road Sports, but after being side by side through the Esses, Bannister exerted control and kept his rival at arm's length.

Finally, a subdued Formula Ford encounter went once more to Neil Fowler, this time aboard one of the team's Merlyn Mk20 hire cars rather than his more usual Lola.

OFF THE BLOCKS

CARS YOU THOUGHT YOU'D NEVER SEE AGAIN

Brabham BT30 (chassis 25)

The penultimate chassis of the 26 Formula 2 Brabham BT30s produced was originally the Team Eifelland car, raced during 1970 by Rolf Stommelen and Dieter Quester; it was also the car in which Hans Stuck made his debut F2 race at Hockenheim.

Over the winter of 1970/71 Stommelen won the South American Temporada series in it, and the car raced again in '71 before spending four years hillclimbing in Switzerland in the hands of Hans Wittwer.

It then lay dismantled and unused for nearly 30 years, finally passing to a German owner before Steve Worrad bought it in 2002.



Dream machine: Steve Worrad had lusted after a BT30 since he was a lad; now he's sitting where Stuck, Quester and Stommelen sat



BT30 has survived well, with original FVA

"These cars don't come up very often," says Worrad. "It was correct, but it was all in bits and a lot of it was missing." However, the original engine and gearbox came with the car and Worrad started a two-year rebuild, which had to fit in around other work at his Maverick Motorsport operation.

"The chassis was untouched; I just couldn't believe how original it was," says Worrad, who had wanted a BT30 since seeing them race as a child.

With a major final effort the car was finished in time for the Oulton Park Gold Cup, when it ran strongly straight out of the box. Now returned to immaculate period condition, the car is a welcome addition to the Derek Bell Trophy field and should also take in some European F2 events in 2005.

VSCC | Loton Park | Sept 25-26

BAXTER STORMS SEASON'S LAST HILL

With Mac Hulbert and R4D absent, James Baxter was always likely to be the man to beat as the VSCC hillclimb season wrapped up. Sure enough, he urged his Frazer Nash single-seater to the top of the Shropshire hill to claim FTD - but only by a fifth of a second.

Baxter served notice by getting to within half a second of Hulbert's record in practice, but was a little over a second shy of the ERA's 2003 best when it mattered. That 63.4sec climb was still fast enough, however, to fend off a strong challenge from Goff Tidball in ERA R14B, who was only 0.25sec down on the pacesetter.

Sitting high and exposed, and urging the Parker-GN Special along at a fearsome rate, Richard Scaldwell set fastest vintage time in the 6-litre, 80-year-old monster. However, the crowd's biggest cheers were reserved for Duncan Pittaway (GN Vitesse) and Mark Walker (GN Thunderbug) who attacked the hill in typically outrageous sideways style.

Graham Beckett (Austin 7 Sports) and Will Mahany (HRG Le Mans) both set new class records, while Michael Windsor-Price (Ford Model T) topped the automobile-engined Edwardian class; David Baker headed the aero-engined division with his beautifully presented Piccard-Pictet.







Above left: Clive Press raises a good head of steam in his aero-engined Peugeot. Above: Baxter was favourite for FTD in the 'Nash - and duly obliged. Left: Thunderbug momentarily straight!

Finally, Michael Fitzmaurice stormed the hill in his supercharged Austin 7 racer to claim another class win, but missed out on breaking his own record by a quarter of a second. "This is my favourite hill," said Fitzmaurice.





Above: How Rodrigo Gallego finished, in Crowson's exhaust fumes, but he didn't like it. Above right: Bahlsen tops Kumschick and Eyre

Bahlsen is first name on Czech list

TGP | Brno | Sept 28-29

Hubertus Bahlsen claimed a narrow victory in the penultimate round of the Thoroughbred Grand Prix World Championship at Brno in the Czech Republic. He nipped in front of fellow Swiss Fredy Kumschick on lap two and raced hard to keep his Arrows A4/5 ahead of the Williams FW07 all the way.

Behind the Swiss duo, Richard Eyre ran a solid third in his Williams FW08, albeit a little way back from the lead contest.

A fine class-winning fourth went to Steve Hartley (Arrows A6), who consistently outpaced his class rival and championship contender Mike Wrigley (Tyrrell 012) throughout the weekend.

However, Wrigley's calm run to second in Class D was a walk in the park compared to the stressful race for championship leader Rodrigo Gallego in his March 761. Peter Williams, making his series debut, qualified his 761 well clear of the Portuguese racer, but was out almost at the start after Dan Collins got his Lotus 91 out of shape off the line. Williams speared off to the left in the confusion and clouted the barriers.



Kumschick leads, but only for the first lap

Now Gallego had to contend with the challenge of John Crowson in his Ensign N175 and, after a race-long battle, Crowson took the class by less than a tenth of a second. Gallego took the defeat badly and climbed out of his car shouting injustices in his native tongue. However, he has a five-point lead over Wrigley heading into the Estoril finale.

GpC/GTP | Dijon | Sept 25-26

KREMER VERSUS THE SPICE BOYS

Tyre choice was the critical factor in the first race as the Group C/GTP season concluded at Dijon. A brave decision to take slicks despite light rain proved the right choice for Casper Elgaard (Kremer CK6 Porsche 962), but he had to wait until lap 19 before taking the lead on a drying track (below).

Nigel James chose wets on his Spice SE86 and ran away at the start. But as the track dried he got into more and more trouble. Instead Allen Lloyd nursed his wet-tyred Spice SE90C into second as Chris Randall, on inters, gave his Nissan NPT90 its best result to date with third.

A dry race on Sunday opened the way for a cracking three-way dice between Jim Mullen (Spice GTP), Elgaard and David Mercer (Spice SE90). It was Elgaard who came through to complete a double, to the delight of Erwin Kremer, who was in hospital recovering from illness.

Jim Hodgrave, Charlie Wooding, Bill Allsopp, TGP Penny Graham



WHAT A GREAT YEAR!



Our grateful thanks extend to the owners & drivers of the cars we look after, including David Wenman, Stephen Gibson,Tony Stephens,Barrie Williams, Julian Bronson & John Harper, whose generosity, skill & good humour make the hard work of our motivated staff worthwhile.

As with seasons before, 2004 has been good with some excellent results (Including those from "New Projects", Aston Martin DBR4 & XKD 534) - Winter will be busy & the 2005 season will be upon us before we know it!!

If you have restoration or competition projects that you would like to discuss with us, please get in touch, we will be pleased to hear from you.

Notable results

CADWELL 13/6/2004 SHUTTLEWORTH & NUFFIELD TROPHIES
Connaught A-4/E.R.A. R12B **David Wenman/Tony Stephens** *Won Nuffield Trophy*

LE MANS 24-25/7/04 LE MANS CLASSIC
Jaguar D-Type XKD 534/Jaguar C-Type XKC008/Connaught ALSR 11 **John Harper/Barrie Williams/David Wenman/Julian Bronson/Stephen Gibson** *2nd overall "First time out" with "D" - 4th overall with "C"*

NURBURGRING 6-8/8/04 OLDTIMER G.P.
E.R.A.R12B/Connaught A-4/Aston Martin DBR4/250/Jaguar XKC 008 **Tony Stephens/David Wenman/Barrie Williams** *Each car/driver combination had class honours (e.g. 1st/2nd/3rd in class)*

OULTON PARK 28-30/8/04 GOLD CUP
Connaught A-4/Aston Martin DBR4/250/Jaguar XKC 008 **David Wenman/Barrie Williams** *Connaught A-4 2nd in class/DBR4/250. Won its race outright/XKC 008 1st in class*

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Maserati battles between Green and Schollwöck resulted in wins for both 6CMs

Italian makes shine but ERAs star

VSCC | Donington Park | Sept 11-12

Ferrari may have been the feature marque at the VSCC Donington event, but the cars from Maranello were completely upstaged by those from Bourne. Marking the 70th anniversary of ERA, two victories for 'Remus' in the hands of Ludovic Lindsay showcased the British marque in fine style.

For many of the 12,000 crowd, the all-ERA race was the undoubted highlight of the event. Back in R5B for only the second time in three years, Lindsay was kept very honest by Mark Gillies in R3A and David Morris (R11B), while John Ure tore through the pack in R9B after a plug problem in qualifying.

"I knew John was coming, and it was pretty hard work," said Lindsay. However, the expected arrival of Ure in the lead contest never materialised. A front damper problem was making his car leap around disconcertingly under braking and it finally got away from him into the Chicane for the sixth time. A lurid spin came close to collecting R3A.

On a day when he chalked up his 50th historic race win, Lindsay also triumphed in the Historic Seaman Trophy, but only after managing to fend off a sterling challenge from the Maserati 6CM driven by Stefan Schollwöck.

The Vintage Seaman Trophy race also drew a fine performance from the winner as Michael Gans fought off various rivals to take victory in his Bugatti T35B. In the worst of mixed conditions, Gans had to deal with the impudent Morgan trikes of Gary Caroline, Duncan Wood and Stuart Harper.

Still hot from racing R3A in the Historic Richard Seaman event, Duncan Ricketts hopped into his ERA E-type to take the Brooklands and Goddards Trophy races from Stephen Davie's Riley Dobbs, while Andrew Smith was forced to fend off Anthony Ditheridge in a Cooper head to head for the Ron Flockhart Memorial Trophy. John Harper claimed the '50s Sports Car contest with his Cooper Monaco.

Sadly, the Shell Historic Ferrari-Maserati Challenge drew a disappointing entry, with fewer than 30 entries for the two double-headers. However, a virtuoso performance from pro driver Peter Hardman enlivened proceedings.

While Paul Knapfield took his ex-Le Mans 512BB to overall victory, Hardman humbled several far more powerful cars in the little Dino 206S. The following day, having swapped cars with owner Harry Leventis, Hardman took the 412P to a victory over the more youthful machinery.

Finally, Schollwöck and Willie Green shared the other race wins in a pair of Maserati 6CMs.











Clockwise from right: Mark Walker flew in Thunderbug; Lindsay won all-ERA race in Remus; start of 3-hour Riley race; Hardman beat more modern Ferraris in 412P; Smith took Flockhart Memorial

REPORTS IN BRIEF

Jim Tiller's much modified Allard J2 set the pace in the 99th Brighton Speed Trials in September. Tiller blasted along Madeira Drive in a time of 10.2sec, reaching 140mph in the annual running of the historic event.



Stevens' Ford T Spl on parade at Brighton

Juan Barazi added another Classic Endurance Racing victory to his tally when he kept his Porsche 917 just ahead of the Gulf Mirage of American Chris McAllister at Spa. After an hour of racing, barely a car's length split them at the flag in the fourth and final CER race of the year.

A late moment on an oily track by teenage ace Scott Mansell opened the door for Klaas Zwart to win the EuroBOSS race at Brands Hatch. Mansell's Benetton B197 recovered to second behind the Dutchman's Ascari-badged Benetton.

Richard Gower / Dorian Evans claimed the Trackrod Historic Cup in their Mk1 Escort (below) after a charge through the Yorkshire forests in the penultimate round of the British Historic Rally Championship. Dessie Nutt / Geraldine McBride saw off the challenge of Patrick Watts to win Category 1, while Stig Blomqvist / Ana Goni (Mk2 Escort) won the concurrent HRCR Classic division.

Jim Hodgrave, Gary Hawkins, Mike Hally



Bert Dolk / Jan Berkhof won the 16th Classic Marathon in their Volvo 122S. Starting in Lübeck, the route ended in Oslo. Jayne Wignall / Kevin Savage were second in a Sunbeam Tiger.

Portugal gets historic bug

DATA LOGGER

KEEP TRACK OF ALL THE ACTION

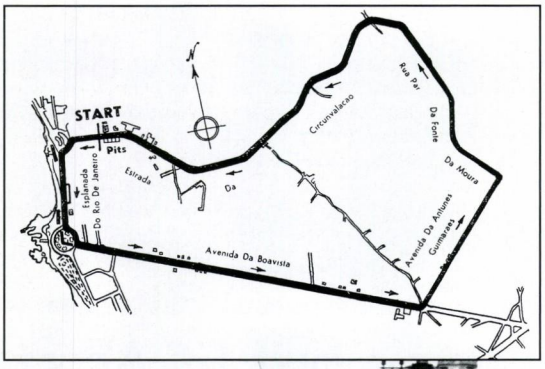
Two road circuits are hoping to follow the Revival Meeting route

The famous Portuguese street circuit at Porto (Oporto) will be revived for historic racing if the current hopes and plans of the *Clube Portugues Automoveis Antigos* are realised.

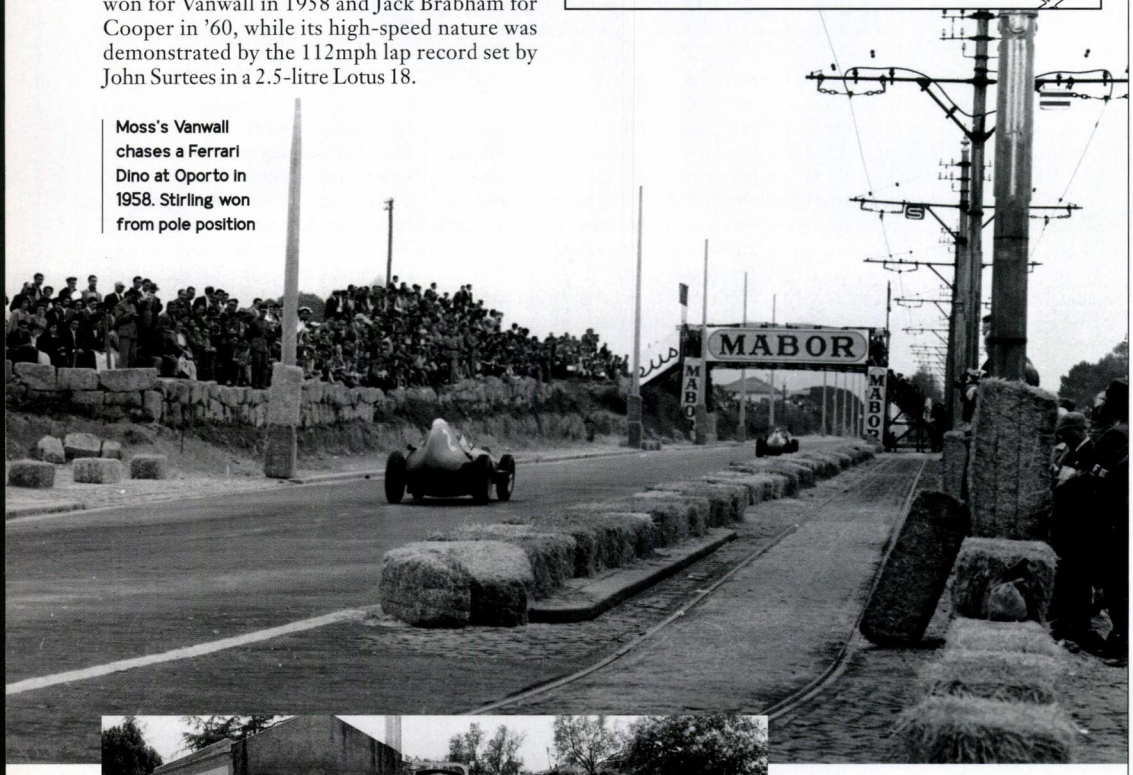
The track, which twice hosted the Portuguese Grand Prix (1958 and '60), could see the return of racing cars as early as July 2005.

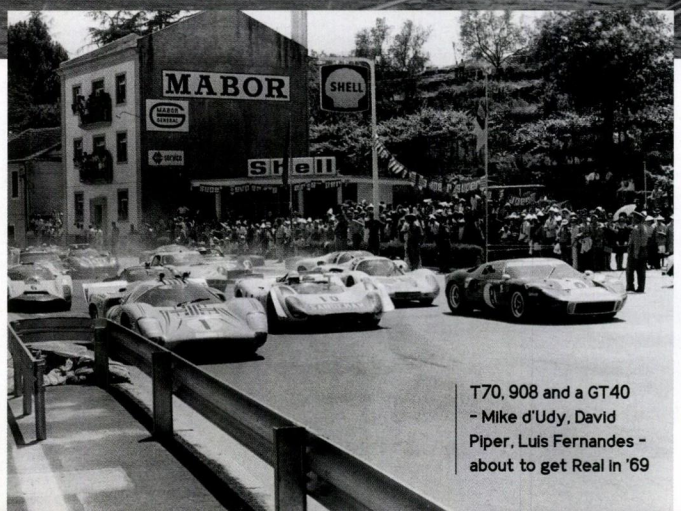
The organisers have started discussions with the Historic Grand Prix Cars Association with a view to holding a revival meeting incorporating some of the original track.

Famed for including tramlines and a cobbled section within its daunting 4.65 miles, the track was regarded as a real challenge. Stirling Moss won for Vanwall in 1958 and Jack Brabham for Cooper in '60, while its high-speed nature was demonstrated by the 112mph lap record set by John Surtees in a 2.5-litre Lotus 18.



Moss's Vanwall chases a Ferrari Dino at Oporto in 1958. Stirling won from pole position





T70, 908 and a GT40 - Mike d'Udy, David Piper, Luis Fernandes - about to get Real in '69

VILA REAL IS MADE REAL ONCE MORE

Another Portuguese road circuit was revived this month: Vila Real.

Over 30 racing cars took part in demonstrations, and the scheduled driver line-up included Stirling Moss, Vic Elford, Chris Craft, Jorge de Bagration and Jose-Maria Juncadella.

The event celebrated the races held in and around the northern town between 1931 and '73.

TON-UP SHELSLEY

A week of activities at Shelsley Walsh in August 2005 will celebrate the 100th anniversary of the first event at the Worcestershire hillclimb course. The festivities will conclude with an invitation event for key cars and drivers from Shelsley's history on Sunday August 21.

To mark the '100 years to the day' of the inaugural event in 1905, a Midland AC members' day will be held on Friday August 12. This will be non-competitive and allow members the chance to drive the hill.

The following week a Classic Tour will start and finish at Shelsley before a three-day hillclimb event begins on Friday August 19. The first two days of this will be given over to rounds of the British and Midland Hillclimb series.

Sunday's programme is intended to include cars covering much of the hill's history. The organisers are hoping to attract an Auto Union and a V16 BRM, while a dedicated class for ERAs is planned. A class for British hillclimb champions is also scheduled.



Ansell's Argyll 16hp tackles the hill in 1905

POLISH-ED BUGATTI

German-based American Michael Gans claimed the Vintage Seaman Trophy at Donington in September with his 1928 Bugatti T35B.

Gans had only used the car three times since it was restored and it is thought that that car had not raced since competing during the 1950s in Poland.

It was supplied new to Poland and was raced there before and after WWII. It then had spells in collections in America and Japan. Gans acquired it in the late 1990s and had it



White wash: Gans' T35B vs Morgan trikes

VANWALL ACES AT AINTREE

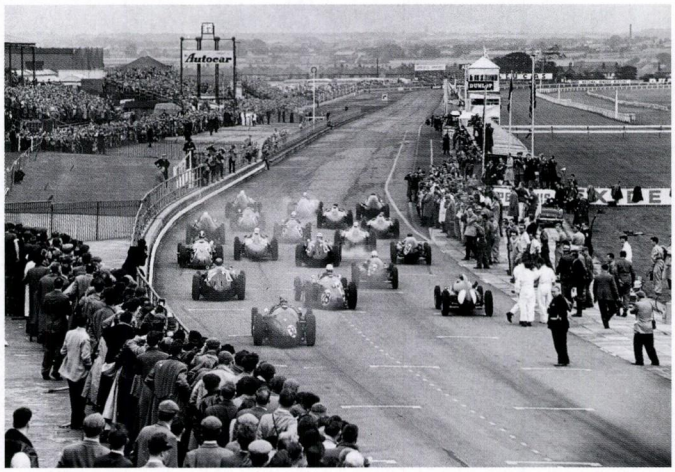
Up to 150 period racing cars will be in action at Aintree during its Festival of Motorsport on Friday November 19. They will be demonstrated at speed on the Liverpool track's original Grand Prix circuit.

Stirling Moss, Tony Brooks and Roy Salvadori will lead the way, driving suitable period cars. Phil Hill has also been invited.

Negotiations with the Donington Grand Prix Collection may result in the presence of a Vanwall to commemorate the 1957 British Grand Prix victory at Aintree by Moss and Brooks.

The on-track action will start on Friday at 11.00 and run through until 16.00. The Saturday and Sunday demonstrations will run from 9.00 until noon, when the venue will be turned over to horse racing.

The TOPS club is involved in putting together as many as 40 racing cars from the 1950s and '60s. Among them are Tony Bianchi's Talbot-Lago, two Maserati 250Fs, at least one ERA, several Connaughts and a BRM P25. There will also be a gaggle of Jaguar C- and D-types, including the D in which Duncan Hamilton won the first-ever race at Aintree in 1954.



1957 British GP field at Aintree gets away. Vanwall's win will be celebrated next month

restored, using the Polish national racing colours of red and white.

Having won at Monterey in 2003, Gans also contested the Monaco Historique event earlier this year. Although he had competed twice before at Donington Park in a Lotus Elite, this was his first time in the UK with the Bugatti.

NAME CHECK

The Grand Prix Masters organisation has moved to protect its name in the face of plans to use the same title for a contemporary single-seater category employing former GP drivers.

It has underlined the fact that the Grand Prix Masters name has been used throughout the 2004 season for its series for Formula One cars built between 1966 and '78.

Its statement read: "We confirm that we as Grand Prix Masters have held discussions with the appropriate trade mark experts."

Meetings between the two parties have been held, however, and the possibility of the period F1 machinery supporting the races for the new Middle Eastern series in 2005/6 has been mooted.

NUTT'S CRACKER

Dessie Nutt and Steven Smith are the major winners in the 2004 Armajaro MSA British Historic Rally Championship. Nutt and Geraldine McBride (Porsche 911) are the overall champions, while Smith and John Nichols (Ford Escort RS2000) took the post-historic division.

Nutt won the coveted title after a fantastic sequence of seven Category 1 wins from seven events in the Francis Tuthill-prepared machine.

Smith and Nichols, meanwhile, put in a superb campaign to see off the challenge of the more powerful BDA-engined Escorts.



Unbeatable: Nutt and McBride's mighty911

NEWS IN BRIEF

Organisers of the Angoulême meeting have announced plans to host a race solely for Maserati 250Fs during its 2005 Circuit des Remparts. It hopes to attract a dozen cars. As part of the announcement German Klaus Edel demonstrated chassis 2507 at the 2004 event.

During the VSCC's See Red event at Donington, Scuderia Ferrari driver Andrea Bertolini unofficially broke the lap record. In a 2002 F1 car (below), he lapped in 54.937sec, nearly a second under the mark set by Scott Mansell's Benetton in a BOSS race this year.



Historic racers Chris Smith and Mark Green are recovering well from injuries sustained during the summer. Smith is now home and making good progress after his major shunt at Goodwood, while Green is on the mend after his fiery Lotus 23B accident at Silverstone in July, and is expected back racing in 2005.

Nick Whale has acquired the ex-Pierre Dieudonne BMW CSL 'Batmobile' previously raced by the late Tim Busby. Whale has added the car to his stable, having originally intended to share the car with Busby in 2004.

As well as the cars contesting the ERA 70th Anniversary Race at Donington, several others were on display in the paddock: Nick Mason's R10B, 'Romulus' R2B and the GP2 E-Type from Donington's Collection.

Paul Knapfield took a first win in his ex-Le Mans Ferrari 512BB at Donington in the Shell Ferrari-Maserati Challenge. The car previously finished eighth at Le Mans in 1980 in the hands of Dieudonne/Xhençeval/Regout. Knapfield acquired the car from America and has entrusted it to Roelofs Engineering in Holland.

Flip Golding returned to co-driving after 20 years away to partner Francis Tuthill on the Trackrod Historic Cup. Despite several minutes in a ditch on the final stage, their Porsche 911 finished sixth in class. Previously they had finished 12th and first privateers on the 1981 RAC Rally.

HAMMER DOWN

Racers that are going, going, gone



SOLD

Star of the Coys Spirit of Motoring sale on September 30 was the ex-works 1983 Lancia-Ferrari Tipo LC2 Group C (above) which sold for an impressive £236,438, including commission. With up to 950bhp at full boost, it was driven by Patrese, Nannini, Alboreto, Ghinzani and Fabi. It has spent much of its life in a Japanese collection.



At the same sale, the ex-Ian Raby Gilby-Climax (above) sold for £59,873. Completed in 1960 and raced by Keith Greene the following year, his best result a third in the '62 Naples GP, by which time it had a BRM V8. Brighton car dealer Raby campaigned it in '63 and matched Green's best with a third place in the Rome GP at Vallelunga. The car has been restored by Peter Denty.

Several cars failed to sell at Coys, including the ex-Phil Scragg 1971 Ferrari 365GTB/4 Group 4 Daytona, the ex-Ken Richardson '57 Triumph TR3A and the famous '84 Kreepy Krauly-backed March-Porsche 84G.


FOR SALE

Among entries for the Christie's Exceptional Motor Cars & Automobilia London sale on December 7 is the ex-René LeBegue/Kaye Don Ecurie Bleue 1936 Delahaye 135S. The car was campaigned extensively when new, including the '36 Donington GP. It's estimated to fetch £280-320,000.

At the same sale is the Robert Fellowes Collection, over 1700 negs and prints which chart the development of Mercedes-Benz and Auto Union during the 1930s. Contacts: 020 7389 2851; www.christies.com

LAT Jim Hodgrave, Mike Hally

HITTING THE RED LINE







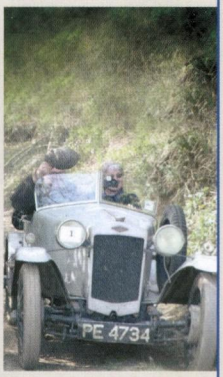






















The Vintage Sports-Car Club has been on full song all season in this, its 70th year of operation. Aside from a week of celebration in Harrogate, the Club has organised some dozen race and speed events this year which is a testimony towards the enthusiasm and support of its members and staff.

Highlight of the season events was the unforgettable SeeRed meeting at Donington Park; enhanced by the presence of the Scuderia Ferrari, whose Formula One test driver Andrea Bertolini blitzed the lap record. Aimed at exposing the world of vintage and historic motor sport to a fresh audience, this was arguably successful using Ferrari as a catalyst, so for those 12,000 people who attended, look out for a further treat next year.

The ethos of the VSCC is well established but is able to flourish by virtue of the various commercial partnerships and sponsors to which the club is so strongly allied. Clearly there is a common desire to further the interests of vintage and historic motor sport that unites these organisations and sincere thanks go to those who support this; their logos appear on this page.

Congratulations on another successful year are of course due to all those that participate, be they officials, spectators, competitors, trade representatives, members of the press, the VSCC Marshals' Guild or indeed the friends that make it motor sport with a smile!

AON

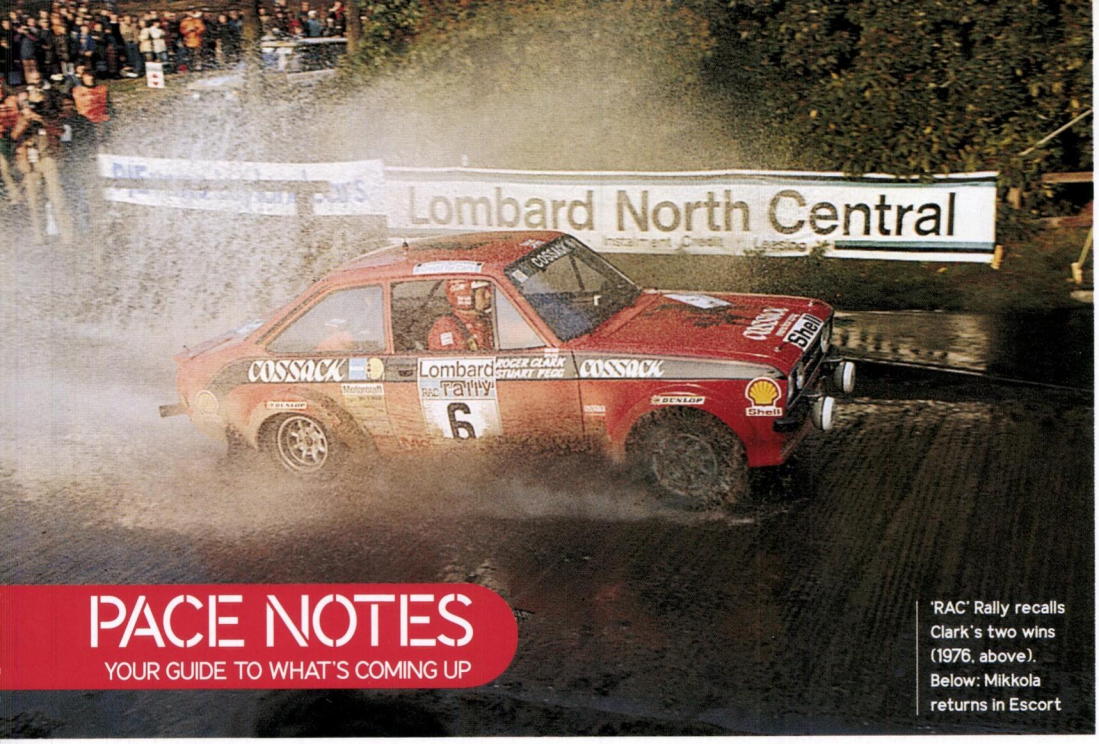
THE BLOCKLEY TYRE COMPANY

Bonhams 1793

DUNLOP

Longstone Tyres

MotorSport



PACE NOTES
YOUR GUIDE TO WHAT'S COMING UP

'RAC' Rally recalls Clark's two wins (1976, above). Below: Mikkola returns in Escort

Old stagers to tackle RAC

Roger Albert Clark Rally | Nov 20-23

Two legendary names of rallying will return to the British forests in November for a new event designed to recreate the RACs of the 1970s and '80s. Its field will be led away by Hannu Mikkola and Stig Blomqvist, both driving Ford Escort Mk2s.

Mikkola will be competing in the UK for the first time for more than a decade, in a car prepared by the Historic Rallysport operation.

"It's an event that I really used to enjoy, and which was very good to me. I look forward to getting back into the British forests," said the four-time RAC Rally winner.

World rally champion in 1984, and the RAC winner in '71 and '83, Blomqvist will drive an Escort prepared by David Sutton's Historic Motorsport firm.

"I like this idea because the old rally went all over the country and you never knew what the conditions were like ahead," said the veteran Swede. "I also preferred events with no practice or pace notes."

Joining the famous Scandinavians will be leading contenders from the Armajaro MSA British Historic Rally Championship, while entries for crowd favourite Russell Brookes and the teenage sensation Matthew Wilson (son of Ford WRC team boss Malcolm) are also expected. De Lacy MC is aiming at an entry of around 100 pre-1981 cars.

Competitive motoring starts on Saturday with a short special stage at Rother Valley, and the field will be reseeded based on those results before the restart next morning.



Sunday offers a loop of spectator stages, while Monday is dominated by some testing forest stages and a visit to Croft circuit.

An early Tuesday start will produce stages in the dark in Kielder.

Apart from the Sunday sections, a number of forest stages will be open to spectators. More details will be on the event website (below).

ROUTE AND TIMETABLE

Info correct at time of going to press

SATURDAY NOVEMBER 20

Scrutineering and **Rally Show**
Don Valley Stadium, Sheffield 09.00
SS1 Rother Valley 1 14.54

SUNDAY NOVEMBER 21

SS2 Rother Valley 2 08.24
SS3 Oulton Park 1 11.02
SS4 Oulton Park 2 11.22
SS5 Leyland 1 13.27
SS6 Leyland 2 13.47
SS7 Gisburn 15.17
SS8 Carlisle Airport 18.47

MONDAY NOVEMBER 22

SS9 Ae 1 06.58
SS10 Whitefauld Hill 1 07.52
SS11 Castle O'er 10.05
SS12 Twiglees 10.31
SS13 Heathhall 12.25
SS14 Ae 2 13.10
SS15 Whitefauld Hill 2 14.04
SS16 Kershope 1 16.47
SS17 Ash Park 17.00

TUESDAY NOVEMBER 23

SS18 Kershope 2 05.24
SS19 Bewshaugh 06.11
SS20 Chirdonhead 07.27
SS21 Rooken 08.04
SS22 Raw 08.22
SS23 Ogre Hill 08.42
SS24 Harwood 10.05
SS25 Croft 13.19
SS26 Sheffield 15.30

Service areas at Oulton Park, Carlisle, Dumfries, Kielder and Croft
Up to 10 **Group B rally cars** from the Slowly Sideways movement will run ahead of the main field on Sunday
Admission likely to be £10 per car on Sunday, £5-10 per car on forest stages
www.rogeralbertclarkrally.co.uk

RACE PROGRAMME

Check out where the action is

OCTOBER

When & where: 23 @ MID-WALES
What: Bulldog Historic Stages featuring British Historic Rally Championship and HRCR Classic Stage Rally Challenge
Timetable: Special stages throughout Saturday
Notes: Rally based in Shrewsbury, with stages in mid-Wales
Contact: www.hrcr.co.uk

NOVEMBER

When & where: 4-7 @ SOUTH WEST AND CENTRAL ENGLAND
What: Rally of the Tests
(SEE PREVIEW ON P112)

When & where: 7 @ SILVERSTONE
What: Non-championship race for BRDC Historic Sports Cars and a BRDC Members' race
Admission: £10
Timetable: Qualifying from 11.00, racing from 12.25
How to get there: Just off A43, near Towcester, Northants
Contact: 01327 857271; www.brdc.co.uk

When & where: 20-23 @ NORTH OF ENGLAND AND SOUTH SCOTLAND
What: Roger Albert Clark Rally
(SEE PREVIEW OPPOSITE)

Bulldog Historic Rally | Oct 23

WELSH CHALLENGE FOR BULLDOG BREED

Both the Armajaro MSA British Historic Rally Championship and the HRCR Classic Stage Rally Challenge will conclude on the Bulldog Historic Rally in the mid-Wales forests on Saturday October 23. A bumper entry will include Stig Blomqvist, having a warm-up outing ahead of the Roger Albert Clark Rally (see opposite) in a Ford Escort Mk2.

Dessie Nutt / Geraldine McBride will head the Category 1 cars away in their Porsche 911 in pursuit of a 100 per cent success rate for 2004, while the Category 2 battle will feature the BDA Escorts of David Stokes, Richard Gower and Ray Bellm.

Classic stages in Hafren, Sweet Lamb and the Dyfi complex will be at the heart of the competitive mileage of an event that is based in Shrewsbury, Shropshire.

For more detailed spectator information visit the event website: www.thebulldogrally.freeserve.co.uk

both LAT



Neil Wilson and Alan Smith will be aiming to win: after missing out last year

Testing times ahead for rally classics



Agace/Maisey Citroën Traction Avant is typical of the eclectic mix entered

Rally of the Tests | Nov 4-7

The fourth annual Rally of the Tests will take its competitors into the South-West for the first time as the RAC Rallies of the 1950s are commemorated in a four-day event. Starting from Torquay, the route will incorporate a series of special tests and road regularity sections before finishing in Chester.

The Torquay start recalls the 1932 RAC by using the Imperial Hotel for scrutineering before a couple of tests during the evening of Thursday November 4.

Friday's route utilises the famous Porlock Toll Road before an overnight halt in Newport.

Saturday heads north into the Midlands, including Long Marston Airfield, before another test at the Chateau Impney hotel, Droitwich, host to the RAC Rally in the 1950s.

The final day takes in the Peak District before the Chester finish.

Heading-up the big field will be the winners in 2003 Frank Fennell/Kevin Savage in a Mercedes-Benz 300SE, but they will once again face a determined challenge from the two crews who chased them so hard last year: Neil Wilson/Alan Smith (Porsche 356) and Geoff Breakell/Nigel Raeburn aboard a Jaguar Mk2. Another Jaguar that should feature well is the Mk1 of 2002 winners John Rondeau/Dennis Greenslade.

Other strong contenders include Paul Wignall/Peter Rushforth (Alfa Romeo Giulietta) and Robin Eyre-Maunsell/Peter Scott in a Sunbeam Rapier. Up to 100 cars are expected to start, including the 1935 MG PB of Ian Williamson/John Bayliss.

ROUTE AND TIMETABLE

EVENT	LOCATION	MAP REFERENCE	1ST CAR
THURSDAY NOVEMBER 4			
Scrutineering	Imperial Hotel, Torquay	202/921631	12.00
START	Cockington Court, Torquay	202/891638	17.30
FRIDAY NOVEMBER 5			
Special test	Anstey's Cove car park	202/935645	08.30
Special test	Powderham Castle	192/975825	10.00
Lunch halt and test	Cricket St Thomas	193/366089	12.45
Passage control	Exeter Inn, Bampton	181/955210	15.15
Passage control	Victoria's Tea Room, Dunster	181/992437	16.10
Special test	Porlock Toll Road	181/877467	16.45
Tea halt	Porlock Community Centre	181/882467	17.25
SATURDAY NOVEMBER 6			
Time control	Cox's Mill Hotel	182/464539	08.15
Coffee halt	Wings Café, Kemble Airfield	163/965059	11.30
Special test	Long Marston Airfield		14.45
Test and coffee halt	Arrow Mill	150/079562	15.30
Test and control	Chateau Impney	150/908641	19.00
SUNDAY NOVEMBER 7			
Start	Chateau Impney	150/908641	08.00
Special test	Bewdley Safari Park		08.30
Special test	Peover Hall	118/780733	14.30
Special test	Capesthorne Hall	118/845727	14.45
FINISH	Cranage Hall	118/751689	15.00

USEFUL CONTACTS

Brands Hatch
Tel/Fax: 01474 872331/874766
www.motorsportvision.co.uk
Cadwell Park
Tel/Fax: 01507 343248/343519
www.motorsportvision.co.uk
Castle Combe
Tel/Fax: 01249 782417/782392
www.castlecombecircuit.co.uk
Curborough
Tel: 01543 432607
www.curborough.co.uk
Donington Park
Tel/Fax: 01332 810048/850422
www.donington-park.co.uk
Goodwood
Tel/Fax: 01243 755000/755058
www.goodwood.co.uk
Harewood
Tel: 01977 680578
www.barc.net/harewood
Le Mans
Tel: +33 243 40 24 24; Fax: +33 243 40 24 15
www.lemans.org
Loton Park
Tel: 01902 896699
www.hdlcc.com
Mallory Park
Tel/Fax: 01455 842931/848289
www.mallorypark.co.uk
Monaco
Tel: +377 93 15 26 00
www.acm.mc
Nürburgring
Tel: +49 26 91 30 20; Fax: +49 26 91 30 21 55
www.nuerburgring.de
Oulton Park
Tel/Fax: 01829 760301/760378
www.motorsportvision.co.uk
Prescott
Tel/Fax: 01242 673136/677001
www.bugatti.co.uk
Shelsley Walsh
Tel/Fax: 01886 812211/812917
www.shelsley-walsh.co.uk
Silverstone
Tel/Fax: 08704 588200/588250
www.silverstone-circuit.co.uk
Snetterton
Tel/Fax: 01953 887303/888220
www.motorsportvision.co.uk
Spa-Francorchamps
Tel: +32 87 27 51 38; Fax: +32 87 27 52 96
www.spa-francorchamps.be
Thruxton
Tel/Fax: 01264 882200/882233
www.barc.net
Aston Martin Owners' Club
Tel/Fax: 01865 400400/400200
www.amoc.org
British Racing Drivers' Club
Tel/Fax: 01327 850920/850930
www.brdc.co.uk
Classic Rally Association
Tel/Fax: 01633 263366/263399
www.classicrally.org.uk
Historic Grand Prix Cars Association
Tel: 01935 872841 Fax: 0207 609 8124
www.hgpca.com
Historic Sports Car Club
Tel/Fax: 01327 858400/858500
www.hscc.org.uk
Historic Rally Car Register
Tel/Fax: 01332 672533/672888
www.hrcr.co.uk
Historic Endurance Rally Organisation
Tel/Fax: 01886 833505/833144
www.hero.org.uk
Motor Sports Association
Tel/Fax: 01753 765000/682938
www.msauk.org
Top Hat Racing
Tel/Fax: 01926 885835/885835
www.tophatracing.co.uk
Vintage Sports-Car Club
Tel/Fax: 01608 644777/644888
www.vscc.co.uk

both Tony Large

WALTER HAYES TROPHY

- BRDC WALTER HAYES TROPHY -



2001 - NEIL FOWLER



2002 - GAVIN WILLS



2003 - JOEY FOSTER

?

2004 - TO BE ANNOUNCED ON NOVEMBER 7th

Organised by the prestigious British Racing Drivers' Club (BRDC), the BRDC Walter Hayes Trophy offers two days of wheel-to-wheel action, and promises some of the best racing action witnessed at Silverstone this season.

A knockout event for the hugely popular Formula Ford 1600 cars takes centre stage, with drivers battling their way through heats and semi-finals on their way to the Grand Final on Sunday afternoon.

The event programme boasts a host of top quality club races for sports, saloon and single-seater racing machines.

Quite simply, Silverstone is the place to be.

www.brdc.co.uk

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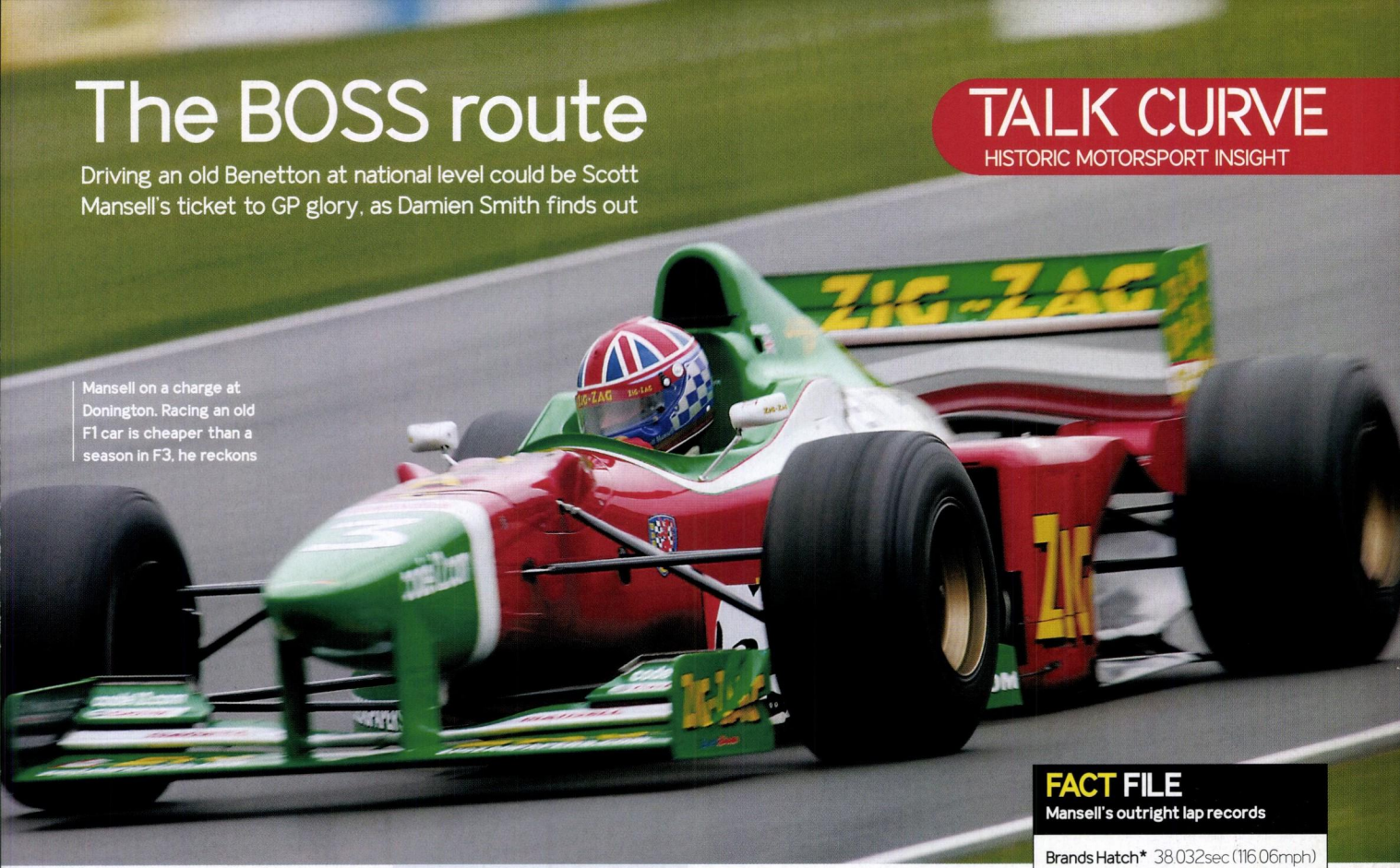
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TECHNICAL INFO. 07884491726

The BOSS route

Driving an old Benetton at national level could be Scott Mansell's ticket to GP glory, as Damien Smith finds out



Mansell on a charge at Donington. Racing an old F1 car is cheaper than a season in F3, he reckons

FACT FILE
Mansell's outright lap records

Brands Hatch*	38.032sec (116.06mph)
Silverstone**	47.404sec (124.47mph)
Donington**	55.859sec (126.14mph)
Zolder	1min 20.068sec (111.11mph)
Lausitz	1min 32.059sec (110.23mph)

* Indy circuit ** National circuit

You are an ambitious 18-year-old with your sights locked on Formula One. But you are one in a thousand racing drivers, all of whom are clambering for a foothold on a slippery slope. There is more than one route to the top, but which one do you take? You could choose an obscure path: it might lead to a dead end, but then again it could bypass the junior single-seater frenzy completely and leave you within reach of the pinnacle.

Yes, the EuroBOSS series for pre-1998 F1, Indy and F3000 cars, is well off the beaten track for career drivers. These spectacular cars are usually the preserve of rich amateurs, but Scott Mansell insists it could be his ticket to the top.

"At the start of the season I did have my doubts that I was doing the right thing," he says. "Now I'm sure it's right."

Mansell – who is no relation to his famous namesake – had planned to be more conventional this year and compete in Formula BMW. He had already raced and impressed in the Benetton B197 run by his father Kevin, an established car builder and historic racer. When they realised a season in a 700bhp F1 car was only slightly more expensive than a year in a 140bhp one-make series, a plan formed. "This experience has got to give me an advantage," says Scott.



'Over 700bhp and no driver aids is great for Scott's experience'

For his father, 2004 will not be a year of great profit. Mansell Snr makes his living running these cars for customers, but has sacrificed a season to run his son, with financial support from Zig-Zag, a cigarette rolling paper company.

The ex-Jean Alesi racer, which finished second in the 1997 British Grand Prix, is a long way from its original spec. A 4-litre Judd V10 sportscar engine has replaced the Renault V10, and the complex electronic hardware and software is gone. The paddle gearshift has been replaced by a conventional sequential unit and now there's no power steering or fly-by-wire clutch and throttle. The hydraulic differential has survived, but the compact six-man Mansell Motorsport team does not have the high-tech programme to map the variable limited slip that created the effects of traction control, designed to sidestep F1's ban on driver aids back in '97.

"It's better this way," says Kevin Mansell. "To have over 700bhp with no driver aids is great for Scott's experience. It does create problems, though. For example, braking distances are superior to the speed a driver can get down the gears without the paddle shift. Scott has no time to heel and toe."

Even without the electronics, the Benetton is still high maintenance. "We can't 'life' parts like they do in F1, we have to rebuild everything after every race," says Kevin. "We are lucky to be situated just off the M42 with lots of companies around us who can test components for us."

Driver and team have to be really very careful when there is so much at stake. When a new Judd costs £55,000, a season for a lower-budget set-up like this can soon be cut short.

But the care has paid off. "We've only had one failure in a race, and even then Scott stopped before any significant damage could be done," says Mansell Snr. So the bill for an eight-race season? Around £200,000 – that's half of a contemporary Formula Three budget.

F1 driving experience is all very well, but Scott Mansell needs to get noticed if he is to achieve his aim of graduating to the new GP2 grand prix support series next year. Four wins and five outright circuit lap records (see above) should help.

Mansell Snr claims that people are taking notice. He even reports interest from other young drivers hoping to follow in Scott's footsteps next year. But the jury remains out on how he will stack up against his peers. An answer to that question could be on the horizon, and if it is a positive one, that unlikely EuroBOSS path to the top might not be obscure for much longer.

both John Colley

CONGRATULATIONS

MARK HALES & JON SHIPMAN
ON WINNING
THE SPA SIX HOURS
HISTORIC FESTIVAL
IN A CROSSLE 9S



The Crosslé Car Company was founded by John and Rosemary Crosslé in 1957 and the legendary Crosslé 9S racer was a serious force to be reckoned with in 1960's sportscar racing. In response to overwhelming demand the original manufacturer is reproducing these thoroughbred racers back onto the market. Today the Crosslé 9S racer provides you with a complete turn key historic racecar, with various engine options available up to 220bhp. T.H.R.E are the UK agent for the 9S. We are now taking orders for delivery in February 2005.

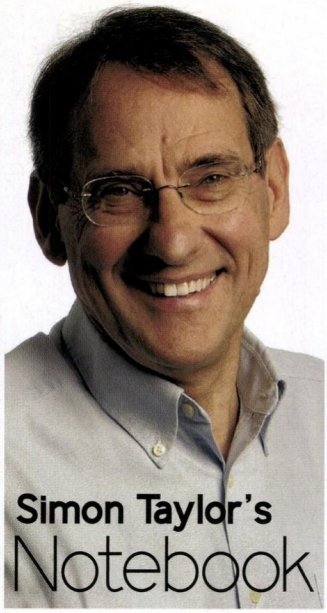
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or e-mail: thre@btconnect.com



Simon Taylor's Notebook



240Zs and Lotus 7s fight for Roadsports points at Mallory Park. A good time is had by all

HSCC Roadsports is one way you can go historic racing without a millionaire's budget, or a trailer

The generally accepted wisdom is that if you go motor racing it will cost you, and if you go motor racing in an old car it will cost you a lot. At the major historic meetings, priceless cars arrive in huge transporters operated by hired hands who maintain and mend. The owner just turns up to drive, and to pay the bills. And the car he races may well be worth more money than most of us will ever earn in a lifetime.

But if you feel it's only a lack of dosh that's keeping you off the starting grid, take heart. You too can go circuit racing. Campaigning a classic car need not involve a giant outlay, nor spare engines, skilled mechanics, racing tyres or trailers.

The Historic Sports Car Club runs race meetings at most British circuits, not just for old sportscars but also for saloons and pre-1980 single-seaters, right from Formula Ford to Formula 5000. Racing is both close and highly competitive, but it's all meant to be good clean fun. Race director Grahame White, who has seen it all before in a long career of race organisation, will have a quiet word with anybody driving over his or her head and spoiling it for the others.

I like to get to an HSCC meeting from time to time, because the racing is always entertaining, the cars interesting and the people friendly. And it was high time I went back to Mallory Park: I hadn't been since I raced a single-seater there 32 years ago. But I had fond memories of the days when top drivers didn't just do one race a year in this country: I saw John Surtees win an F1 race there in a Lola, Bruce McLaren in one of his first outings in the Zerex Special, and drivers such as Clark, Stewart, Rindt and Peterson in F2.

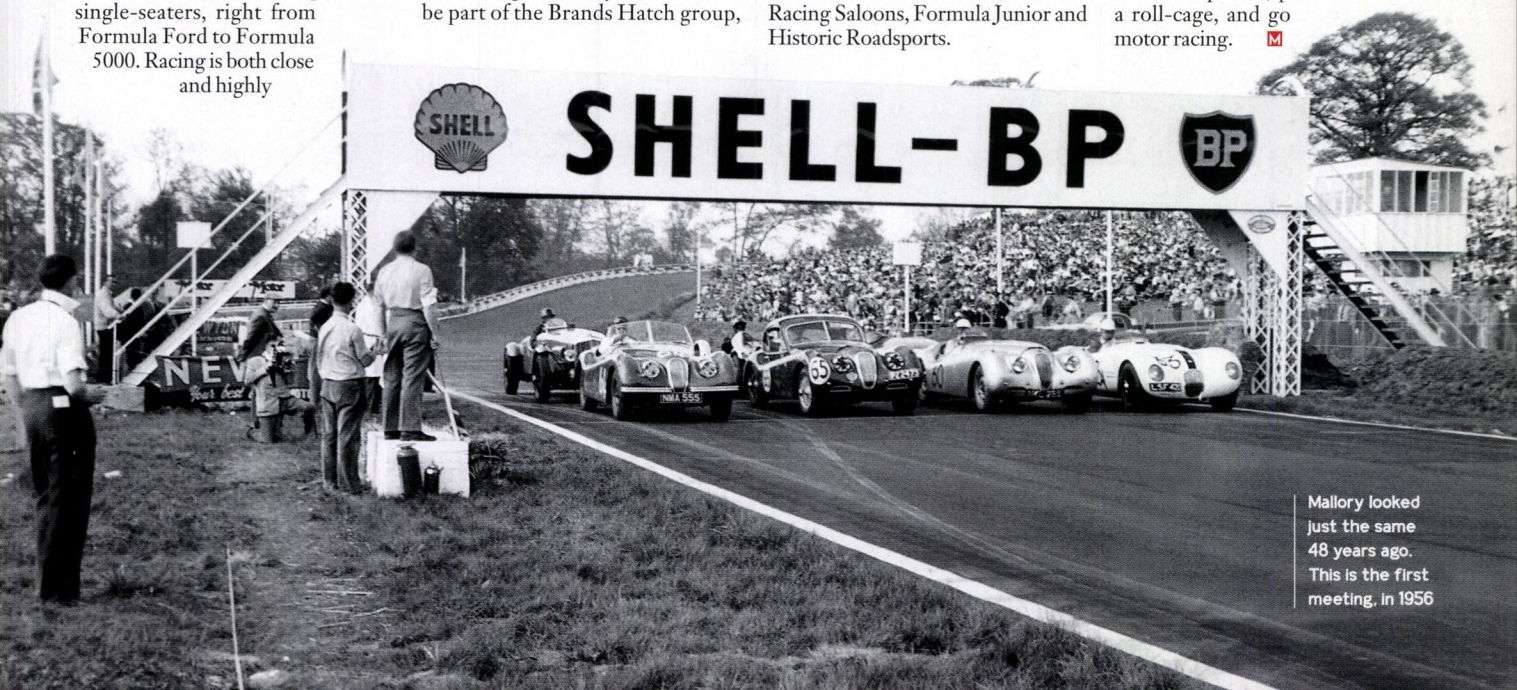
Years ago Mallory Park used to be part of the Brands Hatch group, but it is now totally independent and belongs to former racer Chris Meek. Ron Overend, who ran the circuit for so long in concert with his sadly departed wife Edwina, is still in charge, along with his son David. I was delighted to see that the little circuit is unchanged in layout, apart from a couple of chicanes for the bikers which do not affect the car circuit. Steady rain somehow only served to add to the atmosphere of grass-roots British club racing as it always used to be.

The HSCC hires the circuit – Mallory's fees are reasonable – and recoup their costs out of the entry fees charged to the competitors, which are £140 a race. Every driver gets a 15-minute qualifying session and a 15-minute race, and the eight-race programme included events for the likes of Classic F3, Historic Racing Saloons, Formula Junior and Historic Roadsports.

This last is particularly attractive for shoestring racers. It's open to production sports and GT cars built between 1947 and 1969, and 1970-79. The key is they must be road-registered, taxed and MoT'd, and be running on road tyres. No nonsense about trailers and tow-cars – you drive the car to the meeting, and if you don't you earn fewer championship points. The entry was a motley mixture: Jaguar E-type, MGB and Lotus Elan, of course, but also XK120, Turner, Marcos, Triumph GT6, Lancia Aurelia, Datsun 240Z and even Pontiac Firebird. They run in classes according to capacity and type so, despite wide performance differentials, almost everyone seems to earn points.

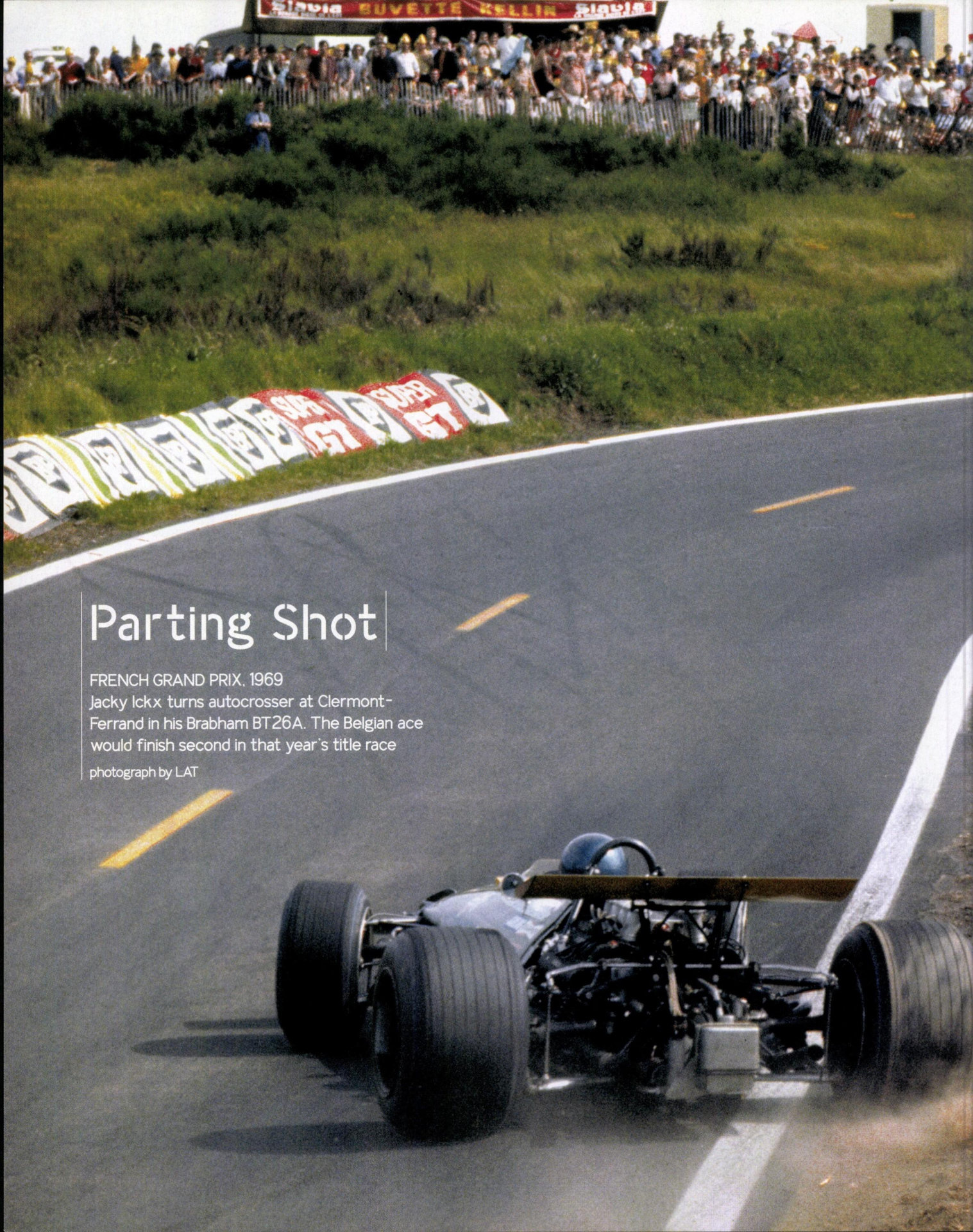
Some of the humbler Roadsports cars could be put on the grid for less than £5000 and, given a reasonably reliable and accident-free season, a year's racing needn't cost much more than a smart two-week holiday for two. There is also a '70s Road Saloons series, which could be even cheaper. Many of the drivers have come to racing comparatively late in life, after mortgages and families are sorted: a market gardener, a doctor, a criminal lawyer. Several raced in their youth and are returning to it in middle age. One man raced his 1300 Mini in the 1960s, then put it away and somehow never got around to selling it. Now he's dusted it off and is racing it in the Historic Saloon Championship.

So if you're about to sign on for that holiday cruise, or order your new BMW 3-Series, don't. Spend that money on a tired TVR, or a doggy Alfa GTV, or a wobbly X1/9. Clean it up a bit, put in a roll-cage, and go motor racing. M



LAT Jim Houlgrave

Mallory looked just the same 48 years ago. This is the first meeting, in 1956



Parting Shot

FRENCH GRAND PRIX, 1969
Jacky Ickx turns autocrosser at Clermont-Ferrand in his Brabham BT26A. The Belgian ace would finish second in that year's title race

photograph by LAT



MotorSport RESTORATION NEWS

November 2004

Old racing cars and classic road cars just go on forever. No matter which era, there are always places to race, drive or simply show off cars from the 100-year story of the motor car.

But keeping older cars in perfect condition is not a simple task, and a complete industry now exists to keep cars in top condition and take those that have fallen into disrepair back to their former glory.

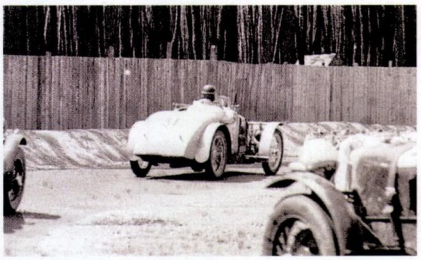
The companies detailed on these pages are at the forefront of classic car restoration, both road and race, and each of them has a great deal to offer owners.

BEAUFORT RESTORATION

Beaufort Restoration
tel 01795 830288
www.beaufortrestoration.com
www.beaufortmotorsport.com

With the classic racing season now at an end, Beaufort Restoration will spend the winter months working on a series of significant racing cars as owners have cars rebuilt or improved ahead of the 2005 season.

ERA R12B will be in the workshop for work on the brakes, while a Maserati 250F will have an engine rebuild and some suspension work. Meanwhile, the familiar yellow A Type Connaught Grand Prix car is also scheduled for an engine rebuild. Other projects for the winter months include a C Type Jaguar, a D Type Jaguar and a Connaught ALSR.



However, occupying considerable time and energy will be the total rebuild of an Amilcar C6 from the late 1920s. Known as the Ridley Special, the car has probably not run for over 50 years and arrived at Beaufort in a million pieces.

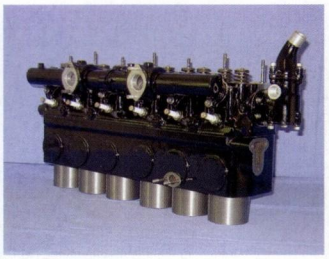
"It is quite a sophisticated motor car," says Beaufort's Mike Williams. "It is beautifully made and had been kept in someone's loft in pieces! We've just made a new body for it."

FIENNES RESTORATION

Fiennes Restoration
tel 01367 810438
www.fiennes.co.uk

As well as having an enviable reputation for its restoration work on pre-war Rolls-Royces and Bentleys, Fiennes Restoration is a market leader in the manufacture of parts and components for these cars.

The company carries around 5000 individual parts in stock, focusing on pre-war Rolls and Bentleys. The range covers the small horse-power Rolls-Royces from 1922 to 1939, 20hp to Wraith, and the Derby Bentleys of the 1930s.



From cylinder heads and blocks down to nuts and bolts, the range of parts in stock is amazing. Many are produced from original drawings and are crafted in-house at Fiennes' extensive machine shop. Just about any mechanical component is produced, along with some electrical parts and a number of coachwork fittings. These are used to facilitate the restoration work undertaken by Fiennes, as well as being supplied on a mail-order basis. Parts are supplied worldwide, with customers in North America, Europe, Australia and South Africa.

So, if you need parts for a pre-war Rolls Royce or Bentley, there is a very good chance that Fiennes Restoration has the answer in stock!

GTO ENGINEERING

GTO Engineering
tel 0118 940 1101

GTO now have a brochure available and have also produced an exciting new calendar for 2005, see marketplace advert

After a season of tending classic cars, notably Ferraris, in major events across Europe, GTO Engineering is now gearing up for a busy winter of rebuilds, preparation and routine servicing on some of the most evocative competition cars ever built.

Shortly to arrive at the workshops is a Ferrari 250LM, which is being shipped to GTO by its American owner for a major overhaul, including engine and gearbox. The car, which ran at Laguna Seca in August, will then stay in Europe ready to take part in Tour Auto next spring.



Other projects include engine rebuilds on several 250SWB, 250 Cal spyder, 212 and a 512 Boxer, while a 60TR is currently under-going major work on engine and gearbox as well as having a new steering box created by the skilled team at GTO.

Meanwhile, just to prove that the company does not just work on Ferraris, an accident-damaged racing AC Cobra is in for a comprehensive winter rebuild to the exacting standards for which the company is renowned.



Things are pretty busy for Moto Technique these days, as Ferraris of all ages continue to pack the company's workshops. Following the closure of the official Ferrari body repair centre, Moto Technique has seen an unprecedented surge in crash repair work on modern Ferraris.

Recently, a 550 and an Enzo have both been in for accident damage repair, while the company is also busy with work on older Ferraris. That work is typical of a company that is moving forwards all the time, whilst staying faithful to its roots of work on classic Ferraris.

The recently installed Spanesi chassis measuring system allows is also being kept busy, recording a complex dimensional analysis of complete cars. Recently, a racing Ford GT40 was analysed in detail prior to a complete rebuild and the state of the art equipment is regularly used on classic racing cars.

moto technique ltd

Moto Technique Ltd
tel 020 8941 3510
www.mototechnique.com

The Bugatti 57SC stands as one of the most beautiful sports cars of the pre-war era, designed by the brilliant Jean Bugatti in what would be the final years of his short life. Just one 57SC was created with an inventive but flawed front wing arrangement, which had the forward section of the sweeping front wings turning with the front wheels. It was an unusual arrangement and the sole car produced has since been lost.

But now, the skill of Rod Jolley's team has re-created that



remarkable piece of engineering, working only from period photographs.

"We had to measure the chassis and then scale the body from photographs," explains Jolley. "We made a plywood spine through the centre of the car. It is amazing how close you can get working only from photographs."

Now just waiting to be painted, this unique 57SC with this stunning front wing set-up should be seen in the summer of 2005.

Rod Jolley
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tel 01590 683702
www.rodjolley.com

Surtees TS 5 Chassis No TS5-002 - This car was manufactured and then exported to South Africa in 1969/70. It was new (finished in white, without engine) and then purchased by South African businessman Doug Serrurier. The car was fitted with a Ford Engine and raced by the talented Jackie Pretorius , with sponsorship from Wall's Ice-cream. In 1970 the car, still driven by Jackie Pretorius, was sold to and sponsored by Wynn's. In 1971 the car was driven by Spencer Schultz, still sponsored by Wynn's (car number12). In 1972 the car number 24 was purchased back from Wynn's, by Jackie Pretorius. He then raced the car with Wynn's sponsorship to the end of 1973. In 1974 and 1975 Jackie raced the car with Clover Diaries sponsorship. The car was painted red and white, still with some Wynn's sponsorship. In 1976 the car was purchased by Philip Smith and used for Drag Racing The engine was sold and the car stored for 27 years. It was then sold to the present owner and shipped to England in 2003. The car has been totally restored to it's original condition by T.H.R.E Historic Racing in Maldon, Essex.



T·H·R·E
TERRY HOYLE RACING ENGINEERS

Terry Hoyle Engineering Ltd
tel 01621 850440
www.racecar.co.uk/thre/

Although the company was only created in August 2004, Vintagecars.com can draw upon years of experience from its team of craftsmen. "In July our highly talented group of craftsmen packed up their tools and left their secure long term places of employment," says the company chairman Miles Renton-Skinner.

"That shows a great degree of commitment and faith in their ability and our new company, when you are used to working on the world's most valuable cars that is a brave move."

Only two months into the new company's history, a diverse range of classic cars has already been into the Hampshire workshops. Early projects for Vintagecars.com include a Vanden Plas Bentley, a Hispano-Suiza, an MG K3, an Allard J2, a Jaguar SS100, three Aston Martins, two Vintage Vauxhalls, parts of a Grand Prix Mercedes and an Austin Seven.



Already booked in for the coming weeks are several notable Historic Grand Prix Cars and all the team at Vintagecars.com are keen to thank their customers and families for their support in the early months of the new business.

Vintage CARS.com

Vintagecars.com
tel 01590 688799
www.vintagecars.com

MotorSport

PRODUCT SHOWCASE

November 2004

New products, clever products and things that simply do the job extremely well. Product Showcase has all of these and more in what is scheduled to be the first of a regular series focussing on products that will enhance your car-owning experience!

So, if you run a competition car, a classic car or even a kit car, this feature has something for you. As time for that winter rebuild draws near, the products detailed on this page are all well worth checking out.

Fuelcat
Tel 020 8933 2213
www.fuelcat.co.uk

Better combustion, more power, reduced emissions and the opportunity to run 'leaded fuel only' engines on unleaded fuel are all benefits claimed from use of Fuelcat. The octane boosting unit is designed to be simply fitted in fuel lines and is reckoned to be a solution to a range of issues relating to both petrol and diesel engines.



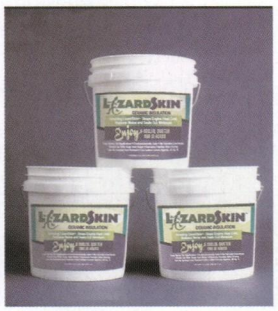
Once fitted, the metal catalyst will last for up to 400,000 miles or 10 years and satisfied customers report a range of benefits, including up to 15% improvements in fuel consumption. Fuelcat is perfect for a wide range of road cars and is particularly suited to imported Japanese cars.

Also available from Fuelcat are Formula Power ignition leads, which are said to be the ultimate cable for spark efficiency. These 10mm multi-core leads operate in a temperature range from –60 to +400 degrees centigrade and are capable of carrying up to 90,000 volts!

Agriemach Ltd
Tel 01342 713743
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Website:www.agriemach.com
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LIZARD SKIN CERAMIC INSULATION STOPS HEAT AND NOISE

The amazing Lizard Skin spray-on insulation from Agriemach, not only reduces engine noise by 10 – 12 decibels and solar heat transfer by 25 - 30°F but protects from moisture and corrosion as well. Lizard Skin can be applied with a brush, roller or spray, is environmentally safe and can be sanded and painted to a concourse finish.



Lizard Skin will withstand temperature up to 500°F (260°C) offering a seamless membrane over the area being covered. It will adhere to any clean dry substrate including wood, aluminum, glass fibre, primed metal etc. and forms an impervious barrier to water.

Ideally suited for use under floorboards, wheel arches, firewalls and underhood applications, as well as solar insulation of the body shell, Lizard Skin remains flexible and will not crack or release after curing

Already extensively used in motor racing, Lizard Skin is available in both Black and White, is easy to apply with a spray gun system and cleans up with soap and water.

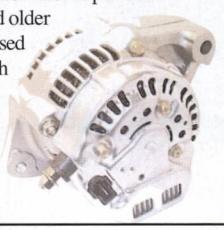
For a cooler, quieter car in hours.

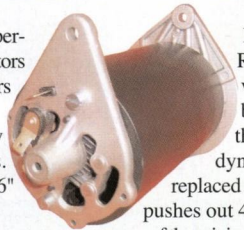
Racemettle Ltd
Tel 01427 679784
www.racemettleltd.co.uk

Racemettle Ltd has developed a range of high-performance but lightweight solutions for starter motors and alternators, ideal for competition cars, kit cars and classics.

The lightweight starter motor is perfect for any car that is a problem to start in adverse conditions.

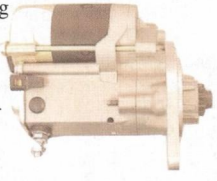
Weighing in at just 2.9kg and fitting within a 6" cube, the lightweight alternator is perfect for competition cars and older classics that previously used dynamos. Able to push out either 45 or 55 amps, it is a powerful little unit that will obviously appeal to owners of competition cars.





For the classic car market, Racemettle Ltd supplies a very clever alternator that has been designed to fit within the body of a C40 or C40L dynamo. The old case is replaced to accept an alternator that pushes out 40 amps rather than the 20 amps of the original dynamo and is 40% lighter.

So, for a clever starting or charging solution for competition, kit or classic cars, this is the answer. Trade enquiries are welcomed.



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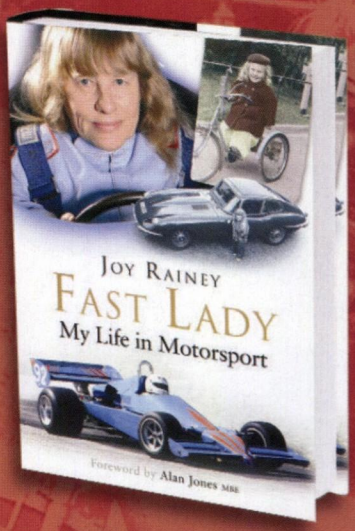
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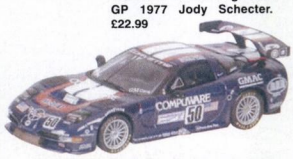
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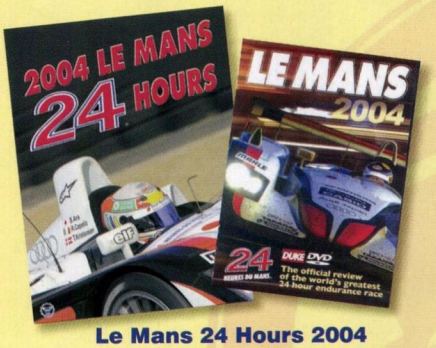
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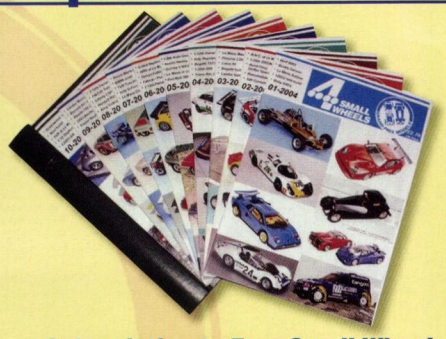
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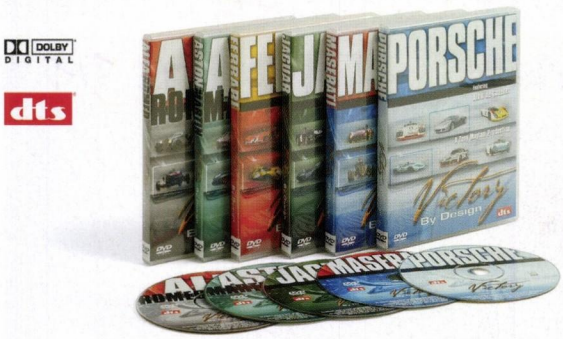


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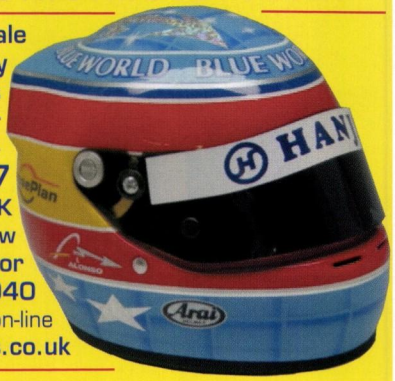
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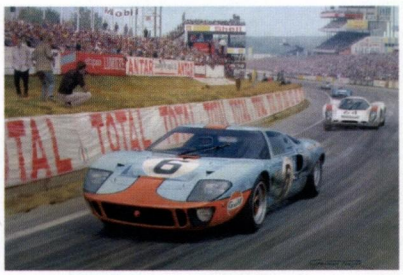
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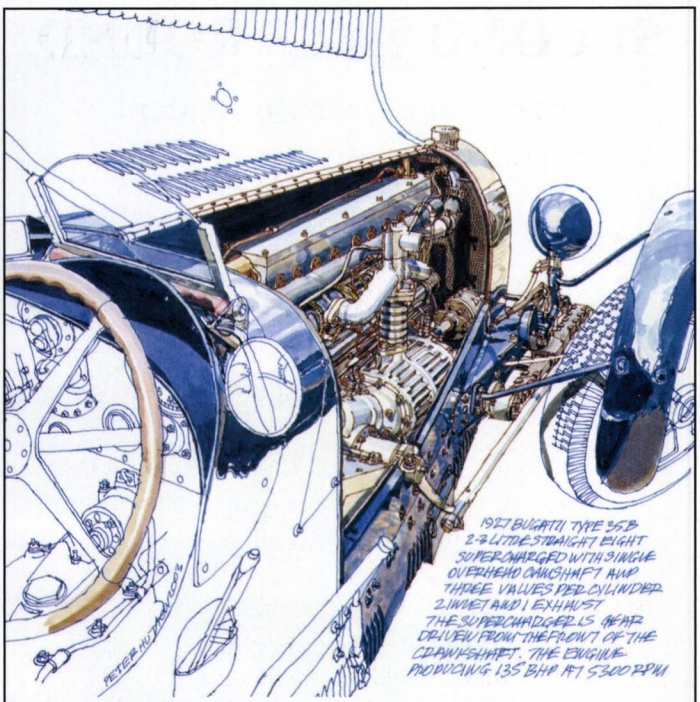
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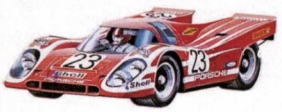
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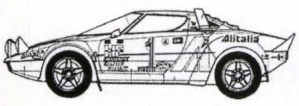
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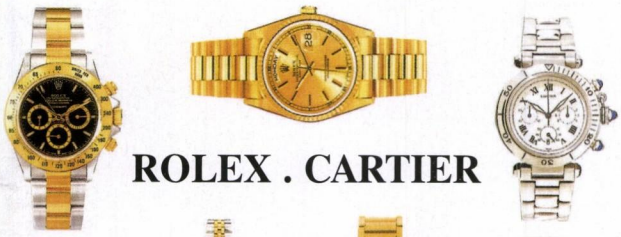
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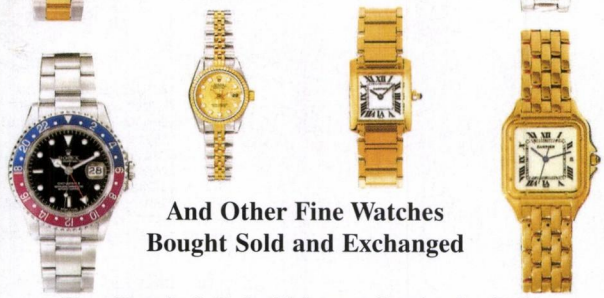
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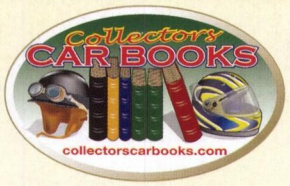


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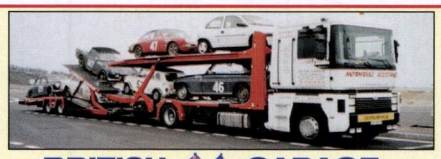
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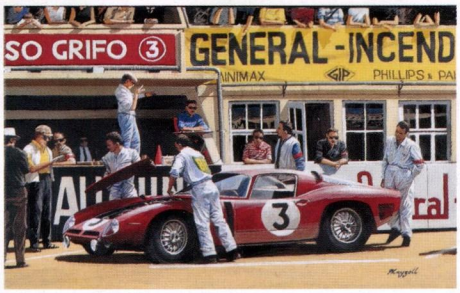
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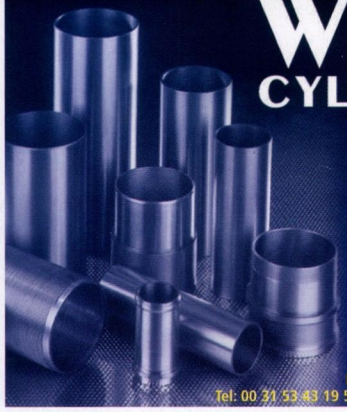


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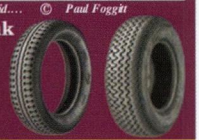


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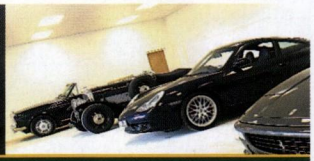
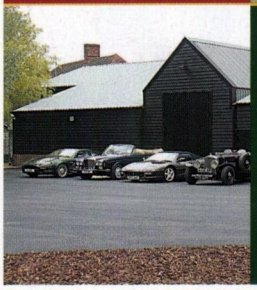
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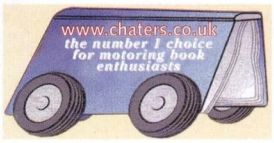
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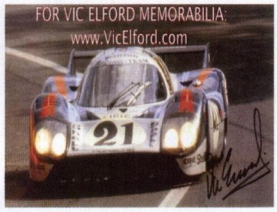
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Clarke

4 £54.95 EX-VAT £64.57 INC-VAT

MECHANICS TOOL CHESTS & CABINETS

- Superb quality & value for automotive workshops
- Trolleys feature 5" castor wheels except CTC700 (4"), CTC500 (3") and CTC800 (3")
- Lockable for added security

3 £39.95 EX-VAT £46.94 INC-VAT



6 £129.95 EX-VAT £152.69 INC-VAT



	MODEL	DESCRIPTION	DR. LOAD*	EX VAT	INC VAT
1	CTC600	6 Dr chest	19kg	£41.95	£49.29
	CTC900	9 Dr chest	19kg	£49.95	£58.69
	CTC500	5 Dr cabinet	35kg	£84.95	£99.82
2	CTC800	8 Dr chest/cab set	19kg	£84.95	£99.82
	CTC700	7 Dr cabinet	35kg	£99.96	£117.45
	CTC1300	13 Dr chest/cab	19kg	£139.95	£164.44
	PROFESSIONAL RANGE				
3	CTC103	3 Dr step up chest	35kg	£39.95	£46.94
4	CTC106	6 Dr drop front	35kg	£54.95	£64.57
5	CTC109	9 Dr chest	35kg	£64.95	£76.32
6	CTC105	5 Dr trolley	42kg	£129.95	£152.69
7	CTC107	7 Dr trolley	42kg	£159.95	£187.94

*Maximum rating for full width drawers

Clarke HD

- Tote tray supplied with every tool chest • Protective anti-slip liners and identification inserts
- Tough nickel plated side handles and lid brackets • **36kg maximum load for full width drawers**

PRO CHESTS

	MODEL	DESCRIPTION	EX VAT	INC VAT
	CFS306	6 Drawer-drop front	£59.95	£70.44
	CFS309	9 Drawer Tool Chest	£74.95	£88.07
	CFS312	12 Drawer-extra deep	£109.95	£111.57
1	CFS308	8 Drawer Tool Chest	£69.95	£82.19
	CBB203	3 Dr step up	£89.95	£105.69

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

HEAVY DUTY PROFESSIONAL TOOL CHESTS & CABINETS

HEAVY DUTY

MAX LOADING 500KG

TOTE TRAY SUPPLIED WITH CBB204, 205, 206, 209



3 £119.95 EX-VAT £140.94 INC-VAT



BALL BEARING DRAWER RUNNERS PROVIDE SUPER SMOOTH GLIDING ACTION

TROLLEYS SUPPLIED WITH PROTECTIVE TOP MAT



THE ULTIMATE IN TOOL STORAGE!

Top quality HEAVY DUTY PLUS tool chests & cabinets.

6 £199.95 EX-VAT £234.94 INC-VAT

- Extra heavy gauge double wall steel construction

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

EXTRA LARGE TOOL CHEST/CABINET



£219.95 EX-VAT £258.44 INC-VAT

HEAVY DUTY

MAX LOADING 1000KG



£369.95 EX-VAT £434.69 INC-VAT



- Double wall reinforced indented end & base for extra strength & rigidity
- Extra heavy gauge steel
- Protective anti-slip drawer liners & cabinet top mat
- Fully locking for security

YELLOW & BLUE LINE INDUSTRIAL ALSO AVAILABLE



BIG 5" CASTORS

	MODEL	DESCRIPTION	DR. LOAD*	EX VAT	INC VAT
1	CBB204	4 Dr chest	38kg	£74.95	£88.07
2	CBB205	5 Dr chest	38kg	£89.95	£105.69
	CBB206	6 Dr chest	38kg	£94.95	£111.57
3	CBB209	9 Dr chest	38kg	£119.95	£140.94
4	CBB203	3 Dr step up	38kg	£54.95	£64.57
5	CBB215	5 Dr cabinet	43kg	£169.95	£199.69
6	CBB217	7 Dr cabinet	43kg	£199.95	£234.94
7	CBB212	3 Dr cabinet	43kg	£129.95	£152.69
	CBB213	3 Dr cabinet	43kg	£159.95	£187.94

*Maximum rating for full width drawers

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Clarke WORKSHOP CRANES

FROM ONLY £129.95 EX VAT £152.69 INC VAT

SAVE £11.75

MODEL	DESC.	EX VAT	INC VAT
CFC500F	1/2 ton folding	£139.95	£164.44
CFC100‡	1 ton folding	£129.95	£152.69
CFC1000	1 ton large folding	£159.95	£187.94
CFC1000LR	1 ton long reach	£149.95	£176.19
HDC100	1 ton pro	£299.95	£352.44
HDC200	2 ton pro	£599.00	£703.83

REDUCED

‡ REDUCED! CFC100 Was £164.44 inc. VAT

MASSIVE PRICE CUTS

Fully tested to proof load

Clarke TURBO AIR COMPRESSORS

TIGER 8/40 SLASHED £69.95 EX VAT £82.19 INC VAT

MASSIVE PRICE CUTS



SAVE OVER £11

* Oil Free † Belt Driven

OTHER MODELS IN THE RANGE	MOTOR	CFM	TANK	WAS INC VAT	EX VAT	INC VAT
8/45*	1.5Hp	6.3	24ltr		£84.95	£99.82
8/40	1.5Hp	7	24ltr	£93.94	£69.95	£82.19
Panther 25	2Hp	8.2	24ltr		£129.95	£152.69
Panther 50	2Hp	8.2	50ltr		£169.95	£199.69
10/70†	2.0Hp	9	50ltr		£254.95	£299.57
15/55	3.0Hp	14	50ltr		£259.95	£305.44
15/65†	3.0Hp	14	50ltr		£359.95	£422.94

REDUCED

Clarke rubber air hose (10m) FROM ONLY £10.95 EX VAT £12.87 INC VAT

Clarke AUTOMOTIVE WHEEL DOLLY

SOLD IN PAIRS



ONLY £42.50 EX VAT £49.94 INC VAT

- Four swivel castors for easy movement in confined spaces
- H/D steel construction - load rating 500kg per dolly

Clarke AXLE STANDS

SOLD IN PAIRS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

- Ratchet action for quick height adjustment

MODEL	MIN HT	MAX HT	EX VAT	INC VAT
CAX3TBC 3 Ton	300	430	£12.95	£15.22
CAX6TBC 6 ton‡	400	615	£17.95	£21.09

Clarke INDUSTRIAL AIR COMPRESSORS

H/DUTY

FROM ONLY £259.95 EX VAT £305.44 INC VAT

These professional quality units offer the durability and reliability demanded by professionals whilst maintaining value for money.



All units feature:

- Cast iron pumps on SE11 & SE16
- Maximum 150psi (10 bar)
- Fully automatic • Cast iron cylinders • Fully painted
- Twin cylinder pumps (except SE11) • Motor overload protection • Petrol, diesel and portable models available

MODEL	CFM	MOTOR (HP)	RECEIVER (LTR)	EX VAT	INC VAT
SE11	8.5	2	100	£259.95	£305.44
SE16	14	3	150	£299.95	£352.44
SE18	18	4	200	£479.95	£563.94
SE25#	23	5.5	200	£599.95	£704.94

#Supplied with direct on-line starter

Clarke AIR TOOLS & SPRAY GUNS



TYPE	MODEL	WAS INC VAT	EX VAT	INC VAT
Pro Spray Gun	-	£21.09	£16.95	£19.92
Super Pro Spray Gun	SP14C	£35.19	£27.95	£32.84
Super Pro Spray Gun	SP18C	£35.19	£27.95	£32.84
Air Hammer	CAT29B		£15.95	£18.74
Die Grinder Set	CAT36B	£24.66	£19.95	£23.44
Grit blast gun	SB1		£21.95	£25.79
Spot blast gun	SB2		£24.95	£29.32
6" Dual Action sander	CAT80		£24.95	£29.32
1/2" Sq. Drive Ratchet	CAT22B	£31.67	£25.95	£30.49
3/8" Air drill	CAT27B	£32.84	£26.95	£31.67
14pce 1/2" Ratchet set	CAT221B	£42.24	£33.95	£39.89
13pce 1/2" Impact wrench set	CAT231B	£46.94	£37.95	£44.59
High Speed Saw	CAT26B	£34.02	£25.99	£30.54

REDUCED

Clarke ENGINE STANDS



CES500A

FROM ONLY £27.95 EX VAT £32.84 INC VAT

- Rotates through 360°
- Engines up to 227Kg

ONLY £27.95 EX VAT £32.84 INC VAT

CES750A (shown)

- Rotates through 360°
- Engines up to 340Kg
- Includes tool tray

ONLY £39.95 EX VAT £46.94 INC VAT

Fully tested to proof load

Clarke CHAIN BLOCKS



- Hardened alloy steel chain
- Mechanical load brake
- Heat treated and ground gears shaft and pinion
- Compact gear housing
- CE approved

FROM ONLY £39.95 EX VAT £46.94 INC VAT

MODEL	CAP.	LIFT HEIGHT	EX VAT	INC VAT
CCH500	500Kg	3.2m	£39.95	£46.94
CCH1000	1000Kg	3.2m	£49.95	£58.69
CCH2000	2000Kg	3.3m	£59.95	£70.44
CCH3000	3000Kg	3.4m	£69.95	£82.19
CCH5000	5000Kg	3.5m±	£99.95	£117.44

Clarke BODY REPAIR KITS

10 TON KIT H/Duty pump, ram, wedge ram and accessories, in a tough steel case. ONLY £109.95 EX VAT £129.19 INC VAT



FROM ONLY £64.95 EX VAT £76.32 INC VAT

4 TON KIT Spreader wedge ram & accessories ONLY £64.95 EX VAT £76.32 INC VAT



Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £6.99 EX VAT £8.23 INC VAT

MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 ton	£6.99	£8.21	8 ton	£19.95	£23.44
4 ton	£9.95	£11.69	12 ton	£24.95	£29.32
6 ton	£12.75	£14.98	20 ton	£36.95	£43.42

Clarke CAR CREEPERS & MECHANICS SEAT



FROM ONLY £9.99 EX VAT £11.74 INC VAT

- Car creepers feature padded backs and head rests for maximum comfort

‡ REDUCED! CMC45 was £23.44 inc.VAT CMS1 was £12.91 inc VAT

MODEL	DESCRIPTION	EX VAT	INC VAT
CMC36	Car Creeper	£16.95	£19.92
CMC40	Creeper with tool tray	£24.95	£29.32
CMC45‡	Creeper with adj head	£18.95	£22.27
CMS1‡	Mechanics Seat	£9.99	£11.74

REDUCED

Clarke JUMPSTART 910 WITH AIR COMPRESSOR



REDUCED £39.95 EX VAT £46.94 INC VAT WAS £49.93 INC VAT SAVE £2.99

- 12v rechargeable power supply, booster starter & air compressor
- Up to 50 hrs of 12v DC supply
- 900 peak amps

QUALITY BATTERY FOR LONGER LIFE AND EXTRA DUTY

Also available without compressor ONLY £29.95 EX VAT £35.19 INC VAT

MASSIVE PRICE CUTS

Clarke FUEL TRANSFER PUMPS

TRANSFER DIESEL ETC

ONLY £84.95 EX VAT £99.82 INC VAT

- Supplied with 4M outlet hose fitted with pump connector and high flow delivery nozzle

MODEL	MAX FLOW	MOTOR	EX VAT	INC VAT
CFT12	40l/min	12v-0.25hp	£84.95	£99.82
CFT24	40l/min	24v-0.25hp	£84.95	£99.82
CFT230	50l/min	230v-0.3hp	£84.95	£99.82

Clarke 5 PCE AIR TOOL KIT

KIT1000



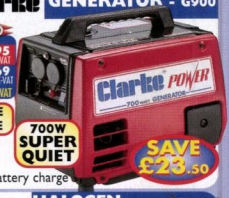
ONLY £16.99 EX VAT £19.96 INC VAT

- Paraffin spray gun • Blow gun • Paint Spray Gun
- Tyre inflator • Recoil hose with quick couplers

ALSO AVAILABLE 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun REDUCED! NOW ONLY £13.95 EX VAT £16.39 INC VAT WAS £17.57 INC VAT

Clarke GENERATOR - G900

SLASHED £249.95 EX VAT £293.69 INC VAT WAS £317.19 INC VAT



- 2 x 230v outlets
- 12v DC battery charge

Clarke ELECTRIC WINCHES

FROM ONLY £119.95 EX VAT £140.94 INC VAT



- Powerful and compact general purpose winches
- Quick and easy to install for all types of pulling & lifting work
- Cable doubles to increase load capacity

MODEL	POWER	x1 CABLE	x2 CABLE	EX VAT	INC VAT
CHP250	530	125kg	250kg	£119.95	£140.94
CHP400	880	200kg	400kg	£149.95	£176.19

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY £12.75 EX VAT £14.98 INC VAT

*CTJ2 & CTJ2LR voted Best Buy in Car Mechanics Independent Test



BEST BUY CAR MECHANICS

MODEL	EX VAT	INC VAT
DIY CTJ2*	£12.75	£14.98
DIY (long) CTJ2L*	£14.99	£17.61
Semi Pro CTJ2LR	£24.95	£29.32
Quick Lift CTJ2Q	£22.95	£26.97
Pro CTJ2000G	£46.95	£55.17

Clarke JERRY CANS

Fixed & flexible spouts available

FROM ONLY £8.95 EX VAT £10.52 INC VAT



DESCRIPTION	EX VAT	INC VAT
Red 5ltr	£8.95	£10.52
Red 10ltr	£10.95	£12.87
Red 20ltr	£12.95	£15.22
Green 20ltr	£12.95	£15.22

Optional vehicle bracket ONLY £17.95 Ex VAT £21.09 Inc VAT

Clarke BOLTLESS SHELVING

SIMPLE, FAST ASSEMBLY

FROM ONLY £24.95 EX VAT £29.32 INC VAT



CAN BE ASSEMBLED AS A SHELVING OR BENCH UNIT

MODEL	SHELF DIMS	CAPACITY	EX VAT	INC VAT
CS5150	800x300x1500mm	150Kg	£24.95	£29.32
CS5350	900x400x1800mm	350Kg	£39.95	£46.94

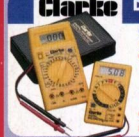
Clarke HALOGEN FLOODLIGHTS

FROM ONLY £19.95 EX VAT £23.44 INC VAT

- Robust aluminium lamp housing with protective steel grills
- Full swivel and tilt facility

MODEL	VOLTS/ WATTS	TYPE	EX VAT	INC VAT
CHL110	110/500	Tripod single	£19.95	£23.44
CHL120	110/500X2	Tripod double	£24.95	£29.32
CHL500TD	230/500	Tripod single	£19.95	£23.44
CHL1000TD	230/500	Tripod double	£24.95	£29.32

Clarke DIGITAL MULTIMETERS



CDM10 • 19 position • 10 amp facility ONLY £6.99 EX VAT £8.21 INC VAT

CDM20 • 32 position • 10 amp facility ONLY £15.99 EX VAT £18.79 INC VAT

Clarke MECHANICS TOOL BOXES/CHEST

CB4

FROM ONLY £17.95 EX VAT £21.09 INC VAT



MODEL	DESC.	EX VAT	INC VAT
CB2	2 Drawer Chest	£17.95	£21.09
CB3	3 Drawer Chest	£21.50	£25.26
CB4	2 Drawer, front cover & tote tray	£22.95	£26.97
CB5	3 Drawer, front cover & tote tray	£29.95	£35.19

Clarke 235 PIECE PRO TOOL SET IN CHEST

ONLY £59.95 EX VAT £70.44 INC VAT CHT497

PROFESSIONAL QUALITY



- All the most popular sizes (AF/Metric), sockets, spanners, driver bits etc

Clarke TROLLEY JACKS/ AXLE STAND SETS



FROM ONLY £22.95 EX VAT £26.97 INC VAT

MODEL	EX VAT	INC VAT
DIY Jack & Stands CTJ2ZA	£22.95	£26.97
Pro Jack & Stands CTJ2000GA	£59.95	£70.44

Clarke CAR TRANSPORTER LASHING



- 3.33M overall length • 5000kg max strength in straight pull • 300mm long wheel strap to slide onto

ONLY £12.99 EX VAT £15.26 INC VAT

Clarke WORKBENCH

HEAVY DUTY CWB1250

ONLY £49.95 EX VAT £58.69 INC VAT



- Large lockable cabinet
- Extra thick, reversible plywood faced worktop • LWH: 1205x600x850mm
- Constructed from robust, heavy gauge steel

Clarke MULTI-DRAWER PARTS CABINETS



- Drawers on each model have slotted fronts allowing tickets to be added for easy identification

FROM ONLY £19.95 EX VAT £23.44 INC VAT

MODEL	DRAWERS	EX VAT	INC VAT
CTB800	16	£19.95	£23.44
CTB900	25	£32.95	£38.72
CTB1000	36	£44.95	£52.82

SUPERWINCH NEW RANGE

FROM ONLY £84.95 EX VAT £99.82 INC VAT



- 12 volts
- Free spool

MODEL	CAPACITY	EX VAT	INC VAT
T1500	680kg	£84.95	£99.82
T2000	907kg	£114.95	£135.07
GP2300	1043kg	£189.95	£223.19
GP3000	1360kg	£209.95	£246.69
ATV3000	1360kg	£199.95	£234.94
S4000	1814kg	£249.95	£293.69
S5000	2268kg	£299.95	£352.44
Epi6.0	2772kg	£419.95	£493.44
Epi9.0	4082kg	£439.95	516.94

Clarke H/DUTY BLAST CABINET

ONLY £94.95 EX VAT £111.57 INC VAT



- Low voltage
- Blasts old paint, rust, & revitalises aluminium
- Air Filter included

LARGE FLOOR STANDING UNIT AVAILABLE. Now only £249.95 ex VAT £293.69 inc VAT was £317.19 inc VAT

ALSO: Aluminium oxide powder from only £19.95 EX VAT £23.44 INC VAT

Clarke ANGLE GRINDERS

CAG115C BEST BUY Practical Householder

FROM ONLY £12.95 EX VAT £15.22 INC VAT

Inc. disc & handle



MODEL	DUTY	MOTOR	EX VAT	INC VAT
CAG121*	DIY	500w	£12.95	£15.22
CAG115*	PRO	500w	£25.95	£30.49
CAG115C*	PRO	720w	£24.95	£29.32
CAG230#	PRO	1700w	£32.95	£38.72
CAG232# NEW	PRO	2200w	£29.95	£35.19

* 115mm, #230mm

Clarke TOOL CABINET

WALL MOUNTED - CWC48



ONLY £39.95 EX VAT £46.94 INC VAT

Tools shown not supplied

- 3 lockable cupboards
- 4 steel shelves • Pegs and hooks supplied

WALL MOUNTED TOOL RACK ONLY £19.95 EX VAT £23.44 INC VAT

Clarke MEASURING INSTRUMENTS



OTHER SIZES AVAILABLE

MODEL	DESCRIPTION	EX VAT	INC VAT
CM100	150mm/6" Vernier Caliper	£8.49	£9.98
CM145‡	150mm/6" Digital Vernier	£19.95	£23.44

SLASHED

‡SLASHED CM145 was £35.19 inc VAT

BATTERY CHARGERS ENGINE STARTERS

Clarke FROM ONLY £36.95 EX VAT £43.42 INC VAT

- Ammeter
- Multi-position charge regulator
- Overload protection on charging cycle

MODEL	MAX CHARGE	MAX AMPS	EX VAT	INC VAT
BC100B	15 amps	100	£36.95	£43.42
BC120E	15 amps	120	£54.95	£64.57
BC130	15 amps	120	£39.99	£46.99
BC210E	25 amps	200	£74.95	£88.07
BC410E	35 amps	400	£97.95	£115.09
BC320E	35 amps	310	£109.95	£129.19
BC520E	50 amps	510	£154.95	£182.07

Clarke MIG WELDERS

Includes free:
- Gas regulator
- Earth clamp
- Face mask
- Welding torch

Pro90-150 also includes CO_2 gas bottle
#150TE Turbo Best Buy Auto Express

MODEL	AMPS	EX VAT	INC VAT
Pro 90	24-90	£119.95	£140.94
100E	30-100	£139.95	£164.44
135TE Turbo*	30-130	£159.95	£187.94
150TE Turbo*#	30-150	£179.95	£211.44
165TE Turbo*	30-155	£239.95	£281.94
175TE Turbo*	30-170	£299.95	£352.44
205TE Turbo*	30-185	£329.95	£387.69

*Turbo fan cooled for longer welding at full output

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Telephone 0845 450 1855 (local rate)

NO GAS MIG WELDERS

FROM ONLY £99.95 EX VAT £117.44 INC VAT

These can be converted to use gas with optional accessories.

MASSIVE PRICE CUTS

SAVE UP TO £11.75

MODEL	AMPS	WAS INC VAT	EX VAT	INC VAT
85ENB	27-85		£99.95	£117.44
90EN	24-90		£109.95	£129.19
105EN	30-100		£129.95	£152.69
130EN	30-130		£169.95	£199.69
151EN	30-150	£199.69	£159.95	£187.94
160EN	30-150	£229.07	£189.95	£223.19

REDUCED

ARC WELDERS

SEE THE FULL RANGE IN OUR NEW FREE CATALOGUE!

FROM ONLY £42.95 EX VAT £50.47 INC VAT

For home user, automotive and industrial applications.

MASSIVE PRICE CUTS

*Turbo fan cooled

‡ REDUCED 145TE was £82.19 inc.VAT 165TE was £105.69 inc VAT

MODEL	AMPS	EX VAT	INC VAT
105E	40-100	£42.95	£50.47
115E	40-110	£44.95	£52.82
160E	50-150	£46.95	£55.17
190E	50-185	£69.95	£82.19
145TE* ‡	40-140	£67.95	£79.84
165TE* ‡	35-160	£87.95	£103.34
190TE*	35-180	£99.95	£117.44
235TE*	40-210	£109.95	£129.19

REDUCED

METAL LATHE

- 300mm between centres CL300M
- LH/RH thread screw cutting
- Electronic variable speed
- Self centering 3 jaw chuck & guard
- Gear change set • Power feed

REDUCED £359.95 EX VAT £422.94 INC VAT WAS £434.69 INC VAT

MASSIVE PRICE CUTS

SAVE OVER £11

FULL RANGE OF ACCESSORIES AVAILABLE

6 SPEED METAL LATHE WITH 12 SPEED MILL/DRILL HEAD - CL500M

- 430mm between centres
- Power feed screw cutting facility
- Forward/reverse lath operation
- Fine feed adjustment for milling

ONLY £649.95 EX VAT £763.69 INC VAT

FULL RANGE OF ACCESSORIES AVAILABLE!

Shown with optional floor stand £119.95 EX VAT £140.94 INC VAT
ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head.
ONLY £549.95 EX VAT £646.19 INC VAT
N.B: The Mill/Drill head is not available separately

TAP & DIE SETS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

- High quality tungsten steel tap & die sets
- Supplied in Metal Storage Case, except 16pce

TYPE	EX VAT	INC VAT
16pce Metric	£12.95	£15.22
19pce UNF	£14.95	£17.57
24pce UNC/UNF/NPT	£19.95	£23.44
28pce#‡ Metric	£19.95	£23.44
33pce# Metric/UNF/BSP	£29.95	£35.19

REDUCED

#28pce Best Budget Buy, 33pce Recommended: Practical Classics
‡ REDUCED 28 piece was £24.62 inc.VAT

TORQUE WRENCHES

3/8" TORQUE WRENCH - CHT204
ONLY £13.95 EX VAT £16.39 INC VAT

- Reversible ratchet
- 120-960 Lbs/in
- 1.4 - 11.1Kg/m

FROM ONLY £12.95 EX VAT £15.22 INC VAT

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- 5" Extension bar
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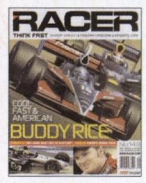
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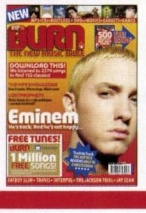
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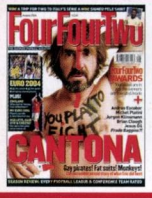
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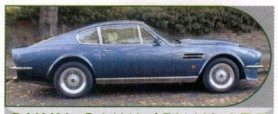
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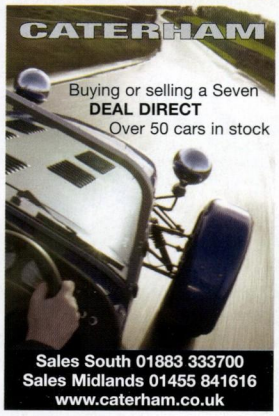
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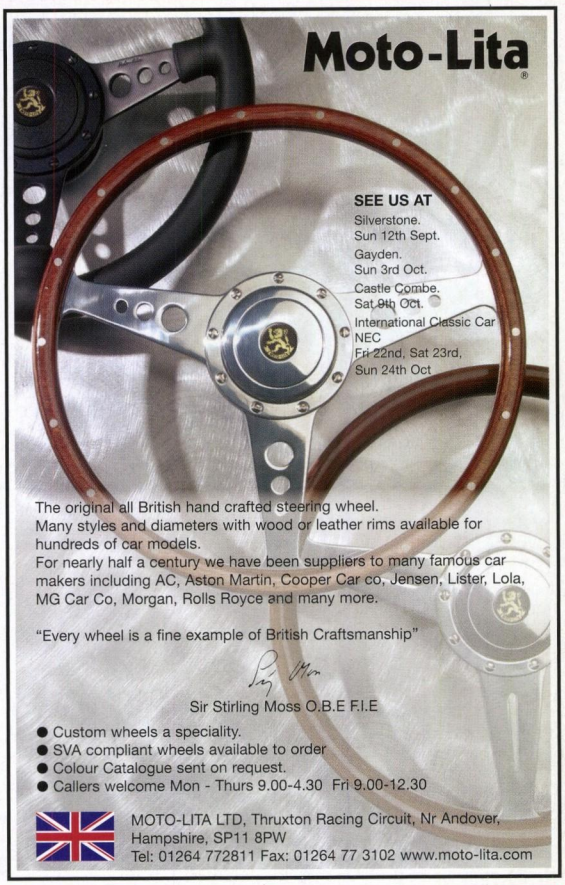
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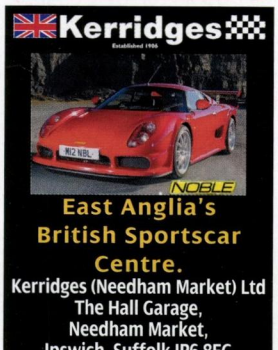
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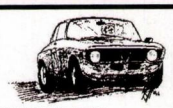


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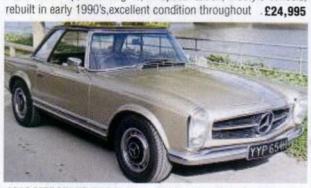
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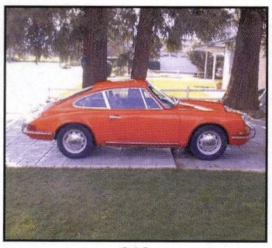
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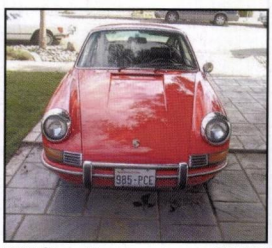
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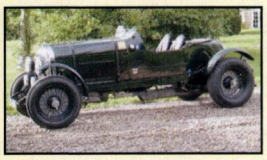


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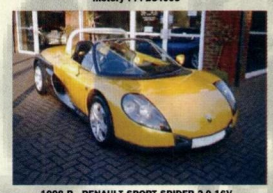
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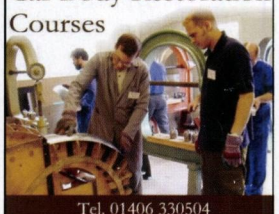
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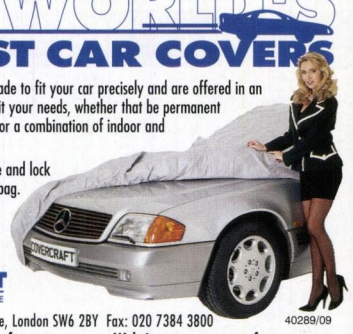
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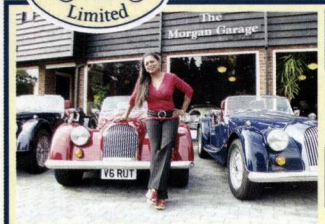
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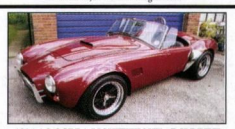
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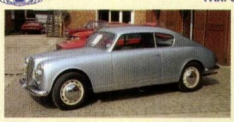
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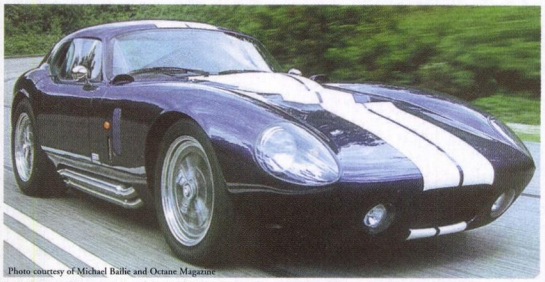
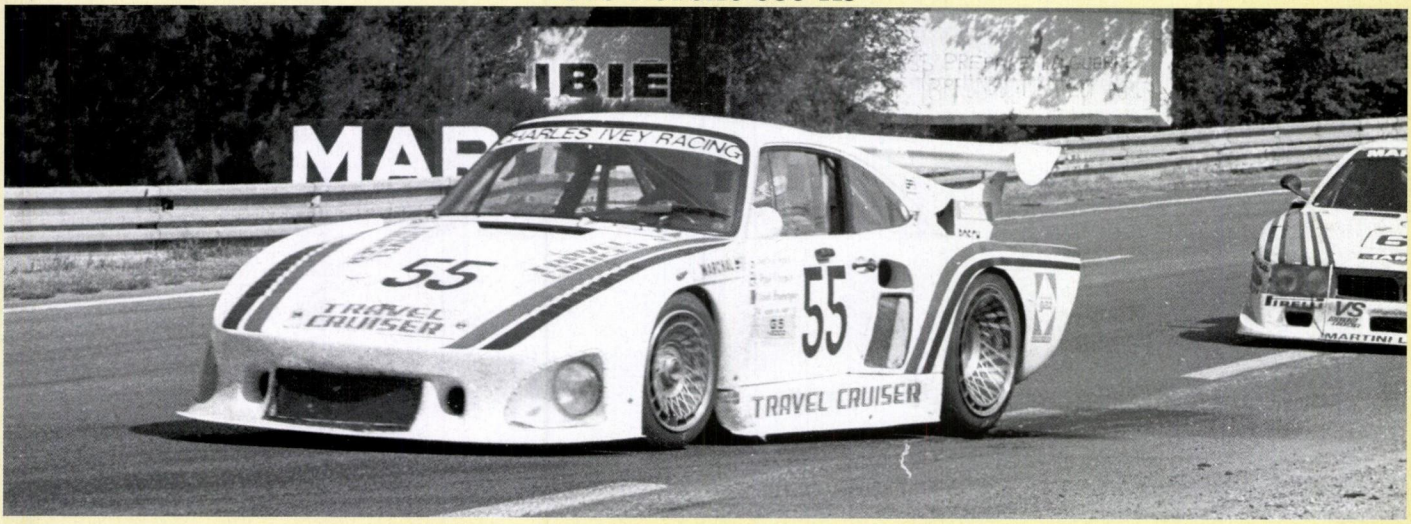


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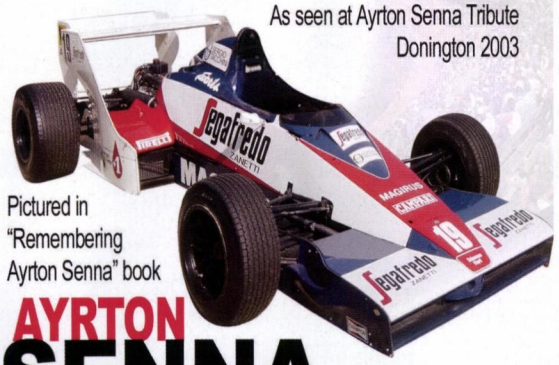
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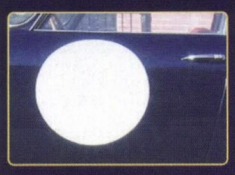
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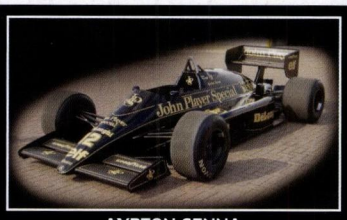
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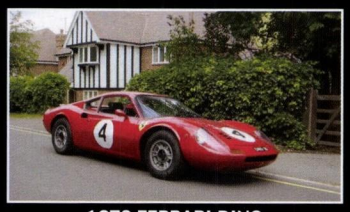
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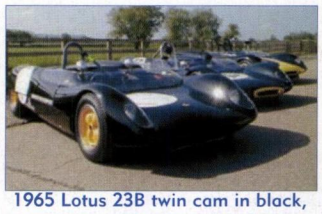
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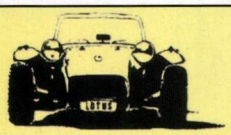
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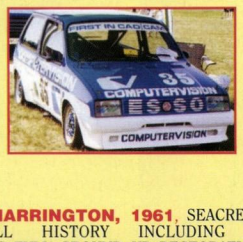


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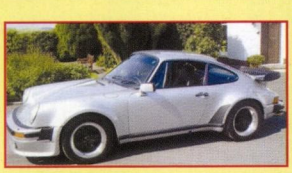


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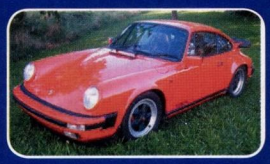
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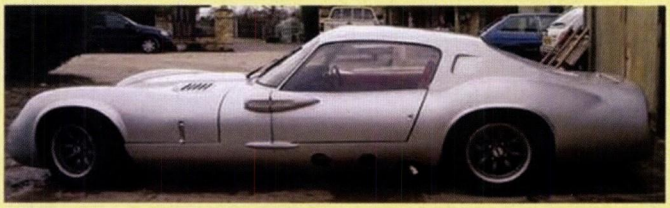


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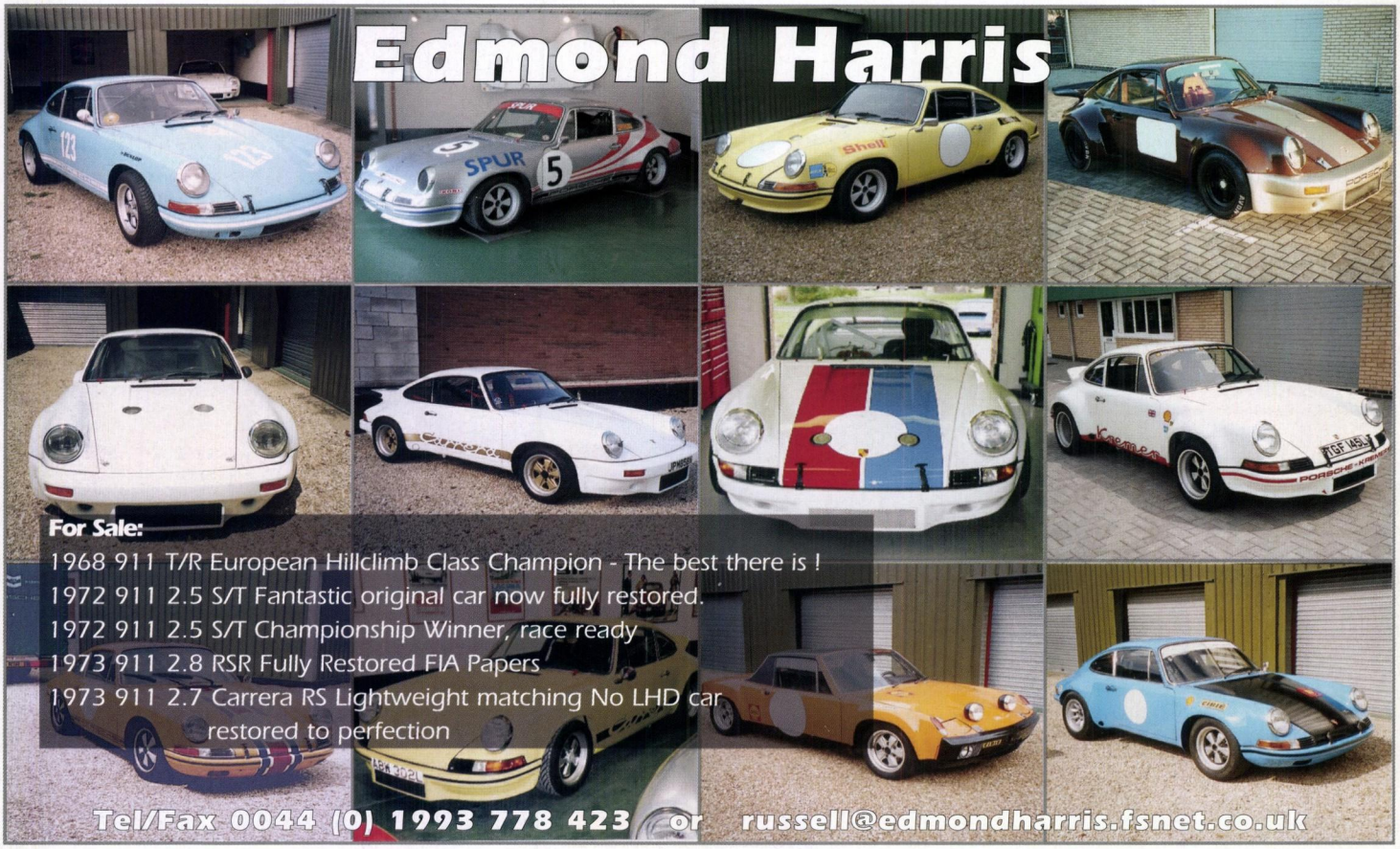




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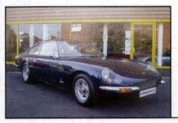
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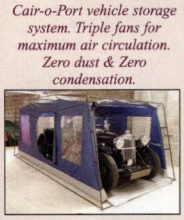
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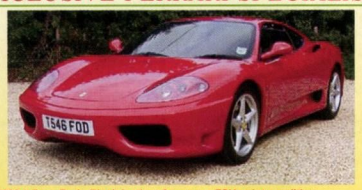
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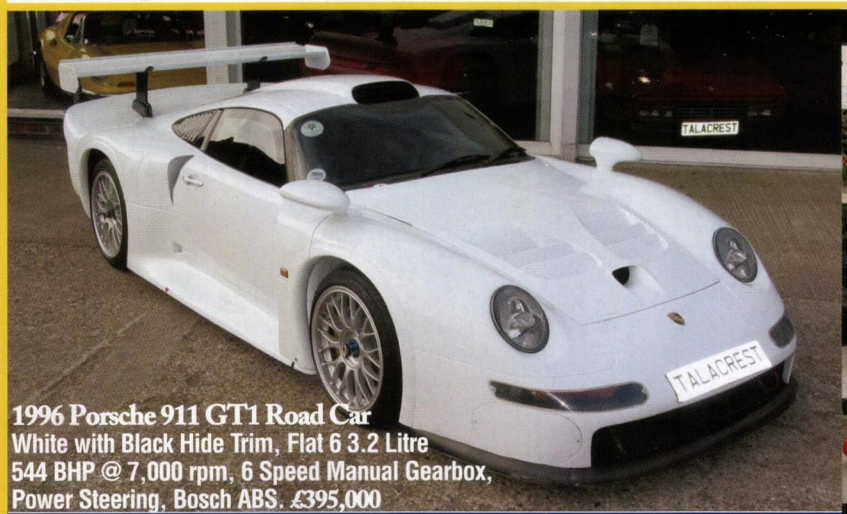
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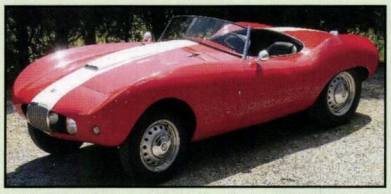
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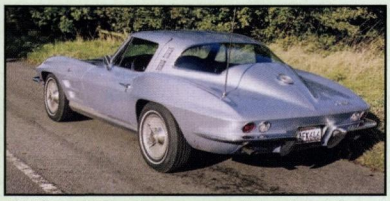
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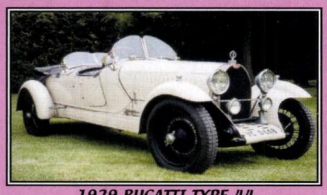
HEARTBEAT CLASSICS LTD

Tim has not had time to do his usual style advert this month as he has been too busy enjoying himself driving the Bugatti Type 44 advertised to Lyon and Angouleme. He tells me the car drove perfectly and had no trouble keeping up with the Type 35's. My time has been taken up finishing the Alvis Grey Lady which you may have seen on the Goodwood Revival TV programme, driven by Gerry Marshall. As you can see I am busier in my retirement than when I was working. Heartbeat Classics seems to be gaining a reputation for having deals whereby we take several cars, sometimes unfinished projects, and the customer drives away in a car he always wanted to own with no aggro involved. Why not give us a ring and tell us about that car you will never finish.

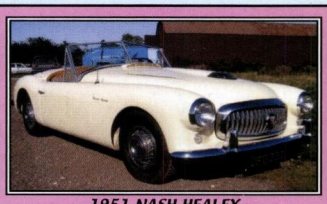
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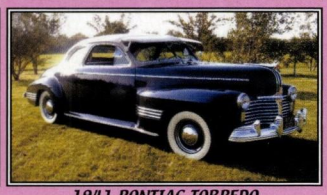
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1929 BUGATTI TYPE 44
Full history. Previous owner spent a fortune so that he could drive the car with confidence on hill climbs, races and continental rallies. £145,000



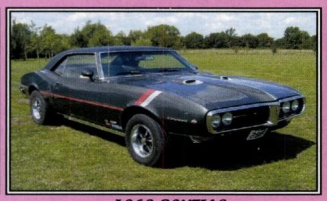
1951 NASH HEALEY
Very good original car with great potential to enter in retrospective runs and competitions. These cars actually ran on the Mille Miglia, Targa Floria, Tour de France and Le Mans. £30,000



1941 PONTIAC TORPEDO
Classic American two door coupe. Straight eight engine. Very good condition. This car gets a lot of attention wherever it is seen. £15,000



1962 ALVIS TD21
Series II Graber Coupe LHD. Built for 1963 Geneva motorshow. Soon to be featured in a magazine. There will be many large pictures and no doubt the phone will ring continously. If you have imagination and good eye-sight ring now and beat the crowd. £35,000



1968 PONTIAC FIREBIRD 4000 COUPE
US muscle car, gunmetal grey, new chromework, new cream interior. Unleaded heads, special camshaft, Edelbrock manifold, Histall quick-shift gearbox. (standing quarterin 14 secs), vented 4 pot caliper brakes. Approx. £13K spent since import, a bargain at £10,000



1928 FORD MODEL A
Right hand drive roadster. Manchester built. Original car which has lead a sheltered life and is in truly outstanding condition. £14,000

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Built to order! - 1964 Aston Martin DB5 Saloon now under going full restoration by Spray - Tec Restorations and Bodylines. This motor car can be finished to the purchasers exacting specifications, including colour and trim. This car will be finished for the end of Spring/beginning of the Summer 2005. For further details and pricing please call.

Other Models For Sale Include 1984 and 1987 V8 Volante and Saloon, both finished in Cumberland Grey with black leather upholstery. Equipped with R.S. Wiliams 7.0 litre engine. Both of these cars are without doubt the best examples for sale today, further information and pricing available on request.

Fantastic Opportunity – 1967 Aston Martin DB6 Volante 4.2 litre. This stunning motor car was first registered on the 11th May 1967 and has recently undergone a body off restoration by well respected Aston Martin specialists Spraytec Restorations and Bodylines for its previous owner. It is now finished in Silver Grey with complementing Red leather interior trim. This DB6 is ready to go having just been inspected by Aston Martin Works Service Department at Newport Pagnell and will be supplied with a Works Service Warranty. Price £165,000.00 (Viewing strictly by appointment)

WE ARE ALSO BUYERS OF SIMILAR CONDITION ASTON MARTIN DB4's, DB5's, DB6's and V8 MODELS. COMISSION SALES ALSO UNDERTAKEN. STORAGE ALSO AVAILABLE

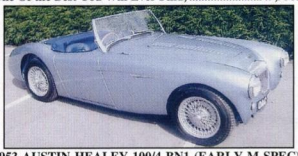
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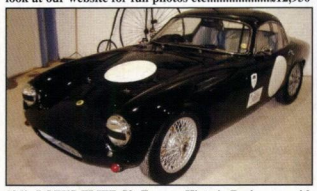
1950 JAGUAR XK120 ROADSTER, (original English RHD With Matching Numbers) Black With Red Leather, wire Wheels with Upgreaded Brakes, (Originals & Spats With Car) Circa £68000 Spent By Last Fanatical Owner, One Of the Best You Will Ever Find, ...£49,950.



1953 AUSTIN HEALEY 100/4 BN1 (EARLY M SPEC) example. Ice blue, blue leather, superb history, original - Donald Healey Mo/Co. Example RHD, English, matching nos. example (see our website) £28,950



1974 JAGUAR XJ12L. 5.3 Old English white with blue leather trim 26000 miles only. Best we have seen. Please look at our website for full photos etc.....£12,950



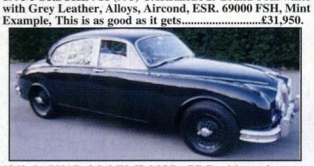
1960, LOTUS ELITE S2. Famous Historic Racing car with FIA. papers. supplied NEW to Mr David Buxton of TEAM ELITE., Has Competed In many Top Events, Last owner over 20years, Restored by Simon Hadfield, Stunning Example, Please contact us for full details of history and spec.....£POA.



JAGUAR C-TYPE-REP BY PROTEUS (plus upgrades). 3.8 tuned engine, 4 speed box with overdrive etc. Alloy & GRP construction, correct in every way. Please see our website for full details.....£38,950



1995 PORSCHE 911 (993) CARRERA 2. Grand-Prix white with Grey Leather, Alloys, Aircond, ESR. 69000 FSH, Mint Example, This is as good as it gets.....£31,950.



1963 JAGUAR 3.8 MK II MOD. BRG with suede green leather trim, PAS, upgraded brakes, suspension, stainless sports exhaust, w/wheels. Subject of 5 year concourse rebuild, one of the best and has a superb documented file ....£26,950 (See our Web-site)



1939 BENTLEY MK 5 SPORTS SALOON BY PARK WARD Black with grey leather, subject of a Circa 100k restoration, by its last owner, superb and very important history file, famous owners, and the rarest of all Derby Bentleys (one of nine left). Please look at our website,more details /photos etc .....POA

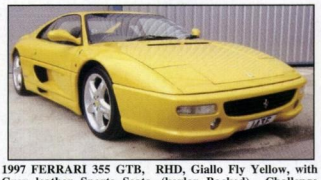


The School Garage

(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



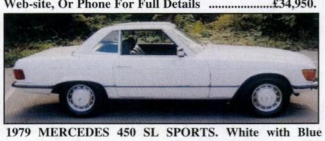
1997 FERRARI 355 GTB, RHD, Giallo Fly Yellow, with Grey leather Sports Seats, (kevlar Backed) Challenge Exhaust, SS, Aircond, CD, 18000 Miles Only (Just Had Cam Belt Service) FFSH, My Own car For The Last 4 years, One previous Owner, This is As Good As you Will Ever Find, ...£59,950) Inc. Reg, 143F. or £54,950 without.



1938 ROLLS-ROYCE 25/30 LIMO By H J Mulliner. Black over Oxford Blue Over Black, Blue Leather to the Front, and Tan Cloth To the Rear, (with Division) last Owners Circa 32 years, Restored to Concours Standards, (Famous First Owner) The Best we Have Ever Seen.....£ POA.



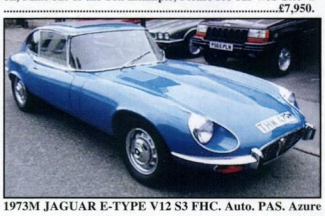
1973, PORSCHE 911 CARRERA 2.7 RS, Replica. (fitted 3.6 Engine) Finished In jet Black, with black Trim, This is the Best Replica we Have Ever seen, Please see our Web-site, Or Phone For Full Details .....£34,950.



1979 MERCEDES 450 SL SPORTS. White with Blue leather trim 80000 miles FSH, auto, hard & soft tops, mint example £13,950



1974 ROVER 3500 (P6) Auto. White with Aurtem ruffeled trim, One Owner 71000 Miles only, Full History, MOTs, Tools, Hand Books ETc. Never Restored, Rear Seat Never sat on, Mint out of the box Example, Please see our web-Site .. ..£7,950.



1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only.....£19,950

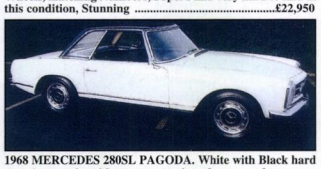
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1982 FERRARI MONDIAL 8 5 speed manual. silver, red leather 48,000 miles FSH, all books, tools, etc. Aircond, superb, original mint example (very very rare like this)..... .....£18,750



1965, (one of the last) Porsche 356 SC. Coupe, Original, LHD Example in classic grey, with Black trim, Chrome Wheels, matching Numbers, Superb and very hard to find in this condition, Stunning £22,950



1968 MERCEDES 280SL PAGODA. White with Black hard top. Automatic with power steering, 3 owners from new. 91,000 miles, original interior and perfect hood a superb and original motorcar (hard to find like this, see our website) £26,950



1969 JAGUAR E-TYPE 4.2 FHC S2. RHD, Finished in special Order Ecossie Blue, With Red Leather Trim, chrome Wire wheels, Stainless Exhaust, and Upgreades. Restored To A very High standard By its Last Owner, And taken to Le Mans Last Season, Stunning £29,950



1960 JAGUAR XK150 S 3.8 FHC (VERY RARE) in indigo blue with red leather, CWW, special factory upgrades, touring seats, 50 gallon Le Mans tank. Genuine low mileage example, (famous owners) unique motor car, and stunning to drive .....POA



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 Web-Site....£12,950.



1947 TRIUMPH 1800 ROADSTER, with Twin Dickey and screen. Restored to Show Winning Standards, Superb and correct, drives as it should , A better Example would be hard to find.!! Original Buff Logbook, All Books Tools and History File. ..... £18,950.



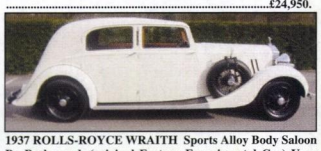
1973 ROLLS ROYCE SHADOW ONE. Fern green with clack leather trim, one famous owner, 73,000 miles only, Harvey-Bailey kit, mint example. Please see our website..... .....£14,950



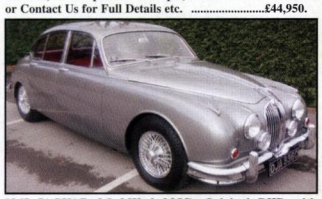
1981 MERCEDES 280 SL SPORTS. Auto. Pewter with silver roof, old grey trim, H&S tops, alloys, electric pack, stereo, superb mint example. Excellent history file £12,950



1961 JAGUAR 2.4 MK 2, Manual BRG, with Suade Green Leather, This Amazing Car has Covered Only 20800 miles from New. and has Full Jaguar main agent, (and Specialist) History, all handbooks, Service Book (tools Unused) Totally Rot Free, Never Ever Restored, And The Most Original Classic car we have Ever seen, this must be Unique.!! ....£24,950.



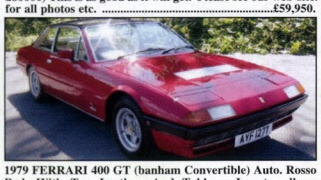
1937 ROLLS-ROYCE WRAITH Sports Alloy Body Saloon By Park-ward. (original Factory Experimental Car) Very Famous, and Important Example, Please See our Web-site or Contact Us for Full Details etc. .....£44,950.



1965 JAGUAR 3.8 MK 2 MOD, Original RHD with Matching numbers., Finished in Warwick Grey with Red leather trim, CWW, PAS. Stainless Exhaust, Upgrades, etc. This Is As good as It Gets.!! .....£27,950.



1967 ASTON MARTIN DB6 Mk 1.(English RHD) Dubonet Rosso, With Natural Hide, Fitted CWW, Manual Gearbox, and PAS. Three Owners from New, Approx 30000 Miles Only Till Stored for many years, Restored By its last owner of 12 years to Concours Standards, Super-Unleaded-Engine etc, If you are looking for of the best in the uk, (under £80000) This is as good as it will get. Please see our web-site. for all photos etc. .....£59,950.



1979 FERRARI 400 GT (banham Convertible) Auto. Rosso Red, With Tan Leather, And Tobbaco Inserts, alloys, Aircond, Pas, 47000 miles Only, Full Engine Rebuild c. 2000 miles Ago, Superb History File, A Lovely. Rare motor-car .....£19,950.

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1931 BENTLEY 8 LTR SALOON WITH DIVISION BY HJM. (FIRST BUILT) VERY RARE.
1979 ROLLS-ROYCE SHADOW 2. 58000 FSH, MINT.
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1979 ASTON MARTIN V8 VANTAGE,(MANUAL , NICE EXAMPLE).
1989 MERCEDES 560 SEC, SUPERB
1985 BENTLEY TURBO, 63000 MILES FSH.
1947 BENTLEY MK6 WITH OVERDRIVE

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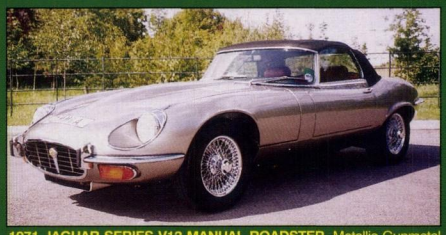
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1971 JAGUAR SERIES V12 MANUAL ROADSTER. Metallic Gunmetal Grey with Red hide. Total ground up concours restoration by XK Engineering in 1995, only 1,800 miles since. Koni shockers, CWW, Jag radio, alarm, blueprinted engine, mohair hood. If a better example is out there, I would like to see it, 'DMM 1A' is the best. .....**RHD - £44,995**



1960 AUSTIN HEALEY 3000 MKII BT7 TO WORKS RALLY SPEC. Red with Black trim, alloy panels, triple webbers 185BHP at the wheels, comp overdrive, LSD, 72 spoke wire wheels, spot lamps, reversing lamp, side vents, louvered bonnet, Halda, comp seats, wood rimmed steering wheel, uprated suspension etc. Totally re-built to an exacting standard, now ready for some serious rallying, full F.I.A. Papers. RHD - **£39,995**



1968 TRIUMPH 2000 MKI. White with Red trim. Prepared for historic rallying using the best of components in a superb shell. Works type dash, adjustable suspension, minilite wheels, spot lamps, reversing light etc. Could not be replicated for double this figure.RHD - **£15,000**



1971 TR6 150 PI. Signal Red with Black trim. Uprated engine, 164 BHP (Dyno), sports exhaust, overdrive, Kenlowe fan, tonneau cover, 77,800 miles with an extensive history. A most outstanding example and sensibly priced.RHD - **£13,995**



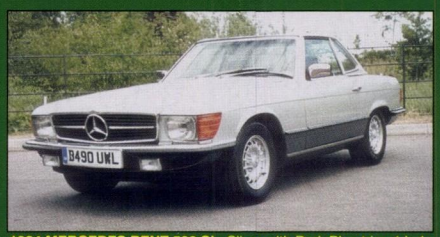
1959 AUSTIN HEALEY FROGEYE SPRITE. Speedwell Blue with Black trim. Recently undergone a total concours restoration, costing in excess of £25,000, on the most original rust-free shell imaginable. Has been uprated, modified and fitted with hard top, soft top, tonneau cover, mag race wheels, disc brakes, uprated suspension etc. Built to Sebring spec. The finest example available. RHD - **£13,995**



1967 VOLVO 123GT 2 DOOR. Ivory with Red hide. Ex motor show car, with overdrive, spotlamps, reclining seats, radio, rev counter, HRW, fire extinguisher. Without a doubt the very best multi concours winner, the attention to details is quite mind blowing. Your search is definitely over, this is the best.RHD - **£9,995**



1950 JAGUAR XK120 ROADSTER. Silver with two tone Blue hide and matching weather equipment. Total ground up concours restoration, little use since, winner of many major concours, an original UK car, fitted Kenlowe fan, high ratio axle etc. Look no further.RHD - **£39,995**



1984 MERCEDES BENZ 500 SL. Silver with Dark Blue trim. 1 lady owner, 56K miles from new. Hard & soft tops, alloys, spot lamps, radio/cass, ABS, cruise control etc. An ultra low mileage example, outstanding.RHD - **£14,995**



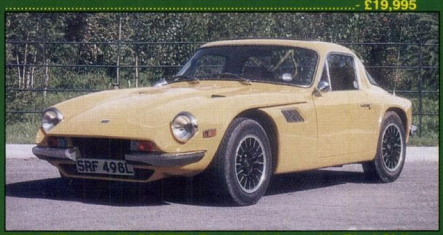
1958 TRIUMPH TR3A WORKS REPLICA. Total professional re-build & upgrades to true works spec, F.I.A. papers. Apple Green with Black trim, roll cage, Halda, 7" spot lamps, roof lamp, reversing lamp, full harnesses, 60 spoke wheels, wood rimmed steering wheel. A very successful car in excellent condition. We have just sold an ex-works car for £62,000, this is for stone wall nothing.RHD .....- **£19,995**



1955 AUSTIN A30 2 DOOR. Spruce Green with Cream hide. Only 2 owners and 22K miles from new. This has to be the finest example possibly in the world. Winner of many major concours, has been totally restored to perfection at a cost exceeding £14,000. Unrepeatable. RHD - £5,495



1977 VW BEETLE KARMANN CABRIOLET. Ivory with Tan hide. A UK vehicle, low ownership, total ground up restoration costing in excess of £20,000. Radio, immobiliser, twin door mirrors etc. We have never had a finer example, 'it's stunning'.RHD - £9,995



1972 TVR 2500 M COUPE. Renault Yellow with Black/Yellow hide. Two owners, the first until 2001 and a mere 18K miles from new with every MOT & service invoice etc. Sunroof, radio, alloy wheels, HRW. Recent total refurbishment at a cost in excess of £10,000. There cannot be a better example.RHD - £8,995

1963 FORD LOTUS CORTINA MKI 'A BRACKET'.Team Lotus colours, just completed total re-build to F.I.A. spec, raced once. The best of everything under homologated weight, Donington 1.27, Snetterton 1.26, Silverstone 1.11. F.I.A. Papers, in the right hands will be unbeatable.....£50,000

1966 AUSTIN HEALEY 3000 BJ8. In Colorado Red with Black hide. Equipped with CWW, overdrive, alternator, radio, CD, door mirrors etc. Ground up restoration with photographic record by marque specialist. A most outstanding example of the best Healey £31,995

1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunningWAS £24,995. NOW £21,995

1948 MGTC. In Oxford over Cambridge Blue with Dark Blue hide. Ground up restoration in 1990, little use since. Boot rack, spot lamp, Bluemels steering wheel, full weather equipment. A very nice example in a stunning colour combination.....£16,995

1980 TRIUMPH TR8 CONVERTIBLE. Factory experimental car, 1 of only 2. Silver leaf with Biscuit trim. 2 owners, 48K, total history incl all letters from British Leyland. PAS, stainless exhaust. The most outstanding example you could wish for, virtually unique £14,995

1973 MGB ROADSTER. OEW with Red hide. Full ground up restoration and upgrades to the highest of standards. Stage 3 engine on 45 webber sports exhaust, Kenlowe fan, overdrive, wire wheels, uprated suspension, wood rimmed steering wheel. A most outstanding example with an excellent turn of speed £13,995

1971 MGB ROADSTER. Tartan Red with Black hide piped Red. Total restoration on new heritage shell, overdrive, minilite wheels, Motolita steering wheel, Kenlowe fan, unleaded head etc. A superb example about half the cost of restoration £12,995

1982 MERCEDES BENZ 500 SL. Petrol Blue with Cream hide, only 2 owners and total dealer service history. Equipped with air con, rear seat, ABS, alloy wheels, radio cassette, elec windows, boot spoiler etc. An astonishing example, would grace any drive £12,995

1965 TRIUMPH TR4A, NONE I.R.S. Sebring White with Black hide. Ground up restoration by Stevensons in 1998. Wire wheels, reclining seats, dual exhaust etc. Excellent condition £11,995

1986 BMW M3 2 DR SALOON. Metallic Black with Grey cloth, 75k miles, with total dealer history. Recaro seats, sunroof, radio, alarm etc. This is the best example I have seen, I think you will agree, long term this can only appreciate £9,995

1972 MGB ROADSTER. Teal Blue with Grey hide. Equipped with overdrive, CWW, music system, Motolita wheel etc. A very well restored example with unleaded head and uprated suspension. Outstanding value £9,995

1975 JAGUAR 4.2 COUPE AUTO. In Silver with suede hide. 35,000 miles from new with a most comprehensive service history. Equipped with PAS, alloy wheels, black vinyl roof, electric windows, radio cassette etc. One of the best examples available £9,995

1963 JAGUAR 2.4 MK2 MOD. Opalescent Maroon with Cream hide, radio, reclining seats, overdrive, spot lamps etc. Low ownership & mileage, recent engine overhaul. A nice example at a sensible price £8,995

1967 VANDEN PLAS 4.0 LITRE R. Black over Shell Grey with Blue hide. 54K miles with the most extensive history imaginable. A low mileage example of this very usable luxury saloon, rarely found in such outstanding condition £7,495

1973 TRIUMPH SPITFIRE 1300. Magenta with Black trim. Low ownership and only 80,000 miles, minilite wheels, radio, immobiliser, unleaded cylinder head. Ground up restoration in 1998 at a cost of £12,000, excellent value £6,995

1989 ALFA ROMEO 2.0 SPYDER. Black with Black trim. 4 owners, 90K miles with total service history, 5 speed, elec windows, alloy wheels, radio cassette. A most outstanding example of this popular usable classic.....£6,995

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Rolls Royce 1998 (S) Silver Seraph. Finished in Iridium with Soft Tan interior. 25,000 miles. FSH. Picnic tables, Electric sunroof. Immaculate ..... **£66,950.**



Rolls Royce-175a 1990 'G' Silver Spur MK II. Finished in Royal Blue. Magnolia interior, piped. Electric rear seat, picnic tables. 72,000 mls. Outstanding. **£22,500**



BENTLEY ARNAGE RED LABEL 2000 (W) meteor blue with magnolia interior, low miles, history, outstanding condition and value **£79,999**



ROLLS ROYCE SILVER SPIRIT 1984 (A) finished in deep ocean blue with French blue interior, piped, (LPG gas conversion, 38p litre), history, stunning condition throughout **£13,250**



ROLLS ROYCE SILVER SPIRIT 1986 (C) cotswold beige with cream interior, service history, low mileage, outstanding condition **£15,950**



Rolls Royce 1985 (C) Silver Spirit. Finished in Royal Blue. Magnolia interior, piped in dark blue. Blue carpets, piped in magnolia. Low mileage. Outstanding condition. Must be seen. **£15,250**



BENTLEY ARNAGE 1999 (T) Red Label look alike finished in Sunset Red, Magnolia interior. 27000 miles



ROLLS ROYCE Corniche FHC Series 11 1984 (B) ONLY 20,800 miles and ONE OWNER from new. Exeter Blue with St. James interior. Full documentation. Totally as new. **£36,950**



Rolls Royce 1980 (V) Corniche FHC Series II. Finished in Caribbean Aqua. Dark Blue interior. Beautifully maintained. History. Alloys...**£24,950**



BENTLEY BROOKLANDS MKIII 1994 (M) sherwood green with magnolia interior, low mileage, service history, immaculate throughout **£26,250**



BENTLEY TURBO ABS Efi 1987 (D) finished in royal blue with parchment interior, and ebony wood, service history, known to ourselves for the padt 7 years, immaculate condition **£15,950**



ROLLS ROYCE Silver Shadow Series II 1980 (V) finished in Moorland over Pewter Cream interior. Beautiful Condition History. **£14,750.00**



BENTLEY AZURE 1996 (P) finished in peacock blue with magnolia interior, blue mohair hood, 34,000 miles, fsh, absolutely stunning condition **£99,999**



BENTLEY ARNAGE RED LABEL LOOK-A-LIKE 1999 model, finished in verdant green with champagne interior, low mileage, electric rear seats, service history,immaculate condition **£62,950**



BENTLEY BROOKLANDS MKIII 1994 (M) sherwood green with magnolia interior, low mileage, service history, immaculate throughout **£26,250**



Bentley-281a New Unregistered. Bentley Continental GT Coupe finished in Moonbeam with Beluga top roll and Carpets. Portland hide interior. Split rim alloys. Delivery 2nd week in October 2004. ..... **£ P.O.A.**



ROLLS ROYCE SILVER SHADOW SERIES II 1979 model, finished in Exeter blue with cream interior, piped, history, beautiful condition **£13,250**



BENTLEY TURBO RL ABS EFi 1987 (D) finished in Georgian silver with dark blue interior, history, outstanding condition throughout **£16,950**



ROLLS ROYCE Silver Shadow Series II 1979 (T) finished in Moorland, Magnolia interior, only 50,000 miles SH **£15,750.00**



BENTLEY TURBO R MK II ACTIVE RIDE 1992 (J) finished in tudor red with soft black interior, fitted with 17" alloys, service history, immaculate condition **£23,750**



ROLLS ROYCE SILVER SPIRIT 1985 (C) in Royal Blue, Magnolia interior, piped in Blue. low mileage **£15,250.00**



ROLLS ROYCE PHANTOM VI LIMOUSINE 1974 coffee bean brown over willow gold, olive west of England with hide to drivers seat, £40,000 refurbishment completed in 2002, lots of history, stunning condition throughout **£82,950**



Bentley 1997 (P). Mulliner Brooklands. R LPT. Limited edition. Sherwood Green. Magnolia interior, piped. Racing mesh grille. Side vents. 17" Alloys. Low mileage Service history. Superb. **£41,999**



BENTLEY ARNAGE 2001 (Y) Red Label LEFT HAND DRIVE in Amethyst , magnolia interior only 8Klm SH **£93,750.00**



BENTLEY TURBO R MK II Active Ride 1990 (G) balmoral green with parchment interior, piped, fitted with 16" alloys, history, immaculate **£19,999**



BENTLEY ARNAGE 1998 (R) Red label look-alike in Silver Tempest rouched French navy interior,piped. Low mileage. Sat Nav. Walnut inlaid panels **£62,950.00**



Bentley 1996 Model. Continental (R). Finished in Silica with Parchment interior, piped. Picnic tables.Flying B. Birds Eye Maple veneer. Racing grille Average mileage. FSH. Immaculate. **£52,950**



BENTLEY BROOKLANDS 1996 (N) finished in special order aurora with parchment interior, low mileage, service history, immaculate, outstanding value **£33,950**



BENTLEY 1994 MODEL. (L). Bentley Turbo RL MK III. Finished in Graphite with Parchment interior, piped. Picnic tables. 2 owners. Service history. Immaculate. **£27,950**



Bentley 1992 Model. Bentley Turbo RL MK II. LHD. Active ride. Finished in Acrylic White with Magnolia interior. Picnic tables. 71 KM. FSH. Immaculate condition. **£26,950**

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Bentley S1 1958
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Bentley S3 Continental 1963
H.J. Mulliner 2 door Coupé



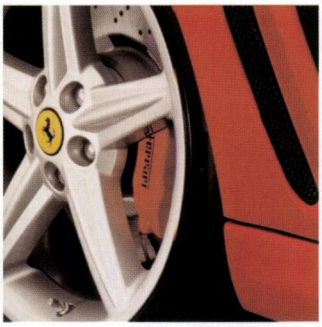
Rolls-Royce Corniche Convertible 2001



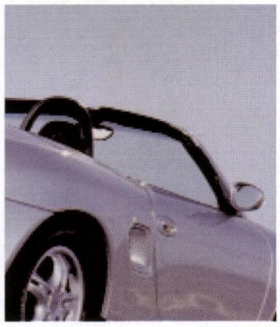
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2004 911/COUPE ARCTIC SILVER, 6000 MILES
Black leather, anniversary model

2003/52/ 911 GT2 BASALT BLACK 4,000 miles
Black leather, aluminium kit, sat nav, radar

2002/52/ 911 GT2 BASALT BLACK 13,000 miles
Black leather, al kit, 1 owner

2001 911 GT3 ARCTIC SILVER 5,000 miles
Black leather, comfort model, ali kit

2000 911 GT3 OCEAN BLUE 30,000 miles,
Black leather comfort model, ali kit, climate control

2003 911 TURBO BLACK 11,000 miles
Black leather, pc2 sat nav, sunroof, al kit, Bose

2002/03 911 TURBOTIP COBALT BLUE 3,000 miles
Grey leather, carbon pack, Bose,Aero kit, sunroof, cruise

2002/03 911 TURBOTIP ARCTIC SILVER 8,000 miles
Black leather, carbon pack, white dials, park assist, sat nav, 1 owner

2001 911 TURBO MET BLACK 14,000 miles
Black leather, sat nav, cruise, s/roof, heated seats, Xenon lights, White dials, ali packs, DVD, Lapis Blue

2002/03 996 TARGA TIP ARCTIC SILVER 21,000 miles
Grey leather, 18in alloys, park assist, Litronic lights, rain assist

2003 996 CABRIOLETTIP MET SEAL GREY 14,000 miles Blue leather, 18in alloys, sports steering wheel, ali pack

2001 996 CABRIOLET TIP LAPIS BLUE 13,000 miles
Grey ruffled leather, computer, 18in alloys, Litronic lights, ali pack

1999 996 CABRIOLET POLAR SILVER 51,000 miles
Black leather interior, PSM, Xenon lights

1997 993 CABRIOLET ARCTIC SILVER 18,000 miles
Black leather, sports seats, 18in alloys, climate

1995 993 CABRIOLET BLUE 44,000 miles
Grey sports seats,AC, 17in wheels, airbags, CD, al kit, immobiliser

2003 996 COUPE FACELIFT MIDNIGHT BLUE 12,000 miles
Black/Blue leather trim, al kit, htd/mem seats, 18in alloy, Bose

2002 996 COUPE FACELIFT ARCTIC SILVER 16,000 miles
Black leather, Bose sound, 18in alloys, al kit, PSM computer, sat nav

2002 996 4S COUPE TIP ARCTIC SILVER 12,000 miles
Black leather, al kit, driving lights, sat nav, cruise, Bose

1999 996 COUPE MIDNIGHT BLUE 23,000 miles
Savannah leather, 18in alloys, uprated radio, PSM

1998 996 COUPE TIP, MID BLUE 37,000 miles
Black leather int, Climate / cruise control 18" wheels elec seats with memory, uprated radio / C.D

1998 996 COUPETIP MIDNIGHT BLUE 45,000 miles
Savannah leather, sunroof, white dials, 18in alloys

1997/98 993 COUPE 2S TIP MET BLACK 59,000 miles
Black leather, 18in wheels, tracker, climate control

1995/96 993 COUPE RS, MIDNIGHT BLUE, 26,000 MILES
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2003 BOXSTER S MET BLACK 6,000 miles
Savannah int, climate, driving lights, computer

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2002 BOXSTER S ARCTIC SILVER, 90,000 MILES
Boxster red leather interior, climate, sat nav., PSM

2002 BOXSTER S MERIDIAN SILVER 10,000 miles
Metropole leather, climate, electronic lights, white dials, 18in alloys, Bose

2001 BOXSTER S LAPIS BLUE 19,000 miles
Light Grey, white dials, al kit, 17in wheels, CD, 3 spoke wheel

2001 BOXSTER S ARCTIC SILVER 14,000 miles
Metropole Blue leather trim, CD, 17in alloys

2001 BOXSTER 2.7 OCEAN BLUE 17,000 miles
Black Savana leather, 17in alloys, hardtop, c/c computer sp s/wheel

1997 993 TURBO 4 ARCTIC SILVER 65,000 miles
Grey leather, sunroof, computer

1995/6 993 TURBO 4 POLAR SILVER, 26,000 MILES
Full black leather, sunroof, computer

1997 993 TARGA ARCTIC SILVER 38,000 miles
Blue leather interior, climate control, split rim alloys

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2000 360 MODENA F1TDF BLUE 14,000 miles
hide leather, suspension switch upgrade, CD package

2000 360 MODENA F1 RED 8,000 miles
Black leather sports, CD package

1998 550 MARINELLO TITANIUM, 18,000 MILES
Full Bordeaux leather trim, climate control, CD system

1997 355 GTB RED 18,000 miles
Crema leather, climate, upgraded CD

1997 355 GTS RED 27,000 miles
Cream leather, uprated CD

1992 348TS BLACK 9,000 miles
Black leather trim, climate control, 2 owners

1991 348TS RED 25,000 miles
Crema leather, 3 owners

1991 TESTAROSSA RED 5,000 miles
Crema leather, Red carpets, CD player

1986 328 GTS RED 25,000 miles
Crene Int, red carpet, radio / CD

1991TESTAROSSA RED 17,000 miles
Black hide, Red carpet, uprated sound system

1985/6 MONDIAL COUPE QV RED 54,000 miles
Crema, Red carpets, air con, sunroof, good history, last QV built

1967 275 GTB4 RED 42,000 miles
Crema hide interior, stunning rosso coachwork, engine rebuild

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Duncan Hamilton at the wheel of his C-Type Jaguar, on course to win the 1953 Le Mans 24-hour race



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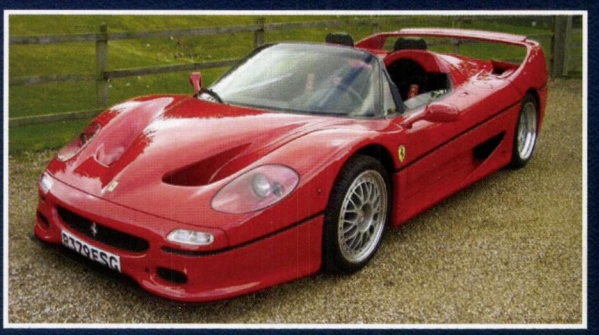
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1959 Mercedes-Benz 300 SL
Black with beige leather interior, this magnificent SL comes from a very well known ownership and is complete with the very rare detachable hard top. £135,000.



1997 Ferrari F50
Rosso with black interior. 2750kms only. Koenig 820 bhp twin turbocharger installation with variable boost control, up-rated AP Racing brakes, adjustable rear wing etc. £328,000.



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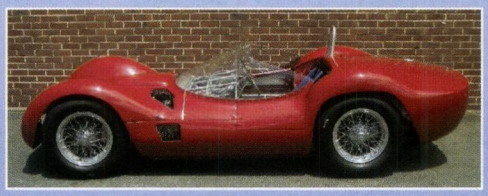
1954 Ferrari Europa, s/n0341EU. Absolute knock-out early Ferrari. Ex-Fitzgerald and Haga. Stunning interior in Green Bridge of Weir. Lampredi engine with matching numbers. Special Features **$500,000.00**



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1959 Maserati Tipo 61 Birdcage, Engine 2467. Totally fresh and detailed to the highest standard in both accuracy and workmanship. Beautiful and fast example. **$550,000.00**



1954 Ferrari 375 America Pininfarina Coupe, s/n0319AL. Black with original Red leather interior. 1 of approximately 10 built. Rare opportunity to acquire highly exclusive model. **$650,000.00**



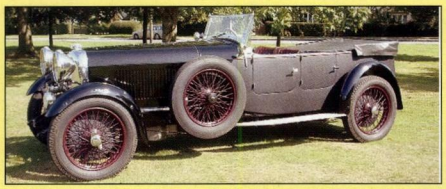
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1932 Lagonda 31 Low Chassis T3 Tourer finished in Black with leather/cloth body and Maroon coachline and wheels. Fitted with Cycle type wings, 21" wheels and high ratio back axle, making this ideal for sensible speed touring. The car has been in the same ownership, with continual use, for the last 30 years except for 1984/5 when it was completely dismantled and rebuilt. Apply for further details



1963 Aston Martin DB4 Series V finished in Fiesta Red with Oatmeal hide interior and deep Red carpets. Fitted with four speed Manual transmission and overdrive, 15", 72 spoke wire wheels, this is a very rare model of which only 103 were produced and is the same shape as the DB5. .....£69,500



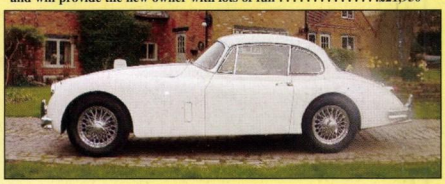
1930 Sunbeam 20 finished in Black with Red leather interior. This is a 24 horsepower 2 door saloon with 3.5 litre engine. This car has had huge expenditure during the last 10 years including new brakes and engine overahaul and will provide the new owner with lots of fun £21,950



1983 Ferrari 400i finished in Grand Prix White with Blue hide interior. Probably the best on offer having covered only 50,000 miles from new in the hands of two careful owners and having a complete service record. Pristine throughout. £10,995



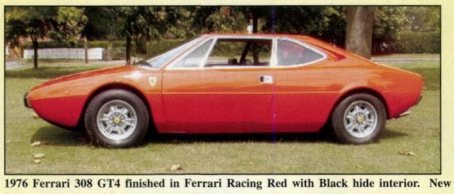
Jaguar D Type Replica constructed by DJ Sports Cars (Ram) in about 1989, this is a very example of the 1955 Le Mans Winner Jaguar D Type finished in British Racing Green with Grey interior. Complete with period registration number, chassis designed by Reynard, 4.2 Jaguar engine with triple 48 dcoe webers, magnesium alloy wheels, correct dashboard, White racing rondals and Tonneau cover. £22,950



1959 Jaguar XK150 3.4 finished in Old English White with Red hide interior. Fitted with chrome wire wheels and Avon turbo speed radials. This car has been the subject of an £85,000 rebuild by Jaguar specialists 7 or 8 years ago and is in the condition you would expect from such a restoration. Its only deviation from original is the addition of a 5 speed gearbox for high speed motorway cruising. 5 speed, sports suspension, sports exhaust, full history, Matching numbers. £32,950



1971 Jaguar E Type Series III 5.3 V12 Roadster finished in Masons Black with Tan hide interior. This car was the subject of a total restoration by Country Classics about 8 years ago. Fitted with Manual gearbox and chrome wire wheels and is in fine condition throughout. Sensibly priced. £33,950



1976 Ferrari 308 GT4 finished in Ferrari Racing Red with Black hide interior. New Black hide seats and new Black carpets, this car has been the subject of a complete refurbishment in the hands of the last owner and is in superb condition throughout. Service history file available. £19,950



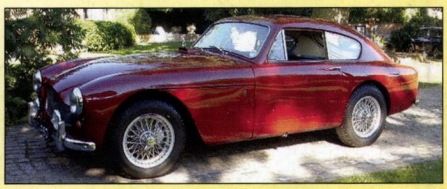
1973 Jaguar E Type Series III V12 Roadster finished in Rhodium Silver with original Blue hide interior. Fitted with Automatic transmission, chrome wire wheels and Blue mohair hood. Only 8,000 miles since full restoration by XK Engineering. £41,500



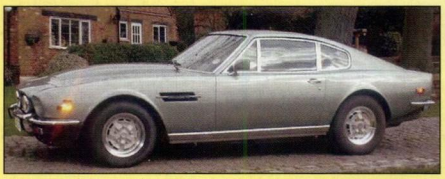
1992 Aston Martin finished in Cleveland Red with Tan hide interior. Fitted with automatic transmission and OZ alloys. 30,000 miles and a full service history with HWM and perfect throughout £29,950



AC Cobra Recreation finished in Cobalt Blue with Cream hide piped Blue interior, this is a 1997 built "RAM" recreation with a Chevrolet 5.3 V8 engine (coupled to 5 speed gearbox) with Edelbrock manifolds and Holley carb and chrome air cleaner. Interior extras include Willans full harness seatbelts, wood rim steering wheel, radio cassette player and fire extinguisher. Fitted with 5 spoke split rim alloys with Goodrich Comp TA tyres, front & rear nudge bars, Le Mans style filler cap, twin exhausts, plated exhaust manifolds, tubular chassis, oil cooler, twin electric cooling fans, rack & pinion steering, sports suspension, sports exhaust. Beautifully constructed and a delight to drive. NOT TO BE CONFUSED WITH USUAL KIT CARS. 19,950



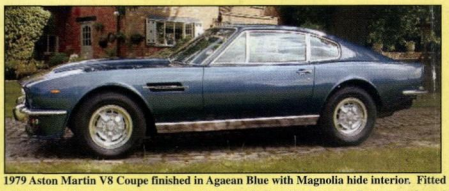
1958 Aston Martin DB2/4 MK III finished in Peopny Red with Black interior. Fitted with 4 speed gearbox with overdricve, this car has been sold only four occasions. It has been sympathetically maintained with only the rear "seat" anddoor panels requiring re-trimming. £38,000



1980 Aston Martin V8 Oscar India finished in Silver with Blue hide interior. This car comes with considerable history and is a 3 owner car. Recent works include refurbished alloy wheels and a full service £26,950



1982 Aston Martin V8 Coupe finished in Dubonnet Rosso with Biscuit hide interior and Burgundy carpets. Fitted with Automatic transmission, power steering, CD player, electric mirrors and windows, leather headlining, BBS alloys and enlarged AP callipers. Very nice example and excellent history. Sensibly priced. .£29,950



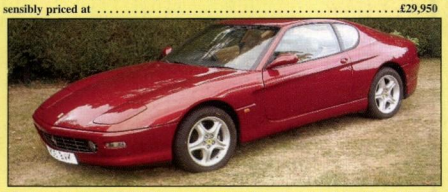
1979 Aston Martin V8 Coupe finished in Agaean Blue with Magnolia hide interior. Fitted with Vantage front spoiler and Automatic transmission, this is an excellent example and comes with total service history from new and has had only 3 owners. Just serviced and sensibly priced at £29,950



1997 Aston Martin DB7 finished in Cheviot Red with Oxblood and Parchment interior. Fitted with Automatic transmission, cruise control, air conditioning, mesh grille, 5 spoke 18" alloys, 3 owners with full Aston Martin service history £38,000



1975 Jensen Interceptor J Series finished in pale metallic Blue with Cream hide interior. Fitted with Automatic transmission, electric windows and 6 stack CD player. This car is exceptional in that it has had only 3 owners from new and has covered only 35,000 miles. Excellent to drive and wonderful value. £14,950



2001 Ferrari 456 M GTA finished in Rosso Fiorano with Beige hide interior. This has only ever been owned by Ferrar UK and comes with all usual refinements including 17" 5 spoke alloy wheels, air conditioning, high quality hi-fi system with CD, Automatic Transmission, power steering. Only 16,000 miles from new £69,500

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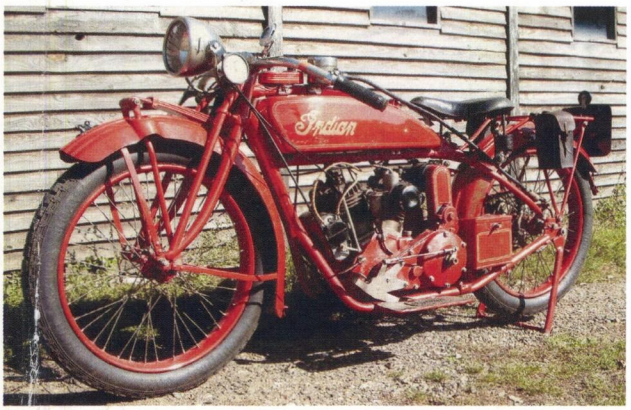
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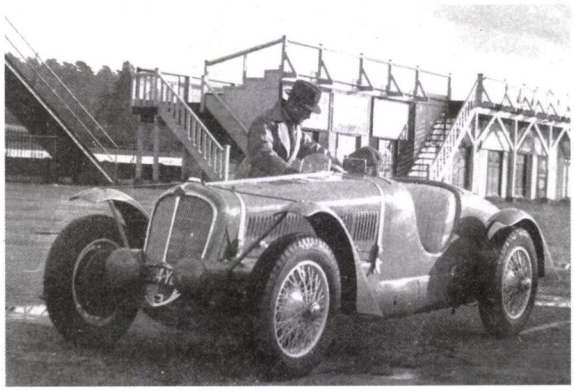
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