MOTORSPORT

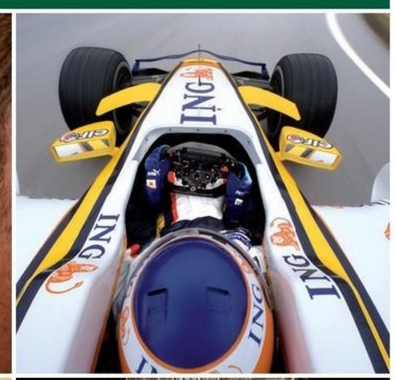
THE ORIGINAL MOTOR RACING MAGAZINE

MOTORSPORT

SINCE 1924





F1 SEASON 2008

GRAND PRIX PREVIEW

NIGEL ROEBUCK with JACKIE STEWART on LEWIS HAMILTON vs FERNANDO ALONSO vs KIMI RAIKKONEN

SECONDS OUT - ROUND TWO!











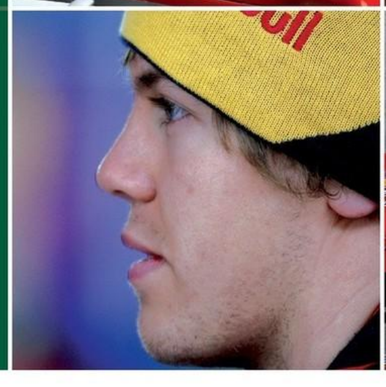
ROGER PENSKE
'My life as a racing driver': Gordon Kirby star interview

LUNCH WITH ALAN JONES
World champion, sheep farmer – and Bed & Breakfast kingpin!

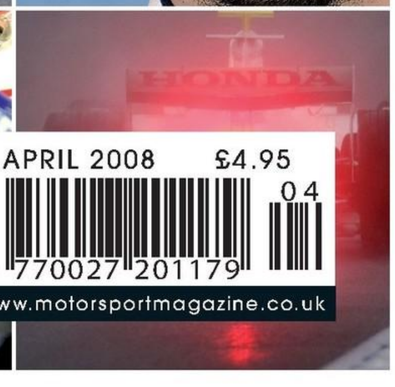
'OUTLAW' FERRARI
We drive the GTO supercar that was banned from racing









APRIL 2008 £4.95
04
9 770027 201179
www.motorsportmagazine.co.uk

MOTORSPORT ROEBUCK'S GP PREVIEW; ROGER PENSKE; LUNCH WITH ALAN JONES; BRANDS HATCH APRIL 2008 VOL.84 NO.4



Fuel consumption data in accordance with 80/1268/EC. 1/100km (mpg): Urban 15.3 (18.5); Extra Urban 7.8 (36.2); Combined 10.6 (26.7). CO_2 emissions (g/km) 254-262.

The legend lives on.

The spirit of the past combined with the performance of today.

The 303 bhp Boxster RS 60 Spyder: own it from £45,400 to the limits you set.

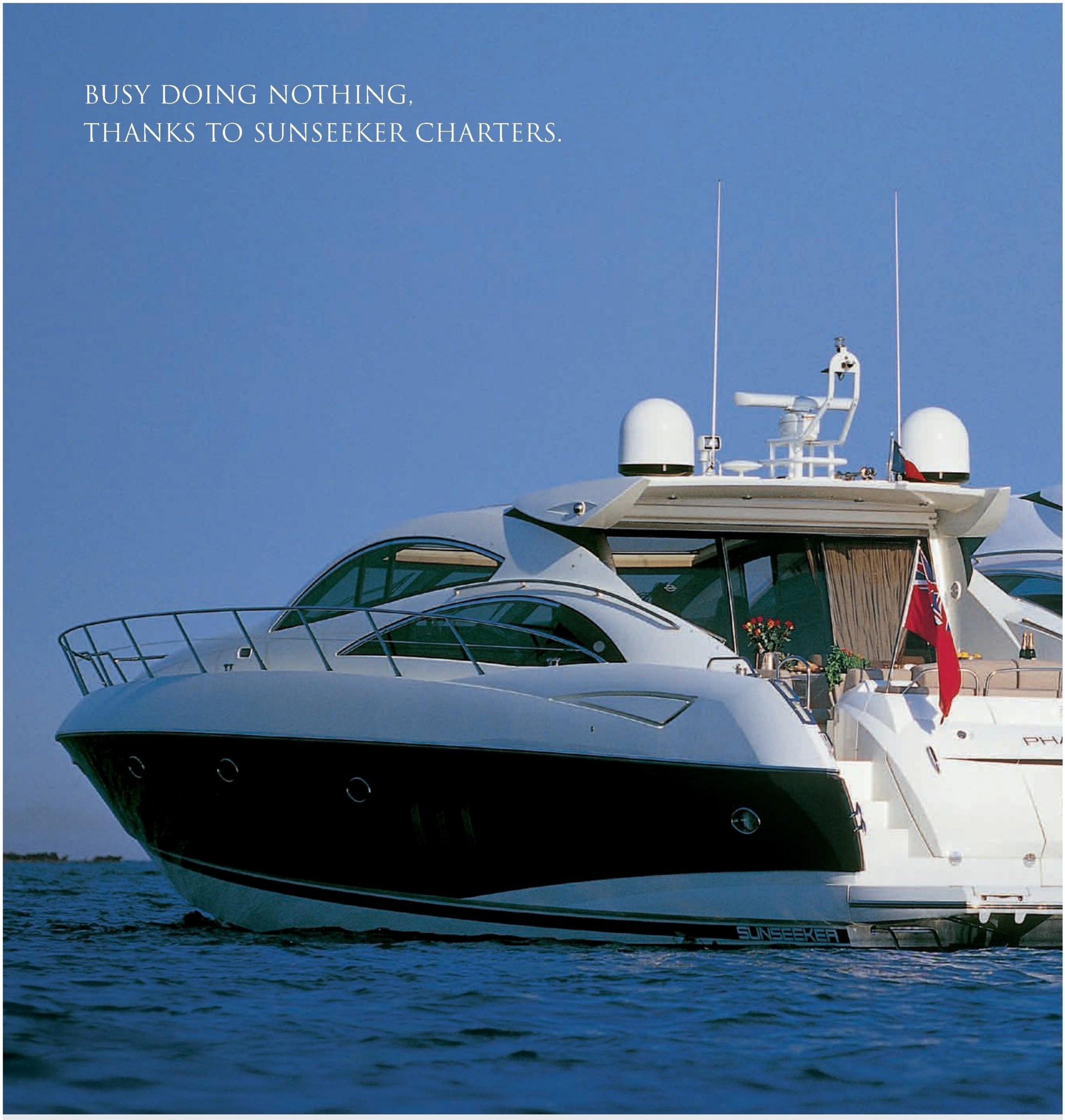
Call 0845 7 911 911 or visit www.porsche.co.uk



Model shown is the Boxster RS 60 Spyder at £45,855 including 12 month road fund licence and first registration fee.

PORSCHE

BUSY DOING NOTHING,
THANKS TO SUNSEEKER CHARTERS.















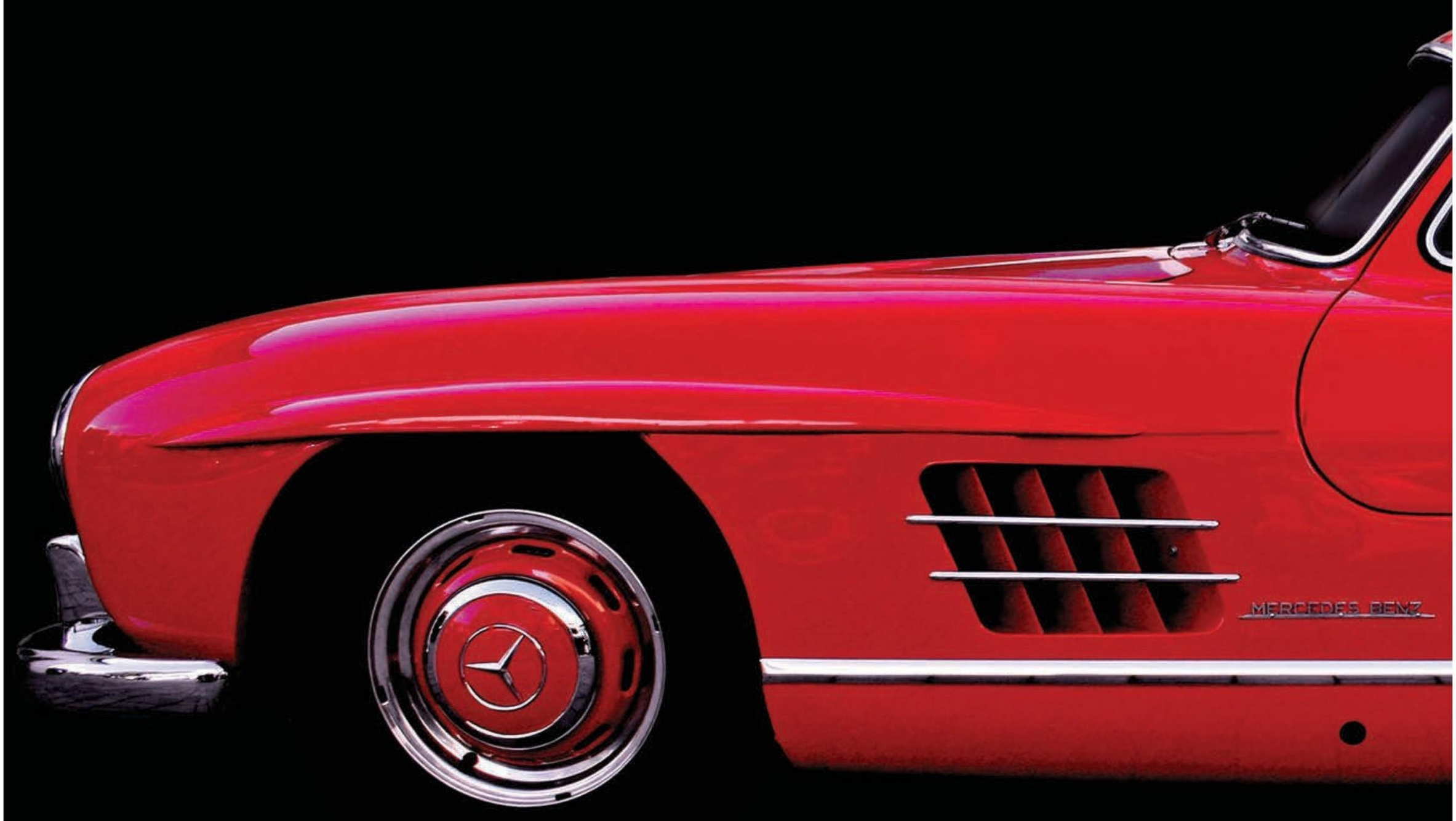
Get away from it all with Sunseeker Charters. We offer you tailored packages to desirable destinations, including Australia, Balearics, Caribbean, Croatia, Egypt, Greece, Italy, Mexico, South of France, Sweden, USA and UK South Coast. There's never been a better time to charter a Sunseeker. **Call us today on +44 (0)1202 682890, email us at info@sunseekercharters.net or visit www.sunseekercharters.net**

Sunseeker®

Sunseeker Charters

Finance for Classic and Sports cars

- Any age of classic
- Vintage and Veteran
- Race & investment Cars
- Long term purchase plans
- Dynamic and flexible terms



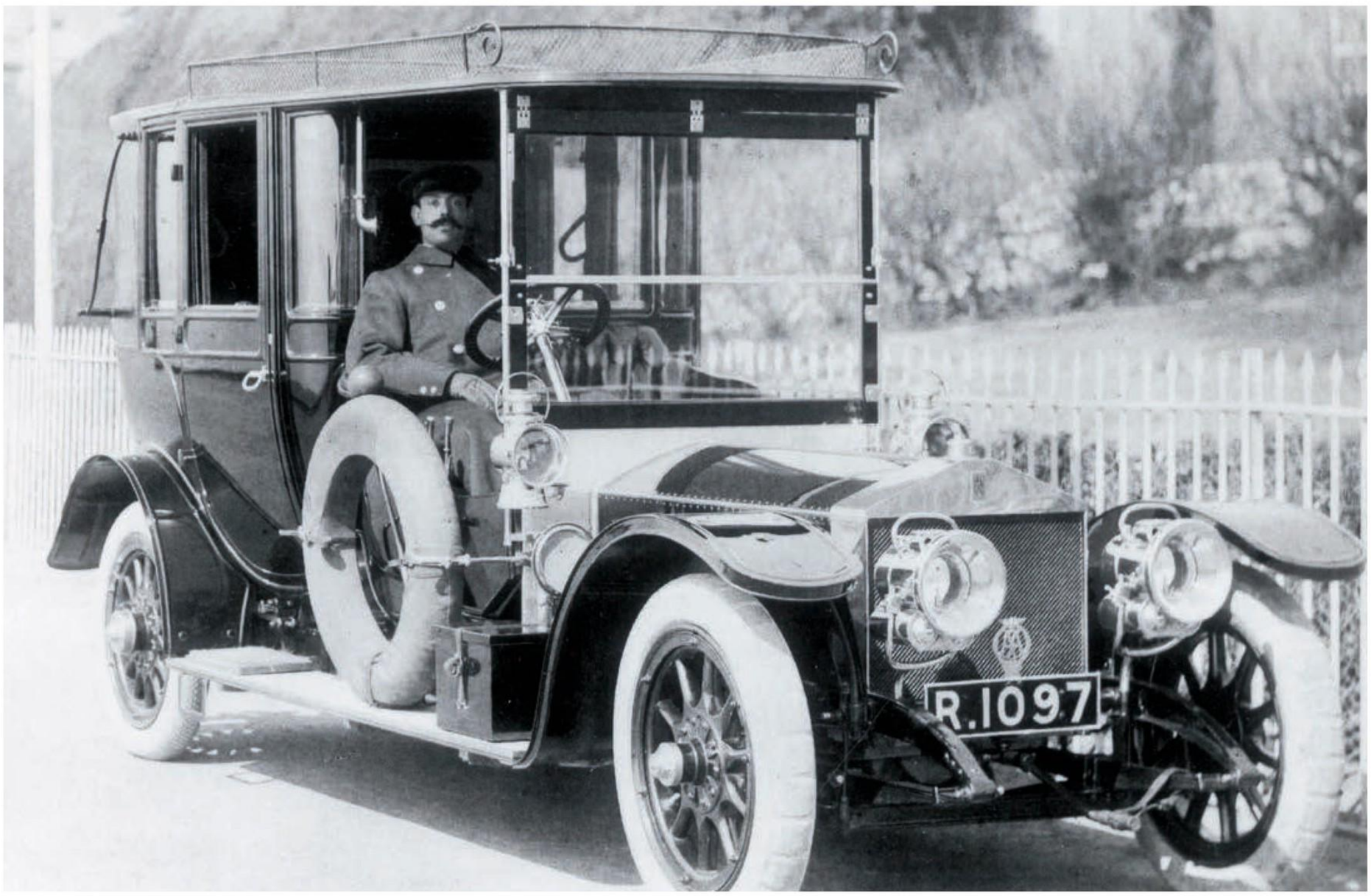
Contact Robert Johnson on 0845 026 4242 • www.classicandsportsfinance.com • email: rob@classicandsportsfinance.com


Photographed by Peter Hall
CLASSIC & SPORTS FINANCE

Bonhams 1793

RAF Museum, London

Monday 21 April 2008
Collectors' Motor Cars and Automobilia
Entries now invited



Bonhams' Spring auction at the RAF Museum boasts a well-proven setting in which to sell collectors' motor cars, having regularly seen outstanding examples change ownership for exceptional prices.

Leading this year's sale will be the 1911 Rolls-Royce 40/50hp Silver Ghost retaining its original Barker & Co. landaulette coachwork. The theatre of historic aircrafts at Hendon provides the perfect backdrop.

For further information and to enter a vehicle for sale please contact Tim Schofield, Sholto Gilbertson, or James Knight
+44 (0) 20 7468 5801
+44 (0) 20 7468 5802 fax
ukcars@bonhams.com
or Stewart Skilbeck
+44 (0) 1757 638 894 tel/fax

For all automobilia enquiries please contact Toby Wilson, John Polson or Alex Barber
+44 (0) 8700 273 619/618/617
+44 (0) 8700 273 625 fax
automobilia@bonhams.com

Illustrated:
1911 Rolls-Royce 40/50hp D-fronted Landaulette, Coachwork by Barker & Co.
Chassis No. 1779, Engine no. 74
Estimate: Refer department

Forthcoming Sale
Aston Martin Lagonda Limited, Works Service, Newport Pagnell
Aston Martin and Lagonda Motor Cars and Related Automobilia
Saturday 17 May

Bonhams
101 New Bond Street
London W1S 1SR
+44 (0) 20 7447 7447
+44 (0) 20 7447 7400 fax
www.bonhams.com/motoring

Volume 84 Number 4
THE ORIGINAL MOTOR RACING MAGAZINE

Contents



He once drove for his friend Roger Penske; now Gil de Ferran will compete against him in the ALMS

LAT

Features

43 F1 SEASON PREVIEW
Sir Jackie Stewart and Nigel Roebuck's predictions for the new season, plus profiles of all the teams and drivers

62 ROGER PENSKE
He's a legendary team boss, but in the early '60s he was also a very successful racer

70 GIL DE FERRAN
His return to the driving seat and his new challenge as a team boss in the ALMS

74 BENTLEY BROOKLANDS
Hefty coupé packs a punch but is limited in number

78 LUNCH WITH... ALAN JONES
The 1980 World Champion is renowned for his success at Williams, but there was a time when Ferrari came calling...

88 PARNELLI JONES COLLECTION
We lift the lid on this private assemblage of classic cars from the famous US race team

96 A HISTORY OF BRANDS HATCH
A new book tracks the history of the beloved Kent circuit; we have selected some fascinating images from the 1950s

102 IS THE WRC IN CRISIS?
Global rallying certainly has its problems – we look at what they are and the possible fixes

108 GRAND DESIGNS: BMW LMR V12
The birth of a Le Mans winner – and its swift demise

122 RALLYE MONTE CARLO HISTORIQUE
Not everyone played to the rules in this classic event

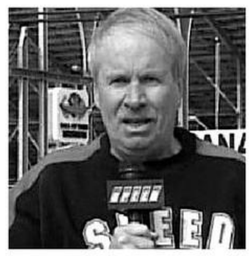
130 FERRARI 288GTO
In the '80s boom one of these cars reportedly sold for £1.2m. Our writer can see why...

Contributors



SIMON TAYLOR

Getting to meet World Champion Alan Jones is not that simple. Simon drove for three days across the desert... Actually that bit was a side-order of adventure on his Antipodean journey; Jones' home on the Gold Coast is perfectly accessible by normal means. Which is handy, as he is still involved in racing as advisor to the Australian A1GP team. As became clear during a story-packed lunchtime, some people never lose the passion.



ROBIN MILLER

It's been a very big month for this leading US racing journalist. Not only has he interviewed Gil de Ferran for *Motor Sport* on his move into team ownership, but he was also the first person to break the biggest story of the year Stateside – the painfully complex discussions aimed at uniting the two open-wheeler series. Robin has been driven to distraction by the twists and turns of this story – turn to page 27 to read more.



ADAM COOPER

Just because we are currently in the racing off-season does not mean that a Formula 1 reporter can stay at home – Adam is not long back from India covering the launch of Vijay Mallya's Force India team. He has also attended most of the other team launches, so he was the right person to provide the team-by-team analysis which accompanies Nigel Roebuck's season preview in this issue, as well as our F1 news.

Volume 84 Number 4
EIGHTY-FIFTH YEAR OF PUBLICATION

Contents

Favourites

GRAND PRIX NEWS 14
Jury out on Ferrari/McLaren form

NIGEL ROEBUCK 16
When team-mates become enemies

NEWS ROUND-UP 27
Surprise bid to end Indycar war

GORDON KIRBY 32
Why Indy racing needs to gear up

ANDREW FRANKEL 34
Aston Martin DBS does deliver

LETTERS 36
Remembering Malcolm Sears

MECHANICS' TALES 94
Scheckter's Tyrrell sheds a wheel

THE GALLERY 111
Paul-Henri Cahier's tricks of the trade

HISTORIC NEWS 119
Race Retro to mark Escort milestone

AUCTIONS 125
Rétromobile success – except for C9

DESIRABLES 137
Includes the Bugatti Veyron of bikes

BOOK REVIEWS 141
The rise and fall of Group B rallying

YOU WERE THERE 142
1960/62 Dutch GP at Zandvoort

DOUG NYE 144
Icy atmosphere at 1947 Swedish GP

BILL BODDY 146
Memories of the Halford Special

RACE RESULTS 151
Latest WRC results and 2008 fixtures

PARTING SHOT 152
Hunt sits out Spanish Grand Prix



111

Paul-Henri Cahier



142

Contributors



ANDREW FRANKEL
Every month Andrew drives more supercars and luxury saloons than most of us see lined up at a whole motor show. But he doesn't let it spoil his appetite: while the Bentley Brooklands he road-tests this month is probably his most impressive drive, it's a small French hatchback which provides him with the most driving fun. Still, he did also fall for the newest Rolls-Royce. Quality always tells...



KEITH HOWARD
Our technical expert peers inside a BMW this month – but it's not in the Formula 1 pitlane. Before hitting the Grand Prix arena the company took a couple of runs at Le Mans – and won. With the help of the people who made it happen, Keith takes us through the design of the 1999 victor, explaining how good looks and aerodynamic efficiency don't have to be mutually exclusive.



JOHN DAVENPORT
Will television exposure on a Freeview channel boost rallying's sagging public profile? That's one of the questions John raises in his analysis of where the WRC is going. Since he has seen the sport from all angles he is well placed to comment. As rally reporter, top-level co-driver, team director and event organiser he has been directly involved since the 1960s, and he has just written the first history of the GpB supercars.

MAY 2008 ISSUE ON SALE ON MARCH 28
Subscribe today to receive *Motor Sport* delivered direct to your door.
Call **+44 (0)8456 777819** or visit **www.motorsportmagazine.co.uk**

CHRONOGRAPHE SUISSE CIE®

Manufactured in Switzerland

MANGUSTA SUPERMECCANICA

PURE BLOCKBUSTER OF 51,40 MM PINK GOLD



pink gold 21400£, steel 5500£ and Black 6250£

info + 41 32 967 95 85

www.chronographesuisse.ch

Paris Chronopassion, Arije, Colette, Arfan Joromar, Sagil, l'Eclaireur, Royal Quartz and Paris Airports, Les Champs d'Or, Elys es Horlogerie,
Paris Watches, l'Etoile d'Or. Meg ve Guilhem.Courchevel Doux. Avignon Doux. Marseille Frojo. Cannes Julian. St Tropez Frojo, Julian. Lausanne Junod. Brussels M.Lascar.
Lahaye Steltman. Li ge Charles Desitter. London The Watch Gallery. Amsterdam Bone bakker. Maastricht Leon Martens. Vienna Von K ck. Barcelone Rabat,
Flash de Rabat. Madrid Rabat. Valencia Rabat. Zaragoza Magani. Porto Machado Joalheiro. Greece Vichos. H.Stern Tel Aviv Hilton, Ramat Aviv and Ben Gourion Airport. Jerusalem King David.
Eilat Herods Palace and La Croisette. Buenos Aires Eve. Bariloche Eve. Mexico Berger Joyeros. Saint Barth l my Carat. Hong Kong Europe Watch Co, Lane Crawford
and New York, Miami, Las Vegas, Los Angeles, Montreal, Toronto, Mexico City, Milan, Rome, Florence, Tokyo, Moscow, Lisbon,
in the best Jewelleries.



Book with Kuoni Sport Abroad and enjoy great sporting holidays worldwide from rugby to cricket, motorsport to golf and many more.
Book a motorsport holiday with Kuoni Sport Abroad and enjoy the most exhilarating races in the world's most beautiful places.

Singapore Grand Prix 2008

For a few days in September, the streets of Singapore will come alive after dark to the sound of Grand Prix engines.

First class hotel

Grand Plaza Park Hotel (superior room)	from **£1819pp**	**Includes:** flights with Singapore Airlines, 4 nights hotel, breakfast and airport transfers
Grand Prix Tickets	We will be offering a choice of Grand Prix tickets, prices have not been confirmed yet.	
	Standing Area	
	Grandstand (floating pontoon area)	
	Grandstand (start/finish straight)	

Advance register now for key motorsports events

F1 Grand Prix

Daytona 500

MotoGP

World Superbikes

Don't miss out book online or call 01306 871015 now.

ABTA V258X

All prices are per person and package inclusions as stated with hotels based on twin share on either room only or room and breakfast board basis.
Booking conditions are details on www.sportabroad.co.uk.

KUONI SPORT ABROAD *It's about being there...*

Matters of Moment



Very 'Steve McQueen'

We don't know the real Kimi Räikkönen and Fernando Alonso, do we? The two World Champions, who will soon be lining up on the grid for a brand new Grand Prix season, have much in common, not least their unrepentant apathy towards both the press and the bright lights of celebrity. They really can't be bothered with either and care only for another, more important, shared attribute: they are both wonderful racing drivers who love pushing Formula 1 cars to the limit and beyond.

I can't help but admire the simplicity of their approach to life in Grand Prix racing. Both Räikkönen and Alonso 'zone out' when it comes to the periphery stuff, which basically translates to anything that doesn't affect their performance out on the track. That's a hard-line attitude – and very 'Steve McQueen'.

The downside for us is that we never really get to know these heroes. Fans rely more than ever on the media because personal touching-distance access is almost impossible today. But all we get are two-dimensional images. Our insight into their personalities, what makes them the great drivers they are, is limited to what we can glean from the surface, from bland press conferences and sterile TV interviews. Even the rare one-to-one interviews these days can't take place without the omnipresent PR. We rely on 'nuggets', the odd one-liner, body language, what *isn't* said, and so on. A far cry from the likes of Alan Jones (see page 78).

Perhaps Räikkönen and Alonso have nothing else to offer anyway. Perhaps what we see is all there is, although tales of Kimi's often alcohol-related adventures away from the race circuits suggest otherwise. But it's a shame we might never find out.

It's not really their fault, of course. Räikkönen, Alonso and the rest of the F1 grid are products of their time. They live in a world where the clamour of an intrusive media is never silenced, and to maintain the privacy they crave a protective shell is essential (although it should be noted that Alonso is not averse to using the media for his own ends, as both Renault and McLaren have discovered in the past).

I wonder what a character such as Jim Clark, who we will commemorate on the 40th anniversary of his death next month, would have made of the modern Grand Prix world. I suspect he would have hated it. And would this man who also valued his privacy have become just as insular as Räikkönen and Alonso? It's possible.

So perhaps the modern drivers aren't that far removed from their predecessors after all. Perhaps it's just the world that's changed and they have evolved to combat it. Perhaps the simple approach of Räikkönen and Alonso is the only way they can function. So if they want to do their talking on the track, let them chatter away. To them, it's all that matters. In truth, it's all that's ever mattered.

As we closed for press, the wonderful news filtered through that Champ Car and the IRL had finally seen sense and made peace. A united Indycar series is a reality – and we don't even have to wait until 2009! After 12 years of watching the US single-seater scene rip itself apart, it feels so good to write these words: the war is over.

It was our correspondent Robin Miller who first broke the news that the Champ Car bosses had come round to the inevitable and were holding talks with Indy boss Tony George. We have dared to hope. But brokering a deal in February, with teams, race promoters and sponsors already committed to separate series, was always going to be a tall order. The Champ Car camp had dragged its heels for too long already, and even had the gall to blame the media (or rather Miller) for spoiling the talks by daring to write about the most important story in recent US racing history. What nonsense, but it doesn't matter now. The deal is done – and that's all that counts.

Damien Smith

THE ORIGINAL MOTOR RACING MAGAZINE
MOTOR SPORT
SINCE 1924

Incorporating *Speed* and *The Brooklands Gazette*

26-30 Old Church Street, Chelsea,
London SW3 5BY, UK
www.motorsportmagazine.co.uk

Editorial

Telephone 020 7349 3150 **Fax** 020 7349 3160
E-mail editorial@motorsportmagazine.co.uk
Editor-in-Chief Nigel Roebuck
Editor Damien Smith
Deputy Editor Gordon Cruickshank
Founding Editor Bill Boddy MBE
Features Editor Rob Widdows
US Editor Gordon Kirby
Art Editor Damon Cogman
Chief Sub-Editor Gillian Bell
Picture Editor Ian Marshall
Editorial Assistants Louisa Skipper, Ed Foster
Senior Contributing Writer Andrew Frankel
Editor-at-Large Simon Taylor
Special Contributors Adam Cooper, John Davenport, Paul Fearnley, Alan Henry, Richard Heseltine, Paul Lawrence, Keith Howard, Doug Nye, Gary Watkins
Picture Library LAT Photographic: 020 8251 3000

Advertising

Telephone 020 7349 3165 **Fax** 020 7349 3160
E-mail sales@motorsportmagazine.co.uk
Advertisement Director Steve Ross
Advertisement Manager Richard Stillman
Sales Executive Matt Rayner
Production Manager Lyndal Beeton

Publishing

Publisher Martin Nott
Business Manager Jacky Cirne
Administration Assistant Will Delmont
Subscriptions Manager Melanie Marshall
Managing Director Paul Dobson

Subscriptions

UK Subscriptions 08456 777819
US Subscriptions +1 888 321 6378
Overseas Subscriptions +44 8456 777819

Motor Sport subscriptions,
Tower House, Sovereign Park, Market Harborough LE16 9EF, UK
Subscription rates (12 issues): UK £59.40; USA US$75; rest of the world £80.
Postage is free.
MOTORSPORT (USPS 021-661) is published monthly by Stratfield Limited,
300 East Main Street, Suite B, Walhalla, SC 29691-2024.
Subscription rates are $75 (one year), $150 (two years) in the USA.
Periodicals postage paid at Walhalla, SC and additional mailing offices.
POSTMASTER: Send address changes to MOTORSPORT, PO Box 457,
Mt. Morris, IL 61054. USA Toll-free: 1 888 321 6378
Subscription enquiries: US: mosp@kable.com
UK and Overseas: subscriptions@motorsportmagazine.co.uk
Subscription orders: www.motorsportmagazine.co.uk

Distribution: UK and rest of the World – Comag, Tavistock Road, West Drayton, UB7 7QE UK.
USA and Canada – CMG, 155 Village Blvd, 3rd Floor, Princeton, NJ 08540, USA
Colour origination: Wyndeham Graphics and All Points Media
Printing: Wyndeham Heron, Heybridge, Essex, UK
Cover printing: Wyndeham Westway, Luton, UK

No part of this publication may be reproduced in any form
without the written permission of the Publisher.
Copyright © 2008 Stratfield Limited, all rights reserved.

We take every care when compiling the contents of this magazine
but can assume no responsibility for any effects arising therefrom.
Manuscripts submitted entirely at owners' risk. Advertisements are accepted
by us in good faith as correct at the time of going to press.

Motor Sport magazine is printed in England

recycle
When you have finished with this magazine please recycle it.
ABC
PPA

Ferrari and McLaren: jury out on which is fastest



Quick Massa was worried by engine failure. Right: Hamilton has so far trailed Kovalainen

TO NO ONE'S great surprise Ferrari and McLaren have been the teams to beat through Formula 1 winter testing, but any real comparison was made difficult by the fact that the two teams avoided each other in early February.

McLaren joined the majority of the teams at Barcelona on February 1-3 and Jerez on February 13-15, while in between Ferrari ran a pair of three-day test sessions at Bahrain with only Toyota for company.

All the leading teams were due to be at Barcelona in late February, when a clearer picture of the pre-Melbourne form book is expected to emerge.

When the two main contenders last met at Valencia on January 22-24 the honours were split. Heikki Kovalainen set the fastest overall time of the test for McLaren, but Felipe Massa and Kimi Räikkönen topped the other two days and the red cars were deemed to be consistently quick in all conditions.

It was harder to judge the pace of Ferrari's F2008 in Bahrain, but Toyota was easily beaten and the times compared favourably with last year's when the cars were still running driver aids. Worryingly for the Maranello camp, Massa suffered an engine failure and clutch problems.

High winds spoiled much of the Jerez test and made it hard for the teams to judge aero developments, but McLaren set the pace most of the time. Kovalainen was comfortably quickest overall during qualifying runs on the final day and proved that he is settling in well with his new team.



McLaren CEO Martin Whitmarsh cautioned against reading too much into the Barcelona head-to-head. "While this will give us the possibility of a more comprehensive comparison, we will nevertheless focus on our own test programme rather than chase times," he said. "The real litmus test of performance will take place in Australia."

• *Turn to page 43 for season preview*

. . . and the rest

No fewer than four teams could be fighting for the 'best of the rest' mantle this season, but for Honda the nightmare is not quite over

BMW Sauber, expected by many to be nearer the front this year, got off to a disappointing start with the F1.08. The drivers complained of handling problems, but gradually the cars have figured more strongly.

In the team's 30th anniversary season Williams has clearly made a big step forward with the FW30, and its potential has been reflected in the speed of rookie Kazuki Nakajima.

Red Bull has figured strongly, and crucially reliability appears to be much improved. Mark Webber headed the times on day two of the Jerez test, while the sister Toro Rosso outfit caused a stir when Sebastian Vettel set the fastest overall time at the early February Barcelona test.

HONDA

The one clear message to emerge from winter testing is that Honda is again struggling to find speed, having rebuilt its aero department with new recruits. The team shook down the RA108 at Valencia at the end of January, prior to its official launch in a revised 'earthdreams' livery.

The machine did not impress on its initial outing, but that was put down to the fact that it was not yet in full 2008 spec, and an older rear wing was restricting straightline speed. Rubens Barrichello also complained of an uncomfortable driving position.

In later outings at Barcelona and Jerez the situation did not seem to improve, and the white cars were typically a couple of seconds off the front-running pace. However, Jenson Button and Barrichello insisted that driveability was improving, and that they were gaining confidence in the car.

RENAULT

Fernando Alonso has played down expectations of a return to winning form by Renault this year.

While acknowledging that the new R28 is better than last year's car, which he sampled in testing, the typically cautious Spaniard said the team has some way to go to catch Ferrari and McLaren. He added that the last few tenths are going to be very hard to find.

"At the moment there is not any possibility to fight for podiums or wins or anything like that," said Alonso at the car's Paris launch. "That is the first priority of the winter tests and the first race."

In contrast Renault team boss Flavio Briatore made it clear that the team has to be fighting for podium finishes on a regular basis, having achieved just a single second place – in the wet at Fuji – last year.

"I want every time we start a race to have at least a 50 per cent possibility to achieve a podium," he said. "Don't forget we had Ferrari, McLaren and BMW all in front of us last year. The podium is only three drivers, and you need to be in the top two or three teams to get there. So this would be fantastic for us. After that, you never know."

IN BRIEF

■ Former Ferrari mechanic Nigel Stepney will meet with the FIA to offer his explanation of last year's spy controversy. He has recently accepted a job at Gigawave, an on-board camera company, as director of race technologies. As part of its racing involvement, Gigawave will run an Aston Martin DBR9 in this year's FIA GT series.

■ The price of a superlicence, obligatory for every F1 driver, has been increased from 1690 euros plus 447 euros per point to 10,000 euros and 2000 euros per point. The dramatic increase means Kimi Räikkönen would have been charged 230,000 euros for his 2007 licence under the new laws.



■ Brazilian Lucas di Grassi has landed the role of Renault's third driver. The long-time Renault protégé, who was second in GP2 last year, got the job after the team decided that the previously announced Romain Grosjean should focus on his GP2 efforts. Sakon Yamamoto has been signed as Renault's fifth driver.

■ Honda has confirmed that Mike Conway and Luca Filippi will be the team's official young drivers this season, supporting main test driver Alex Wurz. Conway is managed by Martin Brundle and Mark Blundell's 2MB organisation.

■ Christian Klien has been handed an unexpected F1 lifeline by BMW Sauber to be the team's third driver this year. Klien performed a similar role for Honda last season. As expected Estonian Marko Asmer will also test for BMW this year.

■ Malaysian Grand Prix organisers have indicated they will be prepared to hold their race at night from 2009 onwards, following the lead established by their neighbour Singapore.

■ The new Force India challenger will be called the VJM01 in honour of team owner Vijay Mallya. The team launched its new livery of white, gold and tungsten in a spectacular ceremony at Mumbai on February 7, with many Bollywood stars and other local VIPs in attendance.

Bernie takes hard line



FORMULA 1 supremo Bernie Ecclestone continues to pressure the BRDC over the future of the British Grand Prix, saying that if an agreement is not reached there will be no race after 2009 – the last to be covered by the existing contract.

"There are two things to overcome," he said. "First they need to build the facilities, and then they need to pay the market rate. There is no sentiment in this from my point of view." Ecclestone's comments came immediately after the BRDC had trumpeted the latest step in the process of getting its development plan approved by the relevant local authorities.

F1 'golden age' on TV



IF THE 1970s was your decade, you can relive the best of that era's Formula 1 battles on ESPN Classic. From March 31, the channel is showing a nightly one-hour episode from the Brunswick Films archive, covering every year from 1970 to 1980.

Kicking off the run, 1970 follows the tragic season in which Jochen Rindt became F1's only posthumous champion, while on April 1 the 1971 programme centres on Jackie Stewart (pictured). The other nine episodes include remastered clips of Fittipaldi, Hunt, Lauda, Andretti, Villeneuve and Scheckter, bringing the 'golden age' of F1 back to life. All episodes screen at 9.30pm.

FIA acts to stop racism

THE FIA is to launch an anti-racism scheme after Spanish fans taunted Lewis Hamilton in testing at Barcelona. In the wake of the anti-McLaren feeling stirred up by the country's media, some fans chose to express their support for Fernando Alonso by barracking McLaren from the grandstand opposite the pits.

The chanting extended to racial insults targeted directly at Hamilton. Policemen were sent into the stands in an attempt to silence the troublemakers, and extra security surrounded the team in the paddock. The scenes generated huge coverage in the British press, making the front pages of many newspapers.

The FIA quickly made it clear that any repeat of such behaviour at subsequent tests in the country could threaten the future of both the Barcelona and Valencia Grands Prix, and FIA president Max Mosley told the *Sunday Times* that "we will do whatever it takes." He also revealed that Hamilton's father Anthony had told him that Lewis had previously encountered problems with Spanish spectators in China.

Barcelona organisers reacted to the controversy by promising to take a zero-tolerance approach to racism, and vowed that there would be no repeat of the abusive scenes. The governing body subsequently announced it will be running a 'Racing Against Racism' scheme, which is to be launched just prior to the Spanish Grand Prix in April.

Nigel Roebuck



REFLECTIONS
– Why team-mates rarely co-exist in harmony
– Max Mosley's "last big project" in Formula 1

ERNIE ECCLESTONE WAS EVER TO the point.

"I remember years ago, when Senna and Berger were team-mates at McLaren, I sat down with Gerhard once, and he was nearly in tears. He said to me, 'I'm going to stop'. He said that if he closed his eyes, and dreamed the most incredible lap of his life, he knew he'd come in and they'd tell him he was 1.4 seconds slower than Senna. I said, 'Look, this is what you do. Ignore Senna – he doesn't exist. Get on and race – in your mind it's for first place, even though actually it's for second. Forget him, and worry about the other people. Maybe you'll get lucky – sometimes he won't finish, or whatever, and then you're in good shape. But if you start thinking about him, then you're history – you're bloody good, but you're not *that* good. He's better than anybody else, and that's it. Forget the guy…'"

As anyone who has ever done business with him will tell you, Ecclestone is not one to waste time on niceties. Years ago, for reasons that made sense to Bernie while escaping the rest of us, Formula 1 ventured to Aida, a privately-owned circuit in the middle of Japanese nowhere, so small and tight it was considered unsuitable even for the local F3000 series. We went there in 1994 and '95, after which it disappeared into the ether. Why, I asked Flavio Briatore one day, did we never go back?

Briatore, a close friend of Ecclestone, shares his knack of getting quickly to the point: "Mr Tanaka very rich man, then he meet Bernie, now not so rich…"

When Ecclestone told me of his advice to Berger, clearly he saw it as no more than commonsense. "Business is like blackjack," he said. "Half the secret is knowing when to fold."

A gambler by nature, Bernie doesn't fold very often, as history shows, but he insists that it is vital to recognise when a situation is irretrievable. Hence his words to Berger, his suggestion that he simply face reality.

And in time Gerhard took his advice. When first he joined McLaren from Ferrari, he admits today, he was so intent on beating



Senna that he tried to ape him in every way. Always the consummate party animal, with a keen eye for the ladies, now he concentrated on his fitness like never before and began to live – by his standards – like a monk.

"He's a McLaren driver now," one team insider murmured. "We've changed his chip…"

In his first Grand Prix for the team, at Phoenix in 1990, Berger took pole position six-tenths faster than Senna. But long before half-distance Senna, who had done no winter testing whatever, was into the lead, gone.

It continued that way, and Berger became increasingly depressed until the day came – perhaps after the pep talk from Ecclestone – when he faced the fact that Senna *was* simply better, and that was the end of it. Once he had done that, he went back to being Gerhard again, to living as he had before, and his driving was all the better for it. Over time the team benefited, too, for he taught Ayrton how to laugh – "It was as if he'd had a sense of humour all along, but never used it before" – and ultimately the two became close friends.

"The older I get," goes the old joke about racing drivers, probably originated by Frank Gardner, "the faster I was…" Invariably such is the way of it, but Berger's attitude to life enabled him to accept reality and, unusually, to do it while still an active F1 driver.

"Once Berger had faced the fact that Senna was better… they became close friends"

Retired drivers, I have long thought, are so much more entertaining than current ones. For one thing, freed of the shackle of contracts, PR obligations and the like, they speak without fear, and will happily confirm that, yes, so-and-so *was* an unscrupulous bastard, and so on. For another, they have a tendency to rewrite history.

Thus, I was more surprised than I should have been to read a comment by Alan Jones, interviewed by Simon Taylor elsewhere in this issue: "All the stories that [Carlos] Reutemann and I hated each other are bullshit. He was no different from any of my team-mates…"

It's a fact that drivers tend to mellow as they get older, but Jones, blithely unaware of political correctness, has retained more of a feisty edge than most. Hence I was taken aback by his recollection, nearly 30 years on, of life and times with C Reutemann.

I went back to my tapes, and found one recorded that same season. At one point Alan discussed his disappointment at Frank Williams's decision to drop Clay Regazzoni, whom he replaced with Reutemann.

Nigel Roebuck

"I never wanted Reutemann there in the first place," said Alan. "We'd had a great year in '79 with Clay – he won a race, and got a bundle of points for Frank, plus he was quite content to be number two and fun to be with. When you've got a good picture on the TV, why change it?"

Jones and Reutemann went through their first year together, 1980, with a certain coolness, but no real animosity. Early the following season, though, they went to Rio, and there on a wet afternoon the Williams ran 1-2 throughout, Reutemann in front. Under the terms of his contract, Carlos should have been second to Alan, but in the closing stages he thought it through and decided he wanted to be first.

Jones was highly unimpressed. "I'd like to think that, when you shake hands and sign contracts on a cold December morning, the other bloke doesn't pretend a couple of months later that it never happened. If he didn't like his contract, he shouldn't have signed it. If the same circumstances arise again, well, I wouldn't want to be Frank Williams, that's all..."

To his credit, Reutemann was disarmingly candid when he spoke of that day in Rio. "Jones had reason to be upset – I can't disagree with that. I knew the terms of the contract, but still I was in a dilemma, because always I'd started a race with the intention of winning. 'If I give it away now,' I thought to myself, 'I stop the car here and now and leave immediately for my farm in Argentina. Finish. Not a racing driver any more.'"

We got to the last race of the season, in Las Vegas, after which Jones was due to retire, and I asked him which of the World Championship contenders – Reutemann and Nelson Piquet – he favoured to take the title. "Couldn't care less, mate," he grinned. "Can't stand either of them..." And with that, he dominated the Grand Prix and took his leave.

The study of team-mates in Formula 1 is endlessly fascinating, and essentially never changes. In these days of pasteurised press releases, never a harsh word is publicly said, but tricky situations – and night follows day – can only be manicured to a point. One wonders how a contemporary PR would have coped with post-race events at the 1937 Tripoli Grand Prix, when Luigi Fagioli, having signalled his discontent with Mercedes team-mate Rudolf Caracciola by hurling a wheel hammer at him, had to be wrestled to the ground and restrained by, among others, team manager Alfred Neubauer.



"I never wanted Reutemann in the first place. Clay was quite content to be number two"

ALAN JONES

In many ways, it is unrealistic to expect team-mates to get along on more than a superficial level, for in how many professions, after all, is your performance instantly compared, most days of your life, with someone else's? Back in 1961, when he and Ferrari team-mate Wolfgang von Trips were fighting for the World Championship, Phil Hill summed it up like this: "Face it, it's not a normal situation. You try to beat the other guy on the circuit all day – and then at night you're supposed to forget all that..."

It's a fact that Jones got along well with Regazzoni, but perhaps the real clue to his enthusiasm for him as a team-mate lay in his remark that Clay was 'quite content to be number two'.

Undeniably, that was the case. I can think of few racing drivers – none, in fact – who loved the sport more purely than Regazzoni. "You must understand," he said to me once, "that, for me, it's not a matter of winning all the time – I'm quite happy just to be part of Formula 1, to drive racing cars. I consider myself a good professional, but if I have a big fault, it's that I am not ambitious enough."

Regazzoni always stood high in the affections of Frank Williams: "Not the greatest driver, but superb on his day, more than just a number two, and a happy, uncomplicated man. Clay was very different from most racing drivers – an absolute gentleman, who loved the sport for its own sake."

True enough, which was perhaps why none of his team-mates – from Ickx to Lauda to Jones – would have a word said against him. As John Hogan, the marketing guru of Grand Prix racing for 40 years, puts it: "If you're going to sit next to a racing driver on a flight from London to Sydney, make sure it's a number two – that way you just might talk about something other than him..."

For a team principal, selecting drivers is a perennially ticklish problem. At first glance, the obvious answer is to go for the very best pair you can afford, so that you have two absolute top-liners, each well able to win Grands Prix on merit.

Colin Chapman, however, was one who didn't quite see it that way. For him the ideal was to have a true ace – a Clark, an Andretti – and a second driver not quite on that level, yet capable of stepping up to the plate when the need arose.



Peterson won over Andretti at Team Lotus in '78 with his ability to accept the American's number one status

In the 1980s Frank Williams several times tried to run a couple of superstars, first Jones and Reutemann, then Keke Rosberg and Nigel Mansell, then Mansell and Nelson Piquet, and he thinks Chapman may have had a point.

"The first thing you have to keep in mind," he cheerily said a few years ago, "is the top drivers – the *great* drivers – have one thing in common: they're all bastards…"

It was said without malice, and was to Francis a straightforward statement, a matter of simple logic, perhaps. "I suppose what I mean," he said, "is that it's probably a mistake to put two bulls in one field…"

Maddeningly, though, it can work, which is why, I suppose, some team principals persist in trying. Perhaps the only way in which it can be straightforward is a master-and-pupil arrangement, as with Fangio and Moss at Mercedes in 1955, but Stirling was well aware of the opportunity on offer, not only in terms of driving the most competitive car, but also of learning from the great Juan Manuel. Already he had the edge on Fangio in sports cars, but in F1, even had he been able to beat him, he would never have presumed to do so. At Aintree, his home race, he won, but to this day suspects that the maestro allowed that to happen.

Although, following the death of Alberto Ascari, Fangio and Moss were discernibly the two best drivers of the time, their partnership worked because there was a firm pecking order in the team, even if it were never voiced. Stirling knew what was expected of him, as did Ronnie Peterson when he rejoined Team Lotus in 1978.

Mario Andretti was team leader at the time, and didn't hide his displeasure when Chapman told him he had signed Peterson: "Tell me where it's written we need two stars in this team…"

Chapman, however, was only too aware of Andretti's pivotal role in restoring Lotus fortunes. In '77 Mario had won more races than anyone else, and, with better reliability, would have won the World Championship. That being so, Colin insisted to Peterson that 1978 was to be Andretti's year, that the title was his due, and Ronnie, his career at that time becalmed, unhesitatingly agreed: in normal circumstances he would not try to beat Mario.

Initially Andretti's misgivings remained, but he later admitted he had reckoned without Peterson's complete honesty. Ultimately, they became firm friends, so it *can* work to have two bulls in one field, but probably only when one has first pick, and the other knows it.

Pride is a powerful emotion, and a degree of 'edge' is almost inevitable between team-mates of equal standing. It's a desirable thing, too, for constant competition is

Nigel Roebuck

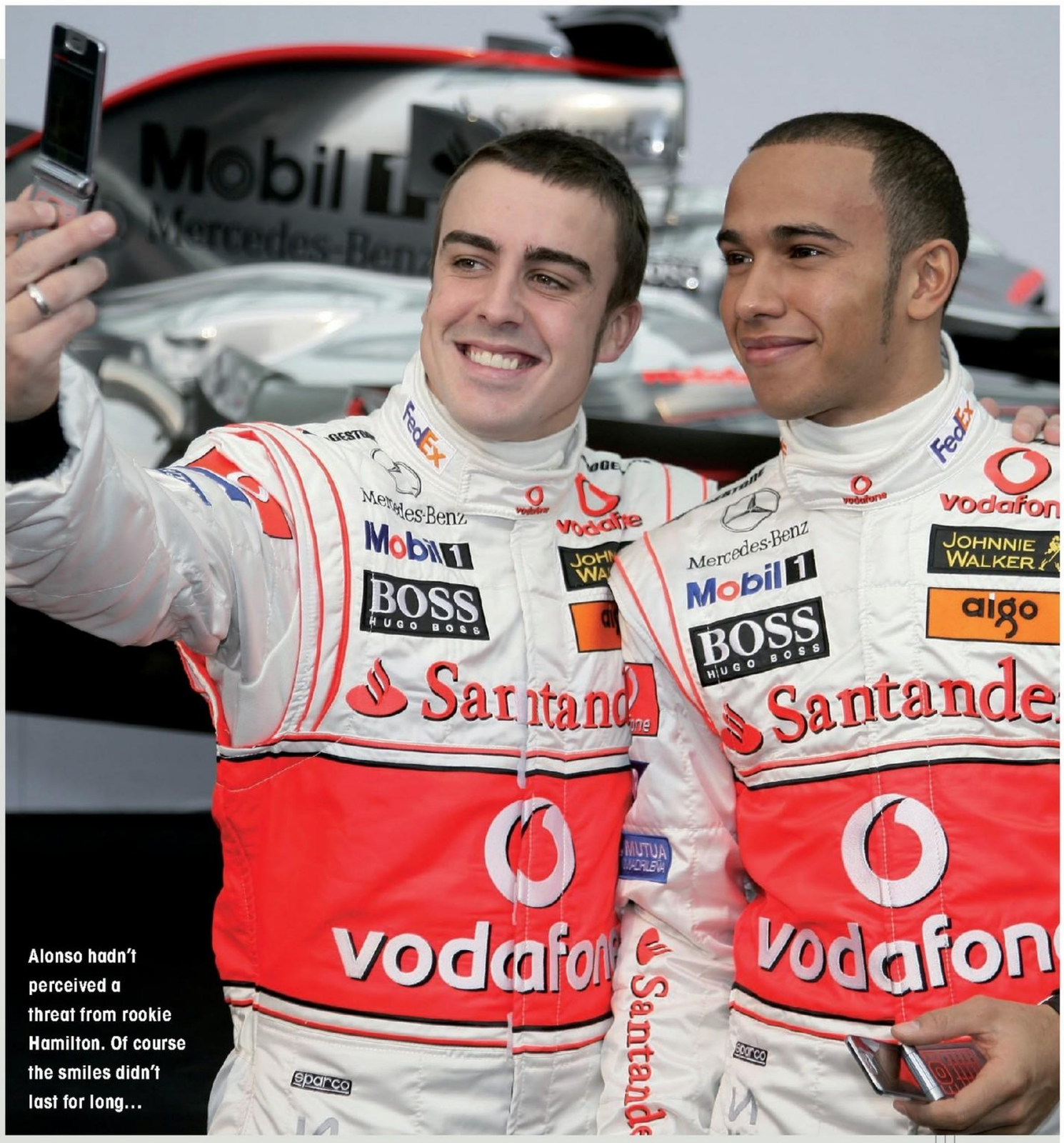
the enemy of complacency, and keeps both drivers sharp. Such close friends were Mike Hawthorn and Peter Collins, team-mates at Ferrari in 1957 and '58, that each was as happy for the other's success as his own. As Roy Salvadori has pointed out, that was not necessarily something that worked to the advantage of their team.

Chemistry has much to do with it. Some people get along, and some do not, and relationships cannot always be predicted. At different times, for example, Andretti, Piquet and Alain Prost all had their problems with Mansell, and you might have expected the same of Rosberg.

"I absolutely did not want Mansell to come to Williams in '85," said Keke. "Elio de Angelis was a friend of mine, and I knew he didn't enjoy being Nigel's team-mate at Lotus. I made my feelings clear to Frank, but he didn't seem to be taking any notice, so I thought of other ways of getting his attention. When we did a Brands test, I deliberately drove like an old lady – six or seven seconds off the pace. Frank says, 'Keke, I know what you're doing, but you're wasting your time – we're still having Mansell...'

In 1985, therefore, the two were team-mates – and they had no problems whatever. "At first," said Nigel, late in the year, "Keke didn't want me at Williams – at all – but I think now we actually like each other. And I'll tell you this, he did me a big favour: when someone has such strong opinions about you, you start to soul search a little bit and think, 'God, there's not much he says that's good, is there?' Keke is completely honest. If he thinks you're a rat, he'll call you a rat. The great thing about him is that you know where you are."

At that point in their careers, though, Rosberg was the established star with a World Championship to his name, and Mansell was new to Williams, just starting to win races, so there was an element of master-and-pupil in the arrangement. The only subsequent team-mate with whom Nigel would have no problems was Riccardo Patrese, a man, like Regazzoni, who was happily apolitical, and knew his place.



Alonso hadn't perceived a threat from rookie Hamilton. Of course the smiles didn't last for long...

Since the days of Jones and Reutemann, Frank Williams admits to a tough attitude towards drivers, and has little interest in intra-team rivalries: "To be honest, all I care about is the team and the points we earn. I don't care who scores them..."

Williams has long worked on the principle of allowing its drivers to race, but the policy of 'absolutely equal treatment of both drivers' is hard and fast at McLaren to a greater degree than anywhere else. Some might suggest to Ron Dennis that it has cost him dear over time, but he is immoveable. Lauda and Prost were McLaren team-mates for two seasons, he points out, and there were no problems at all.

True enough, but the feud between Senna and Prost, together at McLaren in 1988 and '89, has gone into folklore as the bitterest ever known in the sport – and look at what happened last year, when Fernando Alonso partnered Lewis Hamilton.

On the face of it, the pairing should have worked out fine, for not many anticipated that the rookie would immediately be a match for the reigning World Champion. As it was, a few days after the first race, another team principal was gleeful about the events in Melbourne: "There's going to be trouble there..." And, lo, there was.

Ever since Heikki Kovalainen was announced as Hamilton's new team-mate, the two have passed up no opportunity to stress how long they have known each other, how they have always been friends, how they are sure there will be no problems in their working relationship at McLaren.

I don't doubt the sincerity of either man. After all the problems with Alonso, Hamilton will be relishing a situation in which he is the *de facto* number one, and there's no doubt, either, that Kovalainen

will be an easier-going proposition – as team-mate – than Alonso. Hamilton will also be hoping he will be a slower one.

"The ideal team-mate?" Berger once said. "Anyone two seconds a lap slower…"

Kovalainen will assuredly not be that – indeed, I expect him to be way closer to Hamilton's pace than some suggest – but if Lewis sometimes has a clear edge, Heikki is unlikely to spit his dummy, as Alonso was prone to do. McLaren is running two 'second year rookies' in 2008, and the vexed questions of pride, of loss of face, will be of less concern than to a double World Champion. Kovalainen has little to lose, everything to gain, just as Hamilton did last year.

While the hostility between Senna and Prost at times grew so intense that one feared for them, Michael Schumacher – who had looked and learned – maintained a strictly pragmatic attitude to team-mates: if they were going to threaten him, jeopardise his chances, they weren't coming through the door. Throughout his career Schumacher never had a fellow superstar (save a fading Nelson Piquet) alongside him, and you'd have to say the policy served him well.

"I didn't like that about Michael," said Prost, "but I tell you what, if I had to start my career again, that's what I would do! If you really want to win and win and win, it's obviously better to have another driver just to help you. I mean, I could have said no to Ayrton coming to McLaren…"

Maybe Lauda should have the last word on this subject. Early in 1977 I asked him how he felt about his new partner at Ferrari, Reutemann: did he see him as a team-mate or a rival? Niki didn't hesitate in his reply: "Neither…"

The rules in Formula 1 appear to multiply at about the same rate as the laws of our land, which is to say that, with every passing year, there are umpteen things you can't do which previously you could.

Just as this is the era in which, for example, binge-drinking has been discouraged by the liberalising of opening hours (I think I've got that right), so, in this time of energy conservation, we in F1 have lately been treated to the spectacle, towards the end of each qualifying session, of 10 cars cruising round for a quarter of an hour, 'burning off' fuel, preparatory to a five-minute blast at pole position.

Max Mosley is a man who takes decisions, and while we may not always like them, we can never accuse the FIA president of being a ditherer. The problem has been addressed.



"I'd like the teams to be paid the same money, or the ones at the back paid more"

MAX MOSLEY

"When qualifying was revised," he said, "the intention was that all the cars should run throughout the hour, so that the spectators had something to watch. The problem arose in the final segment, in which the 10 remaining cars were committed to a fuel allocation for the start of the race, and therefore had to 'burn off' most of it before going for a quick time. Apart from being fairly boring, it was also sending the wrong message, so we've decided to cut that last 20-minute segment to 10, which should be pretty exciting…"

As things stand, the teams do not reveal the pre-race weight of their cars (thereby concealing the amount of fuel on board), but Mosley feels there is a case to be made, in the interests of the fans, for publishing them.

"I'm privileged to get the weights before the race, and it adds enormously to the interest, because you know when they're going to stop – although often they don't when you think they're going to. Sometimes that's because they're using too much fuel, but sometimes it's for strategic reasons, too.

"At the moment it's in the rules that we won't publish the weights, so we'd have to get the teams' consent – but I don't see why they shouldn't agree. Of course it would mean they were revealing when they were going to stop, but it seems to me that once they've fixed the fuel – and they can't change it – then there's no harm in publishing it. The only thing they might not like is that it's sometimes quite evident that some people's fuel consumption is a lot better than others, and that's a very sensitive area."

In the recent past the FIA, not least its president, has come in for a fair amount of stick from the British press, notably in connection with the punishment meted out to McLaren following the 'Spygate' affair. In an effort to put us straight on one or two matters, Mosley recently hosted a dinner in London, and gave, as we expected, a command performance, by turn witty and solemn.

'Restrictions', though, were never long out of the conversation, and it's a fact that the covers of the F1 rule book grow ever farther apart. Already we have engines which must last two Grand Prix weekends, and gearboxes four, a limitation on the number of sets of tyres which may be used, and so on. Now Mosley, in his quest to reduce expenditure in F1, is speaking seriously of imposing regulations to achieve it.

In this – as in many other respects, it must be said – NASCAR has got in first, former driver Brett Bodine rejoicing in the title of 'Director of Cost Containment'. When I heard that, my first flippant thought was that, given in my experience most drivers are more than adept at 'cost

Nigel Roebuck

containment', it should be the work of a moment to find one, recently retired, who could take up a similar appointment in F1.

There is a widespread belief in F1 that, however big a team's budget, a way will always be found to get through it: if restrictions are placed on some fatuously expensive avenue of technology, fine, we'll spend the saved millions on drivers or whatever.

"It's been a huge lesson, at least to me," said Mosley, "that the ordinary rules of rational thought don't apply with these people: if they've got the money, they will spend it – even for a thousandth of a second."

Given that stock cars are rather less technologically sophisticated than Grand Prix cars, and that NASCAR edges ever closer to being a 'spec formula', Brett Bodine's job may be seen as relatively simple compared with the task of 'containing costs' in F1.

I must confess that I've always gone along with Frank Williams's contention that F1 is, and should remain, a meritocracy, FW pointing out that in the days when he was strapped for cash, no one came to his aid, and nor did he expect it.

Mosley thinks that unrealistic in today's world. "Personally," he said, "I'd like to see all the teams paid the same amount of money – or, at the very least, the people at the back paid more than they are at the moment. The people at the front get the exposure, whereas those at the back get very little: Super Aguri and Toro Rosso get perhaps five per cent of the exposure McLaren or Ferrari get – but they can't get by on five per cent of the budget.

"The big sponsorship is always going to go to the teams at the front, and therefore my view is that the money which you control – TV money, and so on – should go more to the ones at the back. None of the big teams agree, of course..."

No surprise there, but was Max *seriously* proposing to put a system in place whereby every team's expenditure was minutely investigated? He said he was.

This sounded scarily Orwellian to me, and I asked him what might be involved in the policing of such a scheme.

"Well, I don't actually know," he replied. "It might be as extreme as having three people per team, recruited from the United Kingdom tax special office, and their equivalents in Germany, Italy, France and Japan, and moving them constantly round the teams, so they never go 'native'.

"All I can say is that we can spend relatively a great deal of money on it, but whatever we spend will be tiny compared with what's saved, and from our investigations into McLaren last year we know that if you've got the proper resources it's surprising what you can find."

'The proper resources', I suggested, would surely be prodigious...

"Well, yes," said Mosley. "We – the FIA – couldn't afford it, but supposing a team's budget is $200 million, and we tell



No more 'boring' fuel burn-off in qualifying; Mosley is imposing a 10-minute dash for pole

COYS AUCTION

TECHNO CLASSICA

MARCH 29TH 2008



ENTRIES NOW INVITED

COYS LONDON
Manor Court, Lower
Mortlake Road, Richmond,
TW9 2LL, United Kingdom
Tel. +44 208 614 7888
Fax +44 208 614 7889
auctions@coys.co.uk
www.coys.co.uk

COYS EUROPE
Elisabethsstr. 4,
D-68165 Mannheim,
Germany
Tel: +49/(0) 621 412004
Fax: +49/(0) 621 415551
coyseuropagents@web.de

COYS ITALIA
Via dei Livello, 15
I-35139 Padova,
ITALY
Tel. +39 049 8751768
Fax. +39 049 8363470
Mob. +39 348 431 4711
coysitalia@coys.co.uk

COYS
Founded 1919
europe

Nigel Roebuck

them that now it's going to be capped at $100m. They're going to save $100m, aren't they? So if we charge them $1m, or even $2m, they will still save $98m…

"Therefore I think we could do it, and although it would be very intrusive I don't think the teams would mind that – so long as they were absolutely sure that the *other* teams weren't spending more than they should. The thing is, all the teams are being told they've got to cut down.

"I think the principle would probably be that everything was priced at normal retail cost, so if, say, Ferrari got their *prosciutto* free from a supplier, we'd say, 'Well, that's worth X thousand dollars a year – and that's part of your budget. The fact that you get it free means you make a profit – but you shouldn't have an advantage over the people who have to pay for it…"

One wondered at times if Mosley were being facetious, but apparently not. Just as one began to picture great swathes of accountants marching through the paddock, asking for receipts, conversation turned to other matters, notably Max's enthusiasm for KERS (Kinetic Energy Recovery System), to be introduced in F1 in 2009.

"My last big project is to try to get the search for extra horsepower away from making the engine run faster and faster, and towards things like KERS and similar systems. When history comes to be written, the KERS is going to be seen as probably the most important thing that F1 has done in the last 40 or 50 years.

"The reason I say that is that the fact of bringing KERS into F1 has accelerated development out of all recognition, which means that these things will be available on road cars many years earlier than they otherwise would have been. They're going to be absolutely crucial in the future. If you put an F1 system – of the kind they're going to have next year – in an average 1.5-ton road car, it would enable you to slow down from 50mph to zero for the traffic lights, and then back up to 50mph again, without burning any petrol to speak of. It will make 'hybrid' road cars like the Toyota Prius look like something from the Stone Age. The system will probably weigh 20 or 30 kilos – very small, very light – and it will take in 80 horsepower, and give out 80 horsepower, for six seconds, and do that every lap.

"In the end you depend on society to pay for F1, usually through big sponsors, all of whom have got their environmental committee. I know of two *major* sponsors in F1 who've been very significantly influenced by the fact that we're going with KERS – one of them has actually stayed in because we're doing it.



Mosley is keen that F1 develops technology like KERS

> "F1 risks becoming a dinosaur activity, unless you tie it in with what's going on in the world"
>
> MAX MOSLEY

"It's not so much a matter of being idealist as recognising that F1 is at risk of becoming a sort of dinosaur activity, unless you can tie it in with what's going on in the world. There are dozens of really clever engineers in F1, and if you can turn them away from things that are useless (albeit incredibly clever, like making an engine run at 21,000rpm, which is what they would have done if we hadn't put the rev limit on), and put them on to something like making a KERS smaller and lighter and more efficient – and doing it quickly – then that surely has to be the right thing to do."

Enough, for now, of Brave New World. As coffee arrived, Mosley spoke again of the privileges – very few, he claimed – of his position. "I'm able to listen in on the radio conversations between the teams and drivers, and it used to be fascinating to hear Michael [Schumacher] and Ross [Brawn] talking in Monaco: Michael was quite capable of having a sensible conversation, while going flat through the swimming pool area – unbelievable! They'd say to him things like, 'Lean off number four exhaust', and he'd do it, and then he'd be making jokes through Casino Square – whereas other drivers would be saying, 'Which button? The red button? Grey?'"

Pleasingly, Max had little time for those dismayed by the ban on traction control, which comes into force this season. "People have said that wet races will be more dangerous, and so on, but all these remarks are a non-issue. The whole point is that when it's wet and slippery, you mustn't floor the throttle, and if people have got used to doing that – because they could do it free of charge, so to speak – then they've got to learn new skills, haven't they? The drivers who've just come from GP2 obviously won't find any difficulty, because they've never had traction control…

"It's all such rubbish, this. F1 is a highly skilled thing, and they're the best drivers in the world – if *they* can't drive round in the wet, then it can't be done. People have said that at Fuji last year we would have had more drivers off the road – without traction control – than we did, and in the case of the lesser skilled ones, that's probably true. But somebody would have won the race, and that would have been the best driver that day…"

• *You can sign up for Nigel Roebuck's monthly e-mail newsletter by logging on to: www.motorsportmagazine.co.uk*

COYS AUCTION

THE MASTERS FESTIVAL AT

BRANDS HATCH

25 MAY 2008



ENTRIES NOW INVITED

COYS LONDON
Manor Court, Lower
Mortlake Road, Richmond,
TW9 2LL, United Kingdom
Tel. +44 208 614 7888
Fax +44 208 614 7889
auctions@coys.co.uk
www.coys.co.uk

COYS EUROPE
Elisabethsstr. 4,
D-68165 Mannheim,
Germany
Tel: +49/(0) 621 412004
Fax: +49/(0) 621 415551
coyseuropagents@web.de

COYS ITALIA
Via dei Livello, 15
I-35139 Padova,
ITALY
Tel. +39 049 8751768
Fax. +39 049 8363470
Mob. +39 348 431 4711
coysitalia@coys.co.uk

COYS
Founded 1919
LONDON









Move your insurance up a gear

Most insurers will treat you as just another customer - Aon treats you as an individual.

As a traditional insurance broker offering a first class standard of care, we will provide a car insurance policy that perfectly complements your unique driving needs.

To discuss your requirements further please call us on

08450 264385

insureyourcar@aon.co.uk
www.specialistcars.aon.co.uk

AON

Aon Limited is authorised and regulated by the Financial Services Authority in respect of insurance mediation activities only. Telephone calls may be recorded or monitored. FP4360.01.08

Specialist Cars • High Value Home
Investment Property • Holiday Home



AFTER 12 YEARS OF LOSING FANS, SPONSORS AND credibility, open-wheel racing in America has finally regained some semblance of common sense. Along with solidarity.

There will be one series and one champion in 2008 after the Indy Racing League and Champ Car decided to bury the hatchet instead of each other.

Tony George, who started this costly war when he launched the Indy Racing League in 1996, turned out to be the peacemaker as his offer to supply any and all Champ Car teams with free cars, engines and money was accepted by Kevin Kalkhoven and Gerald Forsythe, the co-owners of the series that began as CART in 1979.

"Looking back I think it was a good try on the part of both sides but, thankfully, they finally came to their senses," said Derrick Walker, a CART regular since 1991 who has fielded cars in both series this decade.

"It's going to be tough for the Champ Car boys because we don't know the IRL cars but this was a must. It had to be done for open-wheel racing to survive."

Final details weren't available as *Motor Sport* went to press but it is believed Long Beach, Edmonton and Surfers Paradise are to be added to the combined schedule, which would then total 19 races.

Both series struggled to field 17-18 cars in 2007 but with Newman/Haas/Lanigan, PKV, Forsythe, Conquest and Walker definitely joining the new-look IRL, at least 24 cars should contest the season opener at Homestead, Florida this month.

More importantly, some much-needed depth will be restored to the competition as Justin Wilson, Will Power, Oriol Servia, Graham Rahal, Bruno Junqueira and Paul Tracy go at it with Tony Kanaan, Dan Wheldon, Scott Dixon, Marco Andretti, Ryan Hunter-Reay, Hélio Castroneves and Danica Patrick.

"That's what the fans want, that's what they deserve – all the good drivers in one series," said Tracy, the oldest, boldest and most successful active driver in Champ Car.

"We might get our butt kicked for a while on the ovals with these new cars but it's definitely the best thing for everyone."

It's also the best thing for the Indianapolis 500, which has suffered a steady decline in attendance and participation. Making the race, once a badge of courage and honour, has been reduced to merely coming up with a car and four qualifying laps.

But now there's a chance to have 40-45 cars going for those 33 slots and Bump Day could again mean something. As well as the national championship.

"Give me Rahal versus Andretti, Tracy, Hélio and Danica Patrick, and we'll sell some tickets," said long-standing Long Beach Grand Prix president Jim Michaelian, whose race being included on its usual April date was pivotal in the agreement.

"This will be a big shot in the arm. Not just for us, but for open-wheel racing in general."

Since 1998, there have been several attempts to unite the two sides but egos, agendas, cold feet and downright stubbornness derailed those efforts.

Just getting together won't begin to close the gap NASCAR has opened up in the USA. But it's a start instead of a finish. *Robin Miller*



Penske wins Daytona

TOYOTA NARROWLY MISSED OUT ON A HISTORIC victory in the Daytona 500 after Tony Stewart and Kyle Busch were beaten to the line by the Dodge Chargers of Ryan Newman and Kurt Busch.

Newman's victory ended an 81-race winless streak and delivered team owner Roger Penske his first Daytona 500 success on the 50th anniversary of the race. Newman was quick to thank team-mate Busch for his help in drafting past Stewart on the run to the flag.

Reigning NASCAR Nextel Cup champion Jimmie Johnson finished down in 27th after top-placed rookie Sam Hornish tapped him early on in the race, causing his car to spin. Dario Franchitti and Juan Pablo Montoya were also out of luck – the Scot finished a lap behind in 33rd position, one place behind Montoya.



Klien joins Peugeot bid

CHRISTIAN KLIEN WILL TAKE TIME OUT FROM Formula 1 testing duties with BMW to race for Peugeot at the Le Mans 24 Hours.

The 25-year-old Austrian was the surprise announcement when Peugeot revealed its roster of drivers for its three 908 HDi turbo-diesel prototypes in Paris. "BMW was happy for me to get some more race miles," said Klien. "It wants what is best for me."

Klien, a veteran of 46 Grands Prix with Jaguar and Red Bull, is one of three F1 test drivers in the Peugeot squad. He joins Marc Gené, who was part of the full 908 programme last year, and newcomer and 1996 race winner Alex Wurz.

Jacques Villeneuve is back for a second crack at Le Mans, while Franck Montagny has also been signed up for the 24 Hours.



Ralf heads for return in DTM

OUSTED Toyota Formula 1 driver Ralf Schumacher has signed a deal with Mercedes to join a long line of ex-Grand Prix stars who have raced in the DTM. The 32-year-old will follow Hans Stuck, Keke Rosberg, Jean Alesi, Heinz-Harald Frentzen and Mika Häkkinen by continuing his career in the German touring car series.

Six-time Grand Prix winner Schumacher will drive a year-old Mercedes C-Class in this year's DTM, which begins at Hockenheim in April. His deal followed the completion of his second test with Mercedes at Estoril in Portugal in early February.

Mercedes motor sport boss Norbert Haug insisted that Schumacher needed "every single kilometre to make up for his lack of DTM experience". Schumacher explained that driving a silhouette DTM racer required being "incredibly precise" and "fully focused".

Schumacher will be hoping that he does a Häkkinen rather than a Frentzen. Finnish double Formula 1 World Champion Häkkinen claimed a trio of wins in the series, whereas Frentzen never won during a three-year stint racing the DTM cars.

The most successful ex-F1 star in the DTM is Stuck. The veteran of 74 Grand Prix starts between 1974 and '79 won the German title with Audi in 1990. Bernd Schneider, meanwhile, put a disappointing F1 career that stretched to just nine starts behind him with five DTM titles and championship success in the short-lived International Touring Car series.

Schuey and friends launch karting team

Seven-time Formula 1 World Champion Michael Schumacher is starting his own kart team. KSM Motorsport takes its name from the initials of its three founders: Peter Kaiser, Schumacher and Thomas Muchow. It plans to compete in domestic German events in its debut season in 2008. Schumacher said he "owed everything to karting" and that he was pleased to be doing something for the "promotion of young talent".



M3 racer revealed

BMW will return to sports car racing in the American Le Mans Series with a car based on this GT2 M3 concept shown at the Chicago Auto Show. Rahal Letterman Racing was announced as BMW's partner for the project at the same time as the M3 'race car' was unveiled.



First test for Lola-Aston

ASTON Martin's bid to win the Le Mans 24 Hours outright for the first time since 1959 has begun. The new Aston-engined Lola coupé to be run by Prodrive, the British marque's motorsport partner, hit the ground at the Honiley test facility in Warwickshire in February. Jan Charouz, who will share the car with Stefan Mücke and Tomas Enge at Le Mans, was behind the wheel.

Newsfeed

MOTOGP Dani Pedrosa fractured his hand after crashing in the first pre-season test at Sepang but will return for Jerez.

A1GP Christian Vietoris became the youngest-ever winner at Taupo, aged 18 years, nine months and 19 days. ■ Loic Duval scored Team France's first win in 37 races, at Eastern Creek.

LE MANS Toyota has denied plans to return to the Le Mans 24 Hours in 2010 with a petrol-electric hybrid. ■ Jan Lammers is to return for the 21st time with CytoSport, racing a Lola.

GRAND-AM Chip Ganassi Racing took its third straight Daytona 24 Hours win with Juan Pablo Montoya, Dario Franchitti, Scott Pruett and Memo Rojas.

NASCAR Jacques Villeneuve has split from his long-term manager, Craig Pollock. ■ Tony Stewart and Kurt Busch are on a six-race probation after an incident in practice for the Daytona 500.

GP2 Romain Grosjean won the Asia series opener in Dubai by more than 12 seconds. ■ Racing Engineering have signed Giorgio Pantano. ■ Adrián Vallés has been confirmed at Fisichella Motor Sport. ■ Super Nova Racing has signed Alvaro Parente and Christian Bakkerud.

ALMS Allan McNish and Dindo Capello will drive Audi's number one car, with Alex Prémat and Mike Rockenfeller racing the second car. ■ The Shanghai 1000km race in November has been confirmed and the winner of each class will be invited to race at Le Mans in 2009. ■ In testing at Sebring, Peugeot was up to a second faster than Audi.

CHAMP CAR Enrique Bernoldi is to make a return to single-seaters by racing with Rocketsports Racing. ■ Justin Wilson will take Sébastien Bourdais' seat at the Newman/Haas/Lanigan team and race alongside Graham Rahal.

IRL The Indycar series has introduced paddle-shift gearboxes this season to replace the manual lever.

BTCC Unprecedented levels of coverage are promised on ITV1 and ITV4 this season, with a total of 76 hours of airtime. **EF**



LOVE MACHINES

We know how you feel about your car. You worship it. We feel the same way about our oil, and we pour this love into every bottle of Castrol Edge. Synthetic technology, race proven, to beat the pants off conventional oil, made with passion, for people who love their machines. It's our best oil yet. A total engine solution, that's our best oil yet.

IT'S MORE THAN JUST OIL. IT'S LIQUID ENGINEERING.

Castrol

Obituaries

Tony Rolt (Major Anthony Peter Roylance Rolt, MC)

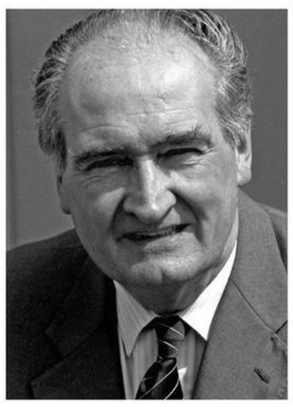
LE MANS 24 Hours winner, Grand Prix driver, decorated war veteran and true gentleman, Tony Rolt has died aged 89. Before the outbreak of WWII, Rolt was one of Britain's most promising amateur drivers, racing one of the exotic Triumph Dolomites and winning the 1939 British Empire Trophy at Donington in ERA 'Remus'. While competing in a minor Brooklands race, aged only 19, a bolt dropped from the ERA's exhaust and flames engulfed his lap. Rolt removed his gloves, plugged the hole with one of them and went on to win the race. He was well known for being a keen and exceedingly quick competitor throughout his career.



In 1940 his unit, the Rifle Brigade, was sent to France to try and halt the German advance. Lieutenant Rolt was soon in the thick of the fighting, stalling the 10th Panzer Division's move towards Dunkirk by holding them up for three days at Calais. He was awarded a Military Cross for his efforts. It was here that Rolt was taken prisoner for the first time. After seven escape attempts involving being dressed as a prison workman, a member of a visiting German general's entourage and a German plumber who didn't speak German, Rolt was sent to the maximum-security prison at Colditz. He spent many nights in an attic behind a fake wall working on the famous two-seater glider in order to escape, but the castle was liberated before the plan could be carried out. Rolt said that "escaping was not a game. Nor was it fun. It was a duty".

Having returned from the war with a bar to his MC, Rolt started working with Freddy Dixon on a four-wheel drive system and together they formed Dixon Rolt Developments. With backing from Harry Ferguson tractors, the company later became FF Developments, engineering the first 4WD production car, the Jensen FF. The Ferguson P99 was another result, the only 4WD – and the last front-engined – car to win a Formula 1 race, and many GpB rally cars used FF technology.

It was after racing various machinery, including Alfa Romeos and Delages, and sharing a car with Peter Walker in the first F1 World Championship race at Silverstone that Rolt was offered a works drive with Jaguar. Rolt and Duncan Hamilton then won the Le Mans 24 Hours in 1953, driving a C-type Jaguar. The following year, in a D-type, the duo finished second both there and at the Reims 12 Hours. One of the last pre-war racers and the oldest BRDC member, Tony Rolt and his dry sense of humour will be much missed.



Peter Ashcroft

ONE of the best-loved and universally well-regarded managers on the rally scene, Peter Ashcroft was born in Preston, Lancashire and, after a spell at Gilbey Engineering, joined Ford's motor sport division in 1962.

When Ford Competitions at Boreham was opened in 1963, Ashcroft was one of its stalwarts and progressed from mechanic to engineer until he was running the R&D side of Ford Competitions. For two years he was seconded to Ford Cologne where he worked on the Cologne Capris, before returning to Boreham to become Ford UK competitions manager in '72. Under his guidance the Boreham Escorts were successful, culminating in WRC manufacturers' and drivers' titles in 1979 with Björn Waldegård. With the end of the first Escort era, Ashcroft worked on development programmes including the RS 1700T, RS 200, Sierra 4x4, Cosworth Sierra and the RS Cosworth Sierra before retiring in 1992.

He moved to South Carolina where he died at home on January 27, aged 79.



Anders Olofsson

ANDERS Olofsson, who has died suddenly at the age of 55, didn't shout about his talents behind the wheel. That goes some way to explaining why the achievements of this quietly-spoken Swede have often been overlooked.

A multiple race winner in European Formula 3 in 1977-78, and a champion in both those years at home, Olofsson's single-seater career foundered after a handful of Formula 2 outings. He went on, however, to enjoy success in sports cars and touring cars.

He won a hat-trick of Japanese titles, sandwiching success in the All-Japan Sports-Prototype Championship with tin-top titles. Each championship success came at the wheel of a Nissan, sharing with Masahiro Hasemi.

Olofsson enjoyed an Indian Summer to his career on the re-birth of GT racing in the mid-90s. He won races in Ferrari F40s in the BPR-run Global Endurance GT Series and finished second at Le Mans in a Gulf McLaren F1 GTR in 1997.

IN BRIEF

■ Afzal Kahn of Kahn Design has bought the 'F1' licence plate for £440,625, beating the previous record amount of £331,000 when Bonhams auctioned 'M1' in July 2006.

■ A new facility in the USA claims to be the first commercial wind tunnel to offer F1-level facilities to private race teams. Windshear is an independent outfit offering a high-speed rolling road capable of taking full-scale cars. It can test vehicles at wind speeds of up to 180mph. Situated near Charlotte, North Carolina, the tunnel can run 24 hours a day.



■ The bronze bust of Graham Hill which was stolen from the BRDC Clubhouse in 1999 has been found and returned. There was an official presentation to Damon Hill by Detective Inspector Tricia Kirk, who tracked the artefact down in Bolton on January 24.

■ The event that started life as the Paris-Dakar Rally will move to South America next year. The new-look Dakar, scheduled for January 3-18, will start in Chile, follow a 6000-mile loop and finish in the Argentinian capital of Buenos Aires.

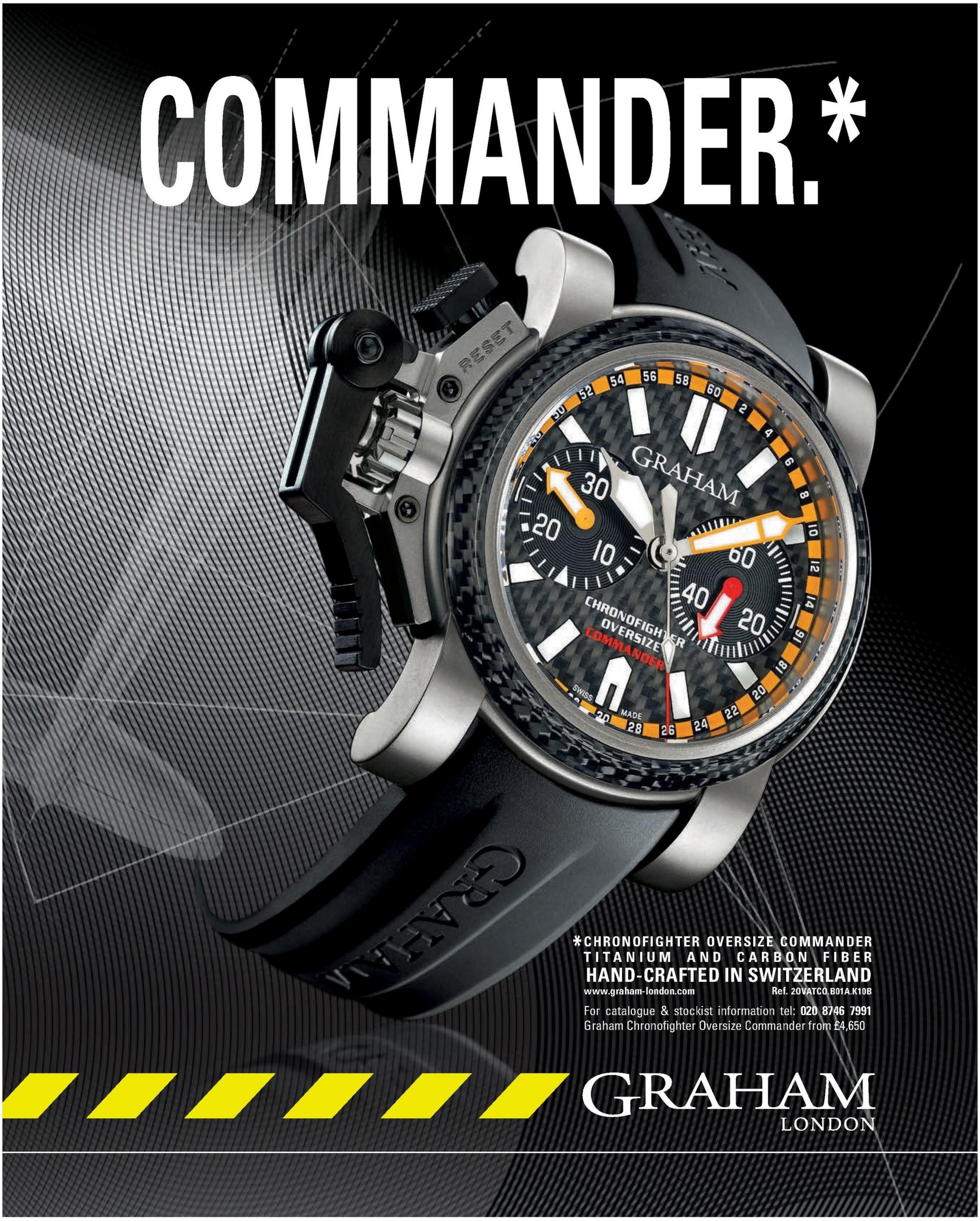
■ The new Chinese owners of MG are set to put their weight behind the RML sports car squad. Nanjing Automotive is on the verge of funding a deal to develop a new version of the Advanced Engine Research (AER) turbo for RML's Lola-based LMP2 contender, which will be rehomologated as an MG EX265.

■ Jari-Matti Latvala became the youngest winner of a World Championship rally in Sweden. The 22-year-old Ford driver beat the previous record set by the late Henri Toivonen by two years.

■ Derek Bell's attempt to sign off his career at the Daytona 24 Hours was thwarted by early car failure. The RVO Motorsports Riley-Pontiac retired with brake failure. Read more on this at www.motorsportmagazine.co.uk

■ *Can-Am Challenger* by Peter Bryant, reviewed in the February issue, is published by David Bull Publishing, not as stated.

COMMANDER.*



*CHRONOFIGHTER OVERSIZE COMMANDER
TITANIUM AND CARBON FIBER
HAND-CRAFTED IN SWITZERLAND
www.graham-london.com Ref. 2OVATCO.B01A.K10B

For catalogue & stockist information tel: **020 8746 7991**
Graham Chronofighter Oversize Commander from £4,650

GRAHAM
LONDON

Gordon Kirby


LAT

THE US SCENE

WHY INDY RULES ARE WRONG

The IRL IndyCar Series and the Champ Car World Series have finally ended the most sad and damaging chapter in US racing history. Finally a unified series is a reality. Just as *Motor Sport* closed for press, news broke that a deal had been done for the two series to run as one with immediate effect.

Details were still sketchy at the time of writing, but what we do know is that this is a moment to celebrate. We also know that we are only at the start of a long, hard road to recovery. Twelve years of civil war has wounded open-wheel racing severely in the United States. The sport that attracted a reigning Formula 1 World Champion in Nigel Mansell as recently as 1993 has become a relative backwater. Meanwhile, NASCAR has grown from a regional, inward-looking domestic series to a world force. Open-wheel racing has been left spluttering in its dust.

So now that a union has been achieved, big changes are needed to capitalise on this new opportunity. Here is my outline of what needs to be done if Indycar racing is to be revived and become again the great sport it once was.

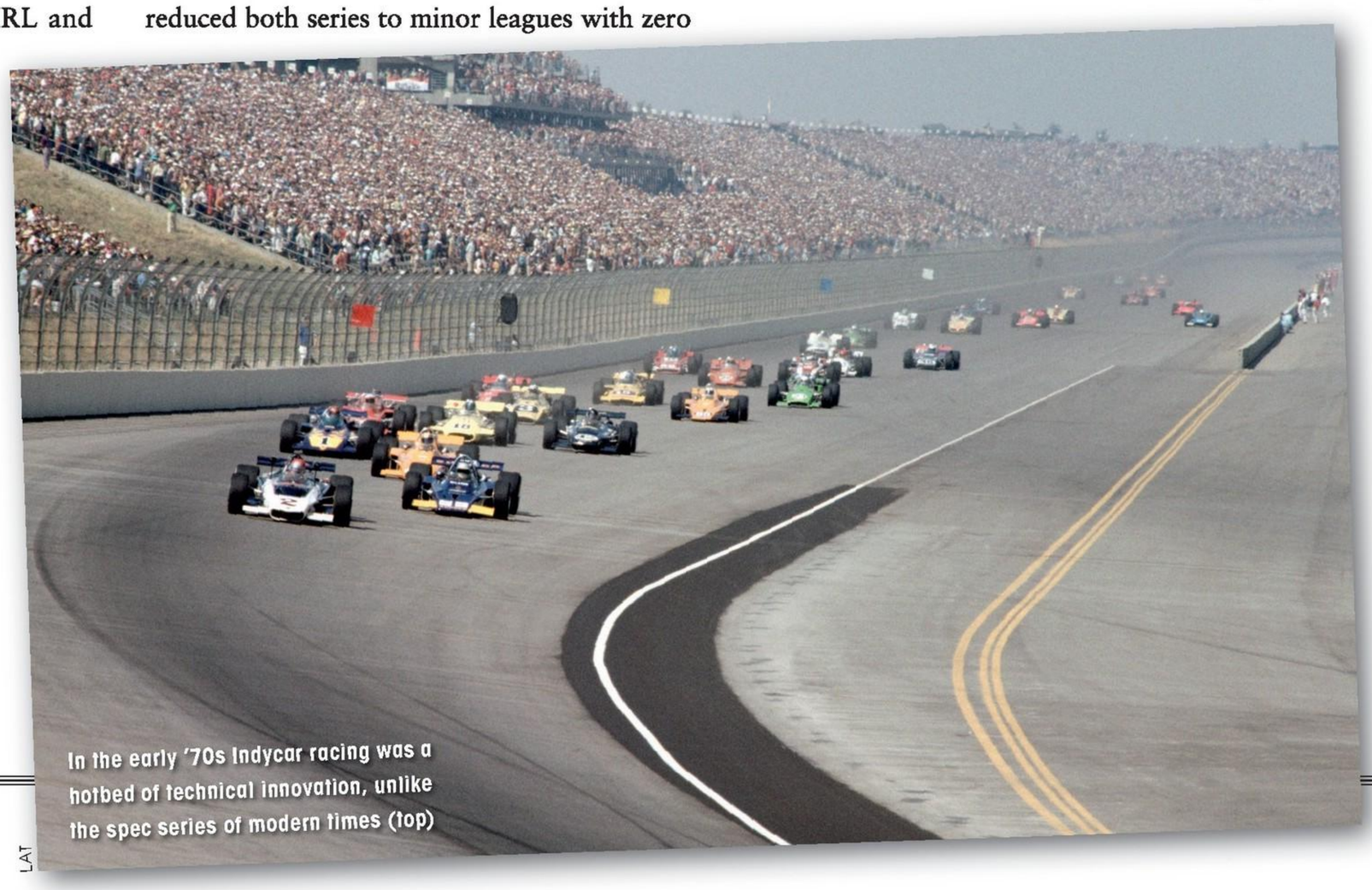
Now that there is one unified series, the vital question of technical specification must be dealt with. At the heart of the problem is the fact that over the past 30 years America's open-wheel sanctioning bodies – USAC, CART, IRL and Champ Car – have spent most of their efforts trying to slow down the cars and restrain costs. Since the mid-1970s, more and more restrictions have been placed on engines and aerodynamics, and the sanctioning bodies responded to new thinking and technology simply by banning almost everything. Add to that the unrelenting civil war which included squabbles over philosophy and rules, and resulted in everyone losing sight of what an Indycar was all about, and the result is today's interest-free, spec cars.

It's become abundantly clear that spec car, or single-make racing, will be the death of Indycar racing. The weakened commercial state of both series, with sponsorship all but impossible to sell, forced American open-wheel racing down the spec car path. Champ Car's new-for-2007 spec car was seen as a panacea for the organisation's many ills, but its deliberate adoption of the Panoz DP01-Cosworth and the IRL's de facto devolution to a Dallara-Honda **reduced both series to minor leagues with zero** technical variety or competition among car builders and engine manufacturers – the lifeblood that has always driven motor racing.

Regardless of what either series wanted to believe, they sunk into the alphabet soup of open-wheel, spec car formulas. Many people believe the only way Indycar racing can now claw its way out of this primordial ooze is to reinvent itself with a new formula that will bring back technical variety and interest in competing car builders and engine manufacturers. The time to introduce these sweeping changes is now: we are on the doorstep of the 100th anniversaries in 2009 of both American national championship racing and the birth of the iconic Indianapolis Motor Speedway.

If the Speedway, the series bosses and team owners are seriously interested in celebrating the start of the sport's second century they will realise that they must keep to the new spirit of unification to create an exciting new formula for 2010, or 2011 at the latest. It's essential to reintroduce innovation, new technology and the creative spirit which fuelled the sport for most of its life.

For almost 90 years innovation and the Indianapolis Motor Speedway were considered to be fellow travellers. The race was founded on that spirit and continued to be a hotbed of new concepts and independent thinking until the introduction of the cost and technology-


LAT

In the early '70s Indycar racing was a hotbed of technical innovation, unlike the spec series of modern times (top)



The gorgeous Kurtis roadster in which Bill Vukovich won the Indy 500 in 1953-54

IMS

restricted IRL formula in 1996. But as the 500 deserted the cutting edge in favour of a pedestrian, everyman's formula, the race fell into a steady decline.

Ray Harroun's victory in the first Indy 500 in 1911 is celebrated for a number of reasons, including the fact that his rare, single-seater Marmon Wasp (all the other cars carried riding mechanics) was the only car in the field with a rear-view mirror. Thus was born the Speedway's tradition of innovation.

The inaugural 500 was a great success and almost instantly the race became an international event. Frenchman Jules Goux won the 1913 race aboard a factory Grand Prix Peugeot. This was followed by wins for Delage and Mercedes-Benz in 1914 and 1915, and two more wins for Peugeot in 1916 and 1919. The four-cylinder Peugeot engine designed by Ernest Henry heralded a move to smaller, higher-revving units and featured twin overhead camshafts and a pent roof combustion chamber. This basic design has remained the key to high-performance engines.



LAT

"The IRL has to embrace real-world challenges like fuel consumption"

ROBERT CLARKE

The French engine inspired others to try to do a better job, including Duesenberg and in particular Harry Miller, whose straight-eight engines – supercharged and otherwise – and elegant cars dominated Indycar racing through the 1920s and '30s. Miller's engines served in turn as the basis for the four-cylinder Offenhauser engine which ruled Indycar racing through the post-WWII era.

The 1950s and '60s are famous for the 'roadster'. These beautiful, increasingly sleek, Offy-powered cars were built by people like Frank Kurtis, Eddie Kuzma and AJ Watson. The Kurtis in which Bill Vukovich won the 1953 and '54 Indy 500s was a particularly attractive car and was followed by a series of memorable lowline roadsters, some with 'laydown' engines.

In the 1960s and early '70s the Speedway erupted with innovation as rear-engined cars, turbocharging and aerodynamics arrived. It was a spectacular time with new cars and concepts appearing every year and track records going through the roof. In 1972, Bobby Unser broke the record at Indy by 17mph but one year later, after a rain-sodden, crash-riddled 500, USAC began to restrict the cars and engines, inadvertently putting us on the road to spec cars.

Before the new union deal, Honda had made it clear to the IRL that if it was to continue as its engine supplier, it wanted the new formula to embrace technology as well as competition from other manufacturers. Honda's retiring American racing boss Robert Clarke had implied that if the IRL was unable to demonstrate a clear path to a technically-challenging formula for 2011, Honda would withdraw from Indycar racing at the end of 2009 and focus its efforts on its American Le Mans Series programme.

Clarke believes the key to attracting manufacturers is to write hybrid and energy-preserving technologies into the rules for 2011. In last month's *Motor Sport*, John Barnard and Mario Illien put forward their ideas for a new Formula 1, and Clarke is among those who think the same ideas must be applied to Indycar racing.

"The series needs to become more relevant in using a product which is related more toward production car technologies," said Clarke, speaking before the peace deal had been struck. "We need something that we can promote. Right now, there's nothing we can talk about, other than Honda quality and reliability.

"If the IRL were to embrace real-world challenges like fuel consumption, emissions, noise and using energy better, other manufacturers would take notice. You have to be a leader in those areas and other than the ALMS there's no US series that's embracing those things. The ALMS a is very good series but they don't have a race that's anything close to the Indy 500. So there's a great opportunity out there if the IRL do it right."

As I've written many times, America's open-wheel sanctioning bodies have failed to produce powerful and wise leaders or fervent promoters of the sport. But their biggest failure has been their incredible ineptitude at managing the technical rules. Power and speed was what the spectacle was about for Indycar fans and it was part of the challenge for the drivers too. Those things made the 500 what it was. How to write the correct formula for such a car in today's aerodynamically-dominated world is a problem, but it's one which the men behind the united Indycar series should be dedicated to solving.

If there's any hope of fixing US open-wheel racing an inspired technical formula is required. The time has come for big thinking. But is anyone up to this monumental task? So far, the silence on this has been deafening.

Andrew Frankel



ROAD CARS

ASTON'S PRACTICAL SOLUTION

For people in my business, worrying about Aston Martin used to be a way of life. Through the late '80s and early '90s its product lurched from bad, past awful to the point when I drove the Virage Volante and knew the company's time was up. I still recall that car as one of the worst of any sort I have ever driven, and I've seen a few. Years later, the late Victor Gauntlett told me the Iraqi invasion of Kuwait had been a blessing of sorts because Saddam's soldiers torched all the Kuwaiti royal family's Astons which then had to be replaced. On at least two occasions during his stewardship of the marque, he went to work in the morning with the strong belief that the company would not survive until sundown.

But survive it did, thanks to Gauntlett engineering a sale to the Ford Motor Company. Then came the DB7 and the rest is history. For over a decade there has been no longer any need to worry about Aston Martin. With Ford's money, the canny Dr Ulrich Bez has shown an innate understanding not just of the Aston Martin brand, but how it could be presented to a 21st century audience. Turn on the ignition of any modern Aston and on its dash will be displayed the legend 'power, beauty, soul' before the engine sparks into life. Personally I care not at all for such self-congratulatory gimmicks, but not even I would deny that those three little words define the brand as well as any I can conceive. The DB9 was a triumph, the little V8 Vantage even more so but what was really clever was the adaptability of the bonded aluminium structure that underpinned both. The disadvantages of this process – it's expense and inherent space inefficiency – mattered little to Aston customers, while its strength and light weight mattered a whole lot. But for Aston Martin the clincher was its almost infinite adaptability into just about any configuration it required from a small V8-powered convertible to a large V12-powered four-door super-saloon such as the forthcoming Rapide.

But it would seem that the latest Aston, the DBS, has set people worrying about the marque again. Another Alfa Romeo 8C-shaped commitment meant I didn't attend the original press launch but the reception it received from my colleagues was mixed to say the least. I was intrigued. On paper there didn't seem much cause for concern: a 510bhp version of the V12 may not have been quite so high as the 520bhp of the final Vanquish but, with a much lower kerb weight thanks to carbon fibre panels and carbon-ceramic discs, nor did it need to. To give a measure of how quick this car is, you should know that no Aston has ever been able to reach 100mph in under 10sec, but when *Autocar* tested the DBS, it took 8.7sec.

Kindly, Aston Martin arranged to put a DBS at my disposal for a few days, and at first I started to worry too. This is Aston's flagship, a £160,000 supercar, and as such an inveterate Aston fan like me should have been smitten by it. But I wasn't. Much as Aston Martin would have wanted me to, I could not see it as a model in its own right: it looked like a DB9 to which a slightly unfortunate body kit had been applied. I can remember seeing a Vanquish parked outside my house one morning a few years back and despite the fact that I'd parked it there the night before, I was still startled by its sheer presence and beauty. And love the



The first Aston to reach 100mph in under 10sec is also, surprisingly, a good everyday car



shape of the DB9 though I do, that didn't happen once with the DBS.

When first I drove it, it felt too mannered to be a true supercar. For all its speed, there's nothing brutal about the DBS, no unspeakable savagery in its power delivery nor any great challenge to getting it down a road quickly. Instead it was effortless, comfortable and easy, and for all the positives these attributes engender, so too is it undeniable that the sense of achievement you feel when you've mastered, say, a Ferrari 599GTB or Lamborghini Murcielago is missing.

Such are the perils of the first date. I'd been expecting fireworks but got a peck on the cheek.

But my time with the DBS coincided with a few long journeys and while my irritation at some of its detailing grew – the ergonomics are among the most singularly dreadful of any car on sale – so it became increasingly clear that, out there in the real world of traffic, bad weather and driver fatigue, this car really works. The DBS is not a sunny weekend recreation, it is a rather practical everyday car. It's quiet at a sustained cruise and remarkably comfortable for hours on end. It uses less fuel than I imagined, and will therefore do 300 miles on a tank, which is a rare feat at this end of the market and has a profound affect on journey times. And while I could not bring myself to love the way it looked, the same could not be said for those who stood, stared and pointed from pavements in every town I visited. Call it the James Bond effect if you like – whatever it is, it's mighty powerful.

In the end, I concluded that my initial indifference to the car was born not from disappointment, but misunderstanding. Rightly or wrongly I'd expected a car as different to the DB9 as the DB9 is to the Vantage, but it's not: the DBS is a DB9, albeit one that's been dynamically optimised in all areas. It is not the supercar I had expected, but a logical extension of the GT principle that Aston Martin now knows how to do so well.

Rumours persist of a super DBS, what would have been called a DBS Vantage in old Aston parlance. For Aston Martin has pitched the price and performance of the DBS almost midway between the DB9 and the flagship Ferrari and Lamborghini. Whether that's just sound marketing, positioning it where it is effectively without a direct rival, or whether it's been deliberately pitched low to make space for some uber-Aston remains to be seen. That said, if Aston Martin continues to launch cars at its current rate, we won't have to wait long to find out.



RENAULTSPORT CLIO 197 CUP

The rest of this page may have convinced you I have a less than healthy obsession with expensive, powerful cars and you'd not be far wrong. But I also love small, light, simple and cheap cars so long as they're properly engineered, like this RenaultSport Clio 197 Cup which comes in at £14,995. It would be interesting to see just how big a gap a car like an Aston DBS could put between itself and the Clio on a twisting country road; I'd bet it would be next to nothing. Using little more clever than a rev-hungry twin cam 2-litre motor producing the 197bhp alluded to and simple strut and torsion beam suspension, Renault has produced the most fun hatchback of them all. Its handling recalls that of the 5 GT Turbo in which I used to careen around 20 years ago, yet recently lengthened gearing means it's sufficiently civilised to make light work of long distances.

What a contrast to the allegedly high-performance Peugeots I've driven of late which remain poor custodians of the marque's once illustrious heritage in this area. Still, hope has emerged in the shape of the 308RCZ concept. It will go on sale next year as the 308 coupé and an hour's gentle running on roads outside Paris suggested it might be rather good.



ROLLS-ROYCE PHANTOM COUPÉ

I spent a morning earlier this month at Goodwood poring over the new Rolls-Royce Phantom Coupé and found myself coveting it like no Rolls since the Ghost. It's the best proportioned of the now three-strong Rolls line-up and with its low roofline and tiny rear screen has a raffish quality of which Terry Thomas would have been truly proud. If anyone ever decided to remake *Monte Carlo or Bust*, the bad guys would have to hang out in one of these.

While I was there I asked it to be parked next to a Phantom saloon which, in retrospect, was a mistake. I've never liked the looks of the big Rolls but never has it looked more awkward, ostentatious and dated than with the gorgeous Coupé alongside it. Indeed the only bum note I could find in the car was an inclusion on the steering wheel of a 'Sport' button. Such things may be required in a Porsche, desirable in a Ferrari and acceptable even in a Bentley, but never in a Rolls-Royce. Whatever next? A rev-counter?

Letters

Forgotten hero remembered

Sir,

I was intrigued to read Doug Nye's item about Malcolm Sears. I thought I was the only one who remembered that V8 Tiger and its intrepid driver, whom I always think of with great affection as he was a very decent guy. I well remember Malcolm, who would always come by my spot in the paddock to say hello and ask 'How are things, Brode?'. Malcolm never talked about himself unless you asked how he was doing, and it was always a pleasure to spend a few minutes nattering with him. Unlike me at the time – I was far too important and busy doing 50 races a year and winning in my Lotus Élan and Mk1 Ford Escort, and really only had time for myself.

I remember one day at Brands Hatch in 1971 when Malcolm told me he had just managed to scrounge a set of used tyres, which meant he could race that day, and of course Malcolm came by to say hello to me that fateful day at Oulton Park, when he almost lost his life.

His Tiger was more than a match on the straights for the 2-litre Lotus Élan that I was driving, and when I came up behind Malcolm in practice he would roar off down the straights leaving a cloud of exhaust fumes behind. The day he crashed I was about 200 yards behind him when his car suddenly veered off to the left at very high speed, just at the braking point for the right turn past the pits. It may well have been a mechanical failure, as I have never seen a car go off at that point at such high speed before or since. It was a massive impact as the red Tiger plunged bonnet-first into the earth banking causing a dirty cloud of dust to explode around it. The rear of the car momentarily lifted high and then plopped back onto the grass.

I came to a standstill and got out; it was evident that Malcolm was in a very bad way, and I could see from the marshals' and medics' looks that they feared the worst. I drove back to the paddock very slowly, and shed a tear for this lovely man. I'd seen way too many of these over the years.

Years later I tracked Malcolm down to a residential hospital in London where they were looking after him; he remembered me and liked to talk about his beloved Tiger. Then in 1989 someone tapped me on the shoulder just as I was about to get strapped in to my RS500 at Thruxton. I looked around and saw Malcolm looking at me with the most beautiful warm smile, saying 'Hello, Brode'. I gave him a hug and told him to wait there for me. I did the race and afterwards there was Malcolm standing where I had left him, saying 'Brode, you haven't lost your touch, have you?'.

We had a chat about old times, and his Tiger of course, and later I met him a few times in London, but lost touch with him again. So I am very happy that you have found him. What a lovely guy Malcolm was, and I am glad to say still is. Thanks Doug and *Motor Sport* for remembering Malcolm Sears, a forgotten hero.

Dave Brodie, by e-mail

No room for racism

Sir,

Four years ago the Football Association fined their Spanish equivalent for appalling acts of racism during an international football contest. Recently we saw Lewis Hamilton racially abused by a number of Spanish fans.

Quite rightly our Minister of Sport condemned their actions and called on our motor racing authorities to question the viability of promoting a Grand Prix in Spain.

The Spanish public seemed to have little interest in F1 in years gone by and previous Grands Prix at Jarama and Barcelona struggled to cover their costs. Only when Fernando Alonso won the championship did the Spanish public come alive to the sport.

The appalling racist activity shown by some Spanish fans in the practice session at Barcelona is completely unacceptable. Typically Lewis Hamilton responded with dignity and should be admired for his goodwill.

Bernie Ecclestone now has his chance to show his mettle by cancelling this year's Spanish GP.

Gordon Procter, Ripley, Surrey

Credit where credit's due

Sir,

The success of Lewis Hamilton has given rise to some letters suggesting a considerable lack of objectivity. Last season we saw the rise of an exceptional talent in Hamilton, whether he was in one of the top cars or not. He demonstrated an amazing ability to gain a front row grid position, and to mix it with other drivers of greater experience in cars of equal performance and come out on top. The statement that "the right man won" (Letters, January) shows a lack of appreciation of Hamilton as a driver.

The idea of another writer that wins and not points should be the deciding factor in championships is ridiculous. Maybe the writer wasn't around in 1958 when Mike Hawthorn won the Formula 1 Championship with one win and seven second places, with the greatest all-round driver ever Stirling Moss one point behind, but with four wins. Moss's unselfishness was the reason Hawthorn won that year: his testimony to the fact that Mike had pushed his car on the pavement and not the track reversed Mike's disqualification in Portugal and allowed the Ferrari driver to win the championship.

What would the writer do with different drivers winning each race? Second places would then have to be counted, along with all the other places down to eighth.

Enough from the biased folk who support another driver or another make of car; Hamilton is a great driver with a great future. All we can hope is that Mosley and Ecclestone keep their fingers out of the Formula 1 pie, or it's going to get more boring than it already is. For myself, I would like to see the drivers in Maserati 250Fs and Lancias – then we would at least see them at work, rather than a glimpse of shiny helmets in high-speed roller skates.

David Holmes, Duncan, British Columbia, Canada

Reventon-up

Sir,

Andrew Frankel just doesn't get it. The whole point of the Reventon is not about increasing your visibility, but decreasing it.

Imagine the consternation of the County Mounty, parked beside the interstate, idly monitoring the speed of motorists, radar gun in one hand, tasty circular pastry in the other. Suddenly a gunmetal-grey object flashes across his field of vision, accompanied by the thunderclap of 12 mighty cylinders unleashing their primal yowl at peak rpm. John Law peers at the display for confirmation of criminal behaviour. Nothing. Licking the glazed frosting from one beefy finger, he taps the screen – once, and then again. Still nothing. "Whut th'hail?"

That's why those 20 pilgrims ponied up the Big Bucks. Not to become MORE visible, but to become IN-visible. Get it?

Rich Henry, Prescott, Arizona, USA

LETTERS TO THE EDITOR

Write to: Motor Sport, 26-30 Old Church Street, Chelsea, London SW3 5BY, UK
or e-mail: editorial@motorsportmagazine.co.uk
(please include your full name and postal area)

FERRARI LEGGENDA E PASSIONE

MAY 18, 2008 MARANELLO, ITALY

An exclusive auction at the Ferrari Factory in Maranello, where the legend was born, dedicated exclusively to the most superb road going and racing Ferraris, as well as over 150 fascinating lots of Ferrari memorabilia from the Francorchamps Collection.



1961 FERRARI 250GT SWB CALIFORNIA SPYDER
Chassis no. 2377GT



1958 Ferrari 250GT LWB California Spyder
Chassis no. 0923GT



1967 Ferrari 275 GTB/4
Chassis no. 10017



1951 Ferrari 340 America Coupe *by Ghia*
Chassis no. 0150A

OFFERING THE WORLD'S FINEST MOTOR CARS

+44 (0) 207 293 6336 www.rmauctions.com

in association with Sotheby's EST.1744

RM AUCTIONS

Letters

They're not short of a penny

Sir,

There was much discussion recently about the size of the fine (US$100 million) imposed on McLaren following the 'Spygate' affair. Many viewed this fine as an enormous sum of money to expect the team to pay.

As is typical of F1 these days, this figure has been quickly put into perspective by the recent announcement that Lewis Hamilton can expect to earn a minimum of £70m (or $140m) from his new contract! Although the contract is for a period of years, the sum is still significant. My initial sympathy for McLaren has now vanished.

James Esdaile, London SW18

Memories of Marcos

Sir,

I particularly enjoyed Richard Heseltine's feature on Marcos cars in your February edition as it brought back happy memories for me.

As a 20-year-old art student at Loughborough Training College I wrote a design study of the Marcos 1800GT which had so impressed me at the 1964 Racing Car Show at Olympia. This successfully combined my interest in the use of wood in car production and my growing interest in high-performance cars.

Jem Marsh was welcoming and helpful and spent almost a whole day in the factory showing me round, explaining the various production processes and allowing me to take many photographs. He also took me for a good thrash around the Wiltshire countryside, sometimes at speeds I had not previously experienced. How quiet country roads were then! I also spent half a day in the drawing office of Dennis Adams, from whom I learned a great deal about the theories of sports car design and construction, and, in particular, handling. A memorable time for me.

Incidentally, the great John Bolster of TV commentary fame was also helpful in providing information concerning timber-frame chassis in racing cars, including his famous 'Bloody Mary'.

I always wanted a Marcos but my funds would only stretch to a Lotus Super 7, Mk2 Cosworth. Now there's a story…

Peter Wroot, Coalville, Leics

Dean was a hero at Croft

Sir,

I was saddened to hear of the passing of Tony Dean. As a 15-year-old, I would pedal 25 miles to the then fairly new Croft Autodrome. I didn't have much pocket money and survived on the odd *Motor Sport* magazine for glimpses of my sport, so those early motor racing meetings were eagerly awaited. One of my earliest events was a Croft clubbie and Tony had his beautiful maroon Formula 2 Brabham BT23C in action. In one of the famous Croft Libre races he saw off a squad of marauding Chevron B8s. I was hooked.

Tony then brought along the Porsche 908 he was to race in Can-Am and we followed his exploits across the pond. That famous win in the cheeky 908 against the mighty McLarens – magic. Then Tony got himself an M8D – a fabulous sight as he heaved it around Croft.

For me, his greatest achievement was on a scorching day in July 1973 at Croft. Tony brought the F5000 Chevron B24 for the Libre race. The hot windless conditions were just right and he did the unthinkable by being the first driver to do a 100mph lap at Croft. The Chevron was a brute of a car but it was a fabulous sight at my favourite corner, Tower Bend, as Tony tamed the beast.

Now my son and I stand on the Croft banking and I tell him about my heroes. They don't make them like Tony Dean any more.

Paul Vickers, Redcar, Cleveland

Why is Prost unappreciated?

Sir,

Thank you for your Prost on Senna article (March) which I read with considerable interest as these two protagonists raced together in what I personally consider to be a true golden age of Formula 1. I feel they stood head and shoulders above the rest, but what is disappointing is the subsequent historical deification of one and the routine character assassination of the other.

If you had taken a poll among your readers in, say, 1990, you could expect to see Prost and Senna in the top two positions. If you took a poll now I'd bet my house you would have an order of one, M Schumacher; two, Senna – and the chances are Prost wouldn't even figure.

It seems to me a common distortion of the history of our sport that past champions are seen as just that. Sadly we are already in a period where few saw Fangio or Ascari race, and we are rapidly moving into a situation where the exploits of the likes of Hill, Brabham, Clark and even Stewart are considered as mere footnotes to people whose memories start with Mansell mania and end with Schumacher's retirement. Even Gilles Villeneuve is becoming a distant memory in an era obsessed with victory tallies.

To lose perspective is to distort history. The facts are simple: without Senna, Prost would have completely dominated F1 and vice-versa. They dominated their team-mates, who included five GP winners.

It is startling that they were even prepared to tolerate such talent in the other car, and this for me is why despite 90-odd wins and seven titles, I can never consider Schumacher the great driver he is thought to be. His refusal to countenance racing even inferior team-mates on equal terms is anathema to being a champion.

Senna did learn from Prost how to manage a race: look at the way he won particularly from 1991 onwards. As with Prost in 1986, '87 and '90, he didn't always have the best car, but used what he had better than his rivals.

Ultimately for some observers what might tarnish a view of racing drivers is the manner in which they drive – Prost was probably the smoothest driver of all, and possibly the best manager of a race or season. Stewart and Clark would be his competition, but perhaps they weren't exciting enough to watch.

Prost was correct in your interview: in death Senna achieved far more than any rival could possibly do in life, but to effectively deny that anybody else competed is ridiculous. Over two years together Prost certainly outscored his rival (without the best 11 scores rule) and perhaps became the only man in equal machinery to outrace Senna. That is something he should be extremely proud of, and we should feel privileged to have witnessed.

Ian Brooks, Whinmoor, Leeds

Coaching info required

Sir,

I have been researching *Stutz – The English Side* and have discovered that some 400 of these cars were imported and sold by Warwick Wright Ltd in the period 1926-34, of which there are just five survivors. It may surprise readers to note that in addition to the volume coachbuilders Charles Weymann and Lancefield, others such as Connaught, Gurney Nutting, Arthur Mulliner, THGill, Thrupp & Maberly, Offord & Sons, John C Beadle, Hill & Boll and John Charles & Co also provided coachwork for Stutz chassis.

I am writing to enquire if any readers have pictures or details of these coachbuilders' work on Stutz chassis. Please contact the Stutz Club, 54 Canonbury Road, London N1 2DQ, tel 020 7226 2823.

Norman C Barrs, London N1

Joe's Garage

THE MACPHERSON COLLECTION
Tustin California, June 14, 2008



1925 MILLER 122 SUPERCHARGED

RM Auction is delighted to present "Joe's Garage", the Joe MacPherson Collection for auction on June 14th, 2008. The Collection features over 50 outstanding cars and approximately 25 motorcycles. These rare and desirable examples will all be offered at auction without reserve and represent a lifelong passion for automotive history, racing and engineering. For further information on this terrific event please visit www.rmauctions.com.



1966 GURNEY EAGLE INDY CAR



1954 CHRISMAN BONNEVILLE FORD COUPE



1960 WATSON INDY ROADSTER



1930 SAMPSON MILLER U16 SPECIAL



1935 /41 MILLER-FORD WINFIELD V8

OFFERING THE WORLD'S FINEST MOTOR CARS

800-211-4371 www.rmauctions.com

RM AUCTIONS

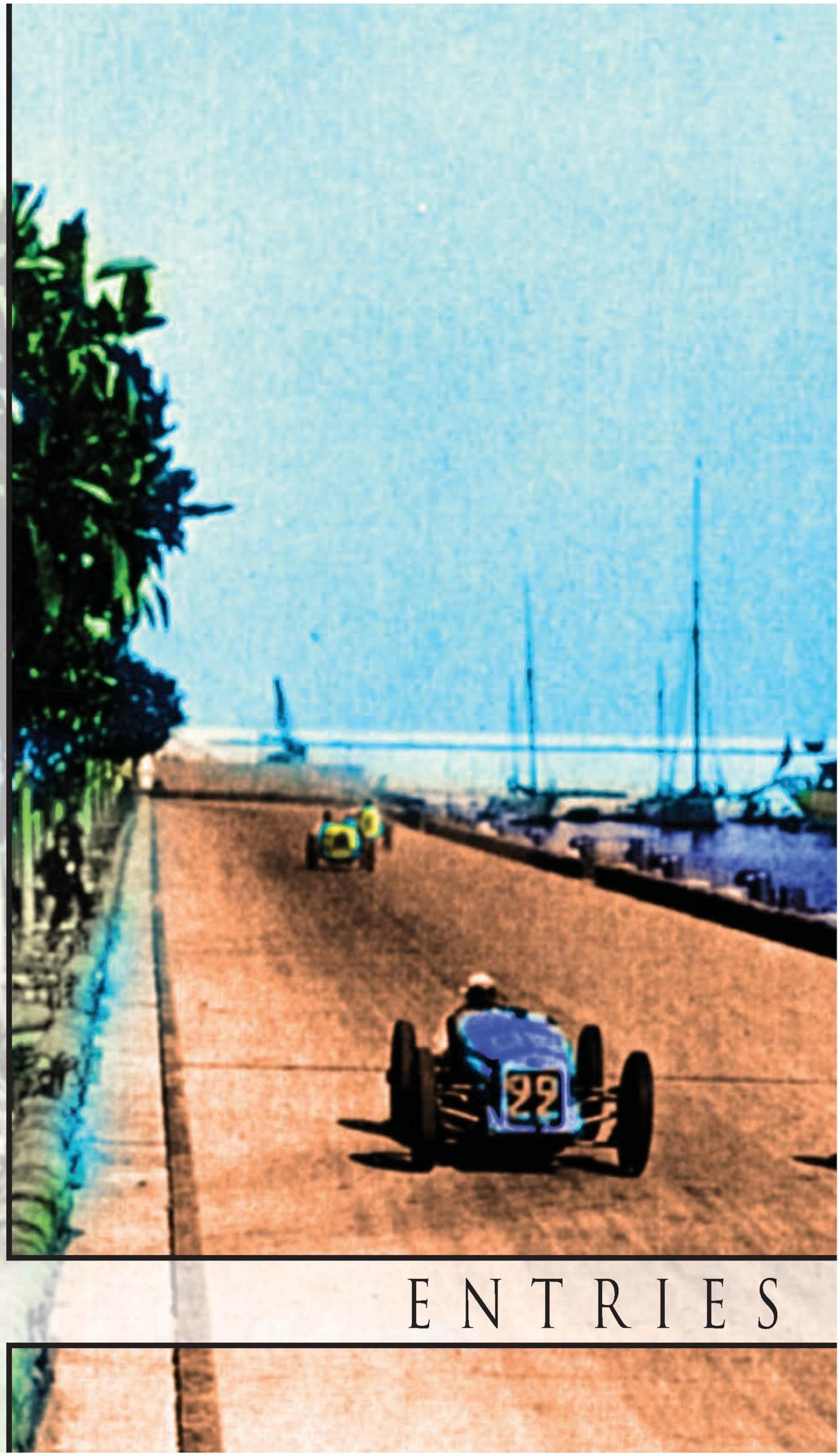
COYS LONDON
Manor Court, Lower
Mortlake Road, Richmond,
TW9 2LL, United Kingdom
Tel. +44 208 614 7888
Fax +44 208 614 7889
auctions@coys.co.uk
www.coys.co.uk

COLLECTORS ITEMS
Guy Loveridge
Moss View,
Warburton St,
Emley, W. Yorks
HD8 9QP
07773 576010
guy.loveridge@coys.

COYS EUROPE
Elisabethstr. 4,
D-68165 Mannheim,
Germany
Tel: +49/(0) 621 412004
Fax: +49/(0) 621 415551
coyseuropagents@web.de

COYS ITALIA
Via dei Livello, 15
I-35139 Padova,
ITALY
Tel. +39 049 8751768
Fax. +39 049 8363470
Mob. +39 348 431 4711
coysitalia@coys.co.uk
Stephen W. Griswold
+39 348 8401956
stephen@sgriswold.com

COYS
Founded 1919
europe



ENTRIES

Légende et Passion

MONACO

An Important COYS Auction of Sports,
Competition and Collectors' Motor Cars,
Toys, Models and Motor Racing Memorabilia

Saturday 10th May 2008

Espace Fontvieille

Avenue des Ligures
98000 Monaco



NOW INVITED



2008 brings exciting new opportunities. The AT&T Williams team is looking to build on the improvements made in 2007 and generate more success for the coming year. And RBS will be on their side all the way, helping them to make it happen.

rbs.com

Make it happen

RBS
The Royal Bank of Scotland Group

THE ORIGINAL MOTOR RACING MAGAZINE
MOTOR SPORT
SINCE 1924

F1 SEASON 2008

GRAND PRIX PREVIEW

Will Hamilton be champion? Can anyone really stop Ferrari? Will Alonso take Renault back to the top? Nigel Roebuck is your guide as he talks to Jackie Stewart about the season ahead, while Adam Cooper profiles the F1 teams and drivers

Contents

THE SEASON IN FOCUS by Nigel Roebuck
TEAMS AND DRIVERS by Adam Cooper

p51 FERRARI / Kimi Räikkönen / Felipe Massa
p52 McLAREN / Lewis Hamilton / Heikki Kovalainen
p54 BMW / Nick Heidfeld / Robert Kubica
p56 RENAULT / Fernando Alonso / Nelson Piquet
p57 WILLIAMS / Nico Rosberg / Kazuki Nakajima
p57 RED BULL RACING / David Coulthard / Mark Webber
p58 TOYOTA / Jarno Trulli / Timo Glock
p58 HONDA / Jenson Button / Rubens Barrichello
p59 SCUDERIA TORO ROSSO / Sebastian Vettel / Sébastien Bourdais
p59 SUPER AGURI / Takuma Sato / Anthony Davidson
p59 FORCE INDIA / Giancarlo Fisichella / Adrian Sutil

F1 SEASON 2008

GRAND PRIX PREVIEW



"Räikkönen and Massa are both very strong," says Jackie Stewart, "and they, together with the back-up, the finance, the *privileges*, that Ferrari enjoy, adds up to a hell of a challenge for anybody else. At the moment McLaren seem to be the only team robustly structured enough to take that on, and their car is bound to be competitive, but – and I hope I'm wrong about this – problems within their infrastructure could well play a role in this not being their finest hour…"

It's that time of the year again, when the first race of the new Grand Prix season beckons, and invariably a moment when I talk through prospects and possibilities with JYS. He may be 34 years retired as a driver, and eight as a team owner, but he remains closely involved in the world of Formula 1, and among its most astute observers. A year ago, when considering McLaren's apparent 'dream team' of Alonso and Hamilton, Stewart had his concerns – and they were not to do with Lewis.

"In the post-Schumacher era," he said, "I think Fernando is now the best driver in the world. However, he's with a new team, and he's got something to prove – he's got to make his mark in the team, because he knows that the McLaren romance with Lewis is a very big one. Yes, he's a double World Champion and Lewis is a rookie – but when it comes to McLaren it's Fernando who's the new

Expect McLaren to chase Ferrari, but beware the lasting effects of a traumatic 2007

boy, and after all those years with Renault, where he was the undisputed number one, he might find McLaren's 'equal treatment of both drivers' policy hard to handle…"

Knowing what we know now, that sounds like no more than common sense, but at the time Jackie was unusual in sounding a cautionary note: many more anticipated another World Championship for Alonso, with Hamilton not far behind, but not quite in touch.

A year on, the signs are that once again Ferrari and McLaren will be the major forces, but there are significant differences from last season. At McLaren, there should be more stability with the drivers, for Heikki Kovalainen has come in as Hamilton's team-mate, and the question of ego is therefore less on the line. Alonso, meantime, has returned to Renault – a matter of delight to Bernie Ecclestone, who always prefers to see the top drivers spread among as many teams as possible.

McLaren, it hardly need be said, has been through a traumatic time, what with the fallout from the 'Spygate' affair and dissent not only between the drivers, but also Alonso and the management. In recent months there has been unending speculation about Ron Dennis's future role in the team, some suggesting that his motivation has been irreparably damaged by the events of the last year, that it is by no means certain that he will be present at all the Grands Prix in 2008.

Certainly, at the launch of the MP4-23 in Stuttgart he was little in evidence, and that was unprecedented. It felt like a Mercedes, rather than McLaren, occasion, and rumours persist that Dennis and Mansour Ojjeh have agreed to sell their shares to McLaren's German partner. If this goes through, it is surmised that Dennis will withdraw, and that the team will be operated by Martin Whitmarsh. »»



All images LAT

F1 SEASON 2008

GRAND PRIX PREVIEW

From winter testing, it is evident that McLaren has built a very quick new car, but for all that Stewart is uneasy about the team's coming year.

"I think this season could be an awkward one for McLaren," he says. "Last year they should have ended up not only as constructors' champions, but also with the World Champion driver. The last part of the season was a nightmare for everyone: it must have affected them all, and created the disruption which so obviously affected their mind-management, and their team decisions – think of China, when they couldn't make a decision about when to bring Hamilton in for tyres. And as for whatever happened to him and his car in Brazil, maybe none of us will ever know. McLaren run like clockwork when they're on form, so it was pretty glaring when that changed.



"Looking at the upset, and the damage that was caused in 2007, it makes me feel uneasy about the future, because I think there are still anomalies lurking around every corner that could cause further embarrassment and disarray. And it seems to me that's almost... being provoked in some quarters, which I think is very unnecessary.

"Lewis could easily fall into the 'second season' syndrome"

"At the moment there's a lot of speculation about Ron Dennis, and whether or not he'll remain in the position he's always had. Will he still be a shareholder? He's always had a controlling interest, after all.

"In all the really successful teams, there's always been an identifiable leader – you can go right back to Colin Chapman and Ken Tyrrell. The real power of McLaren – and its continuous success – has come from Ron's drive and single-mindedness. All right, he's made a few enemies because of it, but the bottom line is that he has delivered. Now that has been seriously threatened – I might almost say 'induced' – and I think that's a serious matter. All the top-level Mercedes management people have got day jobs – and day jobs don't work with part-time participation to create success in Formula 1. It literally *never* happens.

"If Martin Whitmarsh is to be the man, he's got to prove himself. All the great team principals have always been *racers*, it seems to me – people who eat, sleep and drink racing. Undoubtedly Ron is a racer, but I think in the last few years he's been distracted by other things – the new factory, the road cars... His mind was certainly not as 100 per cent committed to the race team as it had been – it just wasn't possible, because the business had become big, and had become diversified."

Putting McLaren's management matters to one side, the driver squad looks strong indeed. As Alonso goes from McLaren to Renault, so Kovalainen moves in the opposite direction. And just as Fernando is happier in the more laid back – some might say 'less regimented' – court of Flavio Briatore, so I have the impression that Heikki will thrive at McLaren, where he will be less left to his own devices. In only his second season, circumstance has put him into one of the top two teams, and I feel that on pace he will be much closer to Hamilton than many believe.

"Oh, you bet!" Stewart says. "Kovalainen has got *everything* to gain. He has big ambition, and he has all the skills to do very well. I'm expecting a lot from him.

"As for Lewis, I think the expectations of too many people are far too high. This is still a young man, who's still short of experience – had he been more experienced, *he* would have made the decision to come in at Shanghai, instead of waiting for McLaren. I just could not believe, first, that Ron didn't bring him in, and then that Lewis didn't say, 'I can't drive this car – I've got to come in, and I *am* coming in!' He lost the World Championship right there...

"Lewis had a truly *astonishing* first season, didn't he? But, while I hope it doesn't happen, I think he could easily fall into the 'second season' syndrome which is so common: after a great beginning, the second season falls short of expectations: I know all about it, because it happened to me.

"Things have changed in Lewis's life, haven't they? No longer is he living near the factory, no longer is he in every morning, with his mechanics and engineers, and so on. He's in Geneva – and he's becoming a non-resident, so therefore he's only going to be allowed a small amount of time in the UK. Now, trust me, his life is going to have more distractions in Geneva than in Woking...

"I'm a big fan of Lewis, right? But you've got to say it how it is."

In contrast to McLaren, Ferrari – although it was their man who started it – appears to have come through the 'Spygate' affair almost completely unscathed. The company hierarchy continues to amuse itself by missing no opportunity to take verbal potshots at McLaren, but undoubtedly the team's winter has been a relatively settled one.

There is stability on the driver front, too, with World Champion Räikkönen again partnered by Massa. This season, of course, a variety of 'driver aids' (traction control, launch control and electronic engine braking) have been banned by the FIA, and while the move has been welcomed by all right-thinking enthusiasts, some of the drivers – the great majority of whom have never raced without these 'gizmos' – have been less enthusiastic. Massa was one of several to suggest that the removal of traction control would inevitably render racing less safe, particularly in the wet, and when pre-season testing began, there were suggestions that he was having difficulty in acclimatising.

If a single figure in the sport's history may be considered pivotal in the drive to make it safer, it is Stewart, but he was never a proponent of driver aids. "I'm delighted they're gone – I really didn't like traction control, launch control, and all that rubbish. This is Grand Prix racing, and anyone in it should be able to cope without all that stuff. Seat of the pants...

"It should give better racing, and there should be more mistakes made – not to accident level, but errors costing time. If and when it rains, which it usually does at least once during a season, that will be even more »»



World Champion Räikkönen won't be fazed by the loss of driver aids, but consistency may still be an issue

apparent, because it *will* be more challenging. I know David Coulthard and others have said it might be dangerous, but I don't quite understand that.

"That said, I'm sure the clever folks in F1 – as they always have – will find a substitute! It's just a question of how long it's going to take."

Testing of the Ferrari F2008 has thus far suggested that it will be formidable from the outset, and many believe that the traction control ban will suit Räikkönen – the freestyle genius – to a tee. Stewart agrees, but still has his doubts about the consistency of both Ferrari drivers.



"Kimi can be absolutely brilliant, but I think there are still some days when he isn't quite the man he *can* be. Felipe is extraordinary, I think when he's really on it – but he just needs to even out some of the peaks and valleys. Having been there myself, I know that to produce a great performance occasionally is one thing, but to work continuously at that level is quite another.

"Overall, you'd have to say Ferrari were favourites at this stage; in the 'Spygate' thing, they seem not to have been hit by any dangerous shrapnel, and therefore they're in a position to be better prepared than McLaren. As I said, McLaren have an immense challenge on their plate to regroup, to recalibrate their minds and spirits."

One significant change at Ferrari is that Jean Todt has stood down, to be replaced as team principal by Stefano Domenicali. While Todt is by no means the most popular man around, those with whom he has worked will hear no word against him, and there's no doubt that his effect on Ferrari, on its organisation, its working practices, has been profound.

"We don't know how many races Todt will go to," says Stewart, "but I think his absence is bound to have some influence. Leadership is a very big thing: I don't think anybody could have taken up the reins of Ken Tyrrell, for example, if he had renewed his interest in the wood business, and missed a few Grands Prix because of it. You've just got to be there."

In 2007 BMW made conspicuous progress, firmly asserting itself as 'best of the rest' after Ferrari and McLaren. Mario Theissen has said that this is the year when the team has to start winning a race or two, but if BMW is to maintain its position of last season, the feeling is that it will face strenuous opposition, not least from Renault, not least – perhaps – from Williams.

"The people at BMW," Stewart says, "are all incredibly driven, and desperate to justify themselves – Theissen is almost *too* focused, in a very Germanic way. He's got a soft side to him, but almost his only quest in life is to win a race – and a championship. It looks like a very solid operation, I must say. For example, I always think, when I walk down the pitlane, that BMW have the best-looking garage. Everything seems well done, without being *overly* done, if you know what I mean.

> "Fernando lost his maturity last season... and that's a flaw"

"Nick Heidfeld drives very well – in fact, that's been a bit of a surprise to me, and I think the car must be bloody good. Everybody expected Robert Kubica to assert himself in the team last year, but Nick raised his game – I think he needed to do it, but he definitely did."

In some ways, the biggest question mark – with the first race still six weeks away, at the time of writing – is against Renault, which won two World Championships with Alonso, then last year faded without almost trace in his absence. More than most, the team had difficulty in getting its car to work satisfactorily on the Bridgestone 'spec' tyres, but there was also a sense of deflation: Alonso had gone, and while Kovalainen was a promising rookie, Giancarlo Fisichella – a known quantity if ever there was one – was hardly a team leader to quicken the pulse.

"Renault's engineering has been consistently good over the years," says Stewart. "I think very highly of Pat Symonds – a very practical, level-headed man – but does he have as much enthusiasm and energy for it today as he did in years past? Perhaps he does, but it *is* a struggle to keep that kind of performance going. They had a setback last year, and maybe Alonso's return will bring them back to life.

"I think Fernando lost his maturity last season – his mind-management was severely affected. Prior to that I was very impressed by his ability to be calm, but when there was pressure last year at McLaren, all his common sense disappeared – and that's a flaw. Whether he can get rid of that, and come back, when he's still got to beat Hamilton and Räikkönen and whoever else, we'll have to wait and see.

"I'm expecting him to, I must say, because fundamentally he's a quite brilliant racing driver – even in all the turmoil last season he was turning in great performances, and you had to admire that. Once Michael had retired, I thought he was the best."

Certainly Alonso will savour the fact that, back in his old team, he is the unequivocal number one, his team-mate this year Nelson Piquet Jr, another rookie, but one not expected to present the problems he had with Hamilton.

Thus far, Stewart is not too impressed by what he has seen of Piquet Jr. "Listen, the boy's obviously got talent, but I think daddy's too rich, mummy's too flattering... he's spoiled, he gets anything he wants. Daddy flies a Citation 10 – and comes to see him in an F3 race! He expects everything to come his way, he's got a short attention span... life's been too easy.

"As for Flavio Briatore, he has his own style, and I've always admired the way he runs a team – I just hope he isn't too distracted by his new-found interest in QPR..."

One man, it may be said, will assuredly not be distracted by *anything* outside F1. Going into his 39th season as a team owner, Frank Williams is as single-minded as ever, and testing has suggested that the Toyota-powered FW30 may be the most competitive car from Williams in a long time. Stewart, who works with the Royal Bank of Scotland, one of FW's sponsors, is optimistic.

"I think Frank's got more money for 2008 than he's had for many years – maybe more than he's ever had – and that buys *people*. In Frank's case, it doesn't buy cigars and ➤➤➤

AN AUCTION OF FINE COLLECTORS' CARS, MOTORCYCLES, BICYCLES AND AUTOMOBILIA

15TH - 16TH APRIL AT THE HARROGATE INTERNATIONAL CENTRE









Entries are now invited. For further information please contact your nearest H&H office:

CHESHIRE **Simon Hope** Tel: 01925 730630 Fax: 01925 730830
Email: info@handh.co.uk

AVON **Damian Jones** Tel: 07855 493737
Email: damian.jones@handh.co.uk

SURREY **Marcus Ross** Tel: 01428 770015 or 07815 808542
Email: marcus.ross@handh.co.uk

H&H
Whitegate Farm, Hatton,
Cheshire WA4 4BZ
United Kingdom

Phone: +44 (0)1925 730630
Fax: +44 (0)1925 730830
Email: info@handh.co.uk

Featured in our April auction

1966 Aston Martin DB6 Short Chassis Volante
Chassis number DBVC / 2323 / R

One of only 37 examples built on the last of the DB5 chassis, 'DBVC/2323/R' left the factory on 24 September 1965 and was first registered on 11 January 1966. Finished in Pacific blue with tan leather upholstery, the car has formed part of a small private collection since 2000. The engine underwent an extensive overhaul in 1988 by marque specialists Goldsmith and Young and has since covered only 7,000 miles.

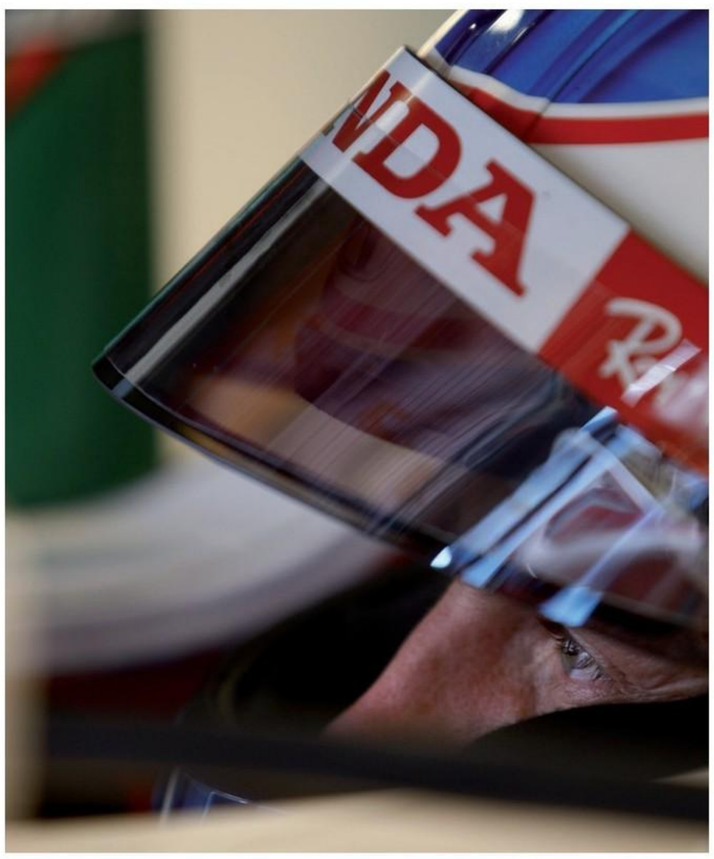
For our full auction details visit: **www.handh.co.uk**
To bid live online visit: **www.liveauctioneers.com**

ENTRIES NOW INVITED

A V O N • C H E S H I R E • S U R R E Y

cognac – he will spend it in order to try and bring back the Williams we've known in the past. Everyone would like to see that, and so far it's looking promising.

"Nico Rosberg is very underrated – he's an exceptionally good young driver, and also very confident, in an understated way. Mind you, I also think every driver needs a team-mate to *beat*, and as yet we don't know if Kazuki Nakajima fits that bill. Frank will tell you that Nakajima's lap times in Brazil last year were almost exactly the same as Rosberg's – but how hard was Nico driving in Brazil? OK, I know he was racing for fourth position, and being hard pressed – but when that's the case, sometimes you're not driving at your absolute fastest.



"We all know that having a quick driver in the second car is terribly important. And for some reason we haven't yet seen a Japanese driver able to do it at the top level. Nakajima is very promising, but we've got to see the boy deliver. I think Nico needs a competitor, and it would have been great if Williams could have got Sebastian Vettel, but I guess he was already signed elsewhere. I think he's really got something special…"

> "Jenson is still one of the best technical drivers in the business"

And what of the under-achievers, the teams which have thrown money at F1, yet so far failed to produce much in the way of results?

"Red Bull," says Stewart, "are clearly desperate to do well. Adrian Newey is no dummy, and neither is Geoff Willis – he's very complimentary to Adrian. They've got Renault engines, and everything should be in place.

"David Coulthard has an incredible accumulation of knowledge. He's not fazed by anyone pressuring him; he must be one of the most difficult men to pass – not because he keeps blocking people, but because he just knows which piece of road to use, which corners you must come out of cleanly in order to avoid being passed at the end of the next straight. If people get past him, they go rushing off – but they can't get past! You don't win 13 Grands Prix without being bloody good!

"I think Mark Webber has an incredible amount of skill. He's a topline racing driver, but he does get emotionally disturbed by continual mechanical failures – he really doesn't like it when things don't go well. But he's got the talent and he's certainly got the fitness, and I'd love to see him win a Grand Prix."

In many ways the biggest story of the winter was that Ross Brawn, after a sabbatical, was returning to F1, not with Ferrari, but Honda – and as team principal, no less.

No one needs to be reminded that the Honda team had a catastrophic season in 2007, with Button scoring only six points, and Barrichello – astonishingly – none at all. "Jenson says the car's a dog," I said to Rubens at one point. "I disagree," he said. "I *like* dogs…"

"I see similarities," says Stewart, "between the two Japanese teams. Toyota, for example… I look at the team in the paddock and the pits, and everything seems clean and nice and tidy, and so on. But what also comes across is that it's run by a large, multi-national corporation – and we know that doesn't work in F1. The best example of that, God knows, was the Ford Motor Company, in the days of Jaguar Racing. It *does not* work when you have a bureaucratic maze.

"I worry about Toyota not coming out of that, because to do it they need a leader in the way that Honda needed Ross Brawn – they need someone who's dynamic, who's going to say, 'Listen, I'm sorry Tokyo, I'm too busy to talk to you right now. I'm making a big decision here – and, by the way, I've made it…'"

Everyone expects that Brawn, who is believed to have pretty well *carte blanche* at Honda (in itself a fundamental shift in the company's philosophy), will have a very significant effect on the way the team goes about the business of F1 racing, but Ross is making it clear that an overnight miracle should not be anticipated, that it will take time. When he signed his contract, for one thing, it was already too late for him to play any part in the '08 car. For all that, Stewart believes Brawn's presence will soon be felt.

"Oh, he's going to change it a lot, isn't he? I think he's going to bring an air of calm and confidence to a bunch of people who always had the *potential* to do it. Part of the problem was that Nick Fry didn't have the knowledge and experience to be able to make the kind of decisions that Ross will make – people like him don't grow on trees.

"Jenson, I think, is still one of the best technical racing drivers in the business: when you see cockpit footage of him, he's not a busy boy – there are very few hand movements. Very similar to Alain Prost in that respect: hardly ever do you see the car being over-driven, and I like that. As for Rubens, on a good day he's still a force to be reckoned with, but sometimes last year I don't think his heart and soul were in it – mind you, I felt that the spirit in the *team* was like that. Ross will help that immensely.

"As for Toyota, it's difficult to know what to say. They've certainly done the right thing in getting rid of Ralf Schumacher, but what else has changed? I've always rated Jarno Trulli highly as a pure driver, but again there are too many peaks and valleys. He's only won one Grand Prix – and there are plenty of people who've done that, aren't there?"

Well yes, I say, but wasn't it amazing that Trulli's should have come at Monaco, of all places, where in 2004 his Renault dominated both qualifying and race?

Stewart isn't impressed. "Funnily enough, I don't think Monaco's that difficult to win – in fact, I think it's probably the easiest Grand Prix to win."

Except in terms of not making a mistake…

"No, OK, you can't do that – but one of the requisites of being a topline racing driver is that you *don't* make mistakes…"

Exacting standards, as always.

• *For details of the 2008 calendar, turn to p151. Read on for team and driver profiles.*

FERRARI

FIRST SEASON: 1950
NUMBER OF GPs: 758
NUMBER OF WINS: 201
2007 POSITION: 1st (201 POINTS)
BASED: MARANELLO, ITALY
TEAM BOSS: STEFANO DOMENICALI
CHASSIS: F2008
ENGINE: FERRARI TYPE 056
NUMBER OF CHAMPIONSHIPS: 15
TEST DRIVERS: LUCA BADOER, MARC GENÉ



KIMI RÄIKKÖNEN

AGE: 28
NATIONALITY: FINNISH
NUMBER OF STARTS: 121
WINS: 15
POINTS: 456
CHAMPIONSHIPS: 1
POLE POSITIONS: 14
FASTEST LAPS: 25
LAST YEAR'S POSITION: 1st

FELIPE MASSA

AGE: 26
NATIONALITY: BRAZILIAN
NUMBER OF STARTS: 87
WINS: 5
POINTS: 201
CHAMPIONSHIPS: 0
POLE POSITIONS: 9
FASTEST LAPS: 8
LAST YEAR'S POSITION: 4th

Ferrari's last-gasp victories in both 2007 World Championships came as something of a surprise, even to such as Jean Todt. This year the team is out to prove that it really has emerged from the Schumacher/Brawn era in strong shape, and that the carefully laid succession plans have worked. Indeed, Brawn himself has admitted that he had expected the team to be struggling after his sabbatical, and since there was no 'rescue' job to be performed, there was little point in returning.

There are more changes this year as Todt has taken a step back and been replaced as team principal by his protégé Stefano Domenicali, who has developed through his previous roles of team manager and sporting director. For the first time since he joined in 1993 Todt won't be at all the races. It will be fascinating to see how things develop under the energetic and persuasive Domenicali, who is a very different character. The technical side has also been reshuffled, with Aldo Costa gaining more responsibility as technical director.

The driver line-up remains as before, and that is the most interesting aspect of the team's season. Will Felipe Massa be able to mount a more consistent challenge – and if so, how will the team balance the interests of its two talented drivers?

Despite both men being in the title hunt it never became an issue in 2007, although there were rumblings from the frustrated Brazilian after the drivers swapped the lead as part of the team strategy in France. Massa has enjoyed a cosy relationship with the management, but the dynamic has changed now that his mentor is no longer hands-on. Räikkönen has established his place in Ferrari folklore after winning in his first season, and it will be hard for Felipe to get back on top.



Last season most of the focus was on Hamilton and Alonso, but it was ex-McLaren man Räikkönen who quietly got on with the job to beat his successors. After five years at Woking where reliability issues cost him two potential titles, he went to Maranello a well-rounded package. He took a few races to settle in, but was then awesomely competitive. Usually new World Champions emerge stronger, their self-belief boosted; others lose focus and drift towards retirement. There are no signs that Kimi will fall into the latter category, and he'll no doubt enjoy the challenge of the traction control-free era.



It was in 2006 that Massa really came of age, and proved that he could earn pole positions and race wins. He even gave team-mate Michael Schumacher a hard time. Last season bad luck and a few costly mistakes meant the title momentum swung towards his team-mate, and ultimately he had to play a supporting role. He is determined to become the team's main challenger in 2008, and that means he has to get an early jump on Räikkönen and be a consistent pacesetter. Massa's qualifying form has been impressive at Ferrari, but will this really be his year?

F1 SEASON 2008

GRAND PRIX PREVIEW

McLAREN

FIRST SEASON: 1966
NUMBER OF GPs: 630
NUMBER OF WINS: 156
2007 POSITION: –
BASED: WOKING, UK
TEAM BOSS: RON DENNIS
CHASSIS: MP4-23
ENGINE: MERCEDES-BENZ F0 108V
NUMBER OF CHAMPIONSHIPS: 8
TEST DRIVERS: PEDRO DE LA ROSA, GARY PAFFETT



LEWIS HAMILTON

AGE: 23
NATIONALITY: BRITISH
NUMBER OF STARTS: 17
WINS: 4
POINTS: 109
CHAMPIONSHIPS: 0
POLE POSITIONS: 6
FASTEST LAPS: 2
LAST YEAR'S POSITION: 2nd

HEIKKI KOVALAINEN

AGE: 26
NATIONALITY: FINNISH
NUMBER OF STARTS: 17
WINS: 0
POINTS: 30
CHAMPIONSHIPS: 0
POLE POSITIONS: 0
FASTEST LAPS: 0
LAST YEAR'S POSITION: 7th

It's hard to believe that McLaren has not won a World Championship since 1999. This could be the year when the drought finally ends, as the world waits to see if Lewis Hamilton can get the job done.

After the extraordinary 2007 season all at Woking are hoping that this year the focus will be solely on the track. The spy scandal took an enormous toll on the management, and clearly took some of the edge off the title campaign. In theory, the saga is now consigned to history, although Ferrari folk will no doubt dredge it all up when the time is right.

Ron Dennis has long hinted at future retirement and at the team launch in January he preferred to take a back seat. Correspondingly Martin Whitmarsh's profile has increased of late, and no doubt that process will continue this season.

There wasn't too much wrong with the technical package last year and sensibly the team has refined it, rather than make radical changes. Nevertheless, it is claimed to be better in all areas. Certainly the team has a lot more knowledge of Bridgestone rubber going into this year, not that it seemed to be a disadvantage last season.

Rivals claim that McLaren has an advantage through its experience with the standard ECU software, developed by its sister company, and it remains to be seen whether that is true.

Heikki Kovalainen was an inspired choice to fill the seat vacated by Fernando Alonso, and has already proved to be a breath of fresh air. All eyes will be on how he fares against Hamilton. It's worth remembering just how competitive the team was last year, despite the pressures created by Alonso's sometimes destructive behaviour. Without that self-inflicted handicap dragging it down, McLaren could prove hard to beat.



No driver has ever experienced a rookie season like the one Hamilton enjoyed in 2007. He learned a great deal last year, on and off the track, and is surely now prepared for anything which might come his way. He knows the circuits, understands the rhythm of the busy racing season, and is aware of how to play the media game. That experience means he should be in a much stronger position. The big difference is that he starts the year as a title favourite rather than an underdog rookie. There is huge expectation on his shoulders, but that's the sort of thing on which he thrives.



Heikki Kovalainen is another tough team-mate, but unlike Fernando Alonso, he won't create waves off-track. His placid exterior disguises a steely determination, and like Lewis, he'll put that rookie-year knowledge to use. After a shaky start at Renault he proved a quick learner. His drive onto the podium at a wet Fuji, under pressure from Räikkönen, was proof of his talent. But his face didn't fit when Briatore juggled his prospective '08 combinations around, and McLaren was quick to act. In some ways the pressure is all on his team-mate, as Heikki can only gain if he shows well against Lewis.



The car EXPERIENCE

www.thecarexperience.com

(001) 705.726.7399

The Car Experience excels in providing its clientele with the comfort of true peace of mind, and complete Worldwide service, when the time to buy or sell an Exotic or Classic automobile has come:

- Locating unique and nonpareil automobiles
- Import/Export services
- Conversion
- Customs
- Shipping
- Inspections/Appraisal

Call, or email Rayda Sinni –
President C.E.O of The Car Experience:
rayda@thecarexperience.com

The Car Experience is a division of Experience Network Production Corporation – References and portfolio of recent transactions available, privacy policy allowing - 128 Wellington St. West – Suite 305 – Barrie, ON L4N 8J6 - Canada

F1 SEASON 2008

GRAND PRIX PREVIEW

BMW SAUBER

FIRST SEASON: 2006
NUMBER OF GPs: 35
NUMBER OF WINS: 0
2007 POSITION: 2nd (101 POINTS)
BASED: MUNICH, GERMANY AND HINWIL, SWITZERLAND
TEAM BOSS: MARIO THEISSEN
CHASSIS: F1.08
ENGINE: BMW
NUMBER OF CHAMPIONSHIPS: 0
TEST DRIVERS: CHRISTIAN KLIEN, MARKO ASMER

NICK HEIDFELD

AGE: 30
NATIONALITY: GERMAN
NUMBER OF STARTS: 132
WINS: 0
POINTS: 140
CHAMPIONSHIPS: 0
POLE POSITIONS: 1
FASTEST LAPS: 0
LAST YEAR'S POSITION: 5th

ROBERT KUBICA

AGE: 23
NATIONALITY: POLISH
NUMBER OF STARTS: 22
WINS: 0
POINTS: 45
CHAMPIONSHIPS: 0
POLE POSITIONS: 0
FASTEST LAPS: 0
LAST YEAR'S POSITION: 6th

In only the team's second season in its current guise BMW Sauber emerged as F1's third force in 2007 and actually finished the championship in second place after McLaren was penalised.

The team will be hoping to repeat that result on merit this year, and the stated aim is to at least achieve a race win. Closing the gap and breaking the Ferrari/McLaren stranglehold will not be easy, and others may prove to be stronger than they were last season, notably Renault. Having said that, the building process is complete and all the pieces are now in place, so there is no reason why the team should not continue its upward momentum.

Last year BMW did better than most in making the transition from Michelin to Bridgestone tyres and the car was consistently competitive on all types of tracks, rarely dropping out of the top six in qualifying or the races. The team's greatest strength is its aero department, thanks to arguably the best wind tunnel and CFD facilities in the sport. And aero is of course where the greatest gains are to be made, not just during the winter, but over the course of a season. Testing got off to a relatively modest start, but the team is confident that come Melbourne the F1.08 will be on the pace.

Unlike other big players the team is refreshingly free from any political element, and Mario Theissen has emerged as a talented and respected manager who is not afraid to take big decisions, especially when it comes to drivers. He perhaps acted a little prematurely last year by re-confirming the team's line-up long before Alonso became available, but on the other hand putting a 'difficult' superstar in at this stage was presumably not part of the grand plan. BMW's time will no doubt come.



He struggled in midfield cars for several seasons until coming to the fore at BMW-powered Williams in 2005, and when the engine supplier took over Sauber, Heidfeld moved across as well. Over the past two seasons the quiet German's reputation has been enhanced by a series of solid performances, which included some podium finishes, and he has repaid the loyalty of Theissen in spades. He turned 30 last year, however, and time is no longer on his side. Other names are eyeing his seat and thus it's crucial that he achieves some good results as the season unfolds.



Kubica burst onto the scene when he was called upon to take over from ex-champ Jacques Villeneuve in 2006, and he guaranteed himself a bright future by finishing third at Monza. Last season he endured a lot of misfortune, most notably when he crashed in Canada and missed the next race. He was often outshone by Heidfeld, but enjoyed some good runs into the points. The Pole knows he has to raise his game again, but there is no doubt he has the talent to be a top contender in the coming years. Kubica certainly keeps Heidfeld on his toes and the pair work well together.





The Herbert Linge XXIV Mille Miglia Trophy 1957, a rare fine stirling silver model “Dem Deutschen Meister 1963” signed by Ferry Porsche. The collection include the whole trophies and correspondences.

Automobilia Auction Ladenburg
25./26.April 2008
The Herbert Linge Collection
Porsche factory Racing Driver

The Frank Boxmeer Collection- more than 100 sculptures, trophies and figures.

Seidel und Friedrich GdbR
Lustgartenstrasse 6 - D-68526 Ladenburg
Phone: +49(0)6203-957777
Fax: +49(0)6203-17193
Email: info@autotechnikauktion.de

Catalogue 15 GBP / 30 USD -phone +49(0)6203-957777

Ltd Edition catalogue handsigned
by Herbert Linge 30 GBP/60 USD

http://www.autotechnikauktion.de



A rare bronce gold plated Trophie by Marcel Debut (1865-1933)



A fine marble sculpture of E. Junek (1900-1994)

F1 SEASON 2008

GRAND PRIX PREVIEW

RENAULT


ING
ING
ING

WILLIAMS



FIRST SEASON: 1975
NUMBER OF GPs: 551
NUMBER OF WINS: 113
2007 POSITION: 4th (31 POINTS)
BASED: GROVE, UK
TEAM BOSS: FRANK WILLIAMS
CHASSIS: FW30
ENGINE: TOYOTA
NUMBER OF CHAMPIONSHIPS: 9
TEST DRIVER: NICO HULKENBERG

More than a decade has passed since Williams last won the World Championship, and it's been five years since the team mounted a serious title bid. Nevertheless, it is still a highly professional outfit capable of challenging the manufacturers, despite the obvious budget limitations that any self-financed organisation faces.

At 65 Frank Williams is as enthusiastic as ever and he'll be keen to do well on the 30th anniversary of his team's rebirth as Williams Grand Prix Engineering. He has a supportive engine partner in Toyota, and unlike some customer deals, it appears to be a healthy and open relationship. Indeed, Williams frequently humbled the works team last year.

The design team lost its way towards the end of the BMW era, but latterly things have improved. The 2008 car was impressive in early testing, although there was a glitch when a wing problem caused a crash. A good qualifier, Nico Rosberg is one of the team's biggest assets, and this should be the year when he comes of age. It's very much a learning season for Toyota protégé Kazuki Nakajima.

NICO ROSBERG

AGE: 22
NATIONALITY: GERMAN
NUMBER OF STARTS: 35
WINS: 0
POINTS: 24
CHAMPIONSHIPS: 0
POLE POSITIONS: 0
FASTEST LAPS: 0
LAST YEAR'S POSITION: 9th



Rosberg made a splash at the start of his F1 career in 2006, but what really earned the respect of the paddock was a series of strong performances in '07, especially in qualifying. That attracted the interest of McLaren, but the German extended his contract with Williams. With a novice team-mate alongside, the focus will be on Nico and that will give him a chance to prove whether he really has the potential to be a major star.

KAZUKI NAKAJIMA

AGE: 23
NATIONALITY: JAPANESE
NUMBER OF STARTS: 1
WINS: 0
POINTS: 0
CHAMPIONSHIPS: 0
POLE POSITIONS: 0
FASTEST LAPS: 0
LAST YEAR'S POSITION: 22nd



Like both Rosberg and fellow rookie Nelson Piquet, Kazuki Nakajima is the son of a famous racer – as in the slightly less successful 1980s Lotus racer Satoru Nakajima. Toyota eased Kazuki's move into a Williams test role last year, and he had the chance to race at Interlagos in place of Alex Wurz. Despite an accident in the pits, his pace impressed and he landed a race seat. He needs to be less erratic than he was in GP2.

RED BULL RACING



FIRST SEASON: 2005
NUMBER OF GPs: 53
NUMBER OF WINS: 0
2007 POSITION: 5th (24 POINTS)
BASED: MILTON KEYNES, UK
TEAM BOSS: CHRISTIAN HORNER
CHASSIS: RB4
ENGINE: RENAULT
NUMBER OF CHAMPIONSHIPS: 0
TEST DRIVER: SEBASTIAN BUEMI

Heading into its fourth season since the Jaguar takeover, Red Bull should be in a position to make good progress. At times last year the car was the fourth-best on the grid, vying with Williams and Renault, and that is a good platform on which to build.

That car was the first to be fully overseen by Adrian Newey and was a major step forward technically. Obviously the team learned a lot and for the first time in its short history it is carrying over the same engine between seasons – and there is not much wrong with the Renault V8. Crucially, the key issue of reliability, which was a major weakness throughout 2007, has been addressed in large part by the presence of former Honda technical director Geoff Willis, who joined last summer. His job has been to get things right back at the factory, leaving Newey free to focus on what he does best – leading the design team.

The drivers have a ton of experience and are capable of taking any opportunities to grab points. All the pieces of the puzzle have been put in place and now it's a question of whether Newey has got his sums right.

DAVID COULTHARD

AGE: 36
NATIONALITY: BRITISH
NUMBER OF STARTS: 228
WINS: 13
POINTS: 527
CHAMPIONSHIPS: 0
POLE POSITIONS: 12
FASTEST LAPS: 18
LAST YEAR'S POSITION: 10th



The Scot's career appeared to be over when he left McLaren at the end of 2004, but he has forged a strong relationship with Red Bull and has been a key player in building the team. DC turns 37 in March and is now the oldest driver in the field. But he has scored regular points over the past three seasons and continues to bat away talk of when he will retire.

MARK WEBBER

AGE: 31
NATIONALITY: AUSTRALIAN
NUMBER OF STARTS: 104
WINS: 0
POINTS: 79
CHAMPIONSHIPS: 0
POLE POSITIONS: 0
FASTEST LAPS: 0
LAST YEAR'S POSITION: 12th

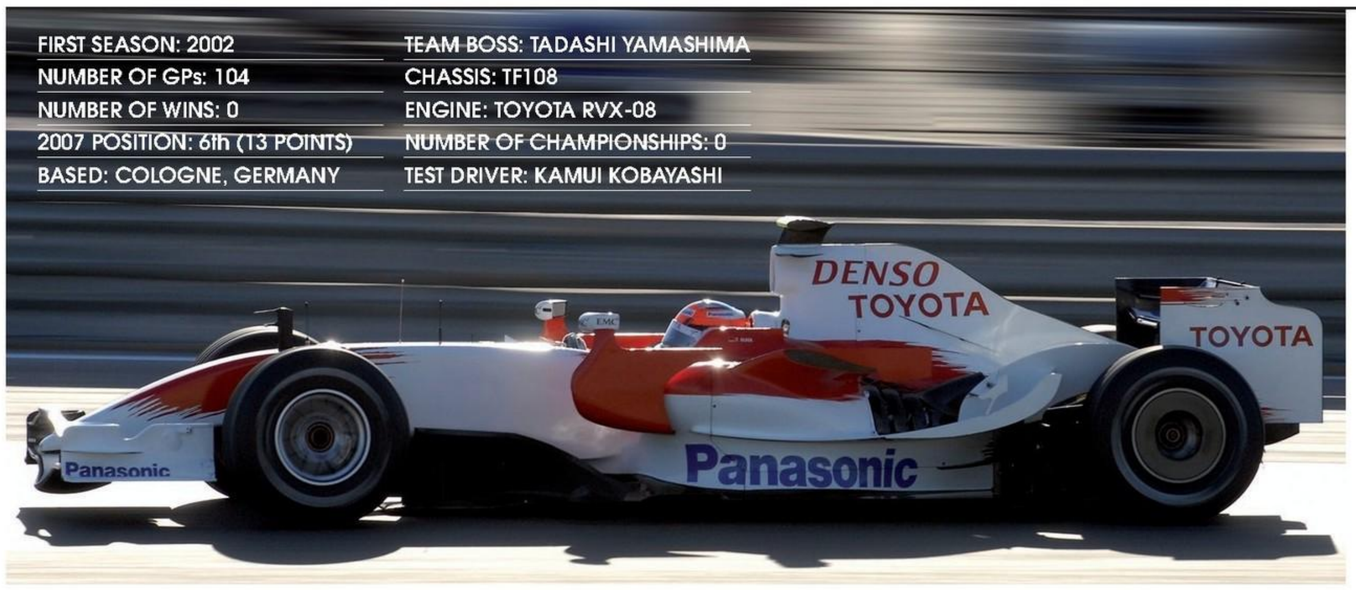


Mark Webber is acknowledged as one of the best qualifiers in F1 and was a regular top 10 man last year. The Aussie scored a great podium finish in the Nürburgring rain, but there are still question marks over his ultimate ability as an out and out racer. He has a habit of being in the wrong place at the wrong time, but he may now finally have a chance to silence the critics.

F1 SEASON 2008

GRAND PRIX PREVIEW

TOYOTA



FIRST SEASON: 2002
NUMBER OF GPs: 104
NUMBER OF WINS: 0
2007 POSITION: 6th (13 POINTS)
BASED: COLOGNE, GERMANY

TEAM BOSS: TADASHI YAMASHIMA
CHASSIS: TF108
ENGINE: TOYOTA RVX-08
NUMBER OF CHAMPIONSHIPS: 0
TEST DRIVER: KAMUI KOBAYASHI

In 2005 Toyota was a regular podium finisher and it seemed that before long the team would be challenging for victories. Over the past two years the team has failed to build on that, however, and has often been a midfield runner at best. The decision to force Mike Gascoyne out may have been a little short-sighted, and it's worth noting that unlike such as Honda and RBR, the team has not felt the need to recruit key players to bolster its technical squad.

The big change this year is that Ralf Schumacher has gone, to be replaced by highly motivated newcomer Timo Glock. The youngster's arrival provides a welcome boost to what had become a tired-looking line-up, and he also brings useful knowledge from BMW.

Reliability was the prime concern two years ago, but in 2007 the package was simply not quick enough, although Jarno Trulli often scraped into the top 10 in qualifying. The team has made big changes to the car this winter in an attempt to close the gap and make its overall form more consistent, but early testing suggests there is still much to do.

JARNO TRULLI

AGE: 33
NATIONALITY: ITALIAN
NUMBER OF STARTS: 181
WINS: 1
POINTS: 183
CHAMPIONSHIPS: 0
POLE POSITIONS: 3
FASTEST LAPS: 0
LAST YEAR'S POSITION: 13th



Still only 33, Trulli continues to be something of an enigma in the F1 world. There can be no doubting his qualifying speed and he can be relied upon to benchmark the ultimate pace of a racing car. However, on Sundays his form is often erratic, and he has never been comfortable over a race stint with a car that handles inconsistently. With Schumacher gone, he may benefit from being the senior man in the camp.

TIMO GLOCK

AGE: 25
NATIONALITY: GERMAN
NUMBER OF STARTS: 4
WINS: 0
POINTS: 2
CHAMPIONSHIPS: 0
POLE POSITIONS: 0
FASTEST LAPS: 0
LAST YEAR'S POSITION: –



Glock had a few outings with Jordan in 2004, but then faced a long exile in Champ Car and GP2 before a BMW test role made his dream of returning to F1 come closer. Success in last year's GP2 series encouraged Toyota to steal him away, and he could prove to be an inspired choice. Quiet, hardworking and unpretentious, he now has the experience to go with the talent that he obviously always had.

HONDA



FIRST SEASON: 1964
NUMBER OF GPs: 70
NUMBER OF WINS: 3
2007 POSITION: 8th (6 POINTS)
BASED: BRACKLEY, UK

TEAM BOSS: ROSS BRAWN
CHASSIS: RA108
ENGINE: HONDA RA808E
NUMBER OF CHAMPIONSHIPS: 0
TEST DRIVER: ALEXANDER WURZ

Honda had a disastrous season in 2007, only rarely making the points and sometimes struggling to beat sister outfit Super Aguri. In fact there were fundamental design faults with the car that made it inherently unstable under braking and generally inconsistent.

The pressure to perform and get anywhere near the team's excellent 2004 form is now enormous. Last summer team boss Nick Fry embarked on a recruitment drive that culminated in the hiring of Ross Brawn in November, a coup that has transformed the team's prospects. There is no more room for excuses.

Although he carries the title of team principal, the ex-Ferrari man is in sole charge of technical matters. Things do not change overnight, however. The process of turning Honda into a title contender will be a long one, and it will take time to get the revamped design squad working in harmony. Having said that, there is no better man than Brawn to tackle such a task, for he has already performed similar roles at Benetton and Ferrari. The RA108 was disappointing in early testing, although the team insists that new parts will put the car on a respectable pace by Melbourne.

JENSON BUTTON

AGE: 28
NATIONALITY: BRITISH
NUMBER OF STARTS: 135
WINS: 1
POINTS: 229
CHAMPIONSHIPS: 0
POLE POSITIONS: 3
FASTEST LAPS: 0
LAST YEAR'S POSITION: 15th



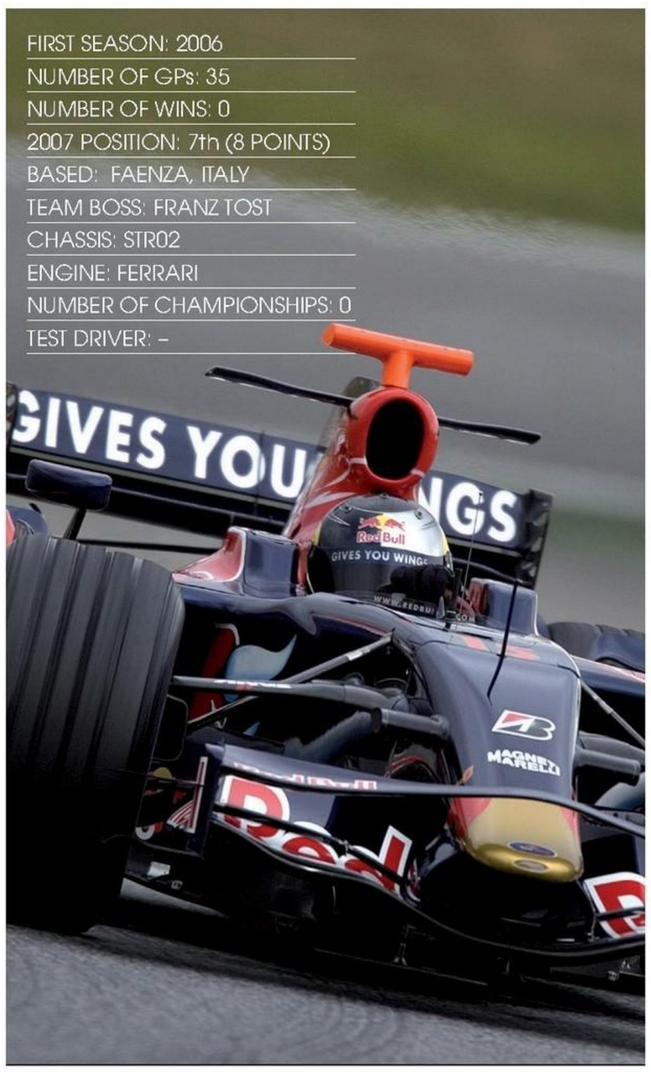
Jenson Button is fully committed to the Honda team for the long term – something he may have regretted at times last year when he struggled near the back of the field. But his loyalty has been repaid by the arrival of Ross Brawn and he clearly still believes that things will get better in the future. Heading into his ninth season he has amassed a vast amount of experience and has developed into a great team player who inspires the troops.

RUBENS BARRICHELLO

AGE: 35
NATIONALITY: BRAZILIAN
NUMBER OF STARTS: 250
WINS: 9
POINTS: 519
CHAMPIONSHIPS: 0
POLE POSITIONS: 13
FASTEST LAPS: 15
LAST YEAR'S POSITION: 20th



He's not quite the oldest driver, but Barrichello is now the most experienced man in the 2008 field, and this year he will overtake Riccardo Patrese's record for the most Grand Prix starts. The Brazilian has found the going tough since leaving Ferrari two years ago and struggled more than his team-mate did with the disappointing RA107, failing to score a point. Nevertheless, he maintains that he is as motivated as ever.



TORO ROSSO

The former Minardi team made huge strides in its second season under Red Bull ownership in 2007. Using a development of the sister RBR team's car, but with Ferrari rather than Renault power, STR got off to a shaky start. The car was ready late, reliability problems proved costly and an impatient management fell out with the drivers. But good progress was made towards the end of the season and the arrival of Sebastian Vettel was a major boost. The team starts 2008 with an upgrade of the old car, but that might work in its favour in that it is a proven package.

SEBASTIAN VETTEL

AGE: 20
NATIONALITY: GERMAN
NUMBER OF STARTS: 8
WINS: 0
POINTS: 6
CHAMPIONSHIPS: 0
POLE POSITIONS: 0
FASTEST LAPS: 0
LAST YEAR'S POSITION: 14th



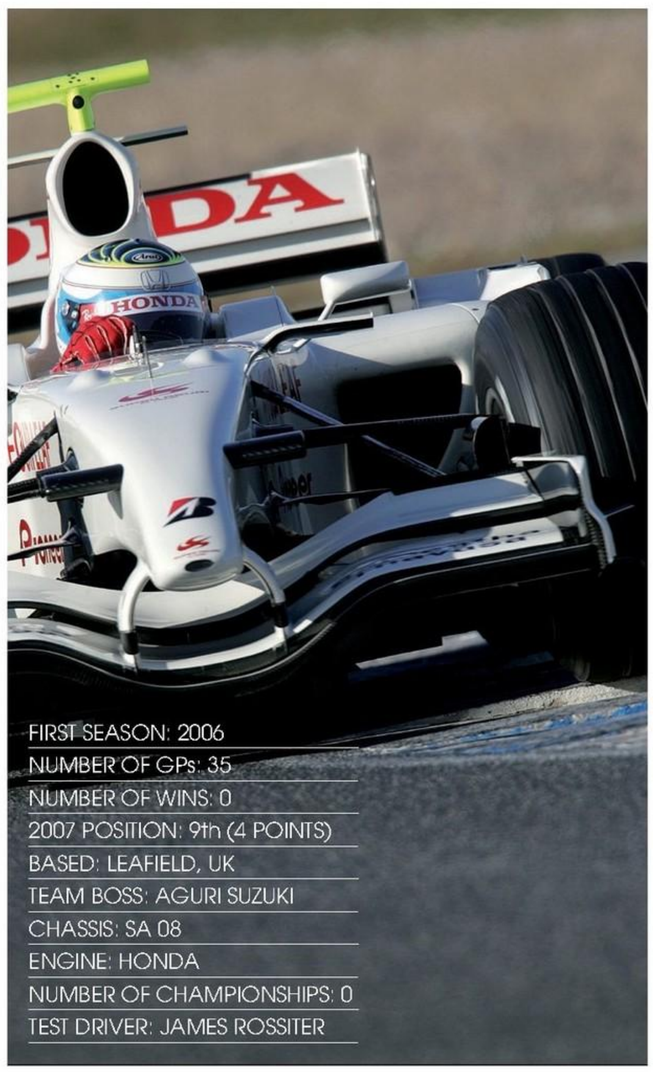
Vettel enjoyed support from Red Bull and BMW as he was fast-tracked through the junior ranks. A timely chance to replace Kubica at Indy last year indicated he was ready to move up, and Red Bull won the battle for his services. His pre-crash form at a wet Japan and the way he bounced back in China showed he is made of the right stuff. There's no doubt he has the talent to become a major star.

SÉBASTIEN BOURDAIS

AGE: 29
NATIONALITY: FRENCH
NUMBER OF STARTS: 0
WINS: 0
POINTS: 0
CHAMPIONSHIPS: 0
POLE POSITIONS: 0
FASTEST LAPS: 0
LAST YEAR'S POSITION: –



This quadruple Champ Car title winner is only the latest in a long line of stars to make the move from North American racing to F1. Whether he does it with the form of a Zanardi or a Montoya remains to be seen, but he does have a strong pedigree dating back to F3 and F3000. Bourdais was overlooked by Renault first time around, so now it's up to him to prove that Flavio Briatore's team got it wrong.



SUPER AGURI

At the time of writing Super Aguri's 2008 plans remained unclear, and discussions with potential investors had yet to bear fruit. There's no doubt that new funding is sorely needed and it's clear that an impatient Honda does not want to have to divert extra resources to the team. After its difficult first season the team had use of a reworked Honda RA106 design last year, and to its great credit made huge progress. Indeed, on more than one occasion a Super Aguri humbled a works Honda. However, the team has not had the budget with which to move forward over the winter.

ANTHONY DAVIDSON

AGE: 28
NATIONALITY: BRITISH
NUMBER OF STARTS: 20
WINS: 0
POINTS: 0
CHAMPIONSHIPS: 0
POLE POSITIONS: 0
FASTEST LAPS: 0
LAST YEAR'S POSITION: 23rd



Davidson's place remains in doubt and it seems he could yet be usurped by a paying driver, which would be a great shame. His Honda connections finally landed him a full-time drive with Aguri last year and he quietly impressed all with his speed – especially during qualifying in the latter half of the year, when he often outpaced Sato. Luck was rarely on his side, and he should have scored points in Canada.

TAKUMA SATO

AGE: 32
NATIONALITY: JAPANESE
NUMBER OF STARTS: 89
WINS: 0
POINTS: 44
CHAMPIONSHIPS: 0
POLE POSITIONS: 0
FASTEST LAPS: 0
LAST YEAR'S POSITION: 17th



Takuma Sato is of course the major reason why Super Aguri exists, for Honda had to react quickly to public pressure after the Japanese was dropped by the works team at the end of 2005. A feisty racer who is always worth watching on the first lap, he has done a solid job with the underdog team, scoring points in Spain and Canada last year. However, there are signs that he is a little frustrated.



FORCE INDIA

The Midland, MF1 Racing and Spyker names have been and gone, and the team we once knew as Jordan is now Force India. New owner Vijay Mallya is aiming to turn his new acquisition into a serious contender, and taking on an established GP winner in Giancarlo Fisichella is a clear sign he means business. It's worth noting that technical chiefs Mike Gascoyne, James Key and Mark Smith were all around when Jordan was winning races in 1998-99 and, with the budget restrictions of recent years lifted, they have a chance to move things forward.

ADRIAN SUTIL

AGE: 25
NATIONALITY: GERMAN
NUMBER OF STARTS: 17
WINS: 0
POINTS: 1
CHAMPIONSHIPS: 0
POLE POSITIONS: 0
FASTEST LAPS: 0
LAST YEAR'S POSITION: 19th



Sutil had an impressive rookie season with the Spyker team last year, but jumping straight from Japanese F3 left him with a lot to learn and he made mistakes. The potential was apparent, however, notably at Fuji where he earned the team its only point of the year. He has a much tougher team-mate than last year, and the team is hoping he will raise his game. If he's smart he can learn a lot from Fisichella.

GIANCARLO FISICHELLA

AGE: 35
NATIONALITY: ITALIAN
NUMBER OF STARTS: 194
WINS: 3
POINTS: 267
CHAMPIONSHIPS: 0
POLE POSITIONS: 3
FASTEST LAPS: 2
LAST YEAR'S POSITION: 8th



It's quite a big change for Fisi, as the Italian moves from a double World Championship-winning team to one at the bottom of the 2007 list, albeit one he drove for twice in its original incarnation. Thus far he seems to be enjoying the challenge of being part of the revival process and he may thrive away from the sometimes oppressive environment that is generated by Renault team boss Briatore.

Keep up to



TO SUBSCRIBE BY PHONE: **UK 08456 777819** (QUOTING U804)

USA: Toll-free 1-888-321-6378 (QUOTING U804) REST OF THE WORLD: +44 8456 777819 (QUOTING U804)

speed

Stay well informed with the original *Motor Sport* magazine. Insights, interviews and historical context – from the most respected writers in the business.

Subscribe today and never miss an issue!

- Free delivery direct to your door
- Receive exclusive monthly e-mails
- Subscribe for two years and save more
- Give a gift subscription

	UK	USA	REST OF THE WORLD
1 year (12 issues)	£50 **SAVE £9.40** *(usually £59.40)*	$90 **SAVE $29.88** *(usually $119.88)*	£70 **SAVE £10** *(usually £80)*
2 years (24 issues)	£95 **SAVE £23.80** *(usually £118.80)*	$170 **SAVE $69.76** *(usually $239.76)*	£135 **SAVE £25** *(usually £160)*

www.motorsportmagazine.co.uk



Visit the new *Motor Sport* website

Nigel Roebuck answers your questions

•

Receive exclusive monthly articles by e-mail

•

Reply to writers' blogs

TO SUBSCRIBE ONLINE:
www.motorsportmagazine.co.uk



BEFORE 'THE CAPTAIN' WON HIS PIPS

The nickname says it all about his reputation as a businessman, but before all that Roger Penske was quite a racer

BY GORDON KIRBY

At a time before his name came to represent both the best in American racing and a renowned corporate brand, Roger Penske was a pretty darned good racing driver. Consider this: prior to starting Penske Racing in 1966 he was one of the USA's best road racers, scoring major wins in 1962-64 aboard a variety of cars. He started the United States Grand Prix at Watkins Glen in 1961 and '62, finishing eighth and ninth respectively, and in the fall of '62, driving his rule-pushing Zerex-Cooper, won the *Los Angeles Times* Grand Prix at Riverside and the Pacific Coast GP at Laguna Seca, as well as the Guards Trophy race at Brands Hatch in August 1963. Penske was victorious in a NASCAR stock car race at Riverside in May '63 and the following year won the Pacific Grand Prix at Laguna Seca and both feature races at Nassau aboard Jim Hall's first rear-engined Chaparral 2. And he won that year's GT race at Nassau too, driving a Corvette Grand Sport. This was no small-time amateur.

By the end of 1964 Penske had started 130 races and won 51 of them driving 14 different cars in seven categories. He was offered a test drive by Clint Brawner and his chief mechanic Jim McGee in one of Al Dean's USAC Indycars, but turned down the opportunity to retire from driving and begin his career as a car dealer, entrepreneur and team owner. You could argue it was the defining decision of Penske's life – and there was a knock-on effect for another future US icon, too.

The Dean/Brawner ride was taken up instead by a hotshot midget and sprint car driver from Pennsylvania named Mario Andretti, »»



Both photos: Dave Friedman



Controversial centre-seat Zerex Special was an instant success, here in the 1962 Pacific GP at Laguna Seca which Penske won on aggregate

who rapidly shot to worldwide prominence. Meanwhile, Penske began to build a company which today employs 38,000 people, generates US$17 billion in annual revenues and includes a multi-faceted (NASCAR, IRL and ALMS) race team which is one of the most successful in American racing history.

"Jim McGee and Clint Brawner asked me to take a test at Indy," Penske recalls. "But because I had a job I couldn't get the time off and Andretti took his rookie test in that car. He became the driver and I went the other way. I had an opportunity to go into business and I took it."



Paul Webb

"Andretti became the driver and I went the other way, into business"

Born and raised in Shaker Heights, Ohio, a suburb of Cleveland, Penske went to college at Lehigh University in south-eastern Pennsylvania where he studied business and started racing. In 1958, when he was 21, he bought a fuel-injected '57 Corvette in which he got his SCCA racing licence. He raced the Corvette in three SCCA nationals, winning one of them, and also ran and won a hillclimb with the car.

In the autumn of 1958 he got serious about racing, buying a Porsche RSK from Bob Holbert. Penske raced the Porsche twice late that year and ran a dozen SCCA Nationals in north-eastern America with the car in '59, as well as taking a couple of trips to Elkhart Lake in Wisconsin and one to the old Harewood airfield circuit in southern Ontario. He won eight races and a hillclimb with the Porsche in '59, and continued to race the RSK into 1960 before trading with Jim Hall for a newer RS60 in the summer. At the end of the year he bought an RS61 for the annual Nassau season-closer, where he scored his 15th win of the year in a preliminary race.

"The RSK was actually a better car than the RS60," Roger grins. "I bugged Jim Hall a long time to buy the RS60 he had and I think he took the K, which was a better-handling car."

In the spring of 1959, Penske met Porsche mechanic Karl Kainhofer and the Austrian was soon working for him on a part-time basis. Kainhofer prepared a number of Penske's racing cars through 1962 and would rejoin him in '66 as the fledgling Penske Racing's chief mechanic. Kainhofer held that role for nine years, through the entire Mark Donohue era, and later became the boss of Penske's engine shop, building many Indy 500, USAC and CART championship-winning engines until his retirement in 1997.

"Karl started to work for me when I got the Porsche, especially after Harry Blanchard was killed," says Penske. "He then came to work for me full-time and, of course, spent almost his whole career with me."

Kainhofer started his working life in 1947 as an apprentice mechanic in his native Austria. For five years he worked for a motorcycle racer who ran dirt tracks, speedways and hillclimbs. "It was a little repair shop and we did everything," Kainhofer says. "You name it, we worked on it. Anything that had wheels, whether it was two, three or four, and trucks. But at the same time we raced motorcycles at the weekend. That's how I got into the trade. I was a machinist, a fabricator and an engine-builder. I learned to do anything, really."

Kainhofer left Austria in 1956 to become a factory Porsche mechanic in Stuttgart, Germany. He worked in Porsche's factory race team in 1956-57 and went to the USA with Porsche in '58. Kainhofer first worked for Ed Hugus's Porsche dealership in Pittsburgh, but Hugus started racing a Ferrari, so Porsche transferred Kainhofer to Harry Blanchard's operation in Greenwich, Connecticut. Blanchard raced a Porsche Spyder and a Carrera, and Kainhofer prepared his cars until Blanchard was killed in the 1960 Buenos Aires 1000Km sports car race. "We were together down there and I had to bring him home underneath my seat," Kainhofer recalls. "Those were the sad days of motor racing. We lost a lot of people back then."

Kainhofer and Penske met for the first time in the spring of 1959. "I think it starts on April 12 at Vineland, New Jersey," Kainhofer says. "I've got a picture with Bob and Al Holbert, when he was about nine or 10 years old, and Roger and myself. That's when we first got acquainted and when Roger started running his RS which he had bought from Bob Holbert. All he had was a station wagon, a trailer and a race car. He was 22 years old and I was just about to turn 28.

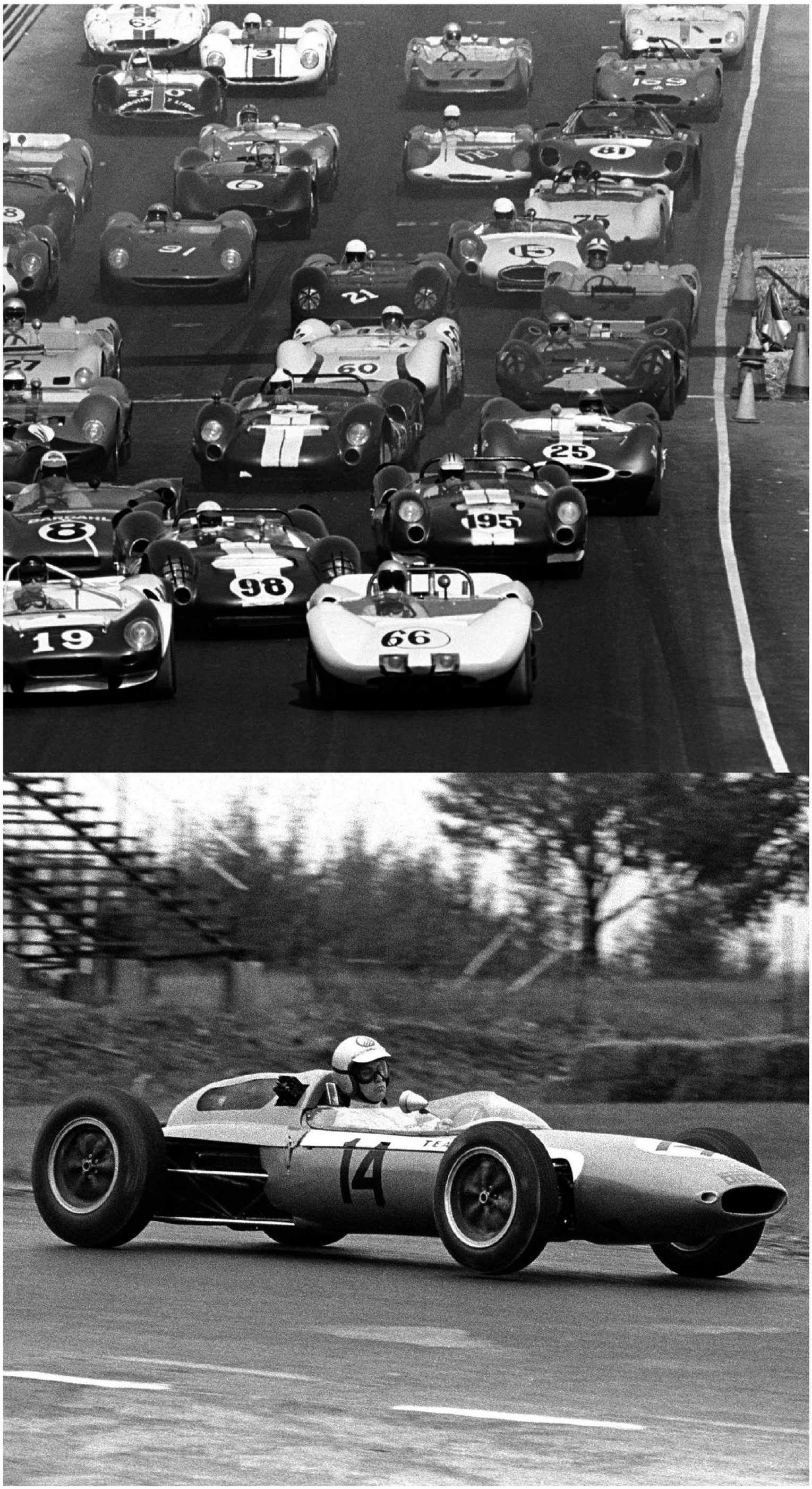


"I was a Porsche specialist and he realised I could help him. I stayed and worked with him in 1959 and '60, especially after Blanchard was killed. Next year it will be 50 years since I first got together with Roger and this year is actually the 50th since Roger first started in motor racing.

"My factory contract with Porsche came to an end in 1960 and I freelanced for a few years. I actually lived with Roger for a while. I didn't have a shop. I worked for Harry Blanchard and Bruce Jennings and other guys a little bit, just to make a living. But in 1960 I mainly worked for Roger. In those days, nobody could afford a full-time guy."

A classically meticulous mechanic, Kainhofer was near-fanatical about the finish work on his cars, a sentiment he shared with Penske. "I appreciated Roger's approach and he appreciated my spit and polish," says Kainhofer. "I was the guy who cleaned and cleaned and cleaned, and he enjoyed that. My cars were always cleaner underneath than most guys' cars were on top.

"We raced all over against a lot of people and their cars were never like ours. I guarantee you his Porsche Spyder was twice as clean as the guy lining up next to us, even Holbert. We



Both photos: Dave Friedman

polished our wheels inside and out, and nobody did that in those days."

Penske says: "I think preparation and attention to detail has been part of our mission plan through our businesses and certainly in our racing endeavours. We brought that discipline to the way our cars looked and we continue to today. We take pride where every decal is and how the cars look on the race track. It creates a degree of professionalism that drives all the way through the organisation.

"You see the way guys like Ron Dennis and some of these teams these days are bringing the attention to detail on their cars to an extremely high standard. I've always believed that kind of presentation sets the tone. There's no question about it, whether it's your truck, or your trailer, or your pitstall. People want to work in that type of environment."

In 1961 Kainhofer got married and the following year his son Greg was born. Needing a full-time job, Kainhofer went to work for Tom Payne. "Tom had a business and a shop and I worked on his Porsches for the next four years," he says. "But I still worked with Roger in '61 on the Formula 1 car he raced at Watkins Glen and then again in '62."

Left: Penske (66) took his Chaparral to second behind Parnelli Jones' King Cobra Cooper (19) at Riverside in '64. Below: racing a Lotus 24 in the 1962 US GP at Watkins Glen

Penske raced in the Sebring 12 Hours for the first time in 1961, co-driving Bob Holbert's RSK to fifth place. He also bought a Birdcage Maserati T61 in which he scored a brace of SCCA National wins. "The Birdcage was a great car," he says. "We had some great races with it. I remember racing with Hall and Schroeder at Elkhart Lake. We were changing the lead three or four times a lap going down into turn one and turn five."

Kainhofer says of Penske's strengths as a driver: "Roger was a very hyper individual and he was a hyper driver, too. Just like as a businessman, he never took no for an answer. He didn't go racing to lose. He always put a good effort in."

A born salesman, Penske began his business career selling Alcoa Aluminium and sponsorship for his race cars. "Of course, Roger always had the ability to find somebody else to pay for it," says Kainhofer. "He did that more or less from day one. He was the first one to really sell sponsorship. He was motivated and he could motivate somebody to give him money to race. He's still doing it today."

The Birdcage carried a small 'Telar' decal and was entered as the 'Telar Special' as the ever-enterprising Penske reduced his racing expenses through sponsorship. In SCCA sports car racing in particular he was well ahead of the »»



Dave Friedman

Right: Penske won only his second NASCAR race – a 250-mile event – at Riverside in '63. Far right: Porsche RS60 didn't handle as well as the RSK he traded it for with Jim Hall

curve. "Sometimes in the SCCA we had to tape over the sponsor's name because they didn't allow you to have sponsors on the car," he says. "Times have sure changed."

Later in 1961 Penske bought a Cooper Monaco sports-racer in which he finished second to Dan Gurney's Arciero Lotus 19 at Nassau at the end of the year. He also rented a Cooper T53 for that year's United States Grand Prix at Watkins Glen and a Lotus 24 for the following year's race. The Cooper in '61 was entered by John Wyatt III.

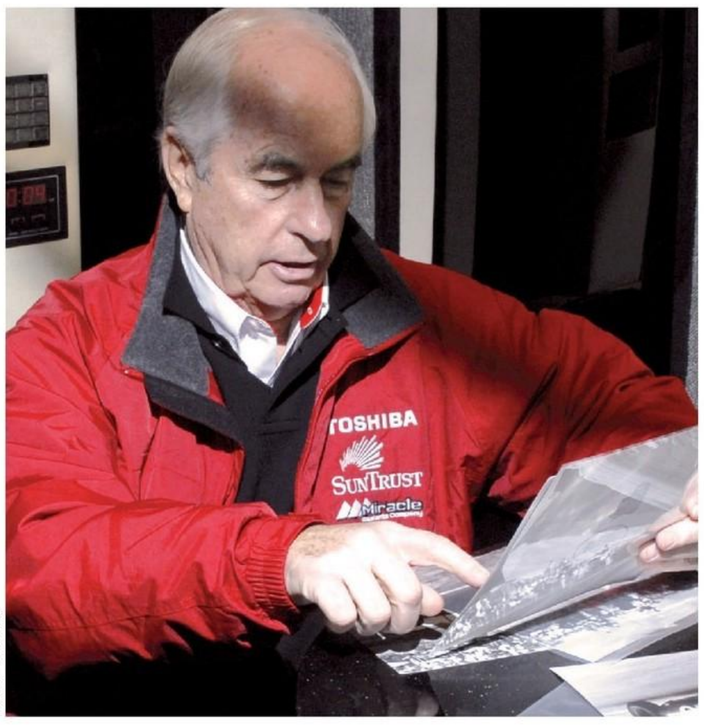
"He was a friend of Roger's who Roger convinced to pay for it," Kainhofer says. "I came down on my vacation. I was working for Tom Payne and took a couple of weeks off. The car was shipped over from England and LeeRoy Gane and I finished it and worked on it at Bryn Mawr.

"The Lotus in '62 was a similar thing. LeeRoy didn't work on that one. I prepared that car in Roger's garage at his home in Gladwyn. We didn't have to do a lot. It was a running car and I just made sure it was bolted together right and we painted it and put our colours on. We spent a couple of weeks on it then I went back to work for Tom again."

Penske raced the Lotus in that year's non-championship Mexican GP. "We had a station wagon and a two-wheel trailer. That's how we got that car down there," he says. "I was running behind Ricardo Rodriguez when he got killed in practice."

Penske started the 1962 season in a Formula Junior race at Daytona in February aboard a Cooper-Austin owned by his friends Tim and Teddy Mayer. He raced the car half a dozen times near the end of 1961 and in early '62. He also raced his Cooper Monaco in the Daytona 3 Hours and shared a Cooper-Maserati with Bruce McLaren at Sebring. The car was entered in the 12 Hours by Briggs Cunningham, and Penske and McLaren led for a while before finishing fifth.

Roger continued to race his Cooper Monaco in the spring and summer, winning a string of SCCA Nationals and finishing second in the Player's 200 at Mosport behind Masten Gregory's Lotus 19. He took the Cooper across the pond to the Guards Trophy race at Brands Hatch in August and finished fifth. After coming ninth in the United States GP aboard his rented Lotus 24, Penske had his first race in his fast and controversial Zerex Special at Riverside's LA Times GP in October. He put the car on pole and won the race after Dan Gurney's Lotus 19 broke down. A week later he won the Pacific GP at Laguna Seca on aggregate, beating Lloyd Ruby's Lotus 19 and McLaren's Cooper Monaco by finishing second in both 100-mile heats.



Paul Webb

> "Sometimes in the SCCA we had to tape over the sponsor's name"

Penske's Cooper Monaco was maintained by Roy Gane in Bryn Mawr, Pennsylvania and it was Gane who turned the Zerex-Cooper into a central-seat sports car from an F1 car. "Gane's shop was a little back-alley garage, nothing special," says Kainhofer. "He was always working on a lot of people's sports cars and was in the area, so it was convenient. The first time I worked at Roy's shop was in 1960 on Roger's Spyder. Updraft Enterprises was the name of his company. I worked with him on the Birdcage and the Cooper Monaco."

The Zerex Special was Penske's idea and he employed Gane to build the car. "I said we want to take an F1 car and put a body on it," Penske explains. "There was a 2-litre Cooper Monaco which was running with a guy sat in the centre and I figured we should do the same thing. We had the benefit of this 2.8-litre Coventry-Climax engine that Brabham had in the car he ran at Indy. So we had a real package and we just put a body on it."

Kainhofer worked part-time helping Gane and a sheet metal worker named Harry Ditmarsh build the Zerex. Ditmarsh built the body at Molin's bodyshop in Wayne, Pennsylvania. "Harry came out of Indy and was a great metal-working guy," says Roger. "He worked with LeeRoy to build that car."

When the Zerex appeared at Riverside many of Penske's competitors grumbled that the car was illegal. Bruce McLaren and Jim Hall were royally upset and both complained bitterly to the SCCA's Tracy Bird. "The SCCA's tech inspectors were measuring the seat and saying it wasn't right," says Roger. "I said, 'Hey, look at this 2-litre car that was running in the same race at Laguna and the guy was sitting in the centre.' I asked them what the difference was."



Bob Tronolone

Penske was allowed to race and win with the centre-seat Zerex, but the rules were changed for 1963, specifying two seats. Penske cracks a grin: "They always changed the rules on us when we won! They quickly outlawed the centre seat-type. So we changed it into a two-seater and I moved over to one side and still won races with it."

In fact, the rules rewrite for international sports car racing created the Group 7 or unlimited Can-Am rules. The Zerex also set the standard for the 'Unfair Advantage' which would come to define Penske Racing in the late '60s and early '70s in company with Donohue.

Meanwhile, Penske started driving for Texas oil man John Mecom. He won the Puerto Rico San Juan Grand Prix in November '62 aboard a Mecom Cooper Monaco, beating Tim Mayer's Cooper and Dan Gurney's Porsche, and in December he won the Governor's Trophy GT race at Nassau in Mecom's Ferrari GTO, beating Lorenzo Bandini and Innes Ireland in similar cars.

Roger began 1963 by taking Mecom's GTO to second place behind Pedro Rodriguez's similar car in the Daytona Continental, and then shared Mecom's Ferrari with Augie Pabst to finish fourth at Sebring. On top of that Penske made his stock car debut, racing a Pontiac for Ray Nichels in a USAC race at Indianapolis Raceway Park in April and a 250-mile NASCAR race at Riverside in May. He led at IRP before the transmission broke, then came from a first-lap incident which dropped him to the back of the field to beat Darel Dieringer at Riverside.

"The first stock car race I ran I qualified fourth or fifth," says Penske. "There was [Paul] Goldsmith, Rodger Ward, Eddie Sachs and AJ Foyt. I remember I got whacked in the back by Foyt and in the first turn I got together with one of the Ford guys and put him off. I kept running all day and got the lead. Then eight laps from the finish the rear end blew and I dropped out.

"At Riverside I missed the first-round qualifying, so I had to qualify in the middle of the field. The Stroppe Mercurys were there with Parnelli and Darel Dieringer, and I won that race. I remember we celebrated and drove that car from Riverside down to Las Vegas!"

At Indianapolis the following week as a spectator for the 500, Penske found himself branded an inadmissible outlaw. "Because I had run a NASCAR race, USAC wouldn't let me in the Speedway," he says. "They wouldn't give me a pass."

Penske raced at Le Mans for the first and only time in 1963, co-driving a 4-litre Ferrari 330LM with Pedro Rodriguez: "I raced with Pedro in the car that Gendebien and Phil Hill won the race in the year before. I blew that baby up. I missed a shift going down into the Mulsanne turn at the end of the straight. I shoved the shifter into the wrong gear and blew it up. It was a mess.

"You know, that car was just sold in an auction at Maranello for about eight million euros. That would be a great car to own."

Armed with a Ferrari 250GTO LMB in the Tourist Trophy at Goodwood in 1963, Penske finished eighth. "I ran a Ferrari for Ronnie Hoare who was then Maranello Concessionaires," he says. "By the way, we just bought that business about four months ago."

In August, a few weeks before the TT, Penske returned to Brands Hatch for his second attempt at winning the Guards Trophy. The Zerex was now a two-seater entered by Mecom, and Roger dominated the 50-lap race in style, leading all the way and winning by more than half a minute from a pair of Cooper Monacos driven by Roy Salvadori and Tim Mayer.

"In those days, that was one of the biggest races at Brands Hatch and the place was packed," he says. "There were a lot of top guys in that race – Graham Hill, Roy Salvadori, Innes Ireland, Jack Sears – all those guys. I remember I ran rain tyres in the dry which everybody thought was crazy. But it turned out that was the new standard. You ran the softest tyres you could for that race.

"We blew them off there and then they tried to throw the car out in post-race inspection. They were trying to find something wrong with it and I remember Graham came over to save me and get the car through the inspection."

Penske drove the Zerex for Mecom a few more times. He also raced a Chevy-powered Mecom sports-racer at the end of '63 and a Chevy Cooper Monaco, while the Zerex was sold to McLaren.

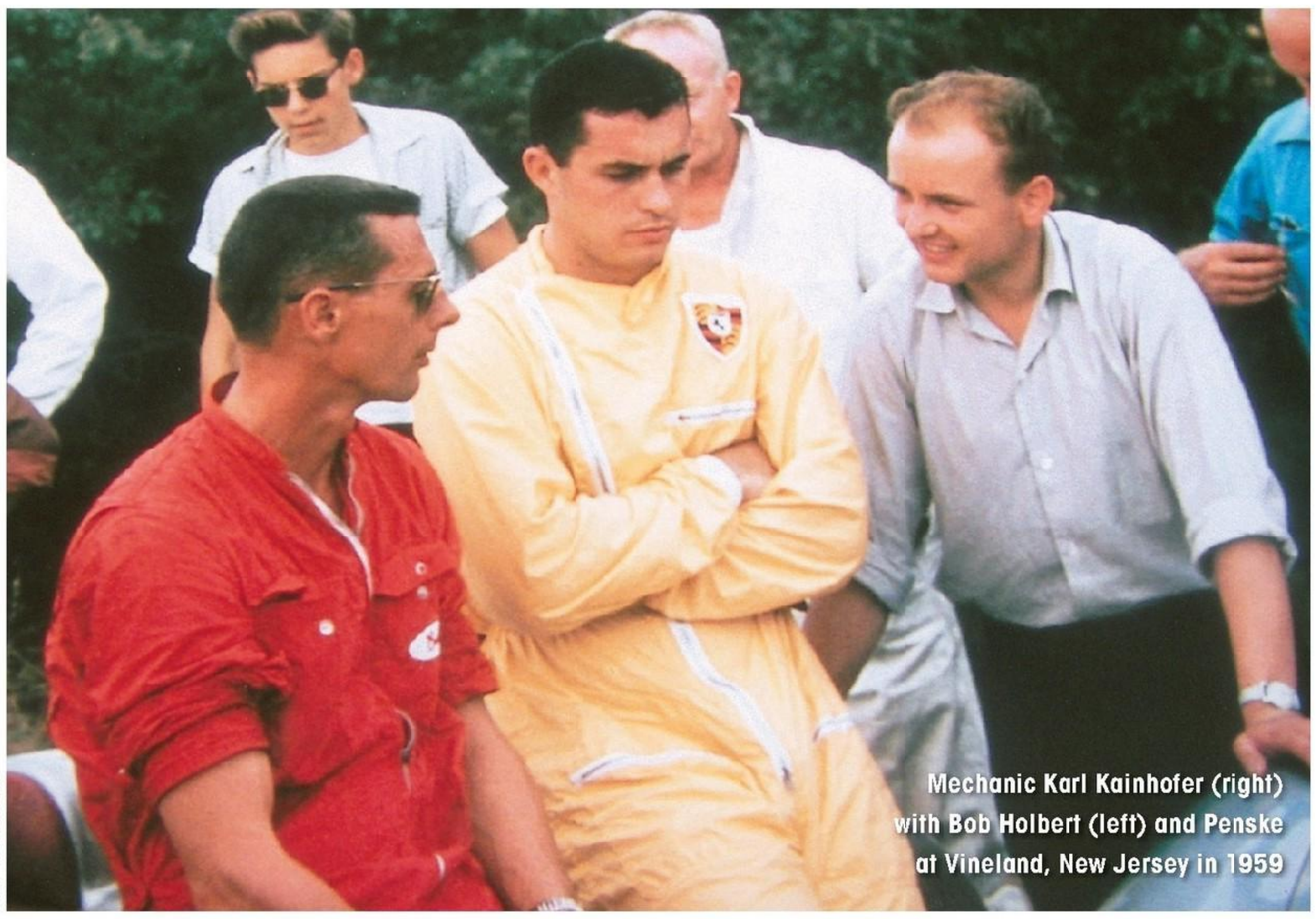
Bruce shoe-horned an Oldsmobile V8 into the Zerex. The result was the first McLaren car as the great Anglo-American sports-racer or Can-Am hybrid era took off with lightweight, rear-engined English chassis and increasingly large American V8 engines.

At the end of the year and into 1964, Penske and Mecom helped Chevrolet develop and race the Corvette Grand Sport, an all-out racing car which he, Jim Hall and Dick Thompson ran at Nassau at the end of '63. Hall and Penske also teamed up to race a Grand Sport at Sebring in '64. They ran as high as fifth and finished 18th. Roger raced the Zerex for the last time in a United States Road Racing Championship event at Pensacola in April. After Hall broke his arm in an accident Penske switched to his Chaparral 2 for a series of USRRC races and the season-closing FIA races at Riverside, Laguna Seca and Nassau. He drove the car with both automatic and manual transmissions.

"The first Chaparral had one gear and the car I drove had two speeds in it," he says. "I remember Carroll Shelby complained to the GM guys. He said, 'How could Penske drive this car at Mosport with this fancy transmission?' Shelby said GM must be doing all this stuff through their skunk works. But it was really Jim Hall and GM that were doing it. Of course, Jim was a friend, and when he got hurt that year I drove the car for a number of races."

Penske finished both the year and his racing career with a flourish. Aboard the Chaparral he was second to Parnelli Jones' King Cobra Cooper at Riverside, then won the two-heat Pacific GP at Laguna Seca, beating Dan Gurney's Ford-powered Lotus 19 and Bob Bondurant's King Cobra Cooper-Ford. In December he won both feature races at Nassau in the Chaparral, beating Foyt's Hussein and Walt Hansgen's Scarab in the Governors Trophy, and McLaren's ex-Zerex McLaren-Oldsmobile and Pedro Rodriguez's Ferrari 275LM in the Nassau Trophy race. He also won a preliminary race and the Tourist Trophy race at Nassau in a Corvette Grand Sport.

"That's when I decided it was the end," he says. "I won all the races at Nassau, three with the Chaparral and one with the lightweight Corvette. Then I said, 'Okay, I'm going to become a businessman full-time.'"



Bob Tronolone

Mechanic Karl Kainhofer (right) with Bob Holbert (left) and Penske at Vineland, New Jersey in 1959

> "They were trying to find something wrong with the Zerex in post-race inspection. Graham Hill saved me"

In 1965 he opened his first Chevrolet dealership in Philadelphia and the following year formed Penske Racing. "I had the opportunity in the business world and Bunkie Knudsen and the guys at GM helped me make the decision," he says. "They said, 'Look, if you become a Chevrolet dealer we don't want you to drive.' Obviously, I needed to borrow money to get into that business and I needed insurance. In those days you couldn't get insurance if you were a race driver. So a number of factors came together. The decision was easy and I never looked back."

There wasn't a hint of regret or wistfulness about putting his driving days behind him. Penske was only 27 and he had already demonstrated that he was as good as anyone in sports cars, including great drivers like Dan Gurney, Bruce McLaren, AJ Foyt and Parnelli Jones. He had beaten some of the best American and European racers of that era in a series of decisive victories, and the only thing that remained was for him to make his mark in Indycars or Formula 1. But just like today, at the age of 71, Penske was focused on taking advantage of the latest opportunities and executing a plan for the future.

Being a widely-acclaimed racing driver was one thing, but Roger had bigger ambitions.

Great cars...

Great event...

Great accommodation



Bespoke Motorhome Hire

UK and Europe





Bespoke motorhome hire for the discerning customer.

Beautifully presented and equipped motorhomes delivered to you throughout the UK and Europe. We specialise in full race season hire and full race support is our specialty - with split payment plans if required.

Please call Mark on **0845 5000 430** or **07798 665 001** or by **email info@motorhomes4motorsport.com**

MOTORHOMES4MOTORSPORT.com

0845 5000 430

Please book now as we have limited availability for:

Le Mans 24hr • British Grand Prix • Spanish Grand Prix • French Grand Prix • German Grand Prix
Belgian Grand Prix • Italian Grand Prix • Goodwood • Silverstone Classic • + *many more*
plus all major events



BACK HOME IN INDIANA

Former Indianapolis 500 winner Gil de Ferran is returning to the city of his greatest triumph to become a sports car team boss – and he's been lured back into the cockpit, too

BY ROBIN MILLER

During this decade alone, he's been a CART champion, Indy 500 winner, television analyst, magazine writer, sporting director, a bit of a scapegoat and unemployed. But, starting later this season, Gil de Ferran is embarking on yet another adventure – team owner.

In what he figures to be the last challenge of his driving days and the beginning of his second career, de Ferran is jumping into the American Le Mans Series with Acura. He'll be the co-driver, owner and resident wit of Indianapolis-based DeFerran Racing.

"Roger [Penske] is very happy for me, or maybe he's just happy to have somebody else to beat," laughs de Ferran, referring to the fact that he'll be competing head-to-head against his former boss in the LMP2 category of North America's fast-growing sports car series.

"It's going to be a funny feeling, going up against a good friend who has meant so much to me, and I understand what Michael [Andretti] must have felt like racing his dad [Mario] and son [Marco]. But my feelings won't change. I'll always have a lot of respect for that guy."

Respect is pretty much synonymous with this affable Brazilian, who scored a pair of CART titles (2000-01) when it was the most competitive series on four wheels before making a successful switch to the oval-heavy Indy Racing League and conquering Indianapolis in 2003.







From far left: Indy win in '03 followed CART titles; with former boss and friend Roger Penske; de Ferran couldn't help Button at Honda in F1; ready for Acura ALMS challenge

All images: LAT

When he stepped out of the cockpit after winning his final race at Texas in 2003, de Ferran was a rarity in American motor sports – a driver actually quitting while he was still on top form.

"Life is all about moving forward and, for me, I didn't feel like I was evolving anymore," he explains. "Yes, I was at the peak of my career and still effective, but I wasn't learning anymore. I didn't want to hang around until I lost focus or interest and that's why I jumped."

He also didn't want to lose his life or a limb in the full-throttle, 220mph mayhem of an IRL race on a high-banked oval, so he eased into the role of Indycar commentator. He was insightful, glib and a welcome addition to the stodgy IRL announcing booth before deciding to go swimming with sharks in Formula 1.

In 2005, de Ferran was named as sporting director for Honda's hopeless F1 programme. While nobody seemed exactly sure what that job entailed, universal opinion was that Gil's engaging personality, engineering background and overall savvy could help Jenson Button. Of course, as it turned out, nothing short of stealing Ferrari's designs could have helped Honda's exercise in throwing away money.

"I came to the conclusion that I wasn't contributing as much as I could," he said. "I went there to help and I didn't think I was, so I decided to go away and do something different. I wanted to gather my thoughts and emotions and decide what to do next."

Asked if he regrets not sticking around for the arrival of Ross Brawn, de Ferran responds: "He's a very smart guy and, sure, it would have been a great opportunity to work next to somebody like Ross, I could have learned a lot.

"He's the right guy and they've got a lot of good people at Honda. Their drivers are good and I hope they do well."

> "My relationship with Honda was not damaged by my F1 departure"

The de Ferran/Honda connection began when he drove for Jim Hall as a rookie in CART, and he became 'family' as he won races and respect during the next seven years, first with Derrick Walker and then Penske. Offering him a chance to be part of the growing interests of Acura, a US arm of Honda, was as much about business as it was friendship.

"My relationship with Honda was not damaged by my departure from F1 and it just so happens that the timing was right for me and Acura when they decided to expand their programme," continues de Ferran. "I see this as a unique opportunity to step into business and I always wanted to do this. But I'm under no illusions – I know this is going to be a big challenge, inside and outside the cockpit."

Acura's maiden season in the ALMS last year got off to a successful start with victory at Sebring on its debut, but Penske's Porsche remains the yardstick and de Ferran's feedback could bolster the teams of Andretti Green, Adrian Fernández and Highcroft Racing.

"Gil was our development driver in CART, we relied on him extensively," says Robert Clarke of Honda Performance Development. "Every driver's style is different but Gil's was more smooth – he's not a driver who jabs the throttle. He was progressive, very fuel efficient and his shifting patterns were very smooth.



Acura made a bright start in last year's ALMS, but Penske's Porsche still leads the way

"I think Honda had the reputation of having the best compromise engine of peak power, torque, fuel economy and driveability. That made it the best overall engine and I believe a lot of that can be attributed to Gil. We found that if you could tune an engine to Gil, it worked well for most drivers."

The development angle appealed as much, if not more, than the driving for the man who used to be known as 'The Human Dynamometer'.

"I was not in the market looking for a drive *per se* and my interest in driving again was limited," admits de Ferran. "But, from a technical standpoint, the ALMS is one of the few series left in the world with some freedom and I really enjoy developing a car. These ALMS cars look really cool and they are quick – two more things I find very appealing."

Four years removed from the cockpit, de Ferran doesn't doubt his ability: "If I decide to strap myself in, I want to be one of the quickest guys out there and I will settle for no less. I know what I need to do to regain that form and it's not going to be easy driving these cars fast for several hours. I want to find a team-mate who I can measure myself against because I need to know if I'm on the money."

Starting a racing team from scratch is as new to Gil as talking on television was a few years ago, but he's already made his first good hire. Long-time open-wheel manager John Anderson has left Andretti Green Racing to run DeFerran Racing.

"I had a real good feeling about John and it's a good start for our team," says de Ferran, whose outfit should make its debut at Long Beach in April. "John has done it all before and is very well liked. It's a good mix between us.

"We talk for hours every day about what we're going to do and how we're going to do certain things, and I love that. I go to bed thinking about it. Hiring people with the right skills and making sure there's a nice culture are two of the biggest things in putting a team together. Getting back in the car is exciting, but having my own team is what really excites me."

Coming back to his home in Fort Lauderdale won't be too traumatic on de Ferran's family, despite the fact that his wife Angela grew up in England. "My kids (Anna, 13 and Luke, 10) pretty much grew up in America so moving back wasn't an issue. It might actually be easier for Angela because at Honda I was always gone and it was a difficult situation for her, so this should be better."

As he embarks on the second phase of his career in the USA, de Ferran looks back fondly on his open-wheel days and hopes somehow, some day this embattled formula can be restored to its former glory.

"It was spectacular to race those 1000 horsepower cars and they were as much fun to watch as they were to drive," says the man who still owns the closed course record of 241.428mph (set at California Speedway in 2000). "I'm glad I was in CART when I was because at the time it was the best racing in this country and it made me what I am today. I love open-wheel racing and always will, and I hope some day it gets back to where it deserves to be."

But sports car racing in America will be better off now that the likeable guy with the crooked grin and goofy laugh is among them.

"The last four years away from the cockpit have been good and bad times," he says. "But those experiences enabled me to make this move in more ways than one. I haven't driven a car in anger for a long time but it won't take long to get me fired up.

"I miss pushing myself to the limit and there's not many things that can give you that kind of feeling. And having my own team will make it even sweeter. It's all good."

> "Driving again is exciting, but having my own team really excites me"

The Ultimate Day of Sport & Glamour

Stowe House, nr Silverstone, Saturday 5th July 2008

Bunbury XI v Eddie Jordan XI Cricket Match



In the last 22 Years the Bunburys have raised over £10m for charities ranging from the NSPCC, Leukaemia Research, Mencap, Dr Barnados Guide Dogs for the Blind & many more



It's all for a good cause; see stars of Sport, Music, Stage and Screen enter into battle with weapons of Willow and Leather, all in aid of CLIC Sargent & the English Schools Cricket Association (ESCA)

General admission £5
Children under 12 Free

The World's No.1 Charity Cricket Team



VIP Hospitality Package includes:

Lunch, Afternoon Tea and all Drinks
Private Marquee next to the players pavilion
Premium position seating area

£150 + VAT per person



Doors Open	9.30
Play Starts	11.00
Lunch	13.00
Afternoon Tea	16.00
Close of Play	18.00

The Grand Prix Ball

Featuring

The Legendary George Benson



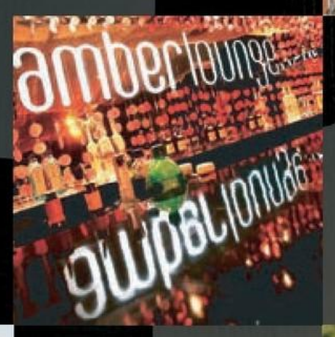
The Grand Prix Ball is the 'place to be' before the biggest and most glamorous motorsport event held in the UK each year - The British Formula One Grand Prix. Based on the lawns of the spectacular Stowe House, it's where a host of F1 personalities as well as icons of the sport and entertainment world party until the early hours.





Non-Stop entertainment throughout the entire evening

Gourmet Dinner with Champagne and Cocktails served all night



Amber Lounge Nightclub



Champagne & Cocktail reception 19.15
F1 Driver Experience 19.30
Gourmet Dinner 20.00
Kid Creole & The Coconuts 21.30
Charity Auction 22.00
George Benson 22.30
Eddie & The Robbers 23.30
(Featuring Eddie Jordan & Special Guests)
Amber Lounge Nightclub 00.00
Carriages 03.30



F1 Driver Experience



CLIC Sargent
Caring for Children with Cancer

Gold Tables £4,000 for a table of 10 people
Platinum Tables £5,000 for a table of 10 people
prices shown include all food and drinks. Excludes VAT

The English Schools Cricket Association

For Sales and Enquiries contact Hospitality Events 0870 850 6703
e-mail: sales@hospitalityevents.co.uk web: www.hospitalityevents.co.uk

A HEAVY DOSE OF FUN

The new Bentley Brooklands offers a superb ride for its weight – just expect to join a long waiting list for one

BY ANDREW FRANKEL

One of the things that Bentley has been able to do in the past 10 years since Volkswagen bought the company from Vickers is to accrue an enviable collection of historic cars. It has EXP2, the earliest surviving of all Bentleys, the original blown 4½-litre factory demonstrator, WO's own 8-litre, an R-type Continental and, most treasured of all, Birkin's favourite Blower, UU5872, the car in which he engaged Caracciola in their epic battle at La Sarthe in 1930 and probably the most original of all surviving Le Mans Bentleys.

The only significant gap now is a decent Speed Six. Some might say it would be a good idea to return to rightful Rolls-Royce ownership the original Silver Ghost which Bentley still retains and with the proceeds buy the best Speed Six in the world – and, I have no doubt, put a tidy sum in the bank. But I digress.

I'd expected to see one or more of the collection at the launch of this new Bentley Brooklands, because, unlike some car manufacturers, Bentley isn't shy about using its old cars for the right reasons. But while there were two vintage era cars parked in front of the hotel, neither was owned by the factory.

The first I should have guessed: Birkin's 'other' Blower, sister car to Bentley's own and one that, equipped with unique single-seat bodywork, raised the outright lap record at Brooklands to over 137mph. The other, I must say, surprised me. It was the car that owns the identity, if few of the original parts, of Old Number One, the Speed Six that became the first car ever to win Le Mans twice, in 1929 and 1930. This is also the car that became Barnato's personal transport and won the Brooklands Six Hours in '29 and the 500 Miles in '31. But it has one other claim to fame and that, tragically, is as the only team Bentley to kill its driver, as this car did when it went over the top at Brooklands with Clive Dunfee at its wheel in 1932. It's been rebodied and restored over the years, and now wears its rather ugly but correct Brooklands uniform. But it's always struck me as a rather sad car, not just for what happened to Dunfee but for the legal wranglings that took place in 1990 to determine whether the car even had the right to call itself Old Number One, so altered is it from the original specification.

It's odd, too that Bentley should call this new car Brooklands at all, not least because the entire Weybridge site is now owned by Mercedes-Benz, the mortal enemy of Bentley then as now. I've never quite bought into the idea that Bentleys should be named, a strategy that only became blanket policy in 1980 when it was decided that some differentiation between Bentley and Rolls-Royce product might be no bad thing. Cars like Bentleys shouldn't need fancy and increasingly contrived names to conjure up an image of daring and adventure – even WO's couple of 'Speed' models were more



descriptive than evocative, for he knew then what I strongly suspect now: such cars should speak for themselves.

And there's none that would be better at doing it than this. Of all the cars to have worn the wings since the war, and with the possible exception of the R-type Continental, this is the one that comes closest to Bentley's original concept. When Bentley was designing his first car, he didn't do so with visions of winning Le Mans, for not only did the race not then exist, but to WO competition was only a marketing strategy. He instead set his sights on a car of effortless performance and quality – one which was not merely objectively fast, but which delivered its performance in the right way.

Spool forward nearly 90 years and you'll find the same design brief informing those who created this Brooklands. At face value it may seem simply an Azure with a roof, but its remit and execution are entirely distinct. For while both use the venerable 6.75-litre twin turbo V8 that is now in its 50th year, it has been tuned and tweaked for the umpteenth time in its life and now delivers a mighty 530bhp, which is just a little shy of 20 per cent more than offered in Azure specification. So you can perhaps imagine the majesty of this vast car hurling itself to 60mph in 5sec flat, or just how much energy is required for that proud but bluff front to rent the air apart at 184mph.

> "This is the car that comes closest to Bentley's original concept"

For while the Azure was designed for wafting between Lake Como and St Moritz, the Brooklands is for those leaving the City on a Friday night with the firm intention of breakfasting on the boat with Monte Carlo as a backdrop.

Its secret is the way it exploits its weight to control its primary ride, and the key to its character lies in its absolute refusal to vary its ride height over even preposterous undulations. This might sound like an engineering nuance, but in fact it's perhaps the most memorable aspect of the entire car, and when there's 774lb ft of torque competing for that title, that is truly saying something. Most humans have quite a low tolerance threshold to roll or yaw, but we're even more sensitive to heave and pitch, and in all normal driving the Brooklands is all but immune to both forces: it just bludgeons a path straight through the middle. Its springs, dampers and roll bars are, on average, 50-60 per cent firmer than those found on an Azure, and, with re-valved steering, confer a level of control on the Brooklands you would simply not believe from such a large, heavy and fundamentally old design.



Bentley Brooklands

ENGINE: V8 6761cc petrol
POWER/TORQUE: 530bhp at 4000rpm, 774lb ft at 3250rpm
GEARBOX: 6-speed automatic
TYRES: 225/40 ZR 20
FUEL/CO_2: 14.5mpg, 465g/km
ACCELERATION: 0-62mph: 5.3sec, 50-70mph: 2.4sec
SUSPENSION: double wishbones, coil springs, anti-roll bar
BRAKES: 348mm (f) 345mm (r) ventilated discs
PRICE: £230,000
TOP SPEED: 184mph

You can turn the stability systems off and drive in a most injudicious fashion, and where an Azure would be horrified but grudgingly tolerant of such behaviour, the Brooklands joins in. Indeed, so long as the road is dry and the corner quick enough to stop the inside wheel spinning at the exit, you can powerslide all 2.6 tonnes of it without using an inch more road than is rightfully yours. Only Bentley's tedious refusal to fit such cars with limited slip differentials curtails the fun. It says its customers don't drive like that but I wonder whether, in the case of the Brooklands' more adventurous owners, that will be more effect than cause.

This quibble aside, there is nothing to stand in the way of you having more fun than you could imagine in a car weighing about the same as two family hatchbacks. I could tell it was encouraging me to drive it like no other Bentley made today because I found myself instinctively reaching for non-existent gearshift paddles on the steering column – I don't even do that in Continental GTs which come with paddles as standard.

The technique required to drive it well is remarkably similar to that needed in an old 911, which may seem surprising given that it is conceptually and architecturally about as far from the Porsche as you can get within the genre of sporting two-door coupés. But just like the 911, entry speed is everything: overdo it and it will understeer heavily, forcing you to back off



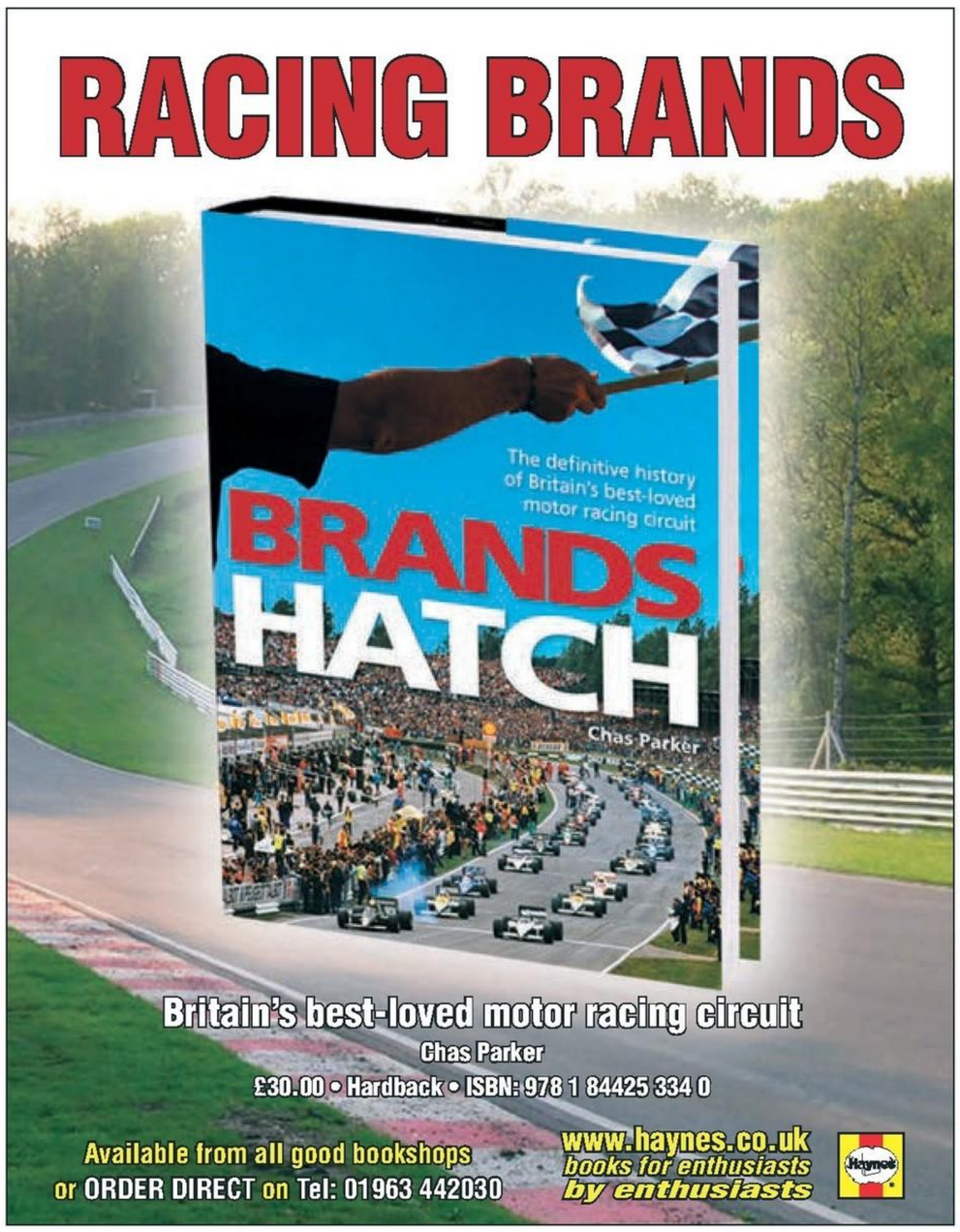
"The technique required to drive it well is remarkably similar to that in an old 911"

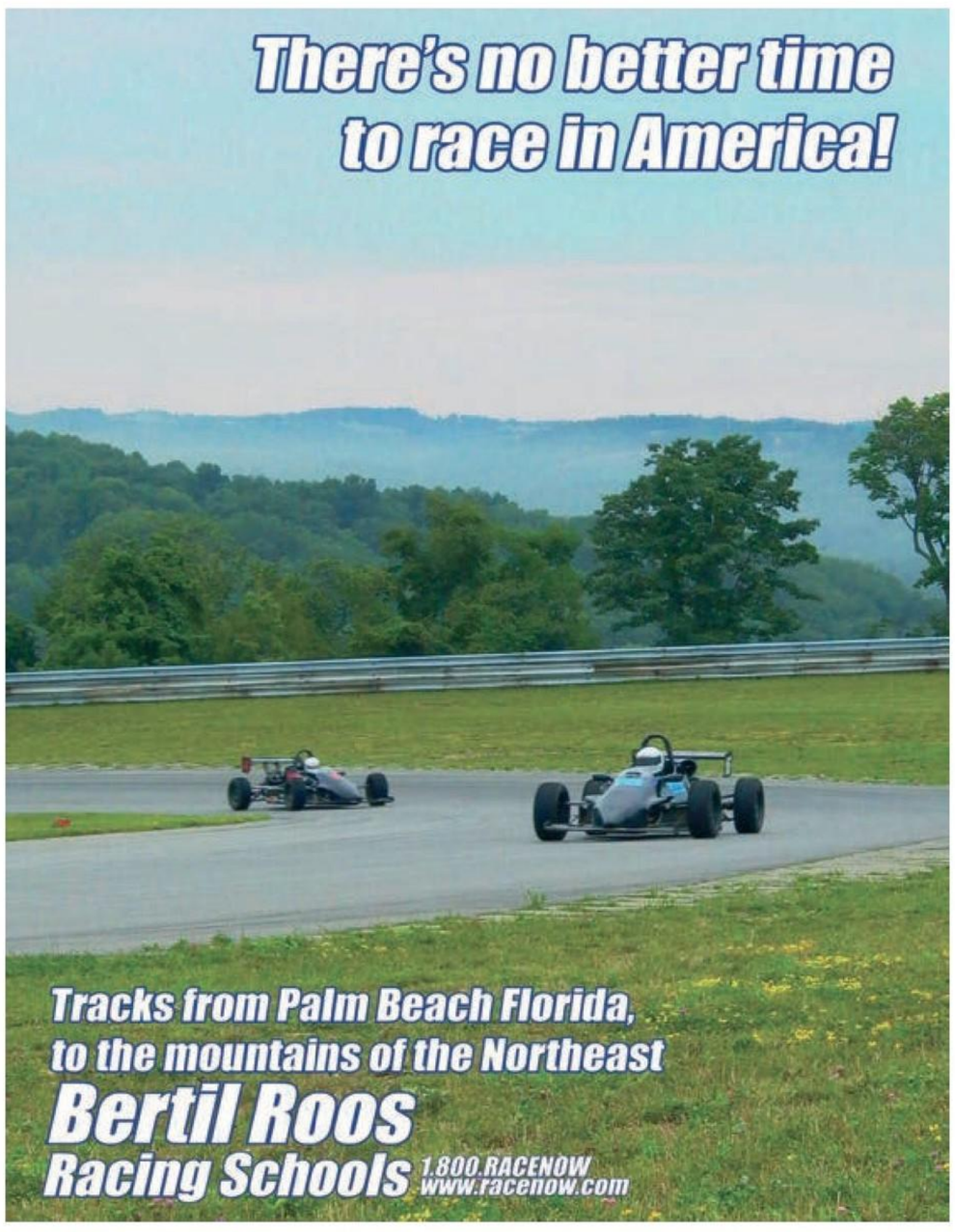
the gas, losing speed and composure. You need to be conservative as you approach a corner and then, once the nose is turned and on line, you can get on the power early, balance the car beautifully and cannon up the straight ahead. For all its weight, you'll never stress the brakes, at least if they are the optional £19,000 carbon-ceramic items fitted to the test car – which are not only the largest of any sort in the world, they're also designed to last the car's lifetime.

Alternatively, you can hand the key to your staff, issue instructions that they drive on a 'do not disturb' basis and nod off in the back. In this regard the Brooklands is like no other coupé in the world. I can set the driving position for my 6ft 4in frame, climb in behind myself and stretch out in perfect comfort. It is the only coupé I have ever encountered in which the prospect of 300 miles in the back seat would fill me not with horror, but unalloyed joy.

Bentley will only ever make 550 Brooklands, a number they're already secretly cursing at Crewe as 500 orders have been received before a single customer has so much as driven around the block in one. Still, each takes so long to build it will be nearly three years before the last one is delivered and by then I'd be surprised if its Arnage architecture is not obsolete and on the point of replacement.

As for the mighty V8, I would bet it will endure. Reports of its demise have been fairly continual for around 30 years now but if you drive the Brooklands, you'll know it's never been in better health. It is fully compliant with all existing emissions standards and Bentley knows how to make it compliant with all future ones too. But even if I am wrong and the Brooklands proves to be the last new car ever to be powered by this most characterful and charming of engines, all I can say is that there could be no better or more appropriate way to leave the stage than this.





FISKENS

FINE HISTORIC AUTOMOBILES



1973 Ferrari 365 GTB/4 'Daytona'

One of the last ten 'Daytona's' to be imported into the UK, chassis 16815 was delivered to its first owner on October 5th 1973. Supplied with various optional extras including metallic paint, air conditioning and an 8 track sound system, 16185 retains its original interior and has always been extremely well maintained throughout its life. It was recently subjected to a re-spray and represents a great opportunity to acquire an original, low mileage right hand drive 'Daytona' complete with an extensive history file and tool roll.

1961 Aston Martin DB4 GT
1963 AC Cobra Comp
1966 Bizzarrini 5300 (7 Litre)
1932 Delage D6 Faux Cabriolet
1952 Ferrari 340 America
1959 Ferrari California Spyder recreation
1960 Ferrari 250 Short Wheel Base
1972 Ferrari 365 GTB/4 'Daytona'
1973 Ferrari GTB/4 NART Daytona
1964 Lotus 30
1953 Pegaso Z102 Touring Spyder
1973 Porsche 911 2.7 Touring
1972 Porsche 911 S/RSR 3 Litre
1960 Porsche Carrera Abarth GTL
1988 Porsche 962 (Dayona winning Miller Car)

FISKENS, 14 QUEENS GATE PLACE MEWS
LONDON SW7 5BQ
Tel: +44 (0)20 7584 3503 Fax: +44 (0)20 7584 7403
Email: cars@fiskens.com **www.fiskens.com**



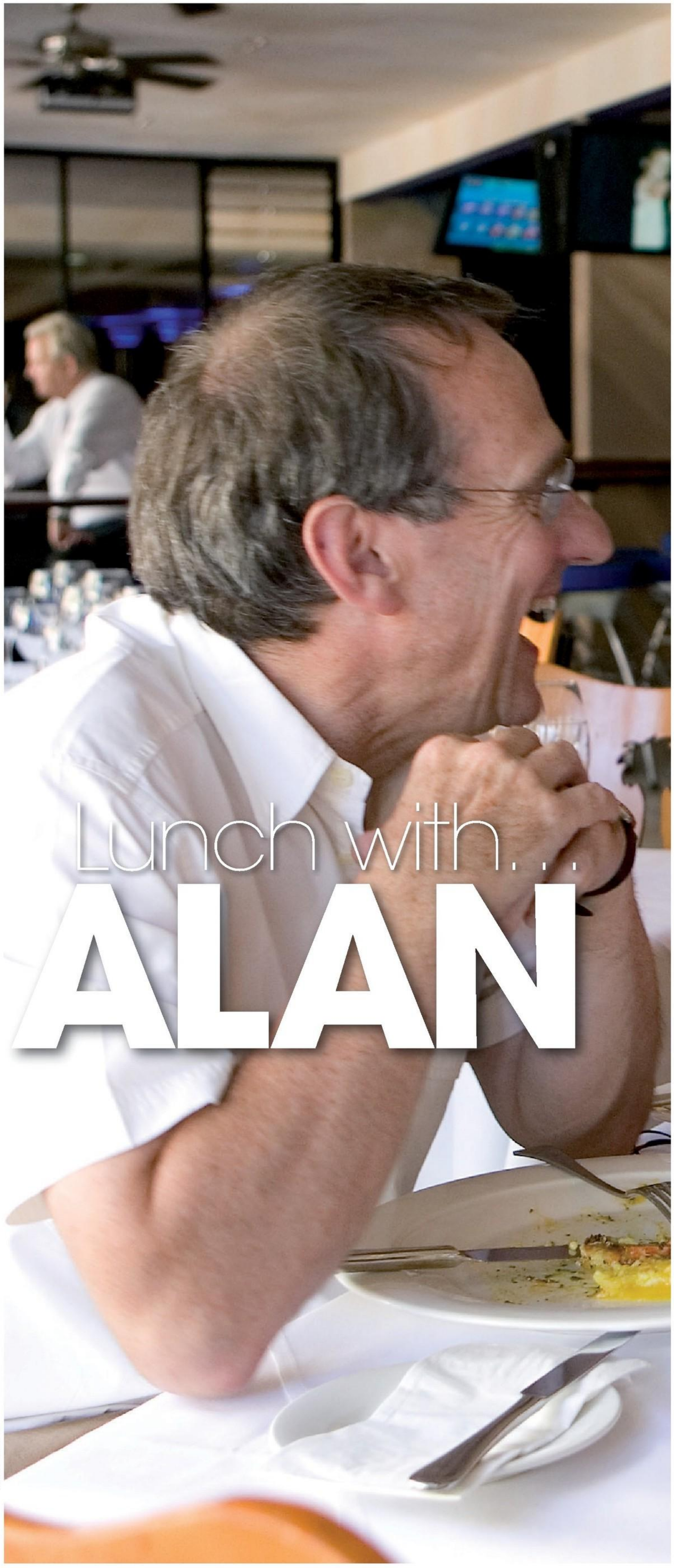
Williams' favourite son on dodgy campers, nightmare bosses and gelling with Frank and Patrick

BY SIMON TAYLOR

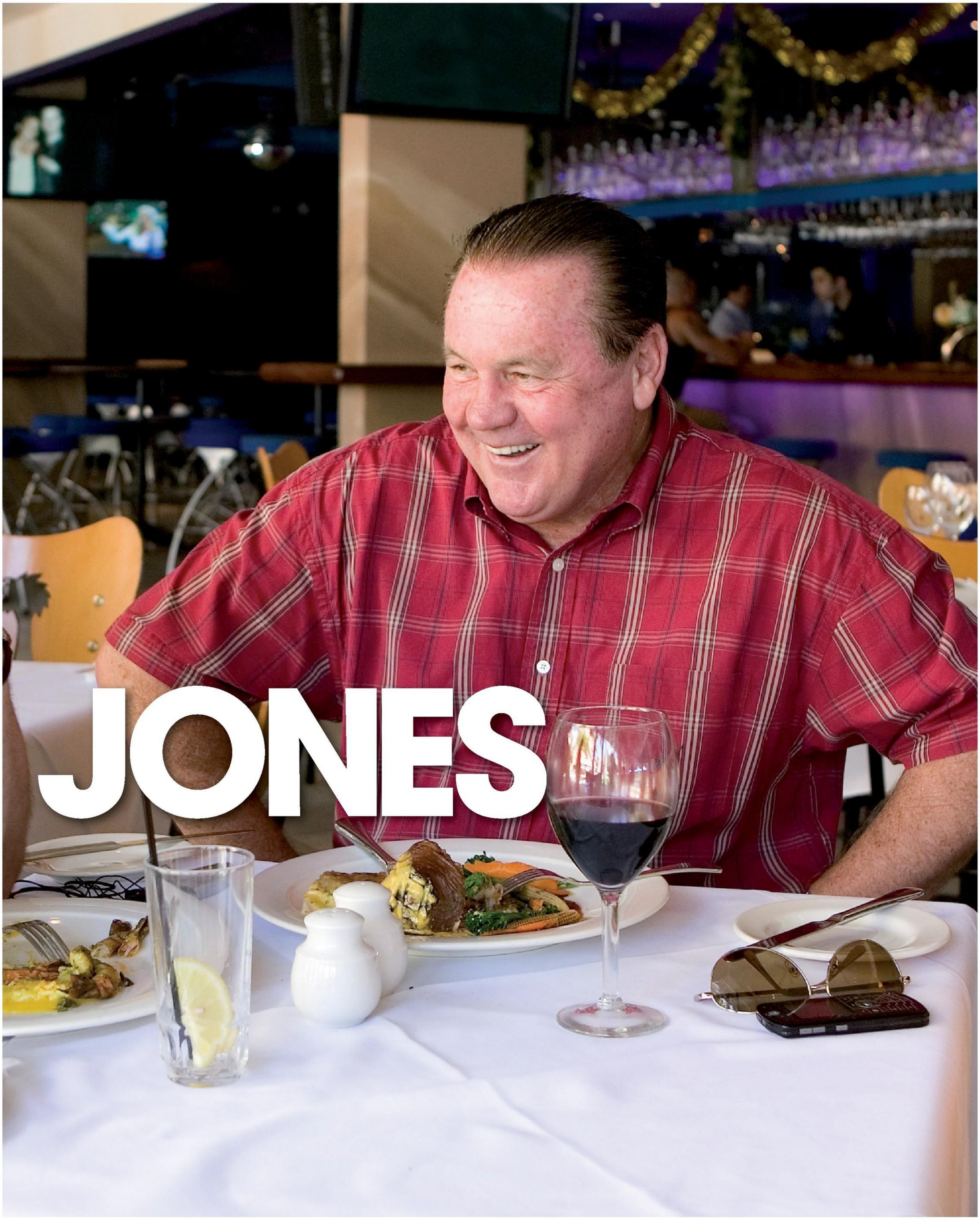
Scroll down the roster of drivers who won a single World Championship – names like James Hunt and Jody Scheckter, Nigel Mansell and Damon Hill – and for each there's a different reason why they never took a second title. In the case of Alan Jones, it's probably down to the English weather. Between 1978 and 1981 Alan forged a tremendously strong working relationship with Frank Williams and Patrick Head. The three men, hardened racers all, were comfortable with each other, talked the same down-to-earth language, and wasted no time on sentiment or ceremony, and together they achieved one drivers' title and two constructors' titles. In 1982 a Williams driver won the World Championship again – but that was Keke Rosberg, and by then Alan was driving a tractor on his farm in Australia.

"Over the winter of 1981 Patrick came up with the six-wheeler [the Williams FW07E] and Frank said I had to go to Donington to test it. I'd bought the farm, we had our son Christian, and I'd really got the shits with England. I stayed at that bloody motel at Donington, and I had to boil the kettle in my room to unfreeze the lock to get in my car the next morning. I thought, 'This is exactly why I want to go home'. I tested the car, drove back to a cold, grey Heathrow and got on a Qantas jet. As soon as we burst through the clouds into the sunshine I thought, 'I'm not going to miss Formula 1.' But of course I did come back, twice. I've had more comebacks than Dame Nellie Melba."

Which is appropriate, because we're having lunch at Melba's, a swanky restaurant and nightclub just behind the gilded beach of Surfers Paradise, where Alan lives in a waterside



John Downs


JONES



Talking tactics before the 1981 Brazilian GP. Jones says Williams was "a great motivator". Right: father Stan won the 1959 Australian GP in a Maserati 250F. Alan, aged 12, joins the celebrations

LAT

property with his second wife Amanda and seven-year-old twins Zara and Jack. The weather is glorious, and Alan is wearing the Gold Coast uniform of shirt and shorts. He looks healthy and relaxed as he instructs the waiter to bring a plate of oysters and a filet mignon "medium on the inside, burnt to buggery on the outside".

Any discussion of Alan's career has to start with his father, for during the 1950s Stan Jones was one of Australia's top racers. "He was a colourful character. He had a string of very successful car dealerships, and he never took a back seat to anybody. Liked the whisky, liked the ladies. I was surrounded by racing cars since I was knee-high. When anybody asked little Alan what he was going to do when he grew up, I'd always say I was going to be a racing driver.

"Dad bought the famous Maybach Special, and he won the first New Zealand Grand Prix with it in 1954, against Wharton's V16 BRM and Whitehead's V12 Ferrari. That year he was leading the Australian GP on the old Southport road circuit. Going over the bridge, as the fuel load got lighter, the gap between the road and wheels started getting wider. Finally something broke as he landed, and he went off into the trees. Huge accident. The Maybach was cut clean in two, and all he's done is cut his chin. Then he got a Maserati 250F from the factory – with a brand-new 300S engine as a spare. He won the 1959 Australian GP with that. He also had an F1 Cooper, and he even did the Monte Carlo Rally in a humpy Holden, in an all-Aussie effort with Lex Davison and Tony Gaze. They finished, too.

"My parents split up when I was 12, and Dad got custody of me. He was always a bloke who got what he wanted, by one means or another. We had a housekeeper to cook and clean, and I had a lot of days off school to go to the races with him. When I was 16 I started hillclimbing a Mini, and I began working in Dad's businesses.

"Then Dad went broke. The credit squeeze hit at a time when dealers had to carry huge stocks, because if someone wanted a blue one with red seats and you didn't have it you'd lose the deal to someone up the road. Until then I'd been a spoiled brat, a big-headed little bastard, and suddenly I had to learn some hard lessons about life. If Dad hadn't gone bust I don't think I'd have ended up much of a racing driver.

"I knew if I wanted to go motor racing properly I had to be in Europe. I arrived in London with £50 in my pocket, and my mate Brian McGuire and I ended up, of course, in Kangaroo Valley – Earls Court. I got a job in Selfridges, selling fireworks, but then we started to sell VW campers to poor unsuspecting Kiwis and Aussies. We'd park them in the Earls Court Road with a For Sale sign in the window, and by the time we got home the phone'd be ringing. It was money for old rope. We worked all sorts of tricks to source them. Sometimes we'd buy them for £150 and sell them a few hours later for £600. All we cared about was getting the money together to go racing."

They bought a Formula Ford, which Brian crashed, and then Alan got a twin-cam Lotus 41, which was wrecked in a testing accident at Brands Hatch. "The guy in front dived across the road to go into the pits, I swerved to avoid him and hit the bank. I was a bit crocked, had a broken foot, so they took me to a hospital which must have been bang up-to-date in the Boer War. The lady doctor started lecturing me about how motor racing endangered life. Then she got some scissors and was about to cut off my brand new overalls. I had a major blue with her about that. Later I found out they'd operated on my foot all wrong and I had to have it done again. I patched up the Lotus and sold it."


Mercury

> "I'd been a spoiled brat. If Dad hadn't gone bust I don't think I'd have ended up much of a driver"

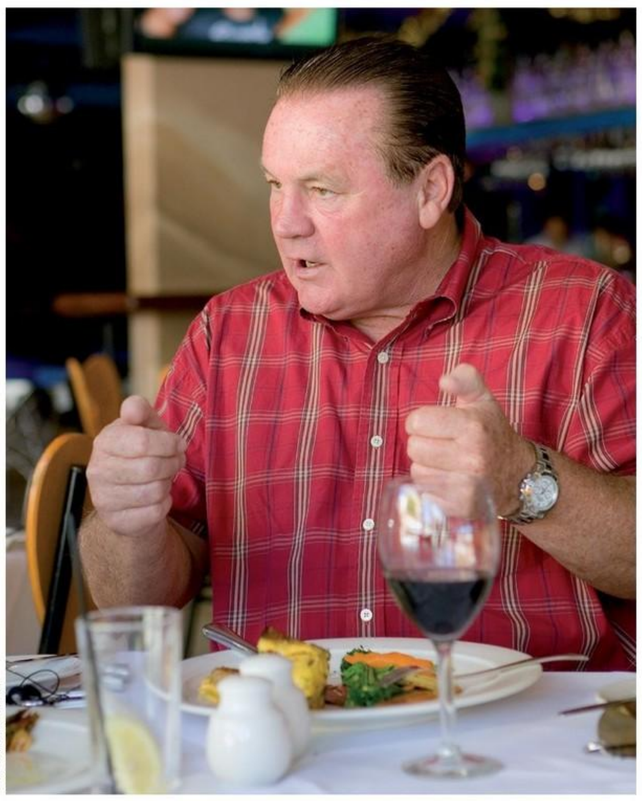
Next came a Brabham BT28 which, for 1971 and the new 1600cc F3, was updated to BT35 spec. With McGuire and New Zealander Alan McCully, Alan ran under the proud banner of the Australian International Racing Organisation, with cars and van smartly turned out in orange colours. "People thought AIRO was sponsored by the bloody Australian government. The paint looked good, but we had no money at all." What Alan did have was a good relationship with George Robinson of Vegantune, who lent him engines. "What I like about the Brits is they never worry if you're English, or Australian, or from Timbuctoo. They just base their support on whether they have faith in your ability. I owe George a lot."

A borrowed GRD and another Vegantune engine got Alan through 1972, and he and his new wife Beverley were now paying the bills by running a boarding house. "We rented a big house in Ealing, filled it with bunk beds bought from an Army surplus store, and put up Australians, New Zealanders and Canadians. Four rooms, four to a room, £11 a week with breakfast, it was a bloody gold-mine. I'd get up early and do the breakfasts, dish out the cornflakes and the bacon and egg, and everything had to be finished by 9am so I could piss off and spend the rest of the day hunting for a drive."

For 1973 Robinson recommended him to the Scottish industrialist Denys Dobbie, who had grand plans for DART, his Dobbie Automobile Racing Team. Initially it was an F2 for Dave Walker, a sports car for John Miles and an F3 GRD for Alan, and there were whispers about F1 in the future. The F2 and the sports car soon fizzled out, but Alan led the British F3 Championship until the final round, when his engine blew in practice and the spare turned out to be badly down on power. He lost the title to Tony Brise by two points. By now Dobbie had had enough, and Alan spent another difficult winter wondering where his next drive was coming from. Meanwhile his father had had a stroke. "We got him over from Australia and he lived with us in Ealing. He came around the races with me, leaning on his stick. Then he had another stroke and he had to go into care. It was very sad. He died in 1973, and he was only 51. I'd just won an F3 race at Silverstone, and we put the wreath in the coffin with him.

"Then I heard that a man called Mike Sullivan needed a driver for his Formula Atlantic March. I called him at once and he came on strong: new car, big transporter, the works. I was down there almost before he'd hung up the phone. When I got to his house I saw an old Nestlé van outside. That was the big transporter, and that's when I started to feel less excited. The car was two years old, and in its first race it overheated. But in the second, at Silverstone, I got lucky: all the people in front of me broke down or fell off, and I won. I gave Sullivan a list of things that needed doing before the next round at Oulton Park two weeks later, and when I got there nothing had been done. He'd just put the car back in the Nestlé van. So I refused to drive it, and I made sure everybody in the pits knew why.

"So Harry Stiller offered me a test. His Atlantic March really was a new one, and he had a good engine deal. But his driver, Bev Bond, had been complaining that the car had an understeer problem. I knew Robin Herd pretty well – I'd been doing some journeyman testing for March at Goodwood – and he came to the test. We dialled out the understeer, I got under the Formula Atlantic record, Bev Bond was promoted to team manager, and I had a drive for the season." There were lots of lap records but lots of retirements, although a pole-to-flag win in the British Grand Prix support race did his reputation no harm.



Photos: LAT

And in 1975 Alan got his foot in the F1 door at last. "Harry called and told me to go to some place called Easton Neston and have a seat fitting." Stiller had done a deal to run the original Hesketh 308 alongside James Hunt's works car. In his first outing, in the Silverstone International Trophy, Alan finished seventh, less than a minute behind Niki Lauda's winning Ferrari. His first Grand Prix was the dreadful Barcelona race, with the drivers' boycott of practice and Rolf Stommelen's crash in which four spectators died. "I remember everyone sitting around arguing about safety, and I wondered what I had got myself into. I'd gone to Spain to go racing, so I sided with the drivers who were saying, 'Let's get on with it and get out there'. Then came Monaco – they had 27 entrants going for 18 places on the grid, and when I scraped in 18th we felt like we'd won the bloody race. But in the race a wheel fell off."

> "Hill was a great ambassador, but a wretched man to work for"

After four GPs with the Hesketh, Harry Stiller moved to the USA for tax reasons. With Stommelen still injured, Graham Hill offered Alan a seat alongside Tony Brise for four races. His fifth place at the Nürburgring was the Hill GH1's best-ever result. "Having been World Champion, Graham felt he knew better than his drivers how to set up the car. He was stubborn and inflexible. A great ambassador for motor racing, but a wretched man to work for." Then Stommelen returned and Alan slid backwards into Formula 5000, driving John Macdonald's V6 March to two victories and five fastest laps. He was determined to get back into F1, but the future looked bleak. The inevitable midnight phone call from Louis Stanley promised the world at BRM, but: "I just didn't believe him. However desperate you are, there are some cars you don't want to drive, and some people you don't want to drive for.

"Then John Surtees gave me a run at Goodwood – which I knew well after all those March sessions – and he offered me a drive on the spot. He was off to South Africa testing, and asked me to go. At Heathrow he waved a piece of paper at me. It was a two-year contract, and he said, 'Sign this, or you're not coming.' I said, 'Hold on, John, we're in the departure lounge. I'd quite like the chance to read it through.' He said, 'I'm not paying all this money to get you down there unless you sign.' I skimmed through it and we started to argue about it all. The airline staff were chasing us because we were keeping the Jumbo waiting. So I signed.

"We were at Kyalami for a week and I think I did six laps, because the uprights kept breaking. Then came the Race of Champions at Brands Hatch. There was uproar because BBC TV were refusing to televise the meeting, all because our Surtees had the terrible word Durex written in big letters across the nose." The broadcaster didn't want the name of a contraceptive to appear on screen, but cynics were saying it wouldn't be a problem, because a Surtees was unlikely to be anywhere near the front, so the cameras wouldn't show it anyway. "And when I got to Brands there was no sign of my car. It transpired they were still finishing it in the transporter on the way to the track.

"Well, for the race it was cold and slippery. At the start Scheckter pissed off into the distance – I think Tyrrell ran lots of toe-in to get some false heat into the tyres – but on lap two he threw it into the bank, and I'd just passed Niki Lauda's Ferrari, so I was in the lead. I held off James Hunt's McLaren for about half the race, and by the end I was still second, so that was good. But two weeks later we were at Long Beach, where it was warm and dry, and we were nowhere.

"John would always go through this time-wasting ritual in practice, trying endless small adjustments. He'd fiddle with the car, I'd do some laps, tell John what I thought the car needed, he'd fiddle some more, I'd do some more laps, and by the end of practice we'd just manage, with luck, to get the car back to where it was when we'd started. John said to me once, 'The reason why the car isn't quick enough is because the chassis is too good, it's not putting enough heat into the tyres.' So I said, 'Well, John, why don't you just fuck it up a little?' Basically it was a good car, and we scored fourth and fifth place points on occasion, but it was a frustrating season. The two most difficult men I've ever driven for have been ex-World Champions. At the end of the first year of my two-year contract I said to myself, 'If the only way I can do F1 is with Surtees, I'm not doing it.'

"I did the Tasman races in Teddy Yip's F5000 Lola – I won the Australian GP, 18 years after Dad, but I'd jumped the start so they demoted me to fourth – and then Teddy said, 'Come and try Indycar racing on the ovals.' We went to Ontario with a McLaren M16, and I've never worn overalls for so long and done so little driving. We had to wait three days for the wind to drop before they let us out. It seemed every time an aeroplane flew by and cast a shadow over the track they'd stop running. I didn't like it, I didn't like the ovals, it was weird.

"Then Tom Pryce was killed at Kyalami, and Jackie Oliver came on the phone. 'What are you up to, Alan?' 'Nothing much.' 'Come and drive for Shadow.' 'Well, trouble is I've got this contract with Surtees.' 'Let me handle that,' said Jackie. I don't know what happened, but he did handle it, and I became a Shadow driver for 1977. Don Nichols was a bit different – anybody who wears a black hat and a black cape is a bit different – but Alan Rees was a good team manager, he made things happen. We had a podium at Monza and a couple of fourths. And I won the Austrian GP."

On a damp and slippery Österreichring Alan started 14th, and carved his way up to eighth by lap nine, fourth by lap 12 and second by lap 16. It was an inspired drive, and when Hunt's McLaren retired with 10 laps to go he took Shadow's only GP win. "It was a big surprise to everybody, including the organisers, who didn't have the Australian National Anthem ready. Some drunk played *Happy Birthday To You* on the trumpet instead. I didn't mind a bit."

The joy of his victory was tainted a couple of weeks later when his old friend Brian McGuire was killed racing a two-year-old Williams FW04 in the British Aurora Championship. A pin came out of the brake linkage at Brands Hatch and he hit a marshals' post. "I used to say to Brian, 'Look, mate, when these cars were new they were taken back to the factory after every race, stripped down to nothing and rebuilt. You »»

Clockwise from top left: fifth at the 'Ring in 1975 was Hill GH1's best result; AJ came close to British F3 title with DART in '73; Jones and Head spoke the same language; CanAm title-winning campaign for Carl Haas dovetailed with F1 in '78; leading Hunt and Lauda in '76 Race of Champions; Jones and Williams dominated F1 in 1980

Just TICKETS & Just MOTORING

LE MANS
24-hrs. 14th/15th June
and
LE MANS
Classic 12th/13th July

24 LE MANS HOURS — Just TICKETS — Official agency

TICKET ONLY SERVICE
The largest range in this country of BEST SEATS
Plus camping and Parking at Le Mans

HELICOPTER FLIGHTS
Over Le Mans circuit during race

INCLUSIVE ARRANGEMENTS
And HOSPITALITY
Self-drive to Le Mans & Formule 1 events
Or – hotels or hospitality only

Contact **JUST TICKETS**
1 Charter House, Camden Crescent,
Dover Kent CT16 1LE
Tel: +44 (0) 1304 228866 Fax: +44 (0) 1304 242550
Email: sales@justtickets.co.uk or enquiries@justtickets.co.uk
Website: www.justtickets.co.uk

CLUB LOTUS

LOTUS SHOW & FESTIVAL 2008

LOTUS

SATURDAY 29TH & SUNDAY 30TH MARCH 2008



DONINGTON EXHIBITION CENTRE
CASTLE DONINGTON
NR DERBY
(M1 EXIT 23A OR 24)

THE BIGGEST & BEST ATTENDED INDOOR LOTUS SHOW IN EUROPE

HUNDREDS OF LOTUS CARS & THOUSANDS OF LOTUS PARTS & ACCESSORIES PLUS CLASSIC TEAM LOTUS F1 DISPLAY, LOTUS DEALERS & SPECIALISTS, LARGE AUTOJUMBLE, BOOKS, MEMORABILIA, PHOTOS, LOTUS CLUBS & ELISE RACING SIMULATOR. INDOORS & HEATED

EXCLUSIVE LOTUS TRACKDAY ON SATURDAY & HOT-LAP RIDES

SPECIAL JIM CLARK COMMEMORATIVE DISPLAY INCLUDING LOTUS 25 F1 & 32 TASMAN CARS

SATURDAY 10AM-4.30PM SUNDAY 10AM-4PM £8.00 PER ADULT PRE-BOOKED. £9.00 ON THE DOOR. ADVANCED TICKET, TRADE & VISITOR DETAILS CONTACT
***CLUB LOTUS* TEL 01362 691144 / 694459**
WEB www.clublotus.co.uk E-MAIL events@clublotus.co.uk

ORGANISED BY CLUB LOTUS, THE CLUB FOR ALL LOTUS ENTHUSIASTS
ANNUAL MEMBERSHIP ONLY £27; CALL FOR FREE INFO PACK TODAY

Brightwells
CLASSIC VEHICLE AUCTIONS

Classic & Vintage Cars, Motorcycles & Automobilia – 12th March 2008


1934 Alvis Speed 20 SC

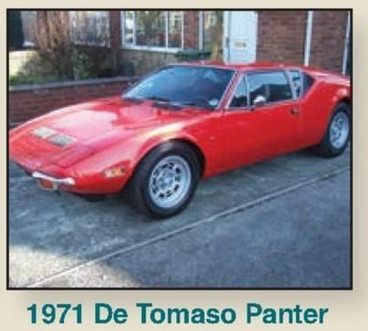

1979 Ferrari 512BB


1953 Austin-Healey 100/4

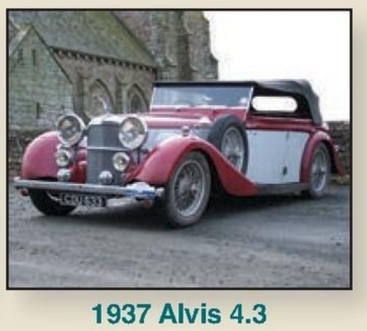

1947 Riley Special


1954 Bentley R-Type


1948 Cadillac Series 61


1971 De Tomaso Panter


1960 Austin-Healey 3000


1937 Alvis 4.3

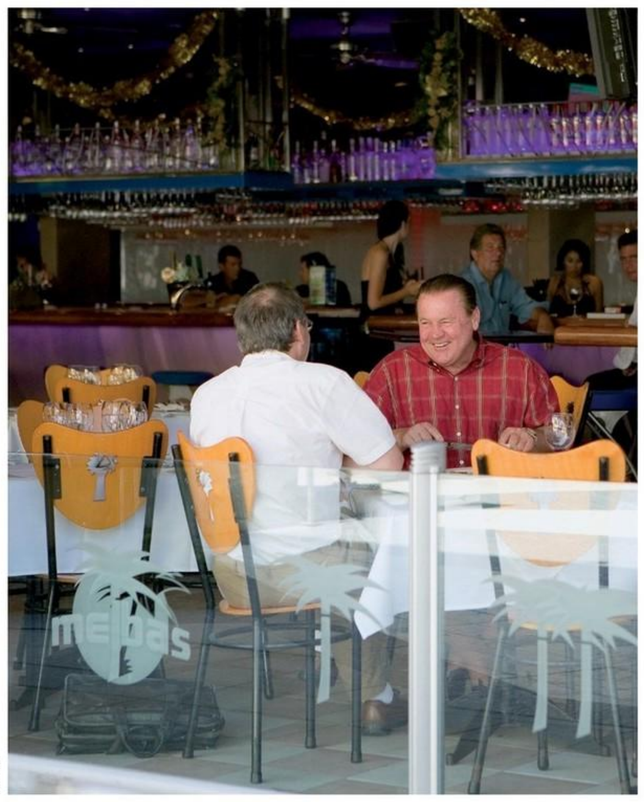

1953 Jensen 541 Prototype

For more information contact James Dennison
on 01568 611122 or email classiccars@brightwells.com
Easters Court, Leominster, Herefordshire, HR6 0DE

Many more cars at www.brightwells.com

can't just put them through a car wash.' I always worry when I watch people racing F1 cars from my period. Most are properly prepared, but there's a few people who buy them and don't give them the attention they need. You could get killed in them when they were new, and since then the barriers haven't got any softer."

The Austrian win was a big turning point in Alan's career. "Because I was going well in a Shadow, people were saying, 'Look at Jonesy, he's doing well in that old shit-box, isn't he?' At the end of the season Frank Williams rang me and said he was interested, but then I got a summons: come over to Maranello and meet the old man.


LAT

"First off, Luca di Montezemolo said to me, 'When you meet Mr Ferrari he will ask you why you want to drive for Ferrari. Make sure you have your answer ready.' I should have thought it was pretty obvious why I wanted to drive for Ferrari. Piero Lardi showed me round the facility, which was amazing especially for those days – the foundry, the test track, everything – and then I was taken to Mr Ferrari's villa. They ushered me into the presence of this white-faced figure with dark glasses, and my first thought was, 'He's dead. They've propped him up and they've got a recording of his voice coming from behind a curtain.' He asked me why I wanted to drive for Ferrari and I must have given the right answer, because they gave me a contract, and I signed it. Part of the deal was I had to live in Modena, which was no drama for me. Then they said, 'We want a North American driver because it helps our road car sales in the USA, so we're trying to sign Mr Andretti. If we don't sign him, you are a Ferrari driver for 1978.' That seemed pretty straightforward.

"Two weeks later I read in the comics that Mario Andretti had signed for Lotus, so I thought, 'How good's this – I'm a Ferrari driver.' I called Maranello and said, 'When do you want me?' 'We don't,' they said. 'We've signed a North American – Gilles Villeneuve.' So I hung up, dialled Frank's number, and said, 'Frank, I've been giving a lot of thought to your offer…'

"By signing Villeneuve, Ferrari had done me the biggest favour of my life. I met Frank; typically he went all clandestine on me, and we had a secret tryst in a lay-by at the side of the M1. Then I went to the factory, saw the FW06, and met Patrick Head for the first time. I was unbelievably impressed with Patrick. Compared to what I'd come to expect in Formula 1, he just seemed so down-to-earth. It was a one-car team, and I was a bit worried that the 06 wasn't ground-effect, but what I did like were the five letters painted on it, SAUDI, because that meant it was properly funded. What I didn't realise was that, although the signage was on the car, the deal wasn't done yet. I've always reckoned the first two GPs of 1978 were done on Frank's credit card.

"By the time we got to the fourth round, at Long Beach, the young princes and a lot of the top Saudis were there. I was up the backside of Reutemann's Ferrari and pushing him hard for the lead. The nose wing started to collapse, but I didn't notice any difference. But then a misfire set in. Reutemann spun later, so we would have won that one. The 06 was a clever little car, and it should have won a race, but the team was on a steep learning curve. The nearest we got was second at Watkins Glen."

> "The first two GPs of 1978 were done on Frank's credit card"

It was a busy year, for as well as the F1 programme, Alan also won the Can-Am Championship with a Carl Haas Lola. "I'd do F1 one weekend, then go testing for Frank in the week, then fly to America for the next weekend's CanAm. But Carl had a good set-up, and it was pretty much C&C – cruise and collect. The boss of CityCorp couldn't believe I commuted from England for each race, and he said to Carl, 'This boy has to fly Concorde.' 'Good idea,' says Carl, 'if you want to pay for it.' So he did.

"The Concorde lounge at Heathrow gave you free international calls, so I'd camp outside the door waiting for it to open like it was a Harrods sale, to get all my phone calls done on the house." Still lurking inside this jet-setting F1 driver was the struggling hustler who'd cooked breakfast for his tenants in the Ealing boarding house.

Alan's rugged personality fitted the Williams team like a glove. "Patrick and I had a fantastic relationship. We understood each other so well that he could almost double-guess me. If I wanted an adjustment on the grid after doing the warm-up lap, he'd know precisely what I wanted almost before I asked for it. Frank was more involved in the business side, doing the deals. During debriefs in the motorhome Patrick would take me through everything, and then all of a sudden Frank would pipe up, 'Driver comfort OK?' Every debrief he said it. Finally one day I said, 'Shit no, Frank, I'm not too comfortable.' It made his day! Frank is the best bloke I ever drove for, because he was such a great motivator. He could make you walk over glass. He was, and still is, a bloody racer. I cannot in all honesty fathom how he and Patrick still go to the races they go to, year in and year out. It's been nearly 40 years for Frank now…"

For 1979 Clay Regazzoni joined as Williams' number two, and Head came up with FW07, with full ground effects. "It was a bit late coming, so we did the first four rounds with 06. When I first got into 07 I did five laps and came in and said to Patrick, 'Now I know why Andretti and Lotus have been winning all those races.' The grip going into corners, the commitment you could make, was just unbelievable compared to what I'd been used to. We led Zolder until the electrics failed, and then at Silverstone we had pole, murdered the lap record, and led all the way until the water pump sprung a leak. Regazzoni was running behind me, so he scored Williams' first win. But I won four of the next five GPs – Hockenheim, Österreichring, Zandvoort and Montréal."

This string of late-season victories promoted Alan to third in the 1979 World Championship behind Scheckter and Villeneuve, with more wins than either of them. And in 1980 the job got done. After a stirring battle with Brabham and Nelson Piquet, Alan was World Champion, with five victories, and Williams was champion constructor. His team-mate was now Carlos Reutemann. "All the stories that Reutemann and I hated each other are bullshit. He was no different from any of my team-mates. I never said to any of them, 'Come round for a barbie,' because I had to race against them, and I wasn't going to give them anything.

"But the last thing Frank wanted was his two drivers having each other off, and if you own the bloody team you call the tune. So he wrote into Carlos' contract that if we were more than 10 seconds ahead of everybody else, and we were separated by less than two seconds, I would win. Carlos read the contract, and he signed it, and I didn't see anyone holding a .45 to his temple. In fact it only ever arose on one occasion, at Rio in 1981. It was pissing down, and we took off into the distance with Carlos ahead of me. I thought, if I stay within 2sec of him he's got to let me through. It's getting closer and closer to the end of the race, the pit signal goes out JONES-REUT, and I think, 'What's going on here?'

"Then I thought, 'I know what he's going to do, he's going to play Mr Obvious and move across for me on the last lap where everybody can see.' So I carried on sitting behind him. But he just kept going and won the race. I got out of my car and went to the podium, which wasn't in the main body of the pits, and after standing in the rain for what seemed like a long time with nothing happening I went back to the paddock. This was interpreted as me getting the shits with Carlos and storming off, but that's not what happened. The next round was in Argentina, home ground for Carlos, and in Buenos Aires I had taxi drivers giving me the finger. Even the bloody marshals at the track were giving me the finger. People were blowing it up into something it wasn't, but the team orders scenario never came up again." But Frank Williams, annoyed that Carlos had ignored the agreement, only paid him second-place money for Rio.

Among his other contemporaries, Alan singles out Ronnie Peterson. "I always got on well with Ronnie. Everybody knows about his fantastic car control, but he was so naturally gifted that he had no idea why he was quick. He couldn't analyse it. That's why he was no good as a test driver: give him a problem and he'd just drive around it. With Gilles Villeneuve you always had a fight on your hands. He was very tough to drive against, but he was always fair. Mind you, when he had that puncture at Zandvoort in 1979, and just kept on racing with a back wheel hanging on by a brake line, he behaved like a dickhead. I wouldn't want to be the guy following when the brake line snaps and his wheel comes flying into my cockpit."

Alan arrived at Monza in 1981 with a broken finger on his gear-change hand, the legacy of an altercation with two thugs in a London street after a traffic incident (in which you assume Alan gave as good as he got). That weekend he quietly told the team, to Frank's dismay, that he wanted to retire, and then he climbed through the field to finish second. In the final round at Las Vegas the outgoing World Champion led from start to finish to score his 12th GP victory, then turned his back on F1 and dug in on his farm north of Melbourne.

"We had 2200 acres, breeding Simmental cattle and Charollais sheep, and it was a full-on operation. I was sick of the travel and I thought, 'Great, I'm never going to see another airport again.' Pironi had his accident at Hockenheim in the August, and when Ferrari came on the phone I didn't take the call. It was stupidity on my part, I was just being bloody-minded, and I really regret it now. They gave the drive to Andretti, and he took pole for them at Monza. He's never paid for a plate of spaghetti since.

"I was cutting the 100-acre paddock by the main house, sitting on this tractor for bloody hours, and a plane went over high in the sky and I caught myself thinking, 'Jeez, I wonder where that's going?' Then I fell off a horse and broke my femur, and while I was laid up Jackie Oliver came on the phone and said, 'It's all happening at Arrows, we've got a major new sponsor, come back and drive.'



LAT

"Patrick and I understood each other so well that he could almost double-guess me"

"So I got my femur pinned, flew to the States and did the Long Beach race. I had to bash the side of the monocoque with a hammer to clear my bad leg." He qualified mid-grid and ran eighth, but eventually retired when the cockpit chafing the pins in his leg made it too painful to continue. He was third in the Race of Champions two weeks later, but "the mysterious billionaire sponsor was showing no signs of appearing, there weren't the funds to go testing and develop the car, so in the end I just said, 'No.'

"Back home a friend who was Australia's Porsche distributor got me racing a 935, and then in 1985 I got a call from Charlie Crichton-Stuart, who'd been a good mate when he was working with Frank Williams. He was full of a new F1 deal that was going to be wider than Cinemascope and brighter than Technicolor. He said, 'I've been told to sign you. They told me to offer you X, but if I have to I can go to X plus Y. So why don't I just offer you that?'

"What was going on was Beatrice, the eighth-largest company in America, had decided to go F1. Carl Haas was putting it together, and it sounded good enough to get my overalls back on. Goodyear, Lola, exclusive use of a new Ford V6 turbo engine, smart new factory, all the kit. And lots of money. All the ingredients to bake the cake, but they couldn't turn the oven on."

So why didn't it work? "Well, it's debatable how good the chassis was, but the engine was shit. Beautiful little engine, beautifully put together, but no horsepower. The Hondas had electronically variable turbo boost, but we had to do it manually, with two plastic things coming out of the dash. You could only adjust the boost on constant revs on the straight, so you'd do one bank on one lap and then you'd have to wait another lap before you could do the other bank. They were coming up with all this bullshit, F1 was going to see American muscle at its best, but we were 20kph slower down the straight than the Ferraris. Teddy Mayer was the team manager, and in my opinion he was hopeless. Other people will disagree with that, but Teddy didn't have a good way about him. There's ways to get the best out of drivers, and he found out how not to get the best out of me." Alan did 20 Grands Prix for Beatrice. The tally was 15 retirements, one non-start – and just four points. The Beatrice episode paid well, but brought no joy.

"So I came home and went touring car racing. Australian touring cars are pretty serious, 600bhp and under-tyred, and very competitive. I really enjoyed that. My last race was Bathurst about five years ago. Then the Masters: loved the idea, loved the car, but at Kyalami in practice for the first race I rooted my neck. I've had a dickey neck for a while and when it seizes up it affects everything, even my vision. I wasn't kidding myself, I was nowhere near as quick as I should have been. So I turned into a bloody expert and did the commentary with Murray Walker. That was fun. Now I'm involved with the Australian A1GP team: 10 rounds, and I go to every one. I love getting to the track early in the morning, discussing pitstop strategy and which way to go on set-up. I enjoy helping the drivers [currently John Martin], we go through the data and I'll offer advice, but no way do I tell them what to do. I don't want to do a Surtees and try to get back in the cockpit with them."

Alan's son Christian went via karting to Formula Ford, and in 2004 he won the Asian F3 Championship. He was Australia's A1 driver in 2005, and has raced in the Porsche Supercup. "And this very morning, in the swimming pool at home, seven-year-old Jack said, 'You know, Dad, I might be a racing driver when I grow up.'" Stan would be pleased to know that the Jones genes are all present and correct.



"You smell that? Do you smell that? Racing oil, son. Nothing else in the world smells like that. I love the smell of racing oil in the morning." Race instructor Ron Simons

Boss Ron Simons clocks on an amazing 1200 laps a year so he knows this track backwards and a single lap beside him in an Alfa 75TS will shave seconds from the lap time of someone who already knows the track very well.
John Barker, Chief Editor Evo Magazine UK

I've had some exhilarating laps in my time (Ayrton Senna, Stirling Moss, Roger Clark) but a Ron's (75Experience) 14 mile on-the-limit power slide beats them all.
Steve Bennet, Editor Circuit Driver Magazine

Ron is very experienced and a very successful racer of Alfa Romeo's and Ferrari's with countless race wins. This on-track success is backed up with a sound engineering knowledge, the ability to set up cars and the ability to teach. He is one of motorsport's rare all-rounders.
Roberto Giordanelli – Auto Italia Magazine

The 75 experience is an excellent way to learn possibly the most difficult track in the world, Ron's knowledge and teaching abilities combined with some sharp handling cars taught me more in one day than in my 3 previous trips to the 'ring. Winning the Top Hat race (and 6th overall) in the Marathon a few weeks later must be testament enough!
James Diffey UK

- **Track Car Rental (New Car's included Renault Clio Sport and a Porsche 911GT3RS)**
- **Classroom & instruction while on track**
- **Run all year round on weekdays and weekends**
- **Group and private instruction**
- **Exclusive and public days**
- **Prepared cars included**
- **Professional team of international instructors**
- **Full Arrive & Drive package**

75experience GmbH • UK Agent: 01787 278833 • Mob Germany: 0049 178 3952534
Mob Netherlands: 00 31 6 20429108 • www.75Experience.co.uk • 75Experience@gmx.de


1968 Lotus 56 Turbine
Firestone
LOTUS
60
STP
AMERICAN
WAGNER LOCKHEED
AMERICAN


ROAR WITH GILMORE
WORLD'S INTERNATIONAL AUTO RACES
INDIANAPOLIS, MAY 30, 1914
ROAR WITH GILMORE
SERVICE
Firestone
SHELBY
CHAMPION
Castrol GTX
MONROE
Samsonite


AL UNSER
No. 39654
Firestone
SUNNEN


CHAMPION
VICEROY
Firestone
Minolta
OLYMPIA
ENCO
Al Unser
4
VICEROY
Firestone


RRP 10M
BIG OLY' BRONC
VICEROY
Firestone
Castrol
VICEROY
1
VICEROY


98







PRIVATE VIEW

Not many people get to see this collection, so when Indy hero Parnelli Jones invited us in we couldn't resist

BY IAN WAGSTAFF

Vel Miletich, long-time business partner of archetypal Indy 500 winner Parnelli Jones, never liked to throw anything away. Those who worked with him found the wrecked cars abandoned on the mezzanine floor, or the numerous used components stored about the place, nothing but a nuisance.

Miletich and Jones had run what was, for a while, one of the most successful teams in US racing and had remained in partnership until the former's death in 1998. It was he who was responsible for saving most of the 19 cars that now comprise the Torrance-based Vel Miletich-Parnelli Jones Collection, $18 million worth of exhibits that personify an era. "If it was not for Vel, those cars would have been long gone, probably on a dump somewhere," states Jim Dilamarter, who oversees the collection.

Towards the end of his life Miletich envisaged a collection of his memorabilia. Dilamarter gathered parts that had been used in racing "and plastered them all over the walls and ceiling. He loved to sit surrounded by memories."

"The cars are now like children to me," says Parnelli Jones. "We built most of them here."

Many of them reflect the work of legendary mechanic George Bignotti during his affiliation with Jones and Miletich. Dilamarter is a common denominator, having first worked with Bignotti in the mid-1960s as part of the John Mecom and then Al Retzloff operations. This included being part of Graham Hill's Indy-winning crew in '66. What followed was a period when Bignotti and the VPJ team gelled with spectacular results.

Dilamarter and colleague Jesse Sanchez look after the collection "in our spare time". All the 15,000 items, including three replica Borg Warner trophies, are barcode-catalogued and photographed. Most of the cars have been Indy contestants, although Jones' Baja 500- and 1000-winning Ford Bronco and the Mustang driven by Danny Ongais to the 1975 AHRA National Funny Car Championship are included – as is a small collection of midget and sprint cars owned by others, including a 1940s Kurtis midget.

Although not open to the public, the collection is used for various events. The cars also travel to such as the Monterey historic races, the Petersen museum in Los Angeles, the NHRA museum at Pomona and as far as Goodwood.

● *Turn the page for profiles of the star cars in the Vel Miletich-Parnelli Jones collection.*



It was Jones who held back the rear-engined revolution at Indianapolis by beating Jim Clark's Lotus in 1963. Two years later the positions were reversed, but by now Parnelli was also in a Lotus-Ford – in fact 34/3, which had been put on pole by the Scot the year before. "It was a big change for me after the roadster. It seemed like a go-kart," he recalls.

Jones won twice at Milwaukee with 34/3 and claimed five poles. Ford gave him the car at the end of 1964 after which the monocoque was widened and suspension improved. Dilamarter remembers, "Parnelli was not confident in the Lotus manufacturing methods."

With Arnie Knepper at the wheel, the car was severely damaged during the first pavement race held at Langhorne Speedway. At the time Dilamarter was still with Mecom Racing. By coincidence the VPJ team borrowed a Mecom transporter to move the remains back to Torrance. Dilamarter recalls helping load it and, as he too had to go to California, following it in a pick-up. Little did he realise that he would one day drive this very Lotus at the Goodwood Festival of Speed.

"It was put up on the mezzanine and then forgotten about. Everybody wanted it thrown out but Vel insisted 'no'. It was moved from warehouse to warehouse. I must have moved that car seven times. I eventually talked Vel into having the cars rebuilt. I had heard Phil Riley was the best Lotus restorer on the West Coast and he did a pristine job on the 34."

There is a 1990s replica of Jones' 1963-winning Watson, 'Ol' Calhoun', currently sitting towards the rear of the collection, but the Lotus, returned to its original green and yellow, is virtually the first car you see. "I entered professional racing when the rear-engined cars were just coming in so I had the opposite attitude to other mechanics," says Dilamarter. "Anyone with half a brain could see that the roadster was finished."

1964 Lotus-Ford 34
—34/3—



Jones took 34/3 to second in 1965 '500'. Top right: Leonard put Lotus on pole in '68

Ford



Ludvigsen

1968 Lotus 56
—56/1—

Parnelli Jones and the gas turbine Paxton STP Oil Treatment Special, their domination of the 1967 race and the failure of a $6 transmission part with three laps to go is part of the Indy legend. The Paxton resides at the Indianapolis Speedway museum but the Torrance collection does feature a gas turbine to remind one of the connection. This is a Lotus 56, the 4WD Pratt & Whitney car Joe Leonard put on pole in '68, also leading before retiring with a broken fuel shaft.

Both Jones and Dilamarter recall the same story about that. "(Andy) Granatelli had done a deal with AMCO to change the fuel to gasoline and they lost the lubricity of the kerosene," says the latter. "I was to have driven the car but I didn't think it was that safe," remembers Jones. "I made a decision not to run." However, he carried out the chassis set-up work and, feeling obligated to Firestone and Lotus, lent them Leonard who was then driving for him.

Dilamarter was with Mecom and then Retzloff at the time of the turbines: "I hated them. They were the enemy. They didn't sound like racing cars to me." He recalls being disappointed for Jones personally in 1967 but, "his bad fortune was our good. We finished second."

After Indianapolis, Firestone gave Jones and Miletich 56/1 to run for the rest of 1968. At the end of the year Mario Andretti drove the car at Riverside in the Rex Mays 300. One of the car's biggest problems was with the brakes on the mile-long tracks. "They weren't working right. Parnelli tried to tell him but he didn't hear," says Dilamarter. The result was that Andretti collided with team-mate Art Pollard and the car was wrecked. It was reskinned, repaired and restored in the latter half of the '70s. In 1998 some of the leftover parts, including the skins and a partially completed spare Lotus tub, were auctioned at the VPJ facility to Bruce Linsmeyer who created another working 56, also liveried as number 60.



Andretti struggled in F1 car, here at Long Beach in 1976. Right: Unser ruled in dirt car

LAT

1969 King-Ford
— Champ Dirt Car —

Dilamarter was never a fan of dirt car racing. "You got dirt in your teeth, on your clothes, in your tool box. But if you were successful, like we were, it could be fun." And the Vel's Parnelli Jones team was even more successful on dirt than it was on the speedways. The King-Ford 'Viceroy Special' was an integral part of the team's consummate period during the early 1970s.

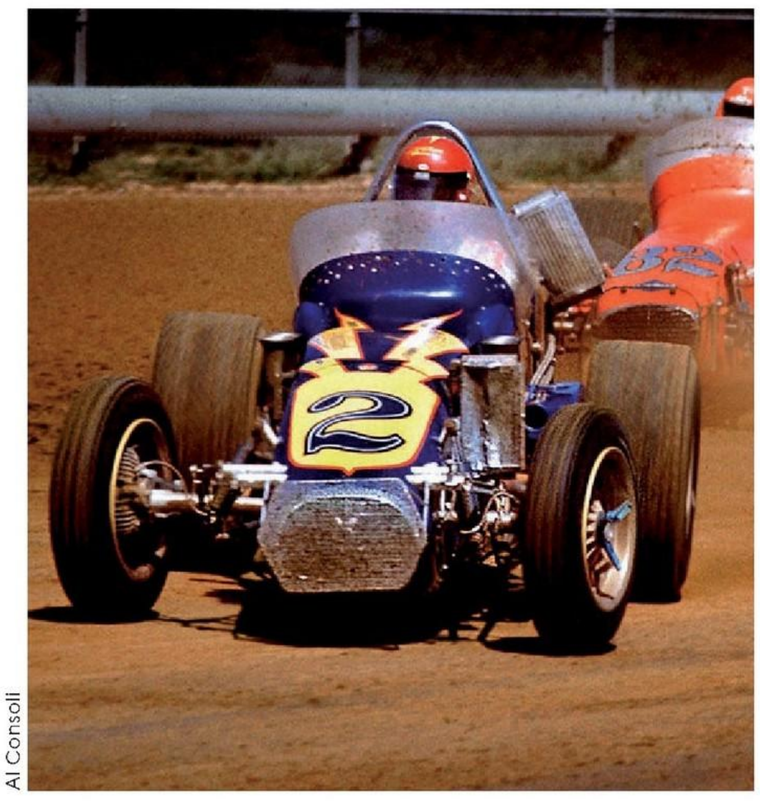
"Dollar for dollar this was one of our best cars," says Dilamarter. "It had the least amount of investment," adds Jones. "That car probably made us more money than any other."

Al Unser raced the car in 24 events between 1969-75, sat on pole nine times, had 13 wins and took two championships. During that mercurial 1970 it won all five USAC Championship dirt races – Sacramento, California State Fairgrounds, Duquoin, Springfield and the Hoosier 100. A year later a contemporary USAC report described the race at the Indianapolis State Fairground as being two in one. "First there was Al Unser, all by his lonesome and able to leap along straightaways at a single bound. Then there was the rest…"

Although built in 1968 by Grant King, this is not a stock King chassis. "There were things Bignotti wanted done to the car, mainly the position of the rear torsion bars," recalls Dilamarter. "George's knowledge of dirt cars was one reason why this car was extremely successful.

"The tracks in those days started out muddy and grippy in practice and qualifying but they were groomed so that they would become hard and slick, and that suited our engine."

The other part of the equation was, says Dilamarter, Unser himself. "Al favoured a straight driving style rather than hanging the back out unnecessarily and burning off the right rear tyre. Not that he couldn't hang it out; he would just drive it straighter than the other fast dirt drivers of the time." »»»



Al Consoli

1976 Parnelli-Cosworth VPJ4
— 002 F1 —

In 1974 Mario Andretti, Vel's Parnelli Jones driver for the previous two seasons, wanted a tilt at the Formula 1 World Championship. Firestone sought to take him there. Thus Lotus 72 designer Maurice Phillippe created the 72-like Parnelli-Cosworth VPJ4 and the team went Grand Prix racing. Jim Dilamarter flew to England to run the operation. The team was based at Griston, near Hethel, with Dilamarter living in Norwich: "It wasn't the smartest place to be but nearly everyone was ex-Lotus. If we had to do it all over again we wouldn't be based at Griston."

Unfortunately the programme had no sooner started than, "Firestone changed CEOs and the new guy decided he didn't want to be in racing. Even though we had a four-year contract, they gave us a settlement and that was it. They were gone and we were on our own. We got a phone call when we were in South America saying we were out of the deal and now we had to take tyres from Goodyear."

Dilamarter recalls that, at the time, the VPJ operation was deeply involved in the USA in a wide variety of formulas including F5000, off-road and drag racing, and Indianapolis. "In the UK we didn't get much attention, we were like the freckle-faced step-children. We never went testing. We didn't have the money to spend."

Jones points out that Phillippe did "a great job" with the F1 car. "(Colin) Chapman, when he first saw it, was really impressed." However, it depended much upon specially tailored tyres, and without Firestone it had little chance of success. During the last two races of 1974, the whole of the '75 season and the first three races of the next, it struggled on, scoring just six World Championship points.

Three chassis were constructed, the last F1 cars to be built in the USA. Two are in the collection, one as designed with a low air box and one with a high. The latter, blue and white chassis 002, was the more successful, finishing in the top five three times.

Jones eventually had the opportunity to drive one in a demonstration at Long Beach. "I just wish I had had the chance to drive it more," he says. "I may take it out again one day."



Colt-Ford used by Unser to win at Indy is Jones and Dilamarter's favourite

Ford

1970 Colt-Ford

— 'Johnny Lightning "500" Special' —

The team established by Jones and Miletich in 1968 dominated the start of the next decade. Three of its Bignotti-built, Lola-like, VPJ Colt-Fords are in the collection: the 1970 model used by Al Unser to win both the Indy 500 and the USAC National Championship, Unser's 1971 Indy winner and the car Joe Leonard took the championship with that year.

A photograph was published in 1971 showing Dilamarter hanging out a "Repeat" sign to Unser as he passed the pits to win the second time. However, it is the 1970 car, model Indy 001, which both Jones and Dilamarter describe as their "favourite" in the collection.

"We were so dominant at Indianapolis. If you were a spectator you were probably as bored as hell," says Jones. "When the race was over that car didn't have one drop of oil coming out of it anywhere. It was so clean that the officials thought we had switched cars."

"It represents our team's time as the king of the hill. We were pretty close to being invincible," adds Dilamarter. "Al was 'on', our team was 'on', the car was 'on', the tyres suited the car, the engines were perfect. It was one of those magical times when everything was going right. That car was good to me. I worked on it night and day. I knew every nut and bolt."

In addition to Indianapolis this particular chassis also ran in the year's other '500' at Ontario, Unser pulling out a huge lead before retiring with a turbo problem.

The only drawback to the 1970 car was that the team copied the tub configuration of its 1968 Lola which only held 54 gallons of fuel, and so had to fit side tanks. One of these on the left-hand side meant that it took longer to fuel the main monocoque. A decision was taken the following season to make a larger tub with the fuel stored at the bottom. Thus 001 was retired after just one, highly successful, season.

THE COLLECTION

ROLL CALL

Vel Miletich – Parnelli Jones Collection, Torrance, California

1964 Lotus-Ford 34/3
1976 Mongoose-Ford
1968 Lotus-Pratt & Whitney 56/1
1969 Ford Bronco
1969 King-Ford Champ Dirt Car
1970 Colt-Ford Indy No 001
1971 Colt-Ford Indy No101
1971 Colt-Ford Indy No115
1972 Parnelli-Offy VPJ-1-102 Indy
1972 Parnelli-Offy VPJ-1-101 Indy
1972 Parnelli-Offy VPJ-1-103 Indy
1973 Parnelli-Offy VPJ-2 Indy
1973 Parnelli-Offy VPJ-1-104 Indy
1973 Parnelli-Vega (Offy) VPJ-2-006 Indy
1974 Parnelli-Offy VPJ-3-101 Indy
1975 Parnelli-Cosworth VPJ-002 F1
1975 Parnelli-Cosworth VPJ-4-003 F1
1976 Mustang Funny Car
Replica 1960 Watson Roadster Agajanian
Willard Battery Special









GENERAL RACING LTD

2008



©2005 Bob Krueger

For more information, contact General Racing LTD at (805) 686-9292
www.generalracing.com *Email:* info@generalracing.com Fax: (805) 686-9242



WINE COUNTRY CLASSIC

May 31 - June 1, 2008

35th ROLEX MONTEREY HISTORIC AUTOMOBILE RACES

presented by TOYOTA

August 15 - 17, 2008

The Rolex Vintage Festival
Lime Rock Park

Aug. 29 - Sept. 1, 2008

CORONADO SPEED FESTIVAL

Sept. 27 - 28, 2008







The wheel's come off!

JODY SCHECKTER HADN'T EVER BANKED ON DRIVING A TYRRELL 'FIVE-WHEELER', AS ROY TOPP TELLS ROB WIDDOWS

Footballer, cricketer, motorcycle scrambler, blacksmith, master welder and racing mechanic, that's Roy Topp. He was at the top of his game (no pun intended) for 15 years, becoming number one mechanic for Jackie Stewart at Tyrrell, the great man describing Roy as an artist, one of the very best. Praise indeed from a man who has often declared that his mechanics were better at what they did than he was at driving.

Roy is not short of an anecdote or 10, having worked at Wolf, ATS and Fittipaldi as well as Tyrrell. But it is from the Tyrrell days that Roy chooses his story. We settle down with mugs of tea, a pile of photo albums and press cuttings from those halcyon days. We're going back to Sweden's Anderstorp circuit in the summer of 1976.

"Not because we came home first and second with Jody Scheckter and Patrick Depailler in the six-wheelers," grins Roy, "but because of an amazing thing that happened in practice. Anderstorp was an airfield circuit and the layout was very basic, a bit like the old Goodwood. The pit entry was behind the pitboxes and the awnings, so the cars sort of came in from the back, out of sight, and then into the pitlane.

"We were all out front waiting for Jody to come by on a qualifying lap and we couldn't understand why he hadn't come round – there hadn't been a shunt or anything. Then we look behind us and there he is, rolling into his pitbox, waving his arms in the air. None of us saw anything wrong with the car but [designer] Derek Gardner ran over to see what Jody wanted and he was waving at the front wheels. One of them, the leading one on the left, was missing. And none of us had even noticed. Jody just couldn't believe that none of us had spotted there were only three wheels on the front."

The South African, in his third season with Tyrrell, wasn't too happy and proceeded to explain how the whole hub assembly had parted company with the car.



"Jody said he was braking at the end of the straight – probably doing about 170mph – when he saw a wheel bowling along in front of him. 'As I braked,' he said, 'I saw this wheel go by and I thought, I wonder whose wheel that is? Then I turned into the corner and I knew whose wheel it was…' We knew we'd put the wheels on properly so we were taken unawares, and maybe that's why we never noticed he only had five wheels when he came in. I mean, the rest of the car wasn't damaged at all."

Now they were into an all-nighter, redesigning the assembly and building new ones for the following day's qualifying.

"The hub assembly was held together with a row of small bolts which held the brake disc in place and the centre pin had come out, shearing the whole lot off, so we set about building a stronger one. The six-wheeler had some funny characteristics under braking. The majority of the braking was on the front two wheels, so when the car pitched forward it was difficult to get the brake balance right between the front pair and the pair behind them.

"Anyway, we only had the most basic tools at the track – I used to carry mine around in a bucket, useful when the driver wanted a pee (laughs) – and we had to increase the size of the bolts to make sure it didn't happen again. We had a vice in the truck, and a drill of some sort, and we had to make do with what we had. There was no pillar drill or milling machine or anything like that, so we worked through the night, using larger bolts, putting nuts on the back of them, anything we could do to strengthen the whole assembly. We used the old rule of thumb that if it looked right it probably was right, and we had confidence in Derek Gardner, of course."

The following day Scheckter qualified on pole and went on to win the race after Mario Andretti retired, with team-mate Depailler following him home. Yet again the mechanics had saved the day.

As well as his work in F1, Roy Topp also looked after Jackie Stewart's son Paul in Formula Ford 2000 and in Formula 3. He's now happily retired, and busy rebuilding his beloved scramble bikes at his home in Hampshire.

Drive one of these Ferrari F1 cars at the Grand Prix de Monaco Historique 2008.

When purchasing an Ex-Ferrari F1 race car from us you don't just own a piece of Grand Prix history, you are eligible to become a part of it.

DRAMAGRILL.DE

Modena Motorsport is the exclusive partner of the Automobile Club de Monaco for the Ferrari F1 demonstration at the Grand Prix de Monaco Historique 2008.



Schumacher / Irvine, 1997
Grand Prix winning car
Price on inquiry



Alesi / Prost, 1991
Price on inquiry

F1 Clienti

Modena MOTORSPORT

For 20 years we have been restoring, servicing and selling Classic Road and Formula 1 Ferraris.

© Schlegelmilch

Ernst-Tellering-Str. 60 D 40764 Langenfeld Tel +49(0)2173/22184 Fax +49(0)2173/21603 www.modena-motorsport.de

Classic, Collectors & Historic Racing Cars

Barons

Mon 17th & Tues 18th March
Sandown Park, Esher, Surrey







We are proud to offer this rare Chevron B19 at our Classic, Collectors and Historic Racing car auction on the 17th and 18th March. Originally supplied to Swiss driver, Joe Siffert, who was also a Chevron agent, the car was then sold to Frenchman, Cyr Febbraio, who campaigned the car widely. The car has had a total of six previous owners and was allocated full FIA papers (No 791), enabling it to compete in Historic Racing throughout the world. The car has been active in the Le mans series and various other endurance events and is complete with set-up information for many European circuits.

Owners of similar cars are invited to consign them to this sale, which attracts a mere 3% sellers commission.

Sandown Park is a magnificent venue located just 10 minutes from the M25, within 30 minutes of Heathrow and Gatwick, only 20 minutes from Central London but well outside the Congestion Charge zone.



Also consigned, this rare 1973 Ginetta G15.

Quality entries are now invited
Tel: (Lo-Call) 08454 306060

Catalogue closes Monday 10th March

Tel: 023 8066 8413 / 023 8066 8409
Fax: 023 8042 8469
Email: info@barons-auctions.com

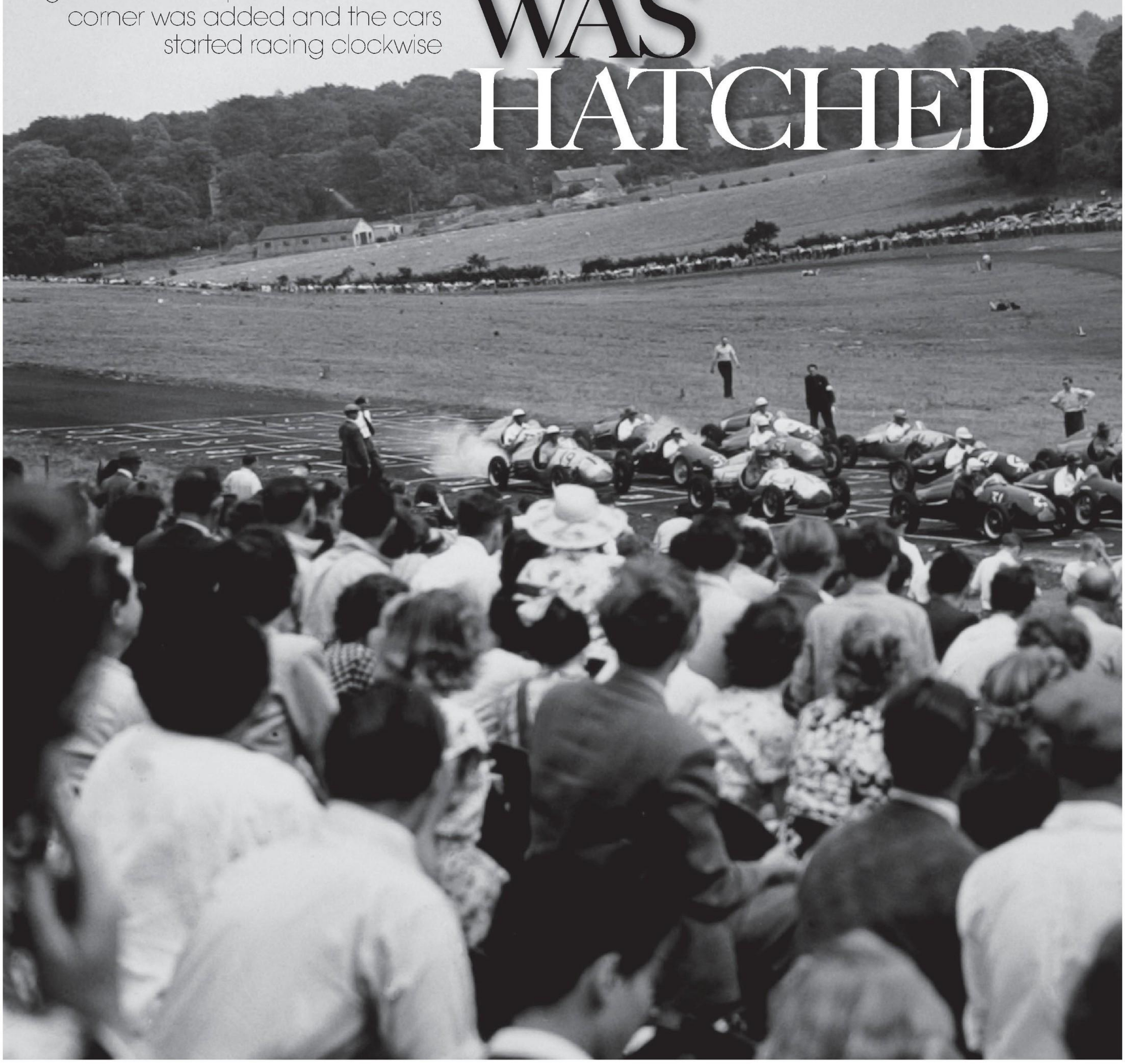
Only 3% sellers commission

www.barons-auctions.com

Only 3% sellers commission

WHEN BRANDS WAS HATCHED

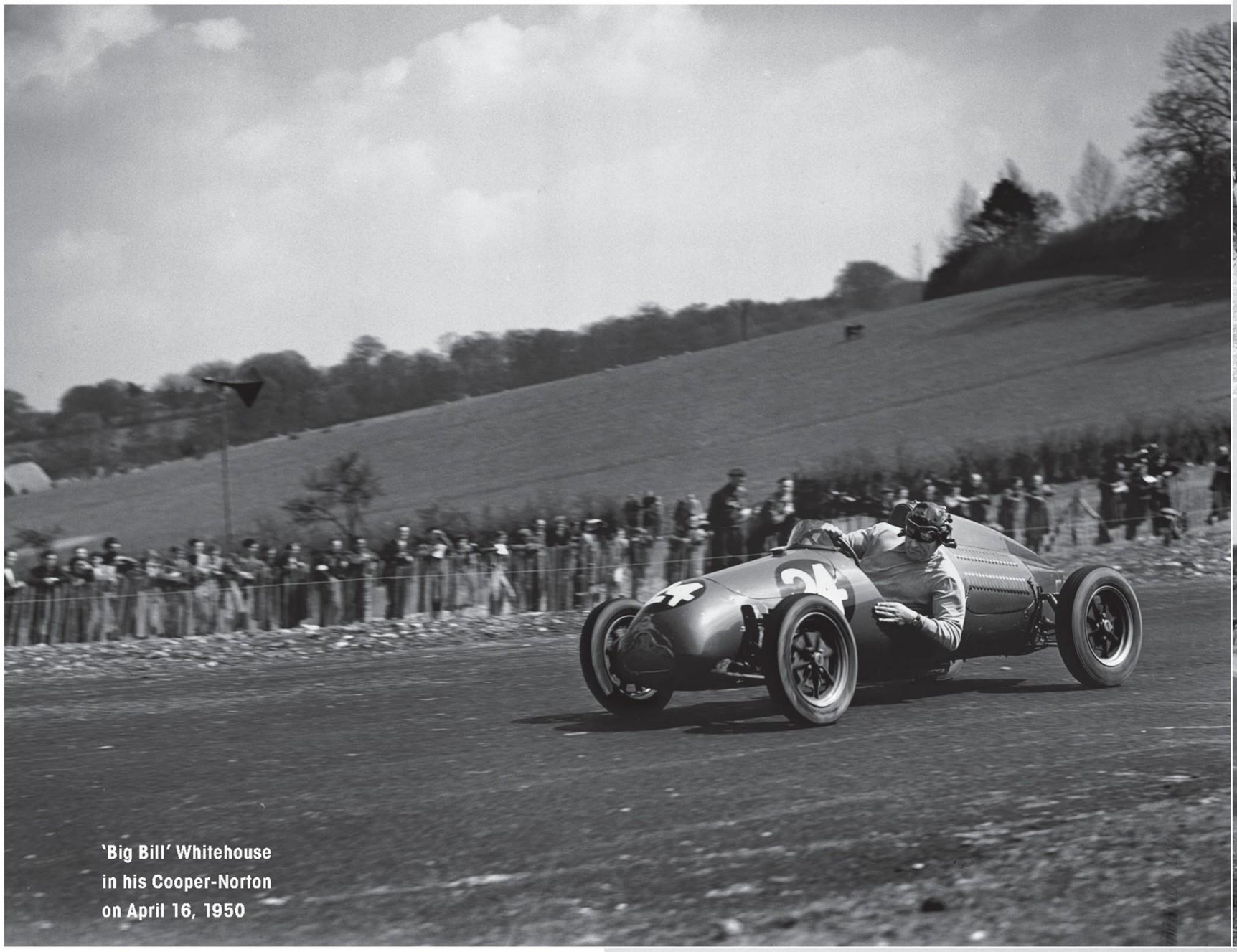
Motor Sport couldn't help but delve into a new book by Chas Parker on the history of the Kent circuit. Here we present an extract from the 1950s, when the grass track was paved over, Druids corner was added and the cars started racing clockwise



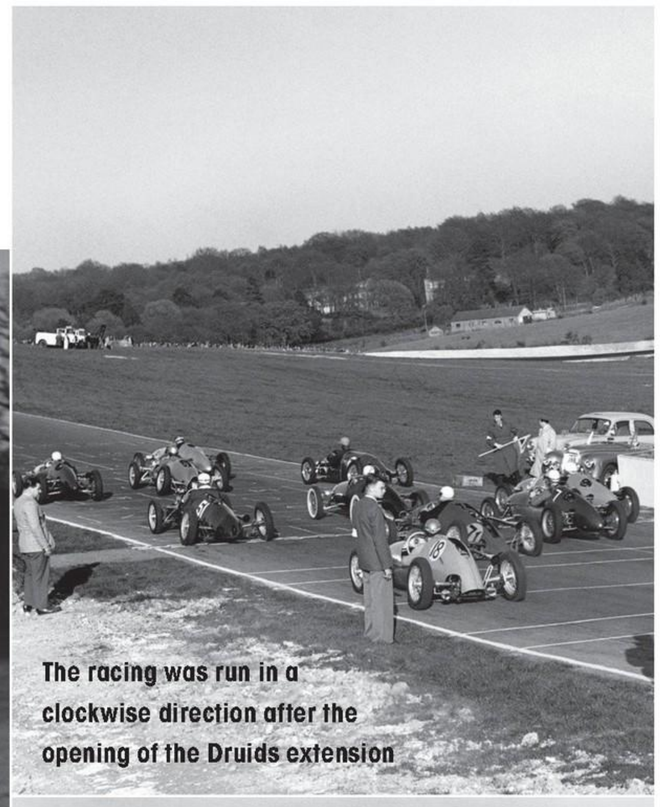


A large crowd eagerly awaits the start of one of the races at the August 7, 1950 meeting. The line of the track from Bottom Straight into the uphill Paddock Bend can clearly be seen in the distance

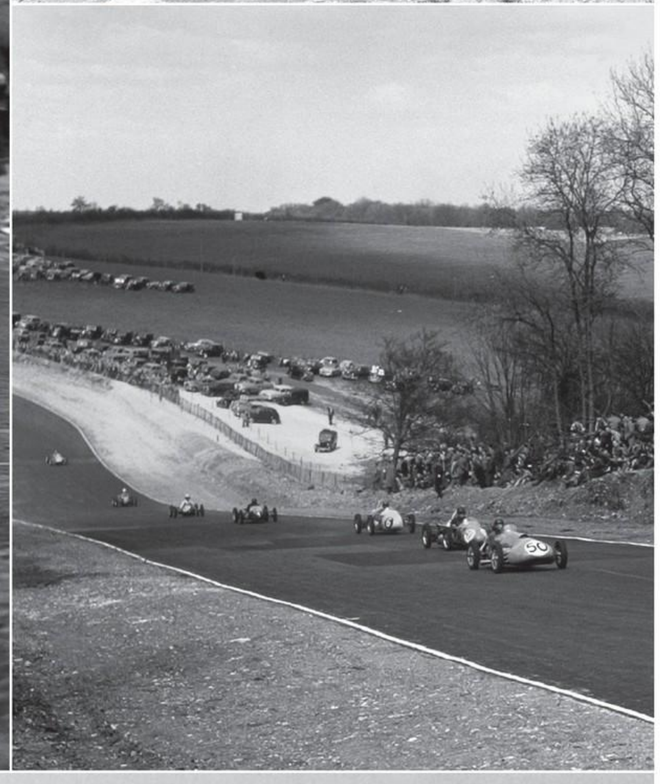
All images: LAT



'Big Bill' Whitehouse in his Cooper-Norton on April 16, 1950



The racing was run in a clockwise direction after the opening of the Druids extension



1950

■ Victory in the first-ever car race at the circuit on April 16 went to Don Parker, driving a JAP-engined Parker Special.

■ Stirling Moss won all five of his races at the June 25 meeting.

■ On Bank Holiday Monday, August 7, George Wicken took his Cooper Mk4 JAP to victory at the *Daily Telegraph* International 500cc meeting – but only just. He spluttered across the finish line in the 35-lap final out of petrol. Betty Bolster, wife of commentator John, became the first woman to start and finish a race at Brands, driving a 1910 Standard in the Edwardian event.

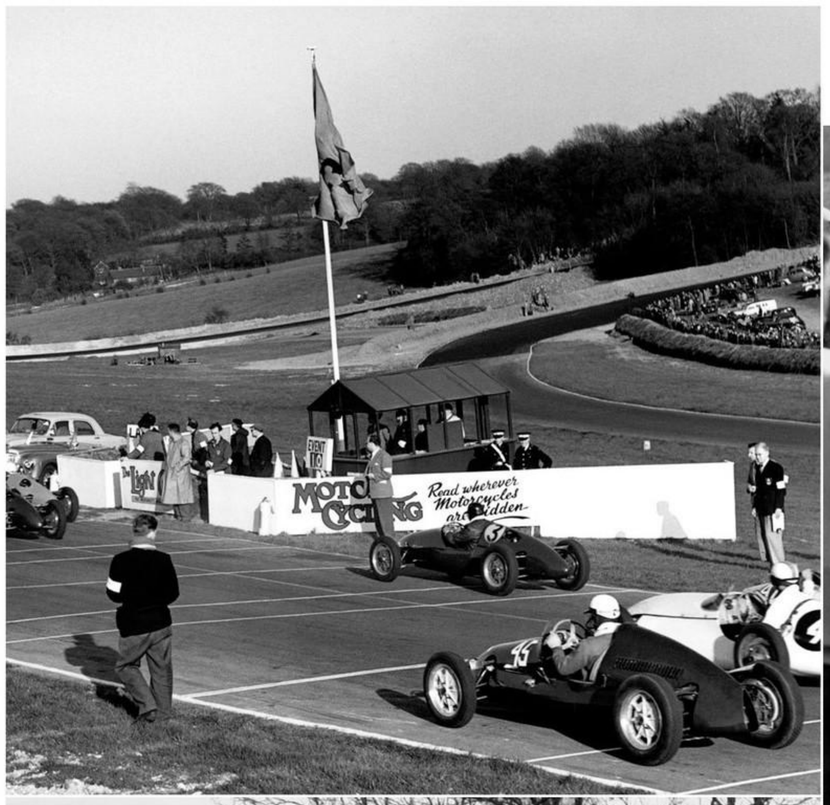
■ *Twenty-One Today* was sung over the loudspeakers for Stirling Moss, whose birthday it was at the September 17 meeting. Moss won his heat but came second to JBS driver Alf Bottoms in the final of the Open Challenge event.

■ Bottoms dominated the October 14 meeting as well, winning the Championship of the Meeting race driving the JAP-engined JBS he had designed and built with his brother and father. The same car won the ladies' race, driven by Elizabeth Store.

■ On November 5, the Mid-Kent Car Club tried running sports cars at the circuit. A five-lap scratch race was won by Guy Gale in a Healey Silverstone. As an experiment, running clockwise was also tried and proved popular.

A large crowd on South Bank watches the racing at the May 12, 1951 meeting

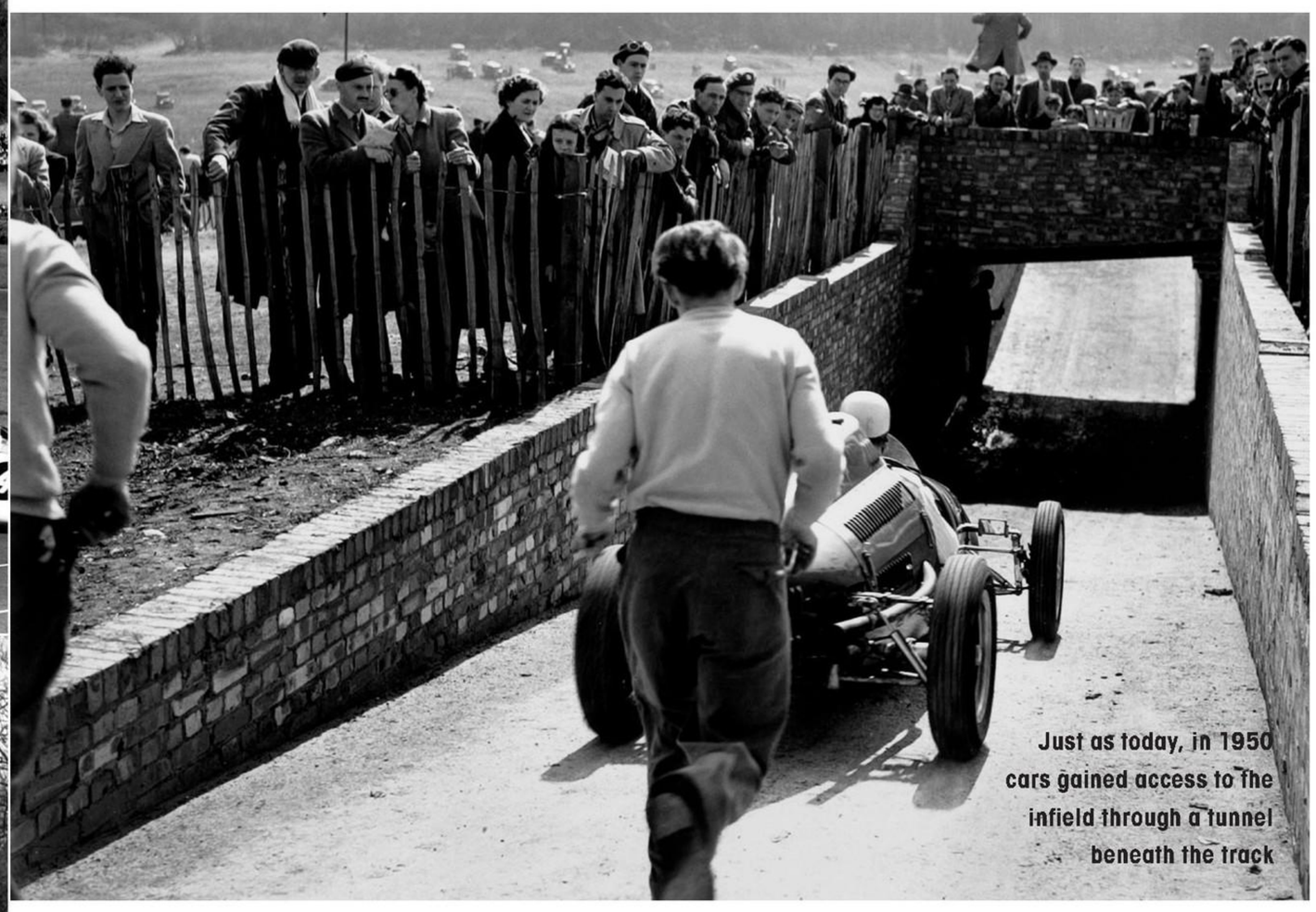






Competitors climb the hill from Paddock towards the new Druids corner on April 19, 1954





Just as today, in 1950 cars gained access to the infield through a tunnel beneath the track

1951

■ In February, the Aston Martin Owners' Club hired the circuit to test 1.5-litre sports cars in preparation for the forthcoming season's long-distance races. They practised pitstops and giving trackside signals, as well as running into dusk with headlights on.

■ On April 8, the Half-Litre Club's opening meeting of the year drew a large crowd. Eric Brandon in a Cooper-Norton equalled the lap record of 67.67mph, which was jointly held by Alf Bottoms and Stirling Moss, and defeated Bottoms in the Championship of the Meeting event.

■ At the April 21 event, four 500 drivers broke the lap record – Eric Brandon, Alan Brown, Don Parker and Bob Gerard became joint lap record holders at 68.44mph.

■ In May, the first-ever Grand Prix car appeared at the track – a 1908 Itala driven by Bob Hewitt, which averaged 49.18mph during a demonstration of Edwardian racing cars.

■ The *Daily Telegraph* sponsored three International meetings during the season. At the first on Whit Saturday, May 12, motorbike rider Don Gray, in his first outing in a Cooper-JAP, beat the established stars in their Norton-powered cars, while Harry Schell set a new lap record at 59.00sec (69.23mph).

■ Gray also won the second *Daily Telegraph* Trophy on June 23 but the very wet Bank Holiday event on August 6 was won by 'Big Bill' Whitehouse in his Cooper-Norton. It was a popular victory and Whitehouse did a lap of honour accompanied by "a symphony of motor horns". The Half-Litre Club had ploughed up part of the grass verges to form a 'safety barrier' (the forerunner of today's run-off areas). These helped to prevent accidents, even though many cars slid off the track in the slippery conditions, and eventually the meeting had to be abandoned due to torrential rain and a flooded track.

■ The August meeting was significant as an early motor sport broadcast by the BBC, with John Bolster providing the commentary for radio as well as the track's public address system.

1952

■ The International London Trophy on Easter Monday, April 14, provided a win for George Wicken – the 'Flying Milkman' – in his brand new Cooper Mk6 Norton in front of a large crowd.

■ On May 18, Norman and Don Gray finished first and second in the Senior race, both driving Cooper-JAPs.

■ On June 22, Les Leston set a new outright lap record of 50.6sec (71.15mph) in a Cooper Mk6 Norton. Leston emerged the victor of the Senior Race after a titanic duel with Paul Emery in his Emeryson-Norton.

■ The highlight of the year was the *Daily Telegraph* Trophy on Bank Holiday Monday, August 4. The largest Brands Hatch crowd to date saw veteran racer Don Parker take the £250 prize in his Kieft-Norton after Stirling Moss's similar car broke a conrod. Moss had the consolation of setting a new lap record at 50.4sec (71.41mph).

■ Parker won again in September and October. At the latter meeting, he jointly lowered the lap record to 49.2sec (73.17mph) with Les Leston in his Norton-powered Leston Special.

1953

■ Don Parker won the national F3 championship for the second year in succession. On Easter Monday, April 6, he won both major races and followed this in May with three wins from three. He lost out to Les Leston in the Coronation Trophy at the end of May, but beat both him and Stuart Lewis-Evans in front of a record 50,000 crowd on Bank Holiday Monday, August 3, to win the *Daily Telegraph* International Trophy.

■ At the final meeting of the year on October 4, Parker set a new lap record of 48.4sec (74.38mph) on his way to victory in the Senior Final.

■ The Brands Hatch Racing & Social Club held its first function in the Pavilion on Saturday October 17. »»

1954

■ At the Easter Monday meeting on April 19, an 11-race programme was held at the newly extended track. Stuart Lewis-Evans took two wins in his Cooper and set a new lap record at 62.4sec (71.54mph). Peter Gammon won the first-ever competitive sports car race at the track in a Lotus Mk6.

■ Gammon went on to win the Performance Cars Trophy that year, a championship for 1600cc sports cars, despite strong opposition from the Lotus Mk8 of Colin Chapman and the Lister of Archie Scott Brown. Unfortunately Gammon crashed at the August Bank Holiday meeting, and this accident was to curtail his motor racing career.

■ Don Parker was disqualified from the May 1 meeting for 500cc cars after a small amount of nitromethane was discovered in his fuel. Parker went on to win the June 7 and July 4 events, however.

■ Jim Russell won the top 500cc race of the year, the fifth running of the *Daily Telegraph* International Trophy on Bank Holiday Monday, August 2, in front of a 40,000 crowd. Don Beauman, driving a 2-litre F2 Connaught A-type in the Formule Libre race, took the lap record to 60.6sec (73.42mph).

■ On September 5, a 'benefit' meeting was held with no prize money awarded and all profits going towards future circuit improvements. John Hall announced plans for another extension to the circuit, to increase its length to 2.5 miles.

■ The inaugural Christmas Trophy, held on Boxing Day, was won by Ivor Bueb in his Cooper Mk8 Norton, ahead of Les Leston's similarly powered Cooper Mk9.

1955

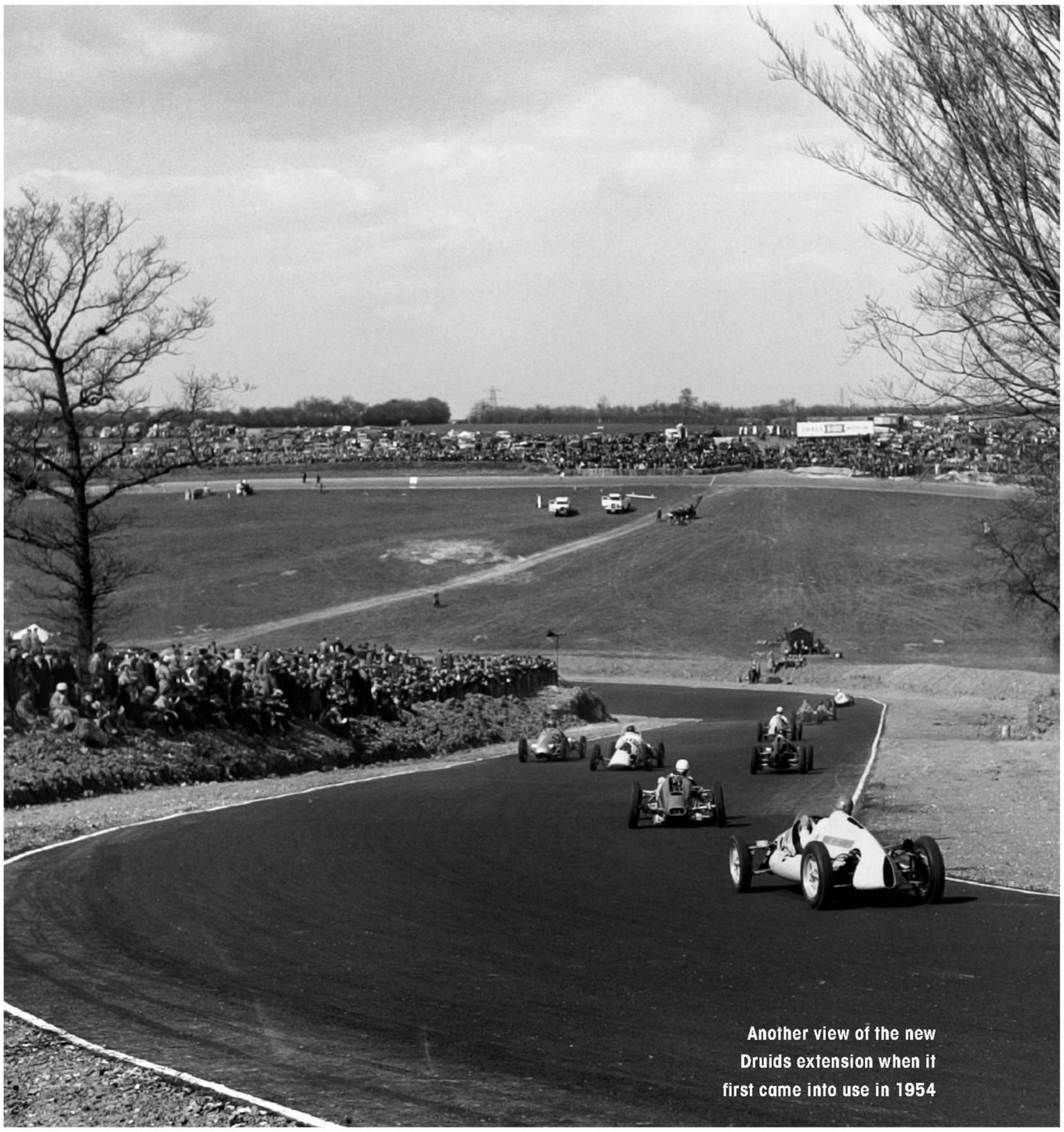
■ The opening meeting of the season was held on April 11 in glorious sunshine. The 500cc runners competed in four heats, the first five from each going forward into the main final. There was a subsidiary final for the second five in each heat and a consolation race for the also-rans. Jim Russell won the main final in a Cooper.

■ Ivor Bueb won a thrilling 1500cc sports car race in his Cooper-Climax at the May 1 meeting, beating Les Leston's Connaught on a streaming wet track.

■ A grandstand, at that time the only permanent one at a British circuit, was erected in time for the Bank Holiday meeting on August 1. It had been purchased from the defunct Northolt pony-trotting course.

■ On October 9, Bueb broke the new outright circuit record which had recently been set by motorbike racer John Surtees with a time of 59.8sec (74.65mph).

■ During the Boxing Day event, Tony Brooks ran demonstration laps in his F1 Connaught B-type, fresh from his win in the Syracuse Grand Prix. Don Parker won the 500cc event in his Kieft-Norton after Russell crashed in practice and broke a rib.



Another view of the new Druids extension when it first came into use in 1954

1956

■ Public race meetings were organised by clubs other than the BRSCC. The 750 Motor Club joined with Club Lotus on June 10 for a mixed meeting which included, for the first time, saloon cars.

■ The Bank Holiday International on August 6, which was blighted by storms and torrential rain, included the first race at the circuit for the new 1500cc Formula 2 category. Five works teams were entered and Roy Salvadori won in a Cooper T41 Climax. Over 140 cars and drivers took part in the meeting, driving everything from the latest Grand Prix Connaught to a 1911 Renault. Mike Hawthorn won his first-ever race at the track in a Lotus-Climax.

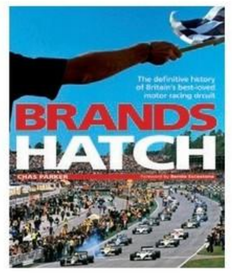
■ On a warm and sunny October 14, Brands Hatch hosted its first Formula 1 race – a non-championship event to which the BRSCC attracted none of the European teams, but a strong entry from Connaught. Stuart Lewis-Evans made his F1 debut for the team and took pole position. He slipped to fifth at the start but eventually finished second behind team leader Archie Scott Brown, with Salvadori third in Gilby Engineering's Maserati 250F ahead of Les Leston and Jack Fairman in the other Connaughts. Scott Brown set a new lap record at 59.0sec (75.66mph).

■ The Boxing Day meeting was cancelled due to the petrol rationing brought about by the Suez crisis.

BRANDS HATCH

THE DEFINITIVE HISTORY OF BRITAIN'S BEST-LOVED MOTOR RACING CIRCUIT

CHAS PARKER. HAYNES, ISBN 978 1 84425 334 0, £30



You don't link sentiment and Bernie Ecclestone readily, but in his foreword to this work he calls Brands "one of those magical places". He raced 'bikes there when it was just grass, and even tried to buy it – in 1949, aged 19. I had no idea that cycle racing began here in 1928 – one of many nuggets in this biography of many people's favourite track. Featuring interviews with dozens of people who raced or worked there, particularly John Webb who ran the track for four decades, Parker's research is extensive, and he separates decades with 'bullet point' facts and some great photos. Wisely avoiding race reports, he concentrates on the dramas and deals which accompanied the track's rise to "the world's busiest race circuit", the loss of the Grand Prix and the rocky road to today's stability. Contributors talk frankly – John Webb's line about the number of fatalities made me blink – giving a sense of authority to a highly readable and impressive history. **GC**

Ultimate Rivalry

Karl Ludvigsen will be signing copies at **Race Retro Show** Stoneleigh on **Saturday 15th March.**

Red-Hot Rivals
Karl Ludvigsen

Twelve miles apart, in Italy's Reggio Emilia region, two small yet intensely dedicated companies built great racing cars and battled each other for supremacy on circuits throughout the world.



ISBN: 978 1 84425 412 5

£30.00



www.haynes.co.uk/rivals
Available from all good bookshops or
ORDER DIRECT on Tel: 01963 442030

Books for enthusiasts by enthusiasts

Arundel Autograph Gallery

Suppliers of quality autographs and documents for pleasure and investment portfolios from all fields of interest.



Established 1998, Collectors since 1985

UACC Registered Dealer

Contact us via email at **sales@autographs.co.uk**
See our inventory at **www.autographs.co.uk**
Telephone **+44 7717 495195**

Grande Passione

GP EUROSERIES

260 Of The World's Best Historic Racing Cars In Action!



See the video of the 2007 meeting at:
www.gpeuroseries.com

Donington M1 Jct 23A / 24

Sat 19th / Sun 20th April 2008



The Most Prestigious Classic Racing This Spring.
16 races featuring Grand Prix, Le Mans, Sportscars and Ferrari Owners Club grids worth over £30million.



Access All Areas! Get close to the cars of racing heroes: Moss, Fangio, Clark, Stewart, Hill, Attwood, Hunt & Surtees.
Feel The Ground Shake! Spectacular Lola T70s, Cobra's, GT40s, DFV engined GP cars and more…

TICKETS FROM: 01332 810 048

or www.donington-park.co.uk
Only £19 per day. Kids up to 15 years enter FREE

Organised by: GRAND PRIX EVENTS LTD
Photos © Charlie Wooding & racingpics.net

Event sponsor: ARBUTHNOT LATHAM PRIVATE BANKING

BY JOHN DAVENPORT

The 1990s boom years of the World Rally Championship have become a distant memory. Some say it has lost its way, with one dominant driver, rules confusion and media apathy

WHAT IN THE WORLD

As it celebrates its 35th birthday, the World Rally Championship appears to some observers to be in crisis, while to others it is the epitome of 21st-Century motor sport. Where does the truth lie? What are the myths and the certainties surrounding the FIA's second most prestigious World Championship?

There have been so many changes over the past 35 years that listing them would occupy several articles. But it is true to say that the majority have been introduced to improve the safety of competitors and spectators with the additional aims of reducing costs and elevating the championship's profile. It's also true that, rather like our present Government is finding in various areas, not all targets have been met and it is this that creates the undertow of discontent.

All kinds of solutions are offered and discussed in the service areas, spectator compounds and in the media generally. In fact, many ideas sprang to my mind when writing this article. Rallying is a big sport and its complexity is hard to grasp so that, while many of us think a single Alexandrian blow to the Gordian Knot will liberate the WRC to fly free into the stratosphere, the truth is never that simple. There are things that are wrong with the WRC, so let's look and see if they can be identified and if any of the cures suggested could work.

World Rally Cars were introduced for 1997. A manufacturer can take a road car and one of its engines and install four-wheel drive and a turbocharger to make a competitive rally car. But these cars in their developed form are expensive, with figures ranging from a quarter to half a million pounds. The fear is that this elevation of initial cost is a barrier to up-and-coming drivers, not to mention new manufacturer interest in the WRC. Thus the arrival a few years ago of the Super 2000 regulations was welcomed by some as the way ahead and already there are signs that the FIA is looking to replace WR Cars with these two-litre, normally aspirated 4WD cars in four years' time.

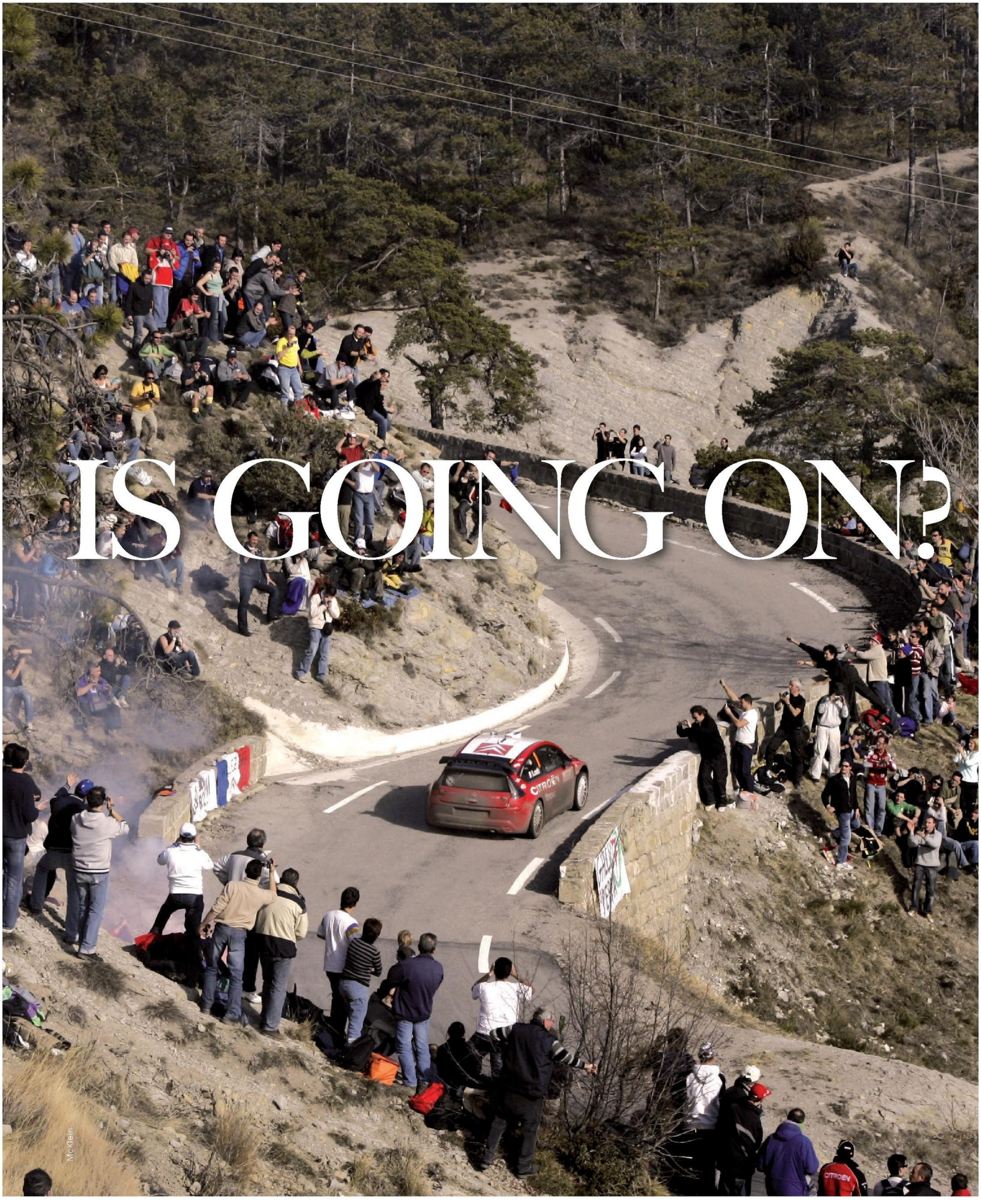
Morrie Chandler, the FIA's WRC Commission president, says: "We wish to grow the WRC and the number of makes participating, and therefore the future direction is simple. The cars will be based on mass production models with moderate modifications achieved by the use of a 'reversible kit', meaning it can be simply added and removed. There is no likelihood of the present cars being retained. The turbocharging of cars that are manufactured as normally aspirated is unlikely as the increased power places demands on other aspects of the car such as the drive train that would then need upgrading."

So it looks as if the WRC will soon be back to running sensible cars at sensible costs. But it is never that simple as David Richards, Prodrive CEO, reveals: "The costs of running WR Cars is already on a downturn. The rules now insist on mechanical differentials at front and rear with electronics only at the centre. The restrictor on the engine means we are now running practically bombproof engines. The teams reckon that if the FIA were to freeze the engines at their present specification, we could tackle the 2009 WRC with just three engines per car. That is a big cost saving and totally different from the situation with S2000 where the free-revving engines have to be rebuilt after every rally."

Ford team boss Malcolm Wilson agrees: "In a couple of years it will be perfectly feasible for us to contemplate running just two engines for a single season. This is one of the bonuses of reducing the WRC to 12 events." By cutting the number of rallies from 15 this year to 12 hereafter, the cost saving for teams will be considerable. And Wilson also makes the point that standard road cars are starting to arrive with small capacity, turbocharged engines in order to meet environmental regulations.

Right now the World Rally Championship is ruled by one man, Citroën's Sébastien Loeb, who began the 2008 season by scoring a record fifth win in round one at Monte Carlo

It would be nice to think that by getting back to simpler cars participation in the WRC would become cheaper and the spectacle more exciting. Indeed it is the stability and agility of the »»


IS GOING ON?
CITROEN
CITROEN
McKlein

WANTED



If you've taken photos of our boy Brian Redman over the years, we're looking for them! We're most interested in ones that show Brian when he was actively racing, in the pits or on the track. Whether it's photographs, slides or negatives, we'll scan them and return the original images to you. These will be used for Brian's upcoming book. Please include information about where the photo was taken and the car Brian was driving, if possible. If your photograph(s) is/are used, you'll recieve a credit in the book and a copy of the book.

If you have any question, please call the number below.

Autosports Marketing Associates, Ltd.
P.O. Box 134, Butler, MD 21023
Ph: (410) 785-2639 Fax: (410) 785-1969
autosportsltd.com autosportsltd@comcast.net

JULIAN SHOOLHEIFER LIMITED
TENDER SALES OF CLASSIC CARS,
MOTORCYCLES & AUTOMOBILIA



Calendar of Sales 2008 at our Saffron Walden, Essex, Sale Room

22nd-26th March 2008
21st-25th June 2008
27th September-1st October 2008
6th-10th December 2008

For further details:

Julian Shoolheifer Limited
P.O. Box 186, Saffron Walden, CB10 9AY
Tel: Saffron Walden +44 (0)1799 599003
Email: julian@shoolheifer.co.uk
Web: www.shoolheifer.co.uk

THE WATCH AGENCY

National Delivery Service Available

New and Pre Owned watches available from under half price:

ROLEX, CARTIER, PATEK, PHILIPPE, JAEGER LE COULTRE, FRANK MULLER, JACOB AND OTHERS

Large selection of Sports Rolex in Stock

Gents 18ct Rolex Day-Date with Diamond Set Bezel, Dial, Shoulders and Bracelet New Price £38,230 .....As New £12995

Ladies 18ct Rolex Datejust with Diamond Set Bezel, Dial, Shoulders and Bracelet New Price £26,160 .....As New £8995

Rolex Gents and Ladies Steel and Gold New £4120/£3350 .....As New £1695/£1595

Ladies 18ct White Gold Rolex Diamond Bezel and Dial New £13,710 ...As New £7995

Gents Steel Franck Muller King Conquistador on Bracelet with Black Dial New £14,200 .....As New £8995

Cartier Diamond set Ladies Tank Francaise In White Gold £12950 ....In Steel £3995

Gents Cartier Diamond set Santos 100 In White Gold £26,600 In Steel £11995

Jacob and Co 5 Time Zone Watch, Diamond set Bezel & Mother of Pearl Dial ..£4995

Ladies 18ct Gold Patek Philippe Gondolo £3500

Ladies 18ct Diamond set White Gold Chopard Le Strada £6995

We have a range of diamond and gem set bezels to upgrade your Rolex.

Catalogue Available on Request

Large Selection of Rolex Sports models in Stock including Daytona's

Servicing and Refurbishement undertaken

Many further reductions available

WATCHES BOUGHT AND SOLD

01702 395100

Est 1926 www.watchagency.co.uk

Champions of Safety



Zero 360 Remote Electric CD

With over a quarter of a century of fire suppression technology behind us, we are now developing a range of products to partner our world-beating Zero 360 and Zero 2000 systems.
Our aim is to champion the cause of driver safety, giving you the confidence to trust the technology and race harder.

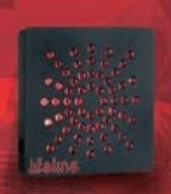
Zero 360 models are lightweight and compact FIA and SFI approved gaseous-based extinguishers, whilst our foam-based Zero 2000 range is FIA, MSA and SCCA approved.



Zero 2000 4 litre Electric



Quick Release Steering Bosses



FIA Approved Rain Light

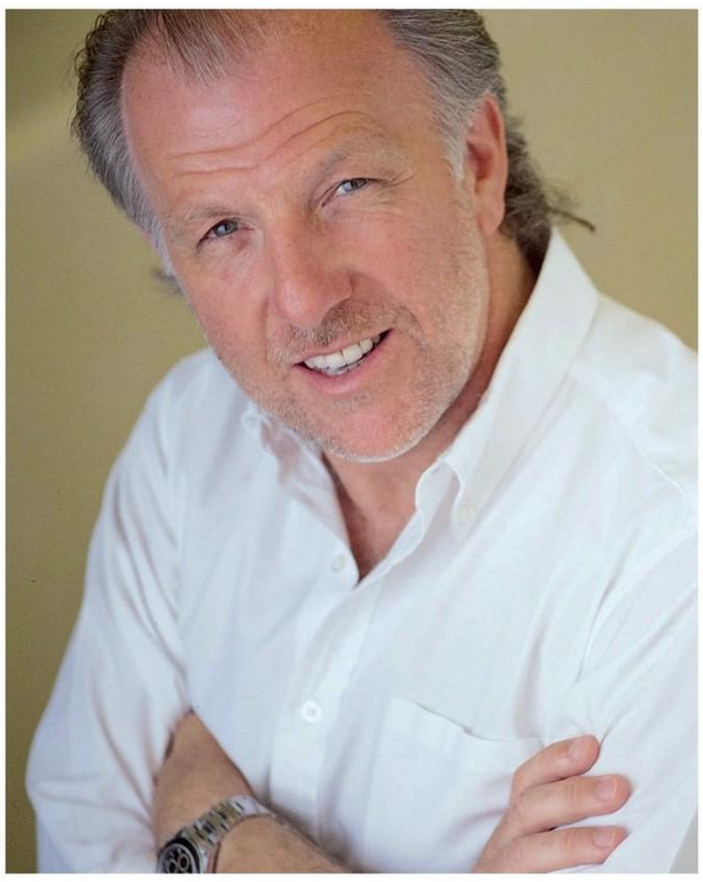
www.lifeline-fire.co.uk
Lifeline. Champions of Safety

Lifeline

Lifeline Fire and Safety Systems Ltd, Burnsall Road, Coventry, CV5 6BU
Telephone: +44 (0)24 7671 2999 Fascimile: +44 (0)24 7671 2998 E-mail: sales@lifeline-fire.co.uk

current WR Cars that reduces the spectacle. The FIA is aware of this and the recent, somewhat controversial, single supplier deal with Pirelli will have a positive effect in that area. And with electronic centre differentials also set to disappear, there is optimism that the cars will get back to behaving more like rally cars and less like slot cars, without the changes torpedoing the cost savings in developing and running them.

Natural evolution has affected the traditional rallies that once populated Europe. Even before the WRC was created, world-famous events like the Alpine Rally (Coupe des Alpes) and the Marathon de la Route (Liège-Sofia-Liège) had ceased to run largely thanks to the double pressures of busy roads and expensive policemen. The East African Safari and the Ivory Coast – stalwarts of the early WRC – eventually disappeared, since even in Africa open road rallying became impossible. Also after several fatalities in 1986, rallying woke up to the fact that spectators and crews needed far better protection in the event of accidents.



Prodrive

"The cost of World Rally Cars is already on a downturn"

DAVID RICHARDS

The first changes were a reduction in the overall length of rallies and then of their special stages, and of the average speeds on those stages. Most importantly, during the 1990s, the FIA introduced a protocol for running rallies that was a major extension of the old unification of event regulations. Events had to devise a safety plan that covered everything from designated spectator zones and stage access routes to the provision of paramedics, ambulances, communications, rescue vehicles, safety helicopters and fire engines. This had to be approved by the FIA, which sent out inspectors to traverse the stages to satisfy themselves that they were going to be as safe as possible. It has even been known for trees to be cut down to remove a potential hazard.

All this is now seen as essential – look at a film of a WRC event from 15 years ago and compare it with one today to see that rally cars are no longer playing the bull to the spectator's matador – but costly. With the introduction of so many new events for 2009 and 2010, the worry is that when they feel the full cost of being part of the WRC, organisers may withdraw. Chandler again: "There is always the risk of events not going the distance but conversely for some this will give them the opportunity to have an alternative event in the off year. Others will accept the break. It will also ease the demands on road use in the various areas where WRC events are run. And if there is a drop-off, we will need to re-visit the formulas for rotation."

The old rallies used to run over much larger areas as well as through the night, and the loss of these aspects is often bemoaned. Last year the Monte reintroduced night stages. Why don't more events do this? Well, the safety and medical helicopters cannot fly at night, while the tracking system fitted to cars needs a fixed wing aeroplane on which to bounce the signals. And if the area covered by the rally is larger than the radio footprint of a single aeroplane then another is needed, doubling the cost at a stroke.

Of course there is a solution, and that is to run your event outside the WRC. As a consequence of a new events rotation system, the jewel-in-the-crown Monte Carlo Rally will run as part of the IRC (Intercontinental Rally Challenge) for 2009. If it is a success and the Monte's prestige remains intact, has the WRC just shot itself in the foot?

Probably no other aspect of rallying has been as controversial as where and when rally cars can be serviced by their teams. With service vans and spectators competing to get close to stages, and with the arrival of high-speed chase cars and helicopters in the 1970s, organisers did their best to forbid service in areas where they felt it was inappropriate. But finally, with the shrinking of the areas in which rallies were taking place, the introduction of centralised servicing became a possibility. It was an attraction too for the organiser who could charge for spectator parking and access, and a bonus for the media in general, especially TV.

However, the imposition of a single service area did have implications for both the rallies and the cars. An event now had to find a suitably large area to take all the trucks, vans and motor homes that were part of the modern rally scene. This often meant that non-competitive mileage between the service area and the stages increased, to the frustration of competitors. It also meant that whatever tyres on which rally crews left service, the same set had to see them back again after two, sometimes three special stages. The crews had to gear up to a world where, if they wanted to put the front tyres on the back, they had to change the wheels themselves.

With mousse inserts, punctures were still common but total deflations rare. But with the introduction of control Pirelli tyres, the expensive inserts have gone. To avoid the loss of too many rally cars through multiple punctures, remote servicing is back to allow tyres, and tyres only, to be replaced away from the main service park. To some the cost saving of banning the mousse inserts may not be as great as imagined. Wilson says: "If we get more punctures and flat tyres are driven on, then the cost in damaged bodywork will be far more than that of the inserts."

The UK's daily newspapers carry very little on what is, after all, a World Championship. That is because at the moment, we British do not have a title contender. But there is discontent too about television coverage which is confined to an hour of Freeview digital TV, though it must be said this will be one hour for 48 weeks of the year and at a civilised time. Richards again: "Minority sports, especially those that are difficult to televise, do not get widespread TV coverage even if they are sports, like equestrianism, where Britain has winning competitors. Media involvement is becoming more polarised and the Internet will play a much bigger part in years to come."

The same thought came from FIA president Max Mosley when he was asked whether rallying was kept in the background like Cinderella so as not to outshine Formula 1: "If Bernie [Ecclestone] could have made the same commercial success of the WRC as he did of F1, he would have been delighted. The fundamental difficulty is that rallying is wholly unsuitable for television. The public now demand to devour their major sporting events live which simply cannot be delivered in the case of rallies. In my view, the WRC is made for the Internet with its capability to deliver the action direct to millions of people. North One Television, the new owners of ISC [which retains the WRC rights], recognise this and will, I am sure, fully exploit its potential in this direction."

Already the people who follow the WRC live on the Internet vastly outnumber any TV audiences. And the format of modern events coupled to ever-increasing speed and bandwidth of electronic communication should enable »»

us soon to choose what to watch on our computer screens. Simon Long of ISC confirms this: "We want to make the possibilities that the Internet has to offer take off and make it a playground for the WRC. The TV coverage is still important but the web enables you to go multi-dimensional. Our new website will be increasingly video-rich so that ultimately you will be able to choose the action to follow with cameras in-car, on stage and in service areas. And for spectators, by using their mobile phones to access data, they will be fully informed of the results as they watch the cars."

What the FIA has to do is ensure the rules do not interfere with the show or make the result confusing to a non-expert. Which brings us to SupeRally. This enables a car that retires on the first or second day to restart on a subsequent day, with a time penalty for each stage it has missed plus the fastest time in its group. This famously led to Sébastien Loeb crashing on the final stage on day one of the 2006 Monte Carlo Rally, dropping to eighth and then sweeping back to finish second ahead of crews that had done the whole route. There is also the strange feeling about the fact that if a car retires on the third day, unlike the previous two, it is deemed not to have finished. With more works cars, one hopes such artificiality will not be needed.



Photos: LAT

"If we get more punctures, the cost in damaged bodywork will rise"

MALCOLM WILSON

The lack of British drivers at the front of the WRC is irksome after the heady days of having two World Champions in the shape of the late Colin McRae (1995 winner) and Richard Burns (2001). Where is the next generation coming from? While there are several initiatives in the UK to get fast, but possibly impecunious, racing drivers behind the wheel, the efforts that exist in rallying seem more concerned with improving the spiritual and physical health of their young participants. One only has to look at the career of Loeb to see where a more direct approach might succeed. Loeb's speed was apparent when he won the Citroën Saxo title in 1999 and Guy Fréquelin put him on the fast track with a Saxo 1600 for the Junior WRC which he promptly won in 2001, before moving to the Xsara WRC in '02 in which he won his first world event. It needed a Fréquelin to recognise the raw talent. His first move was the gift of quick car, not an appointment with a personal trainer.

The guys who need the opportunity are the ones who show raw speed at an early age, and the opportunity needs to be a quick rally car. In 2004 the French Fédération surprised many by paying for entries in Germany and Corsica for Stéphane Sarrazin and Alexandre Bengué. With Loeb about to win his first world title, it was determined to ensure that those young Frenchmen who could replace him were given the best chance. Initiatives like that will help a few individuals, but while the WRC is weak in terms of being a commercial proposition and car costs remain so high, these gestures will be few and far between.

If the FIA can succeed in making changes to the WRC's technical rules that result in the discovery of that Holy Grail of cheaper cars which are also suitable for national rallies, then the route to the top should be available to a lot more drivers. But you will still need a Fréquelin or a Richards to gamble their own budgets on them.

So what conclusions can one draw? Well, the technical regulations will continue to provide plenty of debate but nobody minds so long as the cars look more exciting and the drivers look as if they are enjoying the action. Safety on rallies has improved out of all recognition both for the crews and spectators. There will always be danger when cars are being driven at high speed on ordinary roads, but there is far less injury in rallying these days than in equestrian events or rugby, for example. And the events need to be helped to find ways of breaking even and living with the reality of running as a WRC qualifier every two years. At least now the WRC can truly be said to be a World Championship, though it would be nice for the USA and China to return to the fold. Perhaps the event slated for Russia in 2010 will stimulate a bit of competition.



HISTORY

HOW WE GOT HERE

Global rallying's defining events, from Group B to WRCs and McRae

1972 Governing body the FIA announces a World Championship for Rallies for 1973 of 13 events with three – Safari, Morocco and Press on Regardless (a classic American event) – outside Europe. The championship is for manufacturers with no drivers' title.

1979 A full drivers' championship is introduced and won by Björn Waldegård driving mainly Ford Escorts.

1981 Audi Quattro homologated in Group 4 and wins first WRC event in Sweden. Talbot is champion manufacturer and Ari Vatanen (Ford Escort) champion driver.

1982 Groups N, A and B admitted to run alongside Groups 2 and 4. Lancia 037 (above) homologated in Group B. Walter Röhrl champion in Opel Ascona 400.

1984 Peugeot homologates 205 T16 and Vatanen wins last three rounds. Audi and Stig Blomqvist scoop the titles.

1985 Peugeot and Timo Salonen take the titles. Lancia Delta S4 and MG Metro 6R4 homologated in Group B.

1986 Ford homologates RS200 in Group B. Fatal accidents in Portugal and Corsica. FIA bans Group B from the end of the year.

1987 First year of Groups A and N only. Lancia homologates first Delta HF and wins both titles with Juha Kankkunen.

1989 Lancia Delta 16-valve Integrale arrives to take on new Toyota Celica GT-4.

1993 Toyota finally becomes champion and Kankkunen wins drivers' title in a Toyota. ISC starts to use recently acquired TV rights. Subaru Impreza makes its debut.

1995 Subaru wins both titles with Impreza and Colin McRae. Toyota excluded for cheating with its turbo restrictor. Two-litre kit cars introduced.

1997 World Rally Cars introduced.

2001 Richard Burns takes the drivers' title for Subaru.

2004 Sébastien Loeb wins the first of four drivers' titles.

2006 Ford wins manufacturers' title and repeats this in 2007.

BECOME AN EXCLUSIVE MITJET SERIES DEALER AND ORGANISER IN YOUR COUNTRY



VIP CHALLENGE
4 rue Théron de Montaugé
31200 Toulouse - FRANCE
Tel : 00 33 5 34 25 85 33
Fax: 00 33 5 34 25 79 61

Mitjet series
www.mitjet-series.com



1964 DODGE DART

F.I.A. Race car 273 cubic inch V8, New FIA papers, very advanced car same model won American Trans Am in 1966 with Group 44 (Bob Tullius), very rare in America, unique in Europe, just competed at Goodwood Revival, St Mary's Trophy, 3rd overall, fastest lap 1' 32", Constructed beautifully regardless of cost

£95,000



BRISTOL RACE TRANSPORTER

Ex Donington collection 1964 "B" registered, Custom built by Duple from new, 30" long, Will carry 2 large saloon cars, and six passengers, Hydraulic ramps, Westland helicopter winch. Leyland 400 Diesel. 65mph. Major mechanical rebuild. Very reliable.

£35,000

Also available: 1963 Chevrolet Corvette stingray split window. Period race history from 1965.

For further information please contact

07768 973343



BMW V12 LMR

We all know what happened to BMW and Williams when they collaborated in F1. Yet conversely, in the case of Le Mans, success came quickly

BY KEITH HOWARD

Before Williams and BMW tied the knot in Formula 1 they underwent a trial marriage in sports car racing. Unlike the F1 enterprise it quickly proved successful, adding a Le Mans win to BMW's trophy cabinet in 1999. But the prospect of an Audi-like run of success was scuppered by BMW's F1 ambitions, with a decision to end the programme after just two years being made even before the Le Mans success.

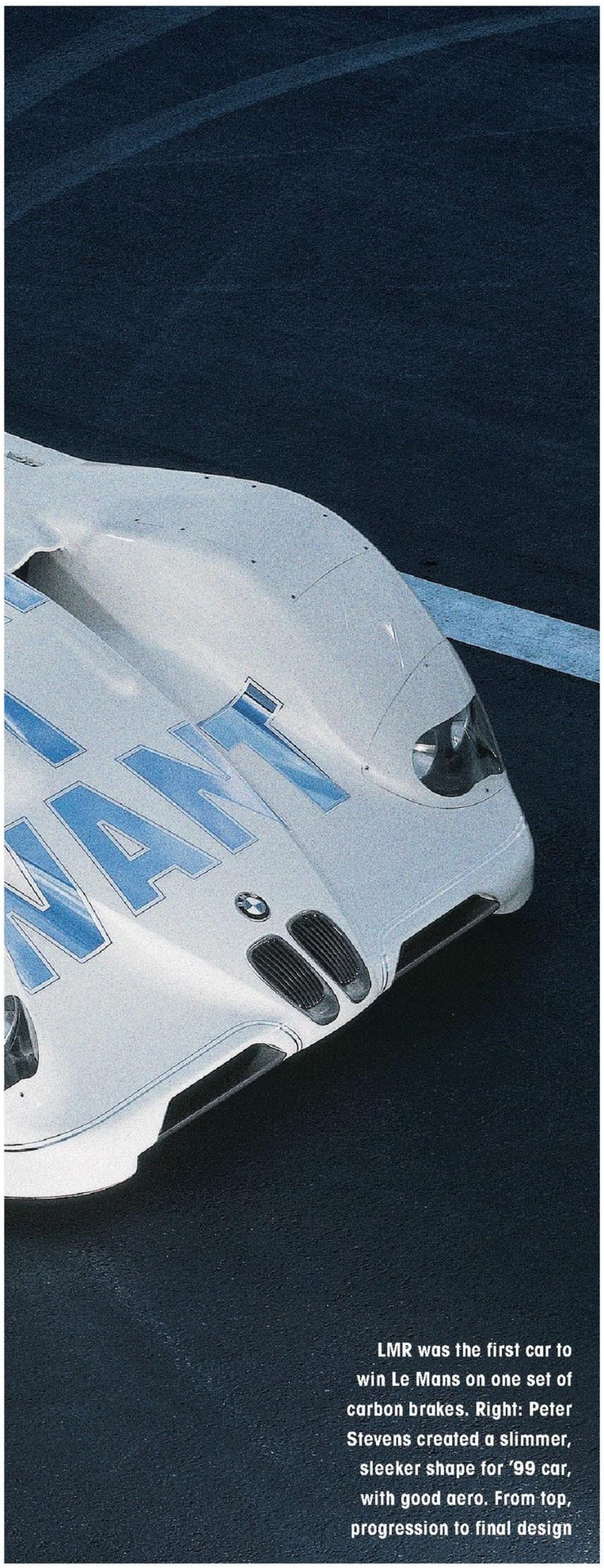
For many people Le Mans 1999 is dominated by gut-wrenching recollections of airborne Mercedes CLRs, culminating in Peter Dumbreck's death-defying cartwheel into the trees approaching Indianapolis. But away from those headline images, and despite Mercedes' withdrawal, it was a classic race which distilled into a titanic battle between the frugal, open-cockpit BMW V12 LMR and the super-quick coupé Toyota GT-One. The BMW triumphed, but the issue was settled only when a tyre blow-out on the Mulsanne delayed the runner-up Toyota.

I recall seeing the winning car at the Goodwood Festival of Speed only days later and marvelling at the inspired decision to leave it unwashed, just as it finished the race. That airflow-streaked grime told the story of an unrelenting day's racing in a way that no amount of polished, shining bodywork ever could.

Here John Russell, who headed the design and development team at Williams, talks about the project's rocky start, how that was turned around for '99 – and what might have been had the boom not dropped.

PRELUDE

"The programme for the '98 car started very late, in September 1997 – and that was 'let's do this' rather than 'let's start drawing'. Jason



LMR was the first car to win Le Mans on one set of carbon brakes. Right: Peter Stevens created a slimmer, sleeker shape for '99 car, with good aero. From top, progression to final design

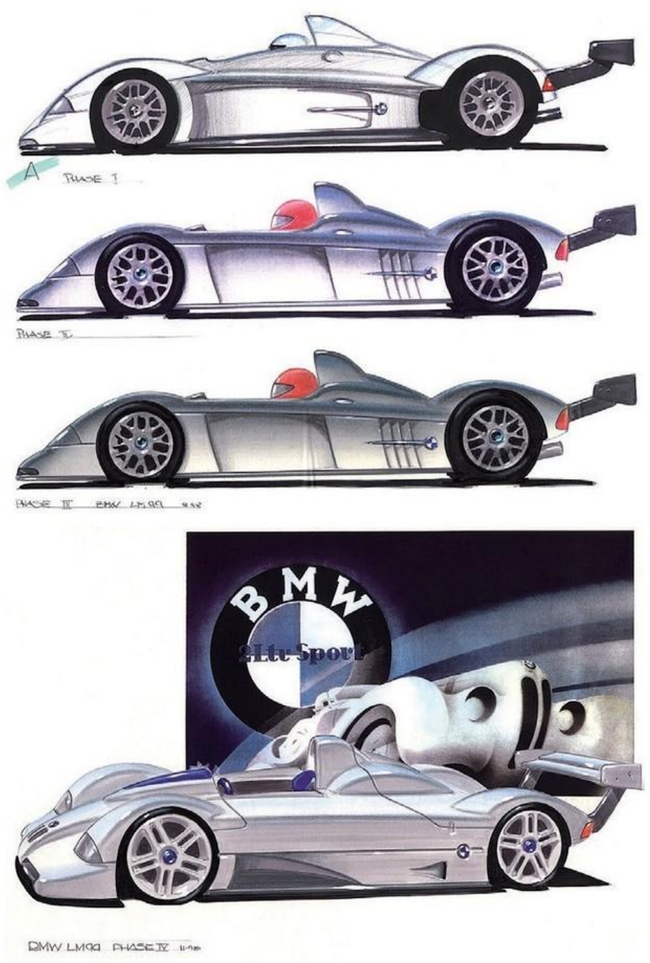
BMW, Peter Stevens

car experience and not enough on my F1 experience. But the crystallisation of the team was great, despite the difficult process of building the car so late.

"It ran at Le Mans but we'd only had a shakedown at Snetterton and one run somewhere else, I think – it was all very last-gasp. We retired both cars from the race after about six hours because of front wheel bearing failures. I didn't think it was in BMW's best interests either to have an accident or to keep changing suspension uprights and run with the backmarkers. The rest of the car was running pretty well, though, and a lot of its hardware was carried over to the '99 car."

ANOTHER CHANCE

"We changed our strategy for '99. The car was simpler and I was helped enormously by Graham Humphrys coming on board as chief designer. He managed the drawing office and I could bounce ideas off him. Aerodynamically the '98 car was at the right drag level but light on downforce, particularly at the front. BMW employed Peter Stevens to assist us to get the styling cues they wanted without sacrificing aero performance, and that got back the downforce we needed. When we looked back at the original wind tunnel figures for the '98 car they were very close to what we raced in '99.



"The single roll hoop broke new ground and made the car distinctive"

"We exploited a loophole in the regulations with the single roll hoop – something which became standard afterwards. In reality it probably offered only a small advantage; I don't know for sure because we never did a back-to-back comparison. It worked well with the large engine airbox that BMW wanted because of the way the V12's induction system worked. It broke new ground and it made the car distinctive.

"The engine didn't change significantly for '99 – there was a little bit of development but it was already fantastically torquey, fuel-efficient and reliable. It was also the size of a hospital standby generator and not something you'd choose to put in a racing car! It was essentially the same as the one raced by McLaren in the F1 GTR, although we'd persuaded BMW to take an inch off the sump so we could get it lower in the car. Because of its good fuel efficiency, and the car's good aerodynamics, we were able to run for 14 laps between refuelling stops and that was a big strategic advantage in the race.

"The whole car was designed for minimum down-time so it was easy to get in and out of, and easy to service. Although we'd only lasted six hours in the '98 race it was evident that the Hitco brakes were running cool and their wear rate was low. So the objective from day one with the '99 car was to go through the whole race without changing the brakes, which we achieved on the winning car. I think that was the first time anyone had done that on carbon brakes. We also wanted to triple-stint on tyres but Michelin was a little nervous of that, even though the car was pretty easy on its rubber. So we double-stinted. Our gearbox took 40 minutes to change so that wasn't an option – we had to make it reliable.

"I already knew there wouldn't be a 2000 car before Le Mans, and it was announced to the factory before pre-qualifying. It's a testament to the team that despite that disappointment we went on to win a tight race. I'd tried to persuade BMW to put a diesel engine in the car for 2000 – we already had a chassis that was robust and could take a big engine so it would have been relatively cheap. But BMW made the strategic decision to focus on the F1 project instead." Ⓜ

Sommerville was responsible for the aerodynamics on both cars and the first model we produced generated some really good numbers in the wind tunnel. But BMW – quite rightly, it was their project, their money – wanted a styling influence. Their stylist clayed the model up to what he wanted and we immediately lost a lot of performance, which we struggled to regain enough of to make the car competitive.

"It was a very steep learning curve for everyone. We were a little bit over-ambitious in some areas and the car was overweight. Probably I leaned too much towards my touring

EUROPE'S PREMIER WINTER CLASSIC MOTORSPORT SHOW

race retro

INTERNATIONAL
HISTORIC MOTORSPORT
SHOW 2008

14th-16th March 2008
Stoneleigh Park, near Coventry



Ford
Featured Marque for 2008

CLASSIC COMPETITION CARS & BIKES ON ROAD, OFF-ROAD AND ON TRACK

- 440 Exhibitors
- 125 Engineering Companies
- 100 Autojumble stands
- 40 Event/Series Organisers
- 40 Sporting Motor Clubs
- Ace Cafe re-creation
- Bonhams Auction
- Celebrity Autographs
- Group B Rally Stage
- BTRDA Autotests

Advance Show Ticket Prices:
ONE DAY £20 – SAVE £5
TWO DAYS £33 – SAVE £7

On the Gate Ticket Prices:
One Day £25, Two Days £40



BOOK NOW – Ticket Hotline: 0844 848 3229 www.historicmotorsportshow.com

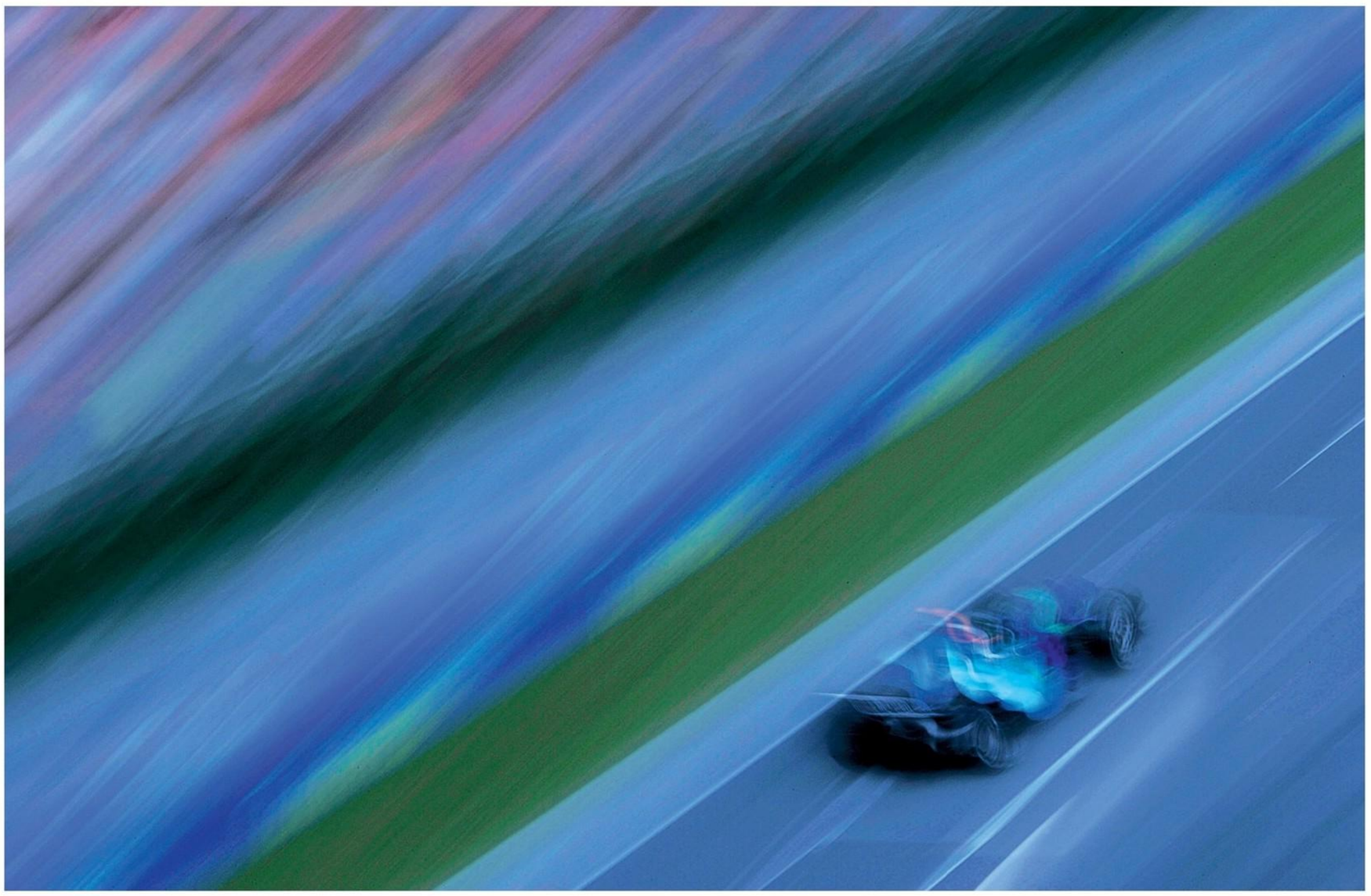
For further information telephone 01367 250001/6 or email info@ihmsl.com

EVENT SPONSORS

Bonhams 1793 · Octane · Millers Oils Motorsport · Footman James Insurance specialists. At your service. · Ace Cafe London · Classic Fords modified RETROFORD MAGAZINE

THE GALLERY

PRESENTING THE FINEST IMAGES FROM THE BEST PHOTOGRAPHERS



JENSON BUTTON

SPANISH GRAND PRIX, CIRCUIT DE CATALUNYA – MAY 11, 2007

"Looking at the world from a vantage point is always a privilege for the eye. Those moments are few in F1, and thus the SEAT tower at the Circuit de Catalunya is a yearly favourite. Looking down, you see little cars zooming by at 170mph in the bluish shadow of the huge main grandstand. Jenson Button's Honda, because of its colour, was obviously a prime target for a slow shutter speed photographer who can visualise the potential effect beforehand, and the result is a pastel speed painting."

Paul-Henri's tip: combine slow shutter speed with a special background to achieve maximum visual effect. Taken with a 135mm lens, 1/8th sec.



PAUL-HENRI CAHIER

The son of famous motor racing photographer Bernard Cahier, Paul-Henri grew up with the sound of race engines and the smell of Castrol 'R' racing oil... Black-and-white photographic prints of racing legends were the stuff of every day; Fangio, Moss and Graham Hill were guests at the family house, and thus the virus was implanted. Paul-Henri started snapping pictures at Grands Prix during school breaks, and self-teaching was very much the name of the game. By the time he was 15, his pictures were being published in magazines, but it was another 15 years before he decided to become a professional F1 photographer. Ever since, the never-ending hunt for the most graphic, stunning, creative image has always been the mark of his distinctive style.

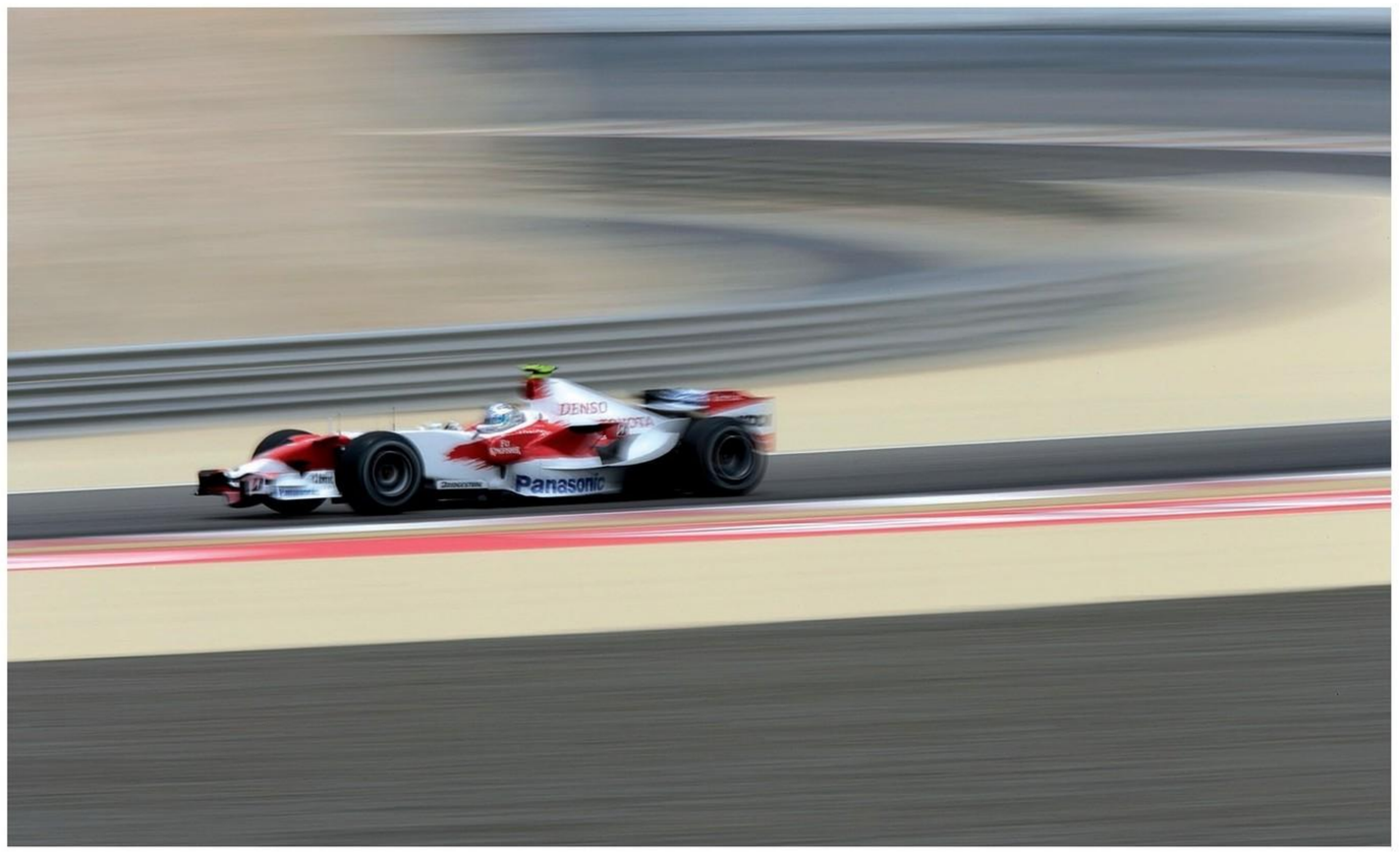
THE GALLERY



KIMI RÄIKKÖNEN
BRAZILIAN GRAND PRIX, INTERLAGOS – OCTOBER 21, 2007

"The final podium of the championship is not one you want to flunk. As I reached the rostrum area right after the chequered flag, I saw all the photographers in position, waiting for their classic head-on shot, and I thought to myself, 'No way, I'm not joining the crowd!'. I went beyond, to the pitlane where no one was, and positioned myself sideways, waiting for the champagne and the action with the sky as a background. The rest is history, and the picture speaks for itself."

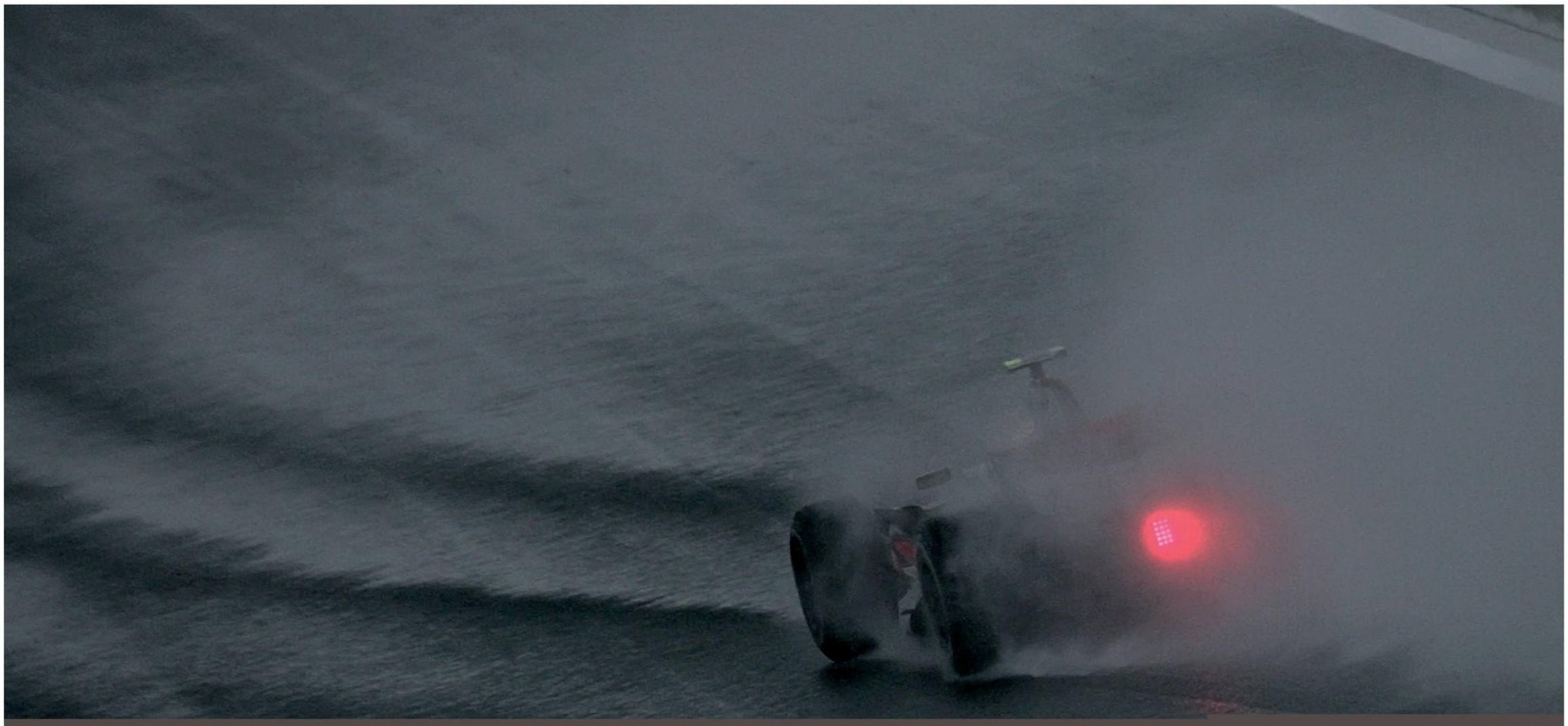
Paul-Henri's tip: think different, and risk being in an alternative position! Taken with a 600mm lens.



JARNO TRULLI
BAHRAIN GRAND PRIX, SAKHIR – APRIL 14, 2007

"The circuit in Bahrain, out in the desert, is unique. The downside is that after a while all the backgrounds start looking alike, rock and sand style. I was sort of feeling frustrated during Saturday morning practice, and started moving along to try and find another angle. And that's when I saw something from the corner of my eye; I snapped just a few frames, thinking 'why not?', and walked onwards. The result you see here."

Paul-Henri's tip: try different angles: sometimes things work out unexpectedly. Taken with a 135mm lens and 1.4X converter, 1/15th sec.



LEWIS HAMILTON

JAPANESE GRAND PRIX, FUJI – SEPTEMBER 30, 2007

"Fuji race track is famous for rain, but on race day it was like a very wet day in Scotland: clouds hanging onto the mountain with thousands of spectators suddenly disappearing in the thick mist, and a lot of water... But there are moments in a photographer's life when magic strikes, and towards the end of the race I saw this incredible scene of cars pulling away as if surfing on red-lit waves. I framed it in order to have only the track, and I was lucky to get Hamilton spot on!"

Paul-Henri's tip: try and create the image in your mind's eye before using your physical eye. Taken with a 600mm lens.

THE GALLERY



HEIKKI KOVALAINEN

JAPANESE GRAND PRIX, FUJI – SEPTEMBER 28, 2007

"Action in the pitlane can be a lot of fun, but certain conditions are necessary, namely low light conditions, which allows the use of a very low shutter speed (1/8 sec). When that happens I do my pitlane dance, spinning around my own axis as cars go by in order to follow their movement. In this case, I positioned myself near the beginning of the pitlane, close to the Renault garage, and snapped Heikki just as he brushed by me on his way in. Close and exciting! And no flash..."

Paul-Henri's tip: use a lens that stops at f32 in order to use a slower shutter speed. Taken with a 50/Macro lens.




The Masters
RACING SERIES
JOIN THE MASTERS SERIES IN 2008 FOR THE ULTIMATE HISTORIC RACING EXPERIENCE
The Bunker, Lower End Road
Wavendon, Milton Keynes MK17 8DA
T: +44 (0)1908 587545 F: +44 (0)1908 587009
Email: team@themastersseries.com
www.themastersseries.com
The Masters RACING SERIES
Masters


VIP Hospitality La Rascasse
Monaco 08
10/11 May
Classic Car Races
EXCLUSIVE VIP PACKAGE
TRACK LUXURY AT ITS VERY BEST
More Information
WWW.MONACOSTAREVENTS.COM
INFO@MONACOSTAREVENTS.COM
OR CALL +377 93 50 07 35
Marlboro
LA RASCASSE
The Masters RACING SERIES
MONACO STAR EVENTS
THE PERSONAL TOUCH

Chevron Racing Cars Ltd

incorporating Derek Bennett Engineering Ltd & Vin Malkie Racing Group

www.chevronracing.com



- **Sole Manufacturer of Official Chevron Components & Bodywork - Certificates supplied**
- **Full & Part Restoration & accident damage repairs of all Chevron models**
- **New builds of Continuation Chevron B16 & Chevron B8 with Official Chevron Chassis Plate**
- **Free Technical advise for any Chevron problems**
- **Chevron Archive room - now open**



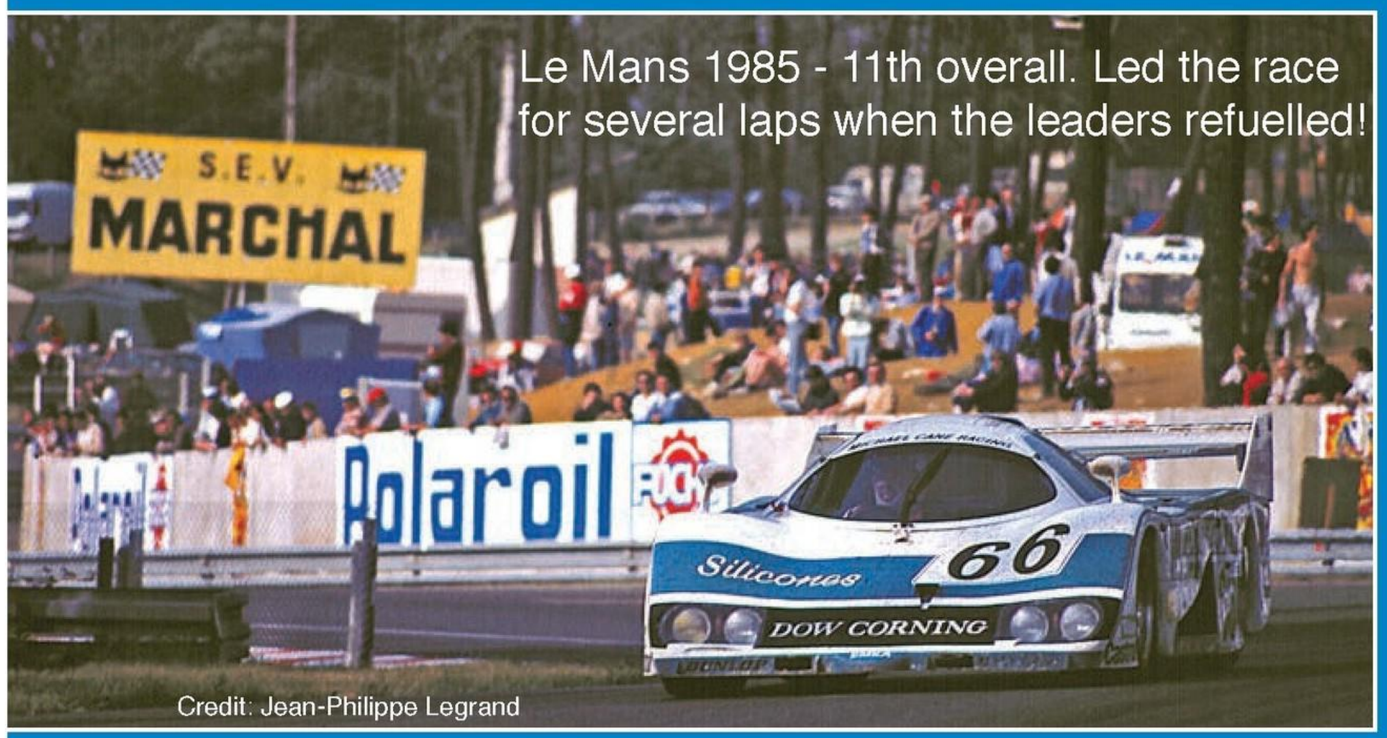
Chevron B36 - Le Mans

To commemorate Derek Bennett's 75th Birthday a special **Derek Bennett Trophy** to be Awarded for 2008 by Brian Redman for the Best Drive in a Chevron Worldwide - see website.

We welcome you at Race Retro, 14-16 March 2008 Stand D46

Tel: 00 44 (0)1565 777395
Fax: 00 44 (0)1565 777433
e: info@chevronracing.com
web: www.chevronracing.com

Chevron Racing Cars Ltd
Hollins Lane,
Antrobus, Cheshire,
England. CW9 6NL



Le Mans 1985 - 11th overall. Led the race for several laps when the leaders refuelled!

Credit: Jean-Philippe Legrand

FOR SALE - Aston Martin engined Group C race cars.

'Low-cost' prototypes with original body moulds and spare wheels. Perfect for two car team in super-fast historic series. Possibility to race at Le Mans in 2008!

Two car package for £220K

YOU are sure to be invited by Group C/GTP Racing to run in the superb Motor Racing Legends historic support race at Le Mans in June 2008 ! BUY NOW!

1983 and 1985 EMKA Aston Martin 5.4 litre V8 Group C Race Cars. Designed by GT40 creator Len Bailey for Steve O'Rourke (the manager of Pink Floyd and owner of the EMKA company) and built and prepared by the experienced Michael Cane Racing team.

Nick Faure joined Tiff Needell and O'Rourke for the 1983 Le Mans with Sponsorship from Hawaiian Tropic, Dow Corning, P&O, and several others. The combination of suntan lovers and Hawaiian Tropic girls creating huge interest! The car finished 17th overall, winning the Motor Trophy for the first British car home.

In 1985 the Dow Corning liveried EMKA returned like a new car, with a re-design of the underbody and sporting new rear bodywork, incorporating a revised engine air intake and new rear suspension. Michael Cane said "the difference in the car was like night and day and all due to the efforts of Richard Owen, the Shrike designer."

The car was transformed for Le Mans 1985 and, with careful planning of the first pit stop, it led for several laps when the leaders went to refuel, the first time an Aston Martin engined car had lead since 1959!

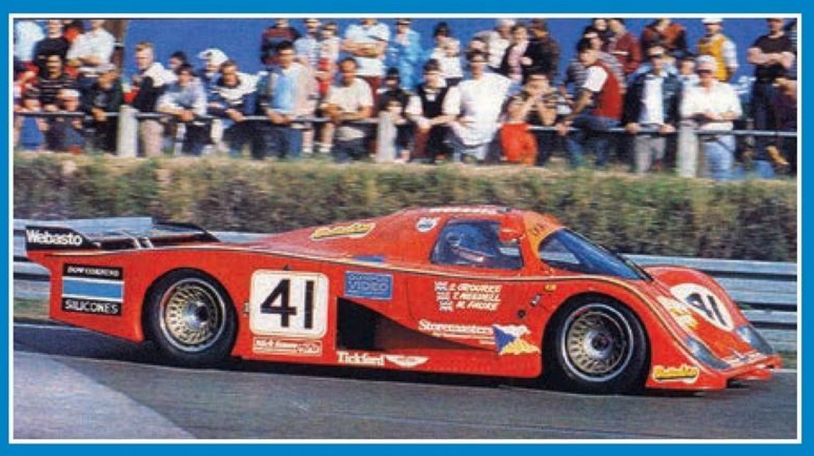
As the Dow Corning (1985) car was built on the 1983 car, this 'early car' was the subject of a re-creation programme in 1989 by Steve O'Rourke's mechanic, James Tomkins, at the EMKA workshops.

Both have FIA HTPs and are offered for sale in the later specification.

Please email jim@wordsoft.co.uk for PDF of full EMKA history.

Tel: +44 (0) 1926 330209 (Mon/Fri 9-7) - Mob +44 (0) 7968 850 734

Also for sale: Rebuilt Porsche 962 engine. 1970 race Camaro Z28



Le Mans 1983 - finished 17th overall with Steve O'Rourke, Tiff Needell & Nick Faure



1983 recreation built by EMKA in 1989 with original Dow Corning car in the background



Credit: Patrick Martinolii

Le Mans 1985 - a brilliant 11th place and lead for several laps as the leaders re-fueled!



Elio de Angelis in F3 30 years ago. His Chevron will now grace our stand

LAT

Race Retro to kick off season

OVER 20,000 FANS OF CLASSIC AND HISTORIC motor sport are expected to visit Race Retro, the fifth annual International Historic Motorsport Show at Stoneleigh Park, near Coventry, from March 14-16.

The annual kick-off point for the historic motor sport season is set to be the biggest yet, with celebrations to mark the 40th anniversary of the Ford Escort playing a major role both in the indoor displays and the outdoor live action rally stage set up on the venue's asphalt roads. Exhibitors from across the sport including race and rally organisers, engine builders, suppliers and preparation companies will pack the halls, while a demonstration of Group B rally cars should make the live action rally stage a major attraction.

Rally legends Markku Alén and Björn Waldegård will be on hand as a range of Ford Escorts join the Group B cars. Alén had his first works drive in a Mk1 Escort, while Waldegård rallied extensively for the Ford team and won the 1979 World Championship at the wheel of a Mk2.

Elsewhere a rare Group B Ferrari 308GTB, one of the Michelotto QV cars from 1983, will make its debut appearance in Britain, as will the 1988 Paris-Dakar-winning Peugeot 405T16 of Juha Kankkunen, having only recently been released from the Peugeot factory collection.

The show runs for three days and tickets can be booked at www.historicmotorsportshow.com or by calling 0844 848 3229. Tickets are £25 per day, or £20 per day if bought in advance.

• *Motor Sport* will be at Race Retro on stand E28 in Hall 2, where we will be exhibiting Paul Smith's ex-Elio de Angelis F3 Chevron B38 that will run in this year's BP Ultimate Classic F3 series. Come and see us!

Less is more in Gp C

IN A BID TO STRENGTHEN GRIDS, THE GROUP C/GTP racing calendar has been pared to just four events in 2008 by new series organiser Charlie Agg. The cars will race at Spa in May, Le Mans in June, the Silverstone Classic in July and at Donington in early October.

"We've looked at every aspect of the series and our goal is to get really strong fields at all the events," said Agg. "I'm intent on ensuring that the cars run in period specification and that driving standards are high." Aside from Le Mans, each event will include a sprint race and a 90-minute endurance race.



LAT

Ickx Ferrari to race again

THE FERRARI 312B2 THAT Jacky Ickx took to victory in the 1972 German Grand Prix is set to return to racing this spring, hopefully at the Monaco Historic Grand Prix. The 3-litre, flat 12-engined car is now owned by James Hanson and is not thought to have raced since the 1970s. As well as Monaco, Hanson plans to compete in Grand Prix Masters, which is supported by his Speedmaster organisation.

"It is very original," said Hanson. "But it needed some work before it could be raced again. It will be brilliant to drive it." The car has spent most of the past 30 years in private collections.

IN BRIEF

■ Two sections of the Isle of Man's TT course will feature in the 2008 Manx Classic, where a range of classic cars will compete in three hillclimbs on closed public roads. The April 17-19 event starts in Douglas with a blast up Bray Hill, running against the normal TT route. The action then moves to Sloc hill near Port Erin, with the third event at Lhergy Frissell, a section of the course climbing out of Ramsey and onto the mountain course.

■ A display of historic and racing Austin Healey Sprites and MG Midgets will be staged to mark the 50th anniversary of the 'Spridget' at the Heritage Motor Centre, in Gaydon, on May 24. The organisers hope to attract 1000 examples of the model that was first launched in 1958.



■ Michèle Mouton and Fabrizia Pons will contest the Otago Classic Rally on New Zealand's South Island on May 10/11. Mouton will drive a Ford Escort RS1800 for the Rossendale Team and will be joined in the squad's Porsche 911 by former Finnish champion Pasi Hagström.



■ To mark the 20th running of the Classic Marathon, the 2008 event will feature a route based on the inaugural 1988 rally. The June event will start from Ypres in Belgium and finish at Cortina in Italy, taking in the Stelvio Pass's 48 hairpin bends.

■ Jackie Stewart and his late brother Jimmy will be honoured during the third annual Classic SpeedFair at Knockhill, which moves to a date of June 7/8 and has Event Scotland backing. The JYS Trophy will go to the winner of the Formula Ford 1600 knock-out event, while a new Jimmy Stewart Trophy will be presented to the winner of the Classic Sports/Saloon race.

■ Hans Stuck Jr, the Volkswagen Audi Group's new motor sport consultant, will race an Auto Union Silver Arrow at this year's Grand Prix de Monaco Historique in the pre-1947 single-seater class on May 9-11.

Historic Racing News



Ex-French champ Andruet drove a replica of the A110 he used to win in Monte '73

Andruet's Alpine trip

FORMER MONTE CARLO RALLY winner Jean-Claude Andruet got back behind the wheel of a Renault Alpine A110 for the annual Historic Ice Trophy held at Altenmarkt, Austria, in January.

The double French rally champion, who won the 1973 Monte in an A110, drove a replica of that car with owner Marco Cipriani as a passenger, as a full and varied field of classic cars tackled the two-mile circuit of packed snow and ice.

The event runs to a regularity format, so the emphasis is on consistency rather than speed, but that did not deter some spirited driving in cars as varied as a Ford Falcon, MGA, Beach Buggy and a Ginetta G15.

The winners of the regularity competition were Stefan Kunze and Peter Shild in a BMW 323, while the other podium places went to husband and wife crews Siegfried and Angelica Kohler (Porsche 911), and Karsten and Monica Wohlemberg (Mercedes SL230).

Among the event promoters was former ski champion and now GT racer Hans Knauss, who took part in the rally in a BMW M3. The organisers have pledged to run the event again in January 2009.



Jakob Ebrey

F5000 decider at Phillip Island

THE DESTINY OF THE FORMULA 5000 Trans Tasman Revival Series will be decided during the annual Phillip Island Classic meeting at the Melbourne circuit in Australia on March 8/9.

After four recent rounds in New Zealand, the fifth and final event will settle the battle between the McRae GM1 of Chris Hyde and the Lola T430 of veteran Ken Smith. Having narrowly beaten Smith in all three races at Taupo, Hyde has a 20-point lead going to Australia.

Chris Amon, who lives at nearby Kinloch, was spectating at Taupo. "I couldn't stay away," he said. "It's great to see the cars out there again and being used very enthusiastically."

Rally legends renew rivalry

WORLD RALLY CHAMPIONS STIG Blomqvist and Björn Waldegård will contest the Robin Hood Rally on March 8/9, the opening round of the British Historic Rally Championship.

Blomqvist will drive a Ford Escort Mk1 entered by David Sutton, while 1979 Champion Waldegård (below) is due to star in the Lancia Stratos owned by Steve Perez.

"Björn was very excited at the prospect of taking on Stig in a Stratos," said Perez, who is unable to drive the car as he is still recovering from a neck injury sustained on the Safari Classic late last year.

Subject to securing backing Blomqvist, the 1984 World Rally Champion, may continue in the historic series beyond the opening round.



New series for classic US cars

PRE-1966 AMERICAN TOURING and GT cars running to FIA Appendix K regulations will have their own pilot race series in France this year, before a planned expansion into other European countries in 2009.

The Yankee Series will feature races in two events at Dijon, starting at the L'Age d'Or meeting on June 28/29. Other races in Holland, Spain and Portugal could be added to the 2009 schedule.

"We recognise that there are many racers out there with these fantastic cars who want to have the chance to race with like-minded people," said organiser Ingrid Cholot.

IN BRIEF

■ The Pembrey circuit in South Wales will have a festival of historic racing for the first time on July 12/13 when the Historic Sports Car Club runs a two-day event. The Tom Pryce Memorial Trophy, presented in memory of the Welsh F1 driver, will be the focus of the weekend.



■ Former F2 racer James King will switch to a JPS-liveried ex-Emerson Fittipaldi Lotus 72 in Grand Prix Masters this season. The American will drive chassis R5, entered by Classic Team Lotus.

■ Rallying veteran Bob Bean, who has been competing for nearly 50 years, will mark his 70th birthday by competing in the Robin Hood Forest Rally in his Lotus Cortina on March 8/9. Bean is thought to have contested more RAC Rallies than anyone else in his long career.

■ The first races in the global celebrations to mark the 50th anniversary of Formula Junior were held at Pukekohe in New Zealand in late January. Victories fell to Jonathan Williamson, who won twice in his Lotus 22, and Peter Strauss (Brabham BT6). The 40-car field included cars from Europe and the USA.

HISTORIC RACING DIARY

MAR 8/9 BRITISH HISTORIC RALLY CHAMPIONSHIP, NOTTINGHAMSHIRE. The Clipstone forest complex hosts the opening BHRC round. Admission car parking £5. *www.robinhoodforestrally.co.uk*

MAR 9 FORMULA JUNIOR, MALLORY PARK. The opening round of the UK Formula Junior Championship. Admission £12. *www.mallorypark.co.uk*

MAR 14-16 RACE RETRO, STONELEIGH PARK. The fifth annual Historic Motorsport Show. Admission £25 on the day. *www.historicmotorsportshow.com*

MAR 23/24 40TH ANNIVERSARY RACE MEETING, THRUXTON. Historic F2, Formula Junior and Top Hat Saloons feature. Admission £12. *www.barc.net*

Healey Silverstone
Works Car
Driven by Duncan Hamilton
Class win Silverstone 1950



Chassis No; D47
Reg No; BJV 125
Fully restored and ready to race

+44 (0) 1234 765588
email v8mga@aol.com
www.warrenkennedy.co.uk

Enjoy the original ZAKSPEED Turbo Capri



Restoration true to original
by Zakspeed
suitable for historic racing
or assemblage

Zakspeed Performance GmbH & Co. KG
Michael Dürbaum
Brohltalstraße, D-56651 Niederzissen
tel.: +49 2636 – 80 75 0
fax: +49 2636 – 80 75 21
mail: m.duerbaum@zakspeed.de

SPIRES OF OXFORD

SUPPLIERS OF LUXURY HOSPITALITY MOTORHOMES • INTERNATIONAL RACE CHAMPIONSHIP HOSPITALITY VILLAGES • ON EVENT COMMUNICATION & MEDIA CENTERS • EXCLUSIVE CORPORATE HOSPITALITY & TEAM CATERING • PROMOTIONAL ROADSHOWS • LOGISTICS & SECURITY



COMPANY PROFILE

As specialists in the field of International motorsport, with vast experience in all levels of sports hospitality, promotional roadshows & corporate events, we can supply for hire or sale an exclusive purpose built fully self contained event facility, ideal for all on circuit hospitality, championship/media centers, marketing, merchandising, conferences, product launches & roadshows, at any sporting event world-wide. Units vary in specification, and can include luxury lounges, office facilities, Commercial Kitchens, WC & showers.

MOTORHOMES & STRUCTURES

- From a single team to International race championship/media center supply specialists
- Modern single & twin deck units, with luxury lounges, office facilities, all have various floor-plans and awnings to suit your requirements
- Mobile office, communications & conference units
- Hospitality & temporary pit garage structures
- All units are fully air conditioned
- All units come with optional awning sizes which can accommodate from 1 to 500 people
- 6 – 16 Berth fully self contained on event or mobile/ sleeper coaches, ideal for F1 and Le Mans

HOSPITALITY SERVICES

- Supply & implementation of a top class VIP facility, including hospitality villages, luxury marquee structures all served by our in house catering service
- Sponsor/partner co-ordination, travel, accommodation, ticketing & VIP transfers to circuit
- Exclusive hospitality packages at all major events including, F1, WRC, Touring Cars & Le Mans
- Exquisite VIP hospitality
- First class chefs & fully trained hospitality personnel
- Race & test team catering undertaken
- 7.5t – 17.5t fully equipped kitchen trucks for hire
- Hospitality & catering equipment hire service

GENERAL SERVICES

- Specialists in International championships
- We offer a full event planning, PR & on site management service
- In house concept, design & build service
- Logistics, on track marketing, merchandising, product sampling plus on event support
- Fully experienced hospitality, event management & promotional staff for hire
- Management, logistics & operation of clients own units also undertaken
- Comprehensive world-wide insurance


Hospitality Villages


F1 Spec Motorhomes


Various Awning Options


Modern Double Deck Units

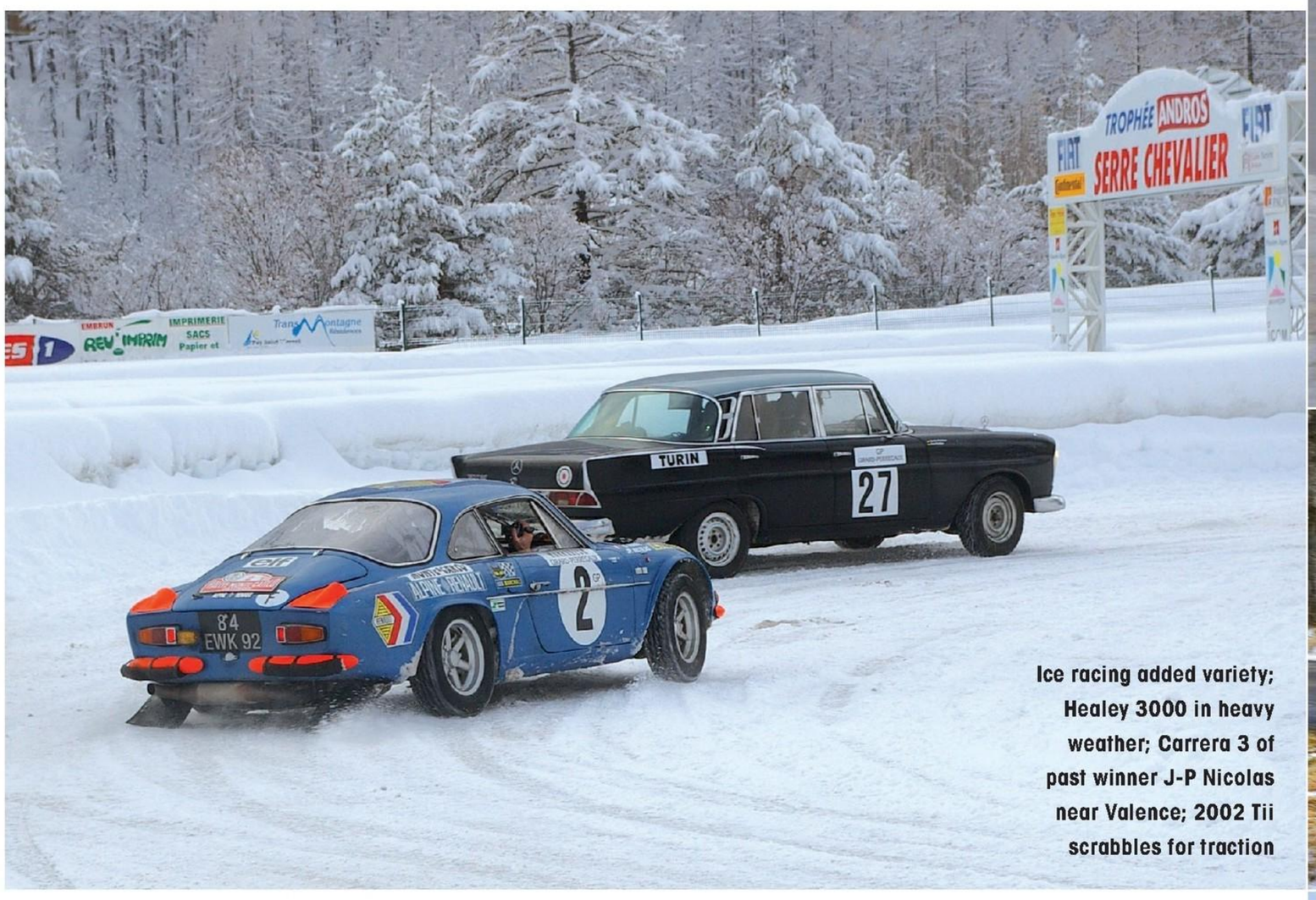

Luxury On Board Facilities

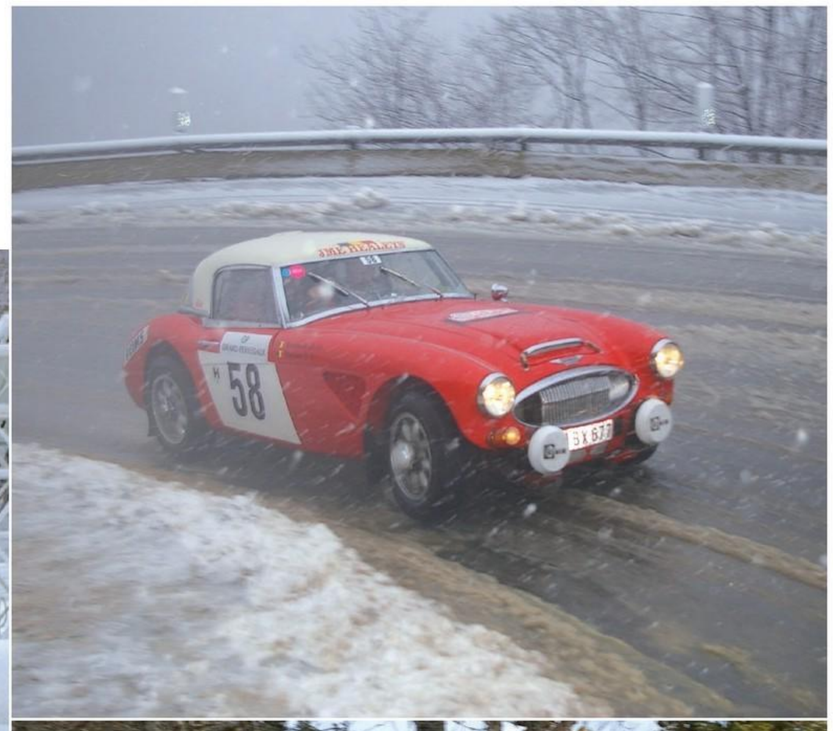

Exclusive VIP Hospitality


Race & Test Team Catering

FOR UP TO DATE INFORMATION ON OUR SERVICES, UNITS AND EVENTS VISIT www.spiresofoxford.co.uk

TEL: +44 (0)1865 875539 • FAX: +44 (0)1865 875510 • MOBILE: +44 (0)7836 767619 • E-MAIL: info@spiresofoxford.co.uk







Ice racing added variety; Healey 3000 in heavy weather; Carrera 3 of past winner J-P Nicolas near Valence; 2002 Tii scrabbles for traction



REGS ARE THERE TO BE BROKEN

For some, the Monte retro rally was a test of navigation; for others, a chance to reawaken the fire of the old days

BY JOHNNY TIPLER

There were three sorts of competitors on the 2008 Monte Carlo Historic Rally: the serious ones bent on victory by hitting the regularity targets, those giving their classic an outing on a high-profile event, and a small contingent out for high-speed thrills.

Heading the funsters were Vic Elford and co-driver David Stone in a 2.2E, a ringer for the 2.0 Porsche 911 they'd taken to victory 40 years ago. Fêted in every parc fermé, the veteran Brits relived past glories. Comfortable with their status, Elford and Stone retold tales of derring-do from the halcyon '60s.

Their 2.2-litre 911, prepared by Martin and Denis Fueller in Nice, was a blood-orange blur as it flashed by on the higher stages. With no limited-slip diff it was harder to power out of corners than their original mount, though the crew had lost none of their former verve.

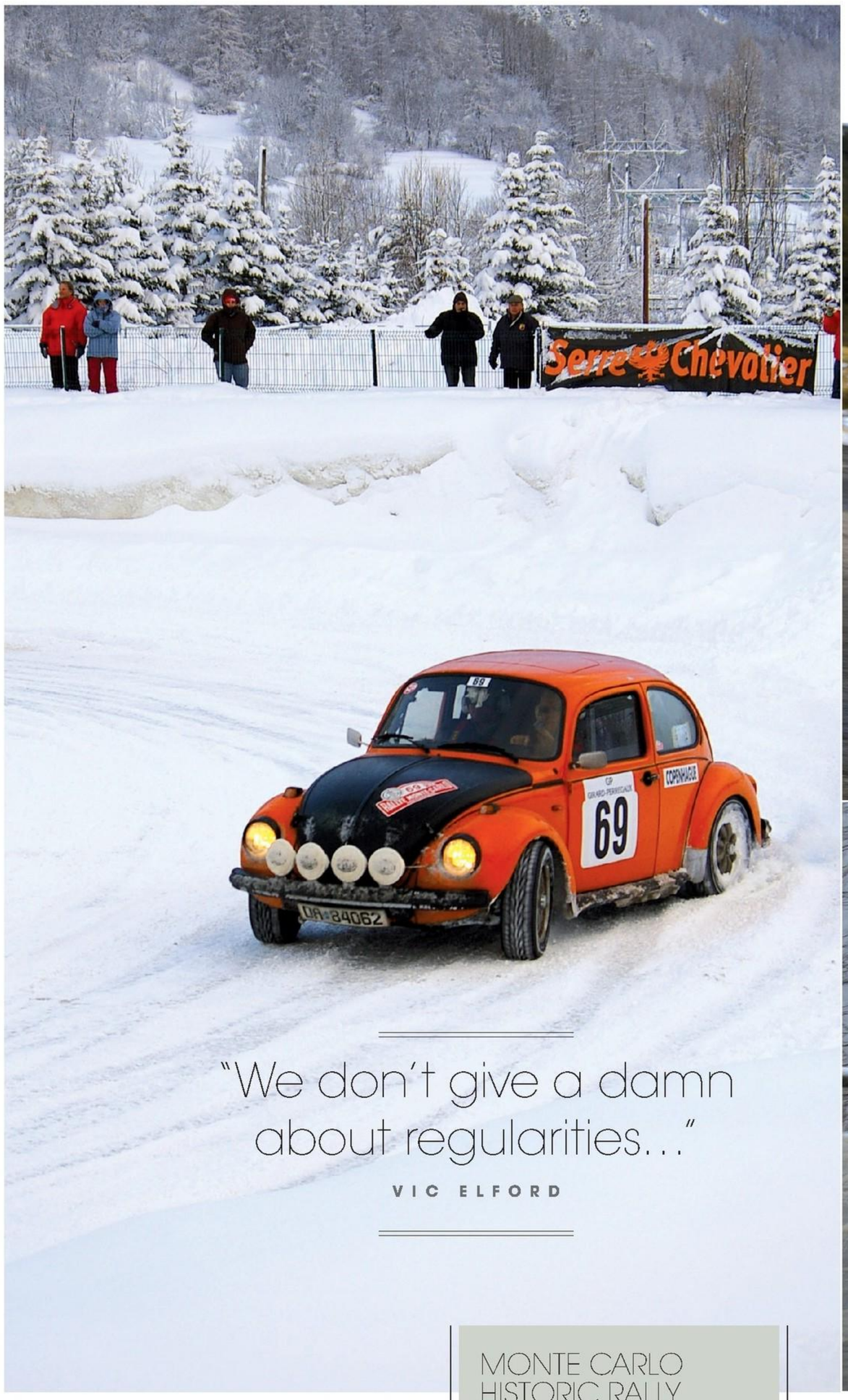
"On one of the early transit sections back to Monaco we ran flat out for 100km with Jean-Pierre Nicolas," said Quick Vic. "We didn't need to go that fast, but it was fun. We must have overtaken 30 rally cars." When others faltered in the fog they forged on, reprising pace notes devised in the '60s that enabled them to go full speed with no visibility – "and that formula is still a secret," said David.

From Valence the Mercedes contingent looked strong, with two saloons and a 190SL heading the field, but fog on the peaks near Valence dovetailed into hard rain, morphing into heavy snow as the retinue climbed the winding Alpine B-roads, tails out on the white-out turns. That meant one Alpine stage was cancelled, though most of the 350 competitors reached Briançon unscathed despite a few contretemps on the Serre Chevalier Ice Circuit.

As conditions worsened, Elford and Stone found their true métier, relishing the prospect of snow. The penalties mounted as the Porsche pressed on, though Vic was dismissive: "We don't give a damn about regularities," he muttered while lighting a fag.

David agreed: "Back in '68 it was all flat-out, and we thought nothing of going 36 hours without getting out of the car – and 96 on the Liège-Sofia-Liège. Our partnership was kind of like a marriage. When we get back together, even after 40 years, we fall back into the old patterns." Which means Vic's in charge.

Their rally wasn't without dramas. At a service halt after Buzet a coil needed changing to cure a misfire, and after Col de Royan heading for Briançon in thick snow they evaded a road blocked by a crashed coach simply by ignoring urgent signals to stop.



"We don't give a damn about regularities..."

VIC ELFORD





Rear engines rule: Beetle on ice; past winner Bruno Saby's Fiat 500; NSU 1200TT of Darteville/Grezzani heading for Briançon

MONTE CARLO HISTORIC RALLY

DRIVER/CO-DRIVER

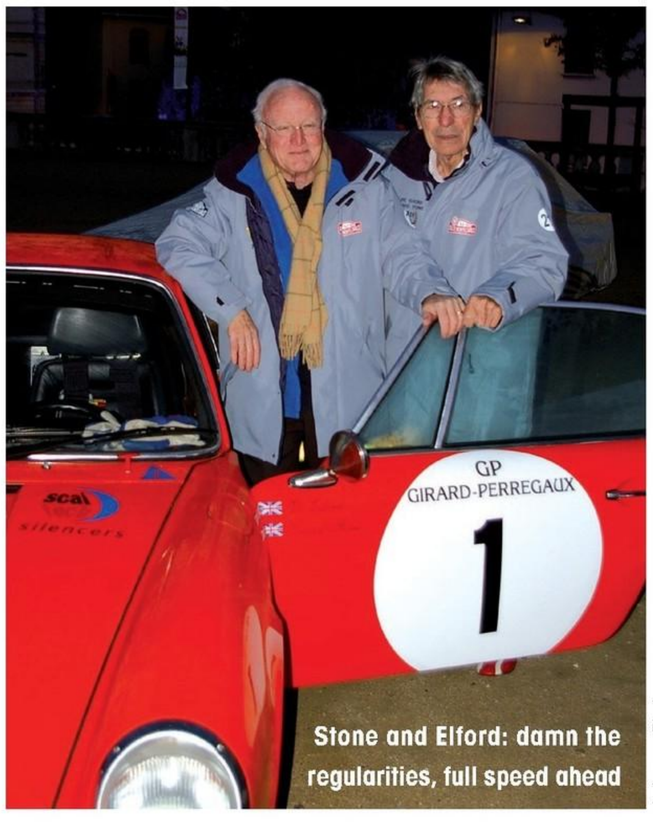
1. Ernst Jüntgen/ Marcus Muller
   Mercedes-Benz 300 SE
2. Gert Pfundt/ Gunter Melerer
   Mercedes-Benz 220 SEB
3. Rolf G Kienen/Oliver Kienen
   BMW 1800
4. José Lareppe/Christophe Hayez
   Toyota Celica 2000 GT
5. Raymond Durand/ Christian Fine
   Opel Kadett GTE
6. Roland Holke/Jorge Beorlegui
   SEAT 127
7. Tchine/Olivier Sussot
   Lancia Fulvia 1600 HF
8. Ivar Moe/Bjorn Lie
   Saab 99 EMS
9. Svein Lund/Tore Fredriksen
   Datsun 240Z
10. Blas Hermoso/Julian Mendieta
    Alfa Romeo 2000 GTV

"We had to just go for it in the other lane, overtaking lines of crawling traffic," said Vic. Soon afterwards they were put in a ditch by an errant motorist, then hauled out by a passing snow plough. The car was undamaged, but the crew would pay the price for their gung-ho approach heading out of Monte Carlo for the last night's stages.

Two other past winners were lured back by the Automobile Club de Monaco – Jean-Pierre Nicolas, driving an Alméras Fréres 911 Carrera 3, replicating his winning mount from 1978, and Bruno Saby, victor in 1988 with a Lancia S4, starting from Turin in a Fiat 500.

Nicolas was playing the game to win, and came away 25th overall, while the time-sensitive regularities meant Saby was also in with a shout, though it wasn't to be as the tiny white Fiat went *hors de combat* at Briançon.

The final stages on the Monaco night run caught out many, including Quick Vic. Running number one, he and Stone were first to find the ice en route to the Col de Turini and the orange 911 snarled back to the Principality with a scuff at either end. Plenty of others looked much the worse for wear, though not the winning fintail Mercedes-Benz 300SE of Ernst Jüntgen/Marcus Muller. For the majority, Monte Carlo without busting was good enough.



Stone and Elford: damn the regularities, full speed ahead

Johnny Tipler



Technology, Tradition, Craftsmanship, Performance, a unique blend that only Morgan can deliver. After nearly 100 years of bespoke manufacture, Morgan customers the world over understand what it is to buy, own and cherish the finest and most individual motor car money can buy.

To find out more or arrange a test drive contact your nearest dealer or visit www.morgan-motor.co.uk

MORGAN MOTOR COMPANY

Morgan range from £25,210 ex factory on the road - car shown Roadster V6 own it from £36,825.
Official Fuel consumption in mpg (litres/100km) for the Morgan range
Urban 28.7 (9.8) - 17.3 (16.31) Extra Urban 53.1 (5.3) - 35.8 (7.91)
Combined 40.5 (6.9) - 25.9 (10.9) CO_2 emissions 164 - 264 g/km

Thomson & Potter Ltd
Scotland
01828 670 247
david@tandp.net

Wykehams Ltd
London
0207 385 3377
morgans@wykehams.com

Richard Thorne Classic Cars
Berkshire
0118 9831200
www.rtcc.co.uk

Ledgerwood Morgan
Lincolnshire
01724 733228
phil@philledgerwood.wanadoo.co.uk

Heritage Morgan Ltd
Dorset
0500 667426
www.heritagemorgan.co.uk

Allon White Sports Cars
Bedfordshire
01234 750205
www.allonwhite.co.uk

John Gill Ltd
Yorkshire
01677 423134
carolgill@johngill.co.uk

Melvyn Rutter Ltd
Hertfordshire
01279 725 725
mr@melvyn-rutter.net

Berrybrook Motors Ltd
Devon
01392 833 301
morgan@berrybrook.co.uk

Mike Duncan
Worcestershire
01299 250 025
www.morgans4sale.co.uk

Brands Hatch Morgan Ltd
Kent
01732 882 017
sales@morgan-cars.com

Newtown Motors
Wales
01633 485 251
info@newtown-motors.co.uk

Lifes Motors Ltd
Lancashire
01704 531 375
www.lifesmotors.com

Williams Morgan
Bristol
0800 0582983
www.williamsautomobiles.com



A private collector paid over £1.5m for 1928 Mercedes 'S' Type

French fancies

Bonhams' first Rétromobile auction was a £7m success

As any car enthusiast will tell you, Rétromobile is the classic car world's answer to Ascot, Henley, Cowes week or Wimbledon. A place where hours can be spent elbow-deep in spare parts bins while debating the merits of uprated leaf springs, not to mention being able to spend the rest of the afternoon at various car manufacturer stands pretending that you are *the* authoritative voice on their new 10-year plan. It's only when you get home that you realise the speedometer you found doesn't actually fit your model of MG and the person at the car manufacturer stand was in fact the CEO.



Bugatti from 'Pim Hascher' collection went for nearly £1m

This year, after 215 years of auctions, Bonhams held its first French sale at the show under the banner of 'Bonhams France SAS'. Having sold 70 cars for over £7 million it was unsurprising that the managing director of Bonhams' motoring department, James Knight, praised the sale as "one of the most successful auctions our European department has ever held." Bonhams was also keen to point out that this was a 40 per cent increase on any previous Rétromobile auction.

Some of the highlights included the 1928 Mercedes 'S' Type which went to a private collector for over £1.5m, a 1929 Bugatti Type 43 from the 'Pim Hascher' Collection which sold for £990,669, Georges Mathieu's 1936 Mercedes-Benz 500K Cabriolet which has gone to America for £660,859, and the ex-Barbra Streisand 1926 Rolls-Royce that was driven to Paris from the UK and sold for £134,550.

Having talked about the attraction of rare or one-off road cars last month, it was interesting to see that the 1989 Sauber-Mercedes C9 didn't sell at the Rétromobile auction. Chassis number five was hardly short on history as it was the 1989 World Sports Car Championship-winning car, came fifth at Le Mans, first in the Jarama 480km, first in the Nürburgring 480km, first in the Donington 480km – the list goes on. What is more it has been fully serviced by Sauber, »»

AUCTION DIARY

Our pick of the upcoming sales and the items you can't afford to miss

FEBRUARY 26 BCA, Vintage and Collectors' Motor Vehicles, Blackbushe, Surrey, Tel: 01252 877317

FEBRUARY 27/28 H&H, Automobilia and Cars, The Centaur, Cheltenham Racecourse, Tel: 01925 730630

MARCH 3 COYS, Collectors' Motor Cars, Lord's Cricket Ground, London, Tel: 020 8614 7888



STAR LOT
1965 BRABHAM FORMULA C BT15
£23,000-28,000

MARCH 8 RM AUCTIONS, Vintage Motor Cars, Amelia Island, Florida, Tel: 001 519 352 4575

MARCH 12 BRIGHTWELLS, Classic Car Auction, Leominster, Hertfordshire, Tel: 01568 611122

MARCH 13 BONHAMS, Collectors' Motor Cars, Melbourne, Australia, Tel: 020 7468 5801

MARCH 15 BONHAMS, Cars, Motorcycles, Formula 1 Memorabilia, Automobilia and Models, Race Retro, Stoneleigh Park, Tel: 020 7468 5801



STAR LOT
EX-JO SIFFERT 1971 CHEVRON B19 £100-120,000

MARCH 17/18 BARONS, Classic & Collectors & Historic Racing Cars, Sandown Park, Esher, Surrey, Tel: 08454 306 060

MARCH 27/29 RUSSO AND STEELE, Collector Automobiles, Florida, Tel: 001 602 252 2697



STAR LOT
1979 MARCH COSWORTH 87C INDYCAR
£30,000-37,000

MARCH 29 COYS, Essen, Germany, Tel: 020 8614 7888

APRIL 3 THE CLASSIC AUCTION COMPANY, Cars and Automobilia, Severn Hall, Three Counties Showground, Malvern, Tel: 01684 562213

APRIL 21 BONHAMS, Collectors' Cars and Automobilia, RAF Museum, Hendon, Tel: 020 7468 5801

APRIL 22 BCA, Vintage Motor Vehicles, Blackbushe, Surrey, Tel: 01252 877317

APRIL 25/26 SEIDEL & FRIEDRICH, Porsche Automobilia from the Herbert Linge collection, Ladenburg, Germany, Tel: +49 (0) 620 395 7777

APRIL 26 OLD TIMER GALERIE, Toffen, Switzerland, Tel: +41 318 19 61 61

is ready for the historic Group C series and is perhaps the only chance to buy a C9, as three are in the Mercedes museum, one is the property of Sauber and the other is in a private American collection. Its estimate of £1.1-1.5m was quite a sum of money, but it's clear that people are willing to spend that much.

The problem with many racing cars from the '80s onwards is that the sale price is very much a first step. The cost of an engine rebuild alone would make many of us faint on the spot – marry this to how often they need to be done and £1.5 million suddenly looks like pocket change. If you are running a Cosworth DFV, the first rebuild will cost in the region of £8000-10,000, and the second could be upwards of £15,000. This isn't beyond the realms of comprehension but when you have to do it every 1500 miles, up to once an historic season, it starts to make you think.



Extra costs associated with C9 may have put off buyers

This is a reasonably cheap example; the Cosworth DFV was such a popular power plant that parts are readily available. Once you get into making out of stock parts you can easily be writing a cheque for £100,000 – ask someone who runs a 6R4 Jaguar engine and they'll tell you that the words 'engine rebuild' are about as welcome as a kick to the head.

Add to this the idea that you can't run many of these cars until you've taken them to a track on the back of your transporter, and you may start to question the practicalities of it all. This is why road-legal sports cars command higher prices than much rarer single-seaters.

The thought of racing a C9 is electrifying and it is surprising that this example is still waiting to find a new owner, but you can't blame people for approaching the thing cautiously.

AROUND THE DEALERS

Competition cars currently for sale here and abroad



TECNO-PORSCHE

This car started life as an F2 racer and was bought by Silvio Moser who, because he didn't have an entrant's licence, started under the name 'Charles Voegele' at European races during 1968. In '72 Bernd Burger converted the car to a two-seater, re-naming it the 'Burger P3'. Two second places at the Taunus Hillclimb and the Mainz Finthen Airport race were the highlight of '73, and in '74 the car received a flat-six Porsche engine. It has been fully restored and has FIA papers.

POA. Tel: +43 664 858 4701



1964 CD-PANHARD LM64

One of only two examples built, this Index of Performance special raced at Le Mans in 1964, weighing only 560kg and equipped with a Panhard 1.2-litre, supercharged flat-twin engine. The car has been completely restored and is ready to race. It has FIA papers and is road legal.

320,000 euros. www.autodrome.fr
Tel: +33 (0) 630 096 491



1967 COOPER-MASERATI

Jochen Rindt first raced chassis number F1-2-67 in the 1967 British Grand Prix, retiring after 27 laps with engine failure. This T86 was also the car that Vic Elford brought home seventh in the 1969 Monaco race, making it the last Cooper ever to compete in the Principality's Grand Prix.

300,000 euros. www.kidston.com
Tel: +41 (0) 227 401 939



1956 LOTUS XI SPORTS S1

Assembled by none other than Graham Hill in April/May 1956, this Eleven was originally campaigned in the 1200cc class of the Autosport Production Sports Car Championship, taking nine podiums and four race wins. It has been fully restored and comes with a comprehensive history file.

POA. www.coys.co.uk
Tel: 020 8614 7888

SALESROOM CORRESPONDENT – LOUISA SKIPPER Highlighting all that's best in salesrooms and private collections today. Contact: louisa.skipper@motorsportmagazine.co.uk Tel: 0207 349 3174

Auction results

What happened to the latest classic cars to go under the hammer





JANUARY 19
GOODING AND COMPANY, Scottsdale
- 1959 Ferrari 250 GT LWB California Spider: £1.7 million
- Alfa Romeo 6C 1750: £790,000

FEBRUARY 9
BONHAMS, Rétromobile
- 1989 Sauber-Mercedes C9: unsold
- 1929 Bugatti T43: £990,669
- 1964 Lotus Type 26R Elan Series 1: unsold

FEBRUARY 15/17
RM, Florida
- Lincoln Continental Indy 500 Pace Car: £53,600
- Dodge Charger 'General Lee' £42,400

BE SAFE - NOT SORRY! IN YOUR CLASSIC

For all your seat belt requirements, call Quickfit safety belt service. Seat belts supplied and fitted to all types of vehicles, front and rear. Original belts refurbished (all coloured webbing available). Belts manufactured to your specification and design. Large selection and harnesses available. New original equipment belts available for certain vehicles.

For friendly help and advice:

Telephone Quickfit 020 8206 0101

Inertia House, Lowther Road, Stanmore, Middx HA7 1EP

email: sales@quickfitsbs.com www.quickfitsbs.com



TT WORKSHOPS



Established for 35 years TT Workshops Ltd provide restoration services of the highest quality, with a reputation world wide for being the leading specialist in vehicles powered by the pre-war BMW 6 cylinder and Bristol 2 litre engines.

Our expertise goes further than just BMW and Bristol engined vehicles. TT have returned some of the rarest vehicles back to the road and track. Just some of the cars TT have restored include AC, Bentley. Maserati 250F, Connaught, Veritas, AFM, Ferrari, Atalanta and Aston Martin to name just a few.

With many concours wins to TT's name the company continues to provide the best in ground restorations at very competitive rates.

TT Workshops, 127 Engineer Rd, West Wilts Trading Estate, Westbury, Wiltshire BA13 4JW

Tel: 01373 823603

Website: www.ttworkshops.co.uk • E-mail: ttworkshops@talk21.com

COMMEMORATIVE MOTORSPORT COLLECTION



MASERATI
Birdcage No. 5

FAMOUS CARS TO CHOOSE FROM

LOTUS
Clark No. 8

8

ASTON MARTIN
AM No. 5

5

JAGUAR
JLM No. 20

20

BENTLEY
Old No. 1

1

All of our holdalls are craftsmen made using the finest Tuscan leather.

£156.00

CLASSIC DESIGN COLLECTION

CB



CARACALLA BAGAGLIO
FINEST ITALIAN LUGGAGE

MADE IN ITALY

Tel: +44 (0)870 90 40 **250** www.cbfil.co.uk

Retailers wanted Worldwide

eurospares





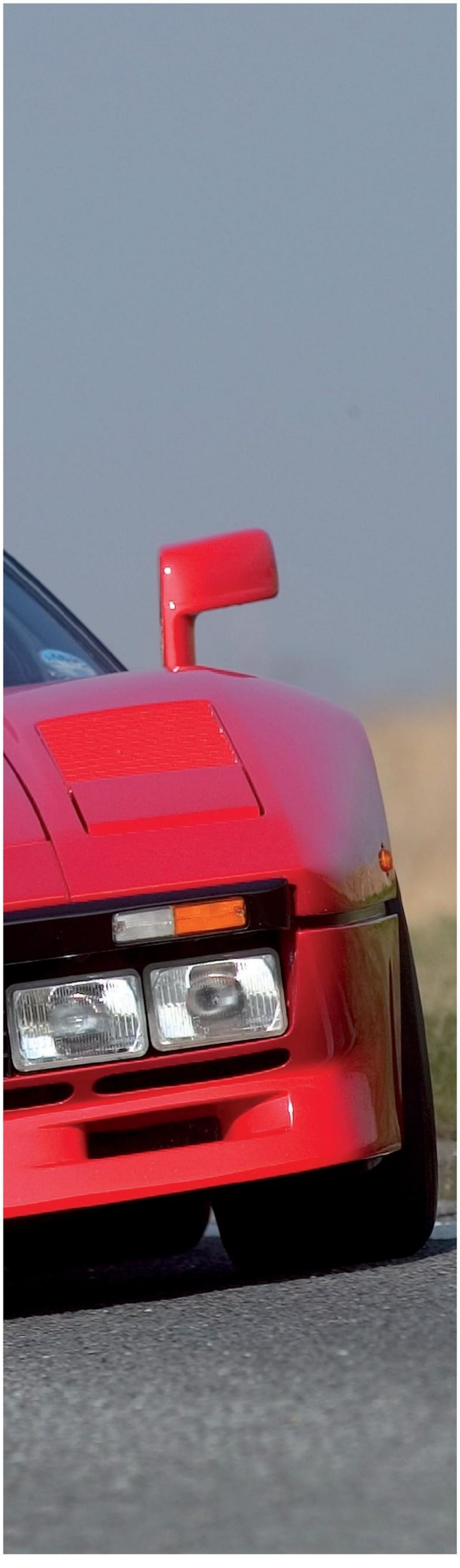
The specialist in new and used parts from the 1950's to present day for **Ferrari, Lamborghini** and **Maserati**. For full stock listings visit www.eurospares.co.uk or call us on **0044 (0) 1787 477169**.



FERRARI 288GTO

With the 288, Ferrari embraced new technology to produce a supercar that sadly never raced but fully deserves its GTO moniker

BY RICHARD HESELTINE / PHOTOGRAPHY BY PETER SPINNEY



Inwardly rebutting the notion that it's possible to brake later, and high on the swirling energy proffered by the shrill V8, this is heady stuff. Shift down a couple of cogs, the lever offering some resistance before banging against the stops, and turn in. The steering's meaty, responses through the Momo wheel being ever-communicative with only trace elements of bumpsteer. Once pointing straight, power on and… nothing. That'll be the turbo lag, then. One-two-three, and oh-dear-God!

There are faster cars – these days there are faster saloons – but performance figures don't do the 288GTO justice. If the factory bumf is to be believed, it will reach 60mph from a standstill in 4.9sec, 125mph in 15.2sec and on to an eventual 189mph. When launched in 1984, it was the quickest production car in the world. But these are just numbers, pub ammo with which to talk the talk and they do not – cannot – adequately convey the power swell of the Gran Turismo Omologato as it shoots for the stars. Hit 3500rpm in third, and the turbo gauge needle flits back and forth like a demented bluebottle as the boost kicks in: this is the point where 85 per cent of the car's power is delivered. The sheer force, the sheer intensity, leaves your brain pulped and pureed. Unlike so many modern performance cars which render you desensitised from the action, this is unequivocally raw and super-physical. It's magnificent.



"The 288GTO is unequivocally raw and super-physical. It's magnificent"

As it should be, for those three initials ensure this car has a lot to live up to. We're used to manufacturers reviving once-revered monikers and debasing them but the 288GTO – like the 250GTO – really was built for racing; a true homologation special. However, unlike its fabled ancestor, this '80s wild child never ventured trackside in anger. A pity.

And don't be fooled by the familiar outline: this isn't merely a Magnum PI loud-shirt-and-chest-rug 308GTB with extra urge and steroidal wheelarch extensions. In this instance, racing did improve the breed, helping move Ferrari out of the dark ages and embrace new technologies.

The GTO was conceived with the sole purpose of contending for honours in FISA's Group B category whereby 200 replicas needed to be sold (Ferrari exceeded expectations by shifting 272) before 20 'evolutionary' models with the same basic body shape and minimum weight of 1097kg could compete. Unfortunately, while Group B rallying flourished – if only briefly – the roundy-round side bombed due largely to manufacturer (and competitor) indifference: Group C was where it was at, and C2 was popular with gentleman drivers, so who needed it? Constant rule tinkering didn't help, either. Only Porsche ventured into competition, the 959 – or rather its 961 derivative – starting just three races. Not that anyone really noticed.

However, unlike the anodyne German techno-fest, with its sequential turbos, computer-controlled torque distribution and other new-fangled doohickeys, the Ferrari represented a mixture of old-school know-how and catch-up technology. Styled by Pininfarina's unheralded art boy Leonardo Fioravanti, the GTO shared only its steel doors and windscreen with the outwardly similar 308GTB. A longer wheelbase, extra ducts and louvres – the cooling slots behind the rear wheels being a nod to its 250-series ancestor – substantially altered the proportions, the overall effect making it among the prettiest cars of the '80s. Quite an achievement for a supposed competition tool.

The GTO represented Ferrari's first step to accepting composite materials for both body and chassis construction. And this was due in no small part to designer Dr Harvey Postlethwaite who'd arrived at Maranello in 1981 to turn around the Scuderia's flagging fortunes. The Englishman's dabs were everywhere. First up, the separate tubular steel chassis – borrowed if only in part from the 308GTB – was significantly strengthened by a rear bulkhead made of two layers of Kevlar/glassfibre composite sandwiching an aluminium honeycomb core. The body was then moulded in Kevlar/Nomex, the effect being an ultra-light structure: the front bonnet weighed just 3kg (so best not to slam it, then).

The GTO also marked Ferrari's earliest attempt at applying forced induction to a production car, save for the home market-only two-litre 208GTB. A brace of Japanese IHI »»

turbochargers – drawing in air from Behr intercoolers – were fitted to the existing (but destroked) 32-valve V8 borrowed from the 308GTB QV which boosted power from 240 to 400bhp. In fact, such were the number of internal changes, only the basic architecture remained, the GTO's engine being closer in spirit to the '286C' spec unit found in Lancia endurance racers. And here it was mounted in-line rather than transversely, butted against the bulkhead, with the five-speed transaxle sited F1-style behind it. When multiplied by the FIA's 1.4-litre 'turbo equivalency' formula, for racing purposes this all-alloy gem mustered a notional 3997cc – or four litres – from 2855cc. It could've been good, or at the very least, loud.

But it never raced. No matter, the 288GTO's status as an instant classic was assured when it broke cover at the March 1984 Geneva Salon. Would-be owners were foaming at the mouth and paying through the nose to land one with as many as 20 privately imported examples – all left-hand-drive – arriving in Blighty in period. During the hateful collector car boom of the late '80s, prices rocketed skywards, with one example reputedly parting a soon-to-be-burned speculator from £1.2 million in 1989. This impeccable example was sold late last year for £225,500.

You can only hope that the new keeper drives it, as to inter the car in air-conditioned stasis would be a crime. Save perhaps for the Porsche 911RS and the Ferrari F40, you will struggle to find a more exhilarating road car. Even then, the F40 was simply a development of the 288GTO Evoluzione (five wilder – and uglier – prototypes intended for racing that were used as test beds, the Sultan of Brunei buying the last of them).

Anyone used to modern supercars with their get-out-of-jail-free driver aids will be shocked by the GTO. Very likely a little scared, too. Its limits are much lower but the driver's have to be that much higher. It's a hot rod, one capable of lulling you into a false sense of security. To drive one with any semblance of neatness, you need vigilance and focus: then it's an absolute, undiluted buzz.

Your first impression on flailing into the hip-hugging driver's seat is one of familiarity. It's much like any mid-engined Maranello product of the era, with a skewed driving position dictated by the pedals which are canted towards the centreline. It isn't the last word in opulence although air-conditioning and electric windows were available (the former being vital as the cabin becomes very warm, very quickly).

More telling are the instruments with their orange-on-black markings, the big dials flanking the boost gauge through the top of the steering wheel: the speedometer reads to 199mph, while the rev counter redlines at 7800rpm. Groovy.

Funny thing is, the engine is entirely tractable at low speeds. Peak torque of 366lb ft arrives at 3800rpm, which is reasonably low down the scale, and initially the GTO doesn't feel all that special. There's plenty of sound insulation and the ride quality is remarkably pliant – double wishbones, coil springs and anti-roll bars at either end – with only the occasional thump-thump over calloused asphalt from the broad Goodyear Eagles detracting. All very civilised.

Until you pile on the revs. As the boost gauge hits the 0.8 bar, both turbos spool up, start inhaling and then the tyres scramble for traction. This is the warning before take-off. The force of acceleration is entirely palpable yet it's stable and sonorous, too. Back off and the turbos pop and gobble, the wailing V8 neutered to a metallic burble. Power here is of the incendiary kind and, while lag is nowhere near as bad as a great many cars of the time, you really do need to think ahead. The trade-off for not having instantaneous urge is that you're quickly forced to master throttle inputs. Apply power too eagerly out of a tight corner and the nose will push wide; then the tail sidesteps as the turbos kick in.

But it isn't belligerent. Not really. Not as long as you think. You sense real thought went into the weight distribution, and stability on soaring switchbacks is remarkable considering the car's age. It doesn't feel skittish and shows real composure at high speed. Certainly, there's none of the intimidating heft of, say, a Lamborghini Countach or Ferrari 512BB. With familiarity, it's truly fabulous. The ventilated discs offer massive stopping power with plenty of pedal feel. The gear change is typically unyielding until the transmission oil has warmed up – and there are long linkages – but nicely weighted as you guide it through the shiny six-pronged gate. The dogleg shift from first to second is a mite ponderous, and the clutch is a little sharp, but this is to be expected. After a while, you barely notice.

Driving a 288GTO is a memorable experience. It is everything a supercar should be – compellingly charismatic, utterly gorgeous and tinged with danger. Whether it would have succeeded trackside is a moot point. It didn't make it that far in much the same way as the seemingly promising F50GT a decade on. Yet while it didn't cover itself in motor sport glory, the GTO moniker is entirely befitting. Which, as plaudits go, is about as lofty as praise gets. Ⓜ







Clockwise from left: 288 was built for Group B racing, but category bombed; turbocharged V8 delivers 400bhp; air-conditioning is a welcome relief in warm cabin

The World Classic Car Show



20TH WORLD SHOW

FOR VINTAGE, CLASSIC AND PRESTIGE AUTOMOBILES, MOTOR SPORT, MOTORCYCLES, SPARE PARTS AND RESTORATION

– WORLD CLUB MEETING –

ESSEN, 26*-30 MARCH 2008

*** Wed., 26th March, 4-8 p.m.: Preview, Trade and Press day**
Thursday 10 a.m. to 6 p.m., Friday 10 a.m. to 7 p.m.,
Saturday + Sunday 9 a.m. to 6 p.m.

MESSE ESSEN

Automobile Industry
The forum for Automobile manufacturers and importers

Motorcycle Industry
The perfect platform for charismatic motorcycles

Auto Mechanics
The international platform for the parts divisions of suppliers and manufacturers

Trade Centre
The most successful world trade location for classics of all epochs

Prestige Automobiles
The global stage for the "non-plus-ultra" of the automobile manufacturers

Classic Motor Sports
The international meeting point and world trade location for classic racing and sports cars

Restoration
The international specialist performance show with qualified restorers

Spare Parts, Tools and Maintenance Products

Clubs and Interest Groups

Young Classics and Tuning
The platform for "youngtimers" + improvement and tuning of young classics

Historic Commercial Vehicles, Boats and Aeroplanes

Model Cars

Literature

Associations and Museums

Services
The central market for service providers

Watches

Accessories, Clothing and Lifestyle

Art

Automobilia

Events and Demonstrations

Bargain Markets in the Outside Area
Techno-Classica Open-Air
Techno-Collecta Open-Air

TECHNO COLLECTA ESSEN · EUROTIME · WORLD CLUB GRAND PRIX · YOUNGTIMER WORLD AWARDS · AvD · DEUVET · TÜV NORD Mobilität

Share the Passion...

With 21 segments and 2,500 collector vehicles on offer at the classic world exhibition the ultimate selection presents the automobiles for all inspired by classics. Whether you want to buy something, arrange a restoration, require a expert consultation – or to simply enjoy. Here you find the complete selection.
Wait for the No.1



WE MEET AT THE CLASSICA

SIHA
AUSSTELLUNGEN PROMOTION GMBH
VERANSTALTER / ORGANISER

www.siha.de

INFO

VISITOR AND EXHIBITOR INFORMATION WORLDWIDE: S.I.H.A. Ausstellungen Promotion GmbH, Postfach 3164, 52118 Herzogenrath, Germany, Phone: 0049(0)24 07-173 00/-1 80 64, Fax: 0049(0)24 07-177 11, info@siha.de
Information for the UK: S.I.H.A. Ausstellungen Promotion GmbH, c/o Mr. Mark Charles, P.O. Box 502, Addlestone, GB Surrey KT15 3YJ, Phone: 0044(0)19 32-35 16 40, Fax: 0044(0)19 32-40 34 78, shows@ciltd.co.uk
Hotelrooms and Tourist-Information: Phone: 0049(0)2 01-8 87 20 46, touristikzentrale@essen.de, www.essen.de
20 minutes from international Airport Düsseldorf · Advance Tickets: Phone: 0049(0)2 01-72 44-2 90

THE ORIGINAL MOTOR RACING MAGAZINE
MOTOR SPORT
SINCE 1924

To advertise here contact Matt Rayner on 0207 349 3163

THE MOTOR SPORT GARAGE

BESPOKE GARAGES *for the* CAR ENTHUSIAST



Offering inspiration and manufacturing expertise to create the ideal home for your cherished motor vehicle.

To request a Scotts Timber Garages and Outbuildings brochure, call

01832 732366

Scotts OF THRAPSTON

www.scottsofthrapston.co.uk

Traditional Oak Framed Buildings



Traditional Oak Framed Buildings, Garages, Garden Rooms and Gazebos. Swimming Pool Covers, Stabling, Stores and Porches.

Curved brackets, morticed & double pegged in the time honoured way. Excellent value, high specification. Complete Nationwide Service.

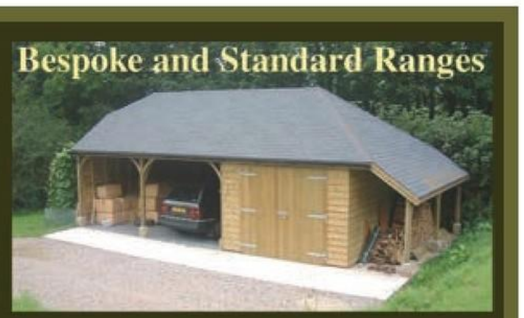
HAMLET

For a brochure & price list call

0800 085 9699

or visit **www.hamletbuildings.co.uk**





Kingsland

Garages Workshops Outbuildings





Kingsland Sawmills Ltd.
Leominster, HR6 9SF.

kingsland.uk.com

01568 708 206

SPECIALIST BARN BUILDING IN PRIME ENGLISH OAK

TOWNSEND TRADITION



Garages • Garden Rooms • Games Rooms
• Swimming Pool Enclosures • Courtyard Complexes
• Home Offices • Hobby Rooms • Workshops

For a brochure please ring 01903 745559

Townsend Tradition Ltd
Parham Park • Pulborough • West Sussex • RH20 4HS
www.townsendtradition.com

HIGH TECH & CLASSIC



Now available in Ireland and the USA

- BESPOKE OR STANDARD SPECIFICATION FOR ROUND THE CORNER, OVERHEAD AND SIDE SECTIONAL DOORS
- WE MANUFACTURE THE DOOR AND SLIDING GEAR AS ONE PACKAGE.
- NO NEED FOR U-CHANNELS
- MANUFACTURED FROM QUALITY TIMBER, ALUMINIUM OR STEEL
- MANUAL OR UNIQUE REMOTE OPERATION
- ALL DOORS MADE TO MEASURE

RUNDUM meir

RUNDUM MEIR, 1 TROUTBECK ROAD, LIVERPOOL L18 3LF
T: 0151 280 6626 • F: 0151 737 2504
E: INFO@RUNDUM.CO.UK W: WWW.RUNDUM.CO.UK

XDry DEHUMIDIFIER

The next generation in car storage dehumidification has arrived.....



0800 634 3100

www.dry-it-out.com

PORTABLE car lift

FREE STANDING, PERFECT FOR CAR ENTHUSIASTS

SAVE PARKING SPACE

£1,620.=

Inc VAT & Delivery



2.66 mtr Width
4.20 mtr Runwaylength
1.90 mtr Lifting height
Power Unit electric/hydraulic 220V

Whether you need extra parking-space,
Or to maintain your Classic .

3.6 T Capacity (3600 kg)
Safety locks on all post for added safety
Single point lock release
3 x Free oil dripping trays
1 x Free jack tray
Free caster kit for moving the lift
Complete cover under runways to protect your vehicle

make more room !!!

available colors: BLACK
BLUE
SILVER-GREY

Intern

Intern BV, Overveld 13,
3848 BT Harderwijk. NL.
Tel:. 00-31-341-430114

WWW.GARAGE-APPARATUUR.COM

FINEST QUALITY NEW ZEALAND CHAMOIS LEATHERS

THERE'S NOTHING LIKE THE REAL THING!



Grove Mill Chamois Leathers are made from the finest quality New Zealand raw material, traditionally cod oil tanned with no holes or imperfections.

Full Skin Chamois Leather £14.99 + £1.00 P+P

Tel: 01923 442230
01923 463910
www.grovemillchamois.com

CHEAPER INSURANCE, BETTER COVER,
what could be simpler?



You could make significant savings on your current premium and improve your cover by changing from a standard policy to a specialist High Net Worth insurance policy.

High Net Worth policies can offer the following benefits:

- Worldwide 'All Risks' cover for all your possessions
- 'New for old' replacement
- Accidental damage
- Restoration and depreciation cover for antiques and fine art
- Complementary appraisals
- Cover for second homes
- Annual travel cover
- Prompt claims handling
- No burdensome security conditions
- Significant discounts

At Smith Greenfield we understand that you don't want to deal with call-centres and insurance small-print. As members of the 'Plain English' campaign our approach is uncomplicated and jargon-free. We will provide you with an experienced account handler who will manage all your insurance matters in a professional and friendly manner. High Net Worth insurers only deal with experienced brokers such as Smith Greenfield, giving you access to first-class products together with impartial advice.

If your home has a sum insured for buildings in excess of £250,000, or contents of £50,000 then contact us for further information, independent advice or a no obligation quotation.

CALL US NOW ON 020 8263 6016 or email: privateclients@smithgreenfield.co.uk

Offices in Surrey, Norfolk and Hampshire

www.smithgreenfield.co.uk

SMITHGREENFIELD

INSURANCE...*simple and secure*

Corporate member of Plain English Campaign 397 Committed to clearer communication

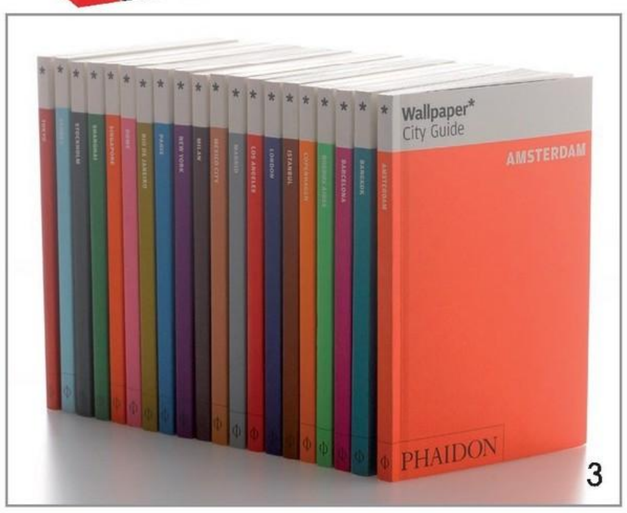
Smith Greenfield Services Plc is an Independent Insurance Intermediary authorised and regulated by the Financial Services Authority. Register Number: 300546. Member of the British Insurance Brokers' Association.

Desirables


1



2



3



4



5



6

1 BERETTA PICNIC BASKET
Forget bacon butties; pass the afternoon on the inside of Copse in a smoked salmon-induced haze, sipping a 10-year-old single malt from the crocodile skin-covered hip flasks.
£125 Tel: 020 7408 4411
www.berettagallery.com

2 FERRARI LEGO SET
The founder of lego, Ole Kirk Christiansen, got the name from the Danish phrase *leg godt*, which translates as 'play well'. Rather apt for the state of F1 at the moment...
£51 Tel: 01753 878700
www.ferraristore.com

3 WALLPAPER* TRAVEL BOOKS
Covering many of the cities near the Formula 1 circuits, these are a must for anyone who wants to find *the* place to eat post-GP. Sit them on your office shelves back home and make yourself look well-travelled.
£4.95 each Tel: 020 7843 1000
www.phaidon.com/travel

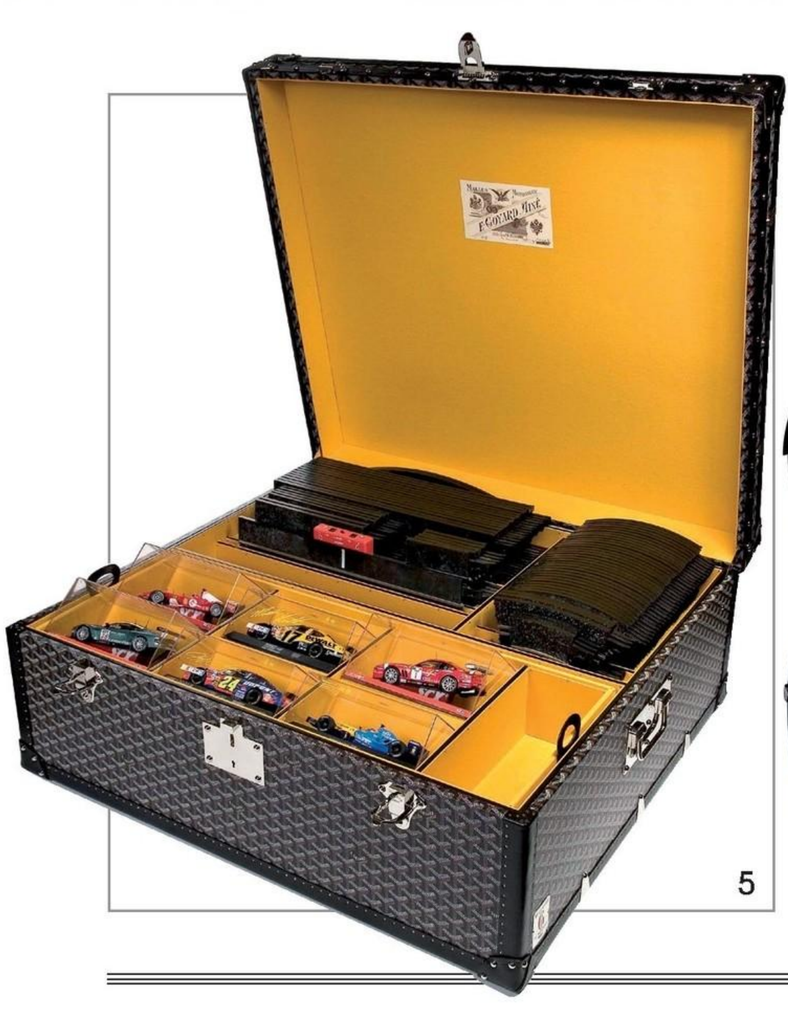
4 SHELL CLASSIC RACE SUIT
If applying opposite lock on your Lotus 49 coming out of the Karussell at the Nürburgring isn't nostalgic enough, then this FIA race suit should add that extra *je ne sais quoi*.
£400 Tel: 01908 487527
www.magicofmotoring.com

5 KUONI AUSTRALIAN GP PACKAGE
Will the BMWs match the pace of the McLarens and Ferraris? Can Renault fight for consistent podiums? Is the Honda any faster? Be the first to find out at the Australian Grand Prix.
£1299 pp Tel: 01306 871039
www.kuoni.co.uk

6 NOKIA SAT NAV PHONE
It's raining, you are already half an hour late, you've called three times to find out exactly where it is and you are still lost. It just isn't worth the hassle – get Sat Nav on your phone and never miss closing time.
£399 Tel: 0845 045 5555
www.nokia.co.uk

Desirables




5


6



7

1 BELL AND ROSS BR01
The hands of the BR01 are coated with a blue photo-luminescent finish for better night reading – ripe to be tested at the Le Mans 24 Hours.
£2200 Tel: 020 7581 3239
www.bellross.com

2 MANOMETRO S BY MAZZUOLI
The shape was inspired by a vintage tyre pressure gauge and is made entirely from carbon fibre for 'lightweight' and 'fast' time reading.
£2600 Tel: 020 7581 3239
www.giulianomazzuoli.com

3 ANONIMO TP-CHRONO
A chic blend of titanium alloy Grade 5 and calfskin. Also has the "lightweight effect of an F1 car", so should be good for 200mph and up to 4g, then.
£4550 Tel: 020 7368 6288
www.anonimo.com

4 VOGARD F1 LIMITED EDITION
Designed so that the bezel can be upgraded with the Grand Prix time zones and calendar. Handy for those long-distance 'flyaway' races.
£3650 Tel: 020 7290 6500
www.marcuswatches.co.uk

5 GOYARD ELECTRIC RACERS
Slot car racing will never lose its appeal – however grown up you are, it's hard to resist a few laps. A lull in office work? Bring out the 'trunk'.
POA Tel: +33 01 42 60 57 04
www.goyard.fr

6 MOULTON BIKE
The Bugatti Veyron of cycling – just make sure it's kept inside, D-locked, chained, padlocked, alarmed, immobilised and preferably guarded.
£7000 Tel: 01225 865895
www.alexmoulton.co.uk

7 PORSCHE DESIGN SUNGLASSES
What better way to pass an afternoon than gliding through the country lanes in a Porsche 911 – and these will help you to see on that rare sunny day.
£187 Tel: 01474 531103
www.porsche-design.com

1:18TH SCALE PREMIUM DIE-CAST MODELS BY CMC

All available from www.grandprixmodels.com



Contact us for further details on these and our magazine, Four Small Wheels.

Grand Prix Models
4 Thorpe Close, Thorpe Way
Banbury, Oxfordshire, OX16 4SW, UK
Tel: 01295 278070 Fax: 01295 278072
mail@grandprixmodels.com

www.grandprixmodels.com

Home of Four Small Wheels magazine - Ask us for free sample copies

50th Anniversary

Moto-Lita®

THE CLASSIC BRITISH STEERING WHEEL



Moto-Lita

Thruxton Racing Circuit, Hampshire, England
Tel: +44(0)1264 772811 Email: info@moto-lita.co.uk
Website: www.moto-lita.co.uk

Aviation Leathercraft

DESIGNERS AND SUPPLIERS OF FLIGHT CLOTHING TO HER MAJESTY'S FORCES



Call for a free colour catalogue on 01264 772811 or visit us
Mon-Thurs 9-4pm
Fri 9-12.30pm

New Website
WWW.FLYING-JACKET.COM
Gift vouchers available

MoD approved supplier to the RAF

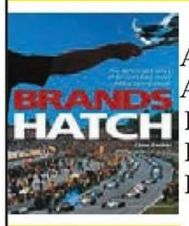
Aviation Leathercraft a Division of Moto-Lita Ltd. Thruxton Industrial Estate, Hampshire, SP11 8PW, England

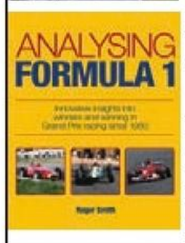
MOTOR BOOKS

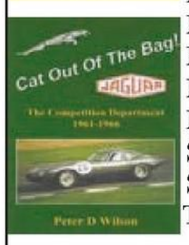
OUR FULL LISTINGS INCLUDING NEW FORTHCOMING TITLES CAN BE FOUND ON OUR WEBSITE

WWW.MOTORBOOKS.CO.UK

PRICE PROMISE - We will match any lower prices advertised in this magazine







NEW AND RECENT TITLES

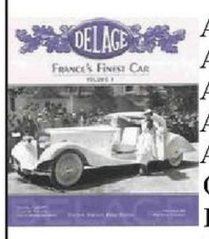
Analyzing Formula 1.....£27.00
Autocourse 2007-2008.....£27.00
Boy's Own Stuff.....£21.00
Brands Hatch: Definitive History.....£27.00
BRM Volume 3: Monocoque Cars 1964-1968 (Silver Ed.).....£75.00
Also Available: Gold Edition £135, Diamond Edition £250
Carlos Lepra's Giulia - The first inning GTA.....£69.95
Cat out of the Bag: Jaguar Competition Department 1961-66..£42.00
Goodwood Remembered 1948-1960.....£19.95
Lancia: 037 (Signed by Author, Peter Collins).....£36.99
Le Mans 24 Hours 2007 Official Book.....£32.00
Peking to Paris: The Ultimate Driving Adventure.....£26.99
Pirelli World Rallying 30 (2007-2008).....£24.95
Porsche Racing Cars 1953 to 1975.....£32.00
Porsche: The Rally Story.....£45.00
Rallycourse 2007-2008.....£27.00
Rallye Sport Fords - The Inside Story.....£21.99
Sports Car Racing in Camera 1960-69.....£27.00
Spyders & Silhouettes.....£89.99
Top 100 Formula One Drives of all time.....£14.99

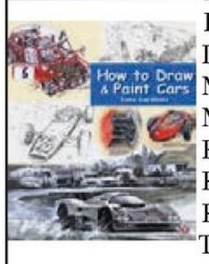
BIOGRAPHIES



Can-Am Challenger (Signed by Peter Byant).....£34.99
Farina: Il primo iridato (Italian text).....£31.99
Gentleman Jack: Biography of Jack Sears.....£21.99
Sir Jackie Stewart: Winning is not enough.....£17.00
To Finish First (Phil Kerr).....£26.95

CARS BY MARQUE





A-Z British Sports & Thoroughbred motor cars 1919-1939..£32.00
A Square deal all round (Perkins engine history).....£25.00
Alfa Romeo Giulia Berlinas (Road tests).....£13.95
Alfa Romeo Giulia Coupes (Road tests).....£19.95
Audi Quattro (Haynes Great Cars Series).....£17.99
Citroen Traction Avant (Road tests).....£16.95
Delage: France's Finest Car.....£110.00
How to Draw & Paint Cars.....£17.99
ISO & Bizzarrini (Road tests).....£19.95
Mini: The Car, The Cult & British Beats.....£19.99
Morris Minor: 60 years on the road.....£22.99
Porsche 911, 1964-89 Ultimate buyers guide.....£16.95
Rolls-Royce from the inside.....£17.99
Rolls-Royce Silver Shadow Essential buyers guide.....£9.99
Triumph TR7: The Untold Story.....£25.00

DVD TITLES





Champ Car World Series 2007.....£19.99
Colin McRae Rally Legend.....£16.99
Formula One 2007 Official Season Review.....£19.99
Goodwood Festival of Speed 2007.....£19.95
Goodwood Revival 2007.....£19.95
Goodwood The Motor Racing Story 1948-1966.....£19.95
Mark Hales' how to drive: Brands, Cadwell Park, Oulton Park, Snetterton.....each £29.99
Motorfilms Quaterly Volume 20.....£19.99
Race of Champions 2007 - Wembley Stadium.....£16.99
WRC head-To-Head - 2007 Season Review.....£19.99

PLEASE VISIT OUR WEBSITE FOR LISTINGS OF OUR COLLECTIBLE TITLES AND BARGAIN BOOKS. WWW.MOTORBOOKS.CO.UK

Post and Packing - Express/Air Mail on Request
UK £4.00 (or £1.50 for a single DVD/), over £50.00 post free.
NON-UK 15.00%, over £150.00 10.00% (Minimum £7.00)

LONDON (WE'VE MOVED! **)**
13/15 Cecil Court London WC2N 4AN
Tel +44 (0)20 7836 5376 Fax +44 (0)20 7240 9845 Skype: motorbooks
Opening hours Mon.-Fri. 9:30-18:00 Sat.10:30 - 17:30
Late Night Thursday until 19:00
OXFORD 8 The Roundway Headington OX3 8DH
Phone +44 (0)1865 766215 Fax +44 (0)1865 763555
Opening hours Monday to Saturday 09:15 - 17:30

CHATERS

FREE DELIVERY on orders over £50 (UK)

1957 MOTORING BOOKSELLERS 2008
8 South Street, Isleworth, Middx TW7 7DH.
Phone: 020-8568 9750 Fax: 020-8569 8273
www. chaters.co.uk

FREE DELIVERY on orders over £50 (UK)

★ RECOMMENDED... ● NEW RELEASE... ❑ FORTHCOMING...

ALL NEW WEBSITE www.chaters.co.uk NOW LIVE!
PLEASE CHECK OUR CHATERS SPECIAL OFFERS SHOWN BELOW













BARGAINS! BARGAINS! BARGAINS!
HURRY WHILST STOCKS LAST!

AYRTON SENNA: THE TEAM LOTUS YEARS. Johnny Tipler. £34.95 ..... NOW £16.99
CITROEN TRACTION AVANT. Jon Pressnell. £29.95..... NOW £12.99
COOPER CARS. D Nye £26.99..... NOW £12.99
COSWORTH AND FORD THE ROAD CARS: THE INSIDERS VIEW. £19.95 ..... NOW £9.99
FORD IN BRITAIN FILE: MODEL BY MODEL. Eric Dymock.. £19.99 NOW £6.99
IMP: THE COMPLETE STORY. £19.95..... NOW £9.99
LOTUS SEVEN & THE INDEPENDENTS. D. Ortenburger £29.95 ..... NOW £13.99
LOTUS: THE EARLY YEARS. P Ross. £34.95 ..... NOW £16.99
NSX - HONDA'S SUPERCAR. B Long £39.99..... NOW £12.99
PORSCHE BOXSTER: THE COMPLETE STORY. G Farmer ..... NOW £9.99
RAC RALLY ACTION! Tony Gardiner. £35.99..... NOW £12.99
ROLLS-ROYCE SILVER SHADOW & BENTLEY T SERIES. M Bobbitt £34.99 ..... NOW £12.99
RILEY: THE LEGENDARY RMS. John Price Williams .NOW £9.99 **BIRDCAGE TO SUPERCAGE: MASERATI TIPO 63.64.65** £80.00 ..... NOW £39.99
VANWELL: GREEN FOR GLORY £19.95 ..... NOW £9.99

MARQUE A-Z

❑ **ALFA ROMEO MONTREAL - THE ESSENTIAL COMPANION.** Taylor B. The first English-language book dedicated solely to the Montreal: a comprehensive reference to buying, maintaining and improving the car, containing a wealth of technical information and practical tips for owners and potential owners. £65.00 (Due May)....Special Price £59.99
• **ALFA ROMEO PRODUCTION CARS 1910-2007 (UPDATED EDITION).** D'amico S....£125.00
• **ASTON MARTIN - POWER, BEAUTY AND SOUL.** Story of Aston Martin since 1987. Includes text and photos of more than 55 different models, including concept, special edition and magnificent bespoke cars and looks at the people behind the cars. 700 Illus. 345pp, Hbd. £35.00 ..... Special Price £32.0
• **BMW RACING CARS: 328 TO RACING V12 (Ludvigsen Library Series)** 128pp.....£19.99
• **BUGATTI TYPE 44 & 49- THE 8 CYLINDER TOURING CARS 1920-1934.** B Price. ..... Special Price £27.00
• **DELAGE - FRANCE'S FINEST CAR.** English translation of "Delage, La Belle Voiture Francaise." Two volumes in slipcase. Limited edition of 1,000 copies. 700 illus, 500pp, Hbd. £110.00
• **DINO: THE V6 FERRARI.** B Long £39.99..... Special Price £36.00
• **FACEL VEGA: GRAND LUXE SPORTIF.** M Buckley. £250.00
• **FERRARI ARGENTINA | SPORTS CARS:** Cristián Bertschi & Estanislao Iacona" this is a synthesis of the history of each one of the Sports cars from the Maranello firm which reached Argentina and competed in the "Sport car" races. 340 pages. £99.50
• **FERRARI 60 YEARS - THE GREAT MOMENTS.** . £50.00..... Special Price £44.99
• **FERRARI - STORIES FROM THE MAN WHO LIVED THE LEGEND.** J Lamm . 288pp. £40.00 ..... Special Price £36.00
❑ **FORD CAPRI - THE COMPLETE STORY.** 210 illus, 192pp £19.95..... Special Price £17.99
❑ **FORD ESCORT RS1800 (RALLY GIANTS SERIES).** Design, development, technical evolution, details of principal people involved, comparisons with rivals, complete listing of important successes and "works" Escorts - all are included in this book by Britain's premier rally author. Sbd. £14.99 (Due April) ..... Special Price £12.99
❑ **JAGUAR E TYPE - PORTRAIT OF A BRITISH DESIGN ICON.** G Smale £30.00 ..... Special Price £25.00
• **LAGONDA 2, 3 & 3 1/2 LITRE IN DETAIL** ..... Special Price £31.50
• **LANCIA DELTA HF INTEGRALE - THE STORY OF A CHAMPION.** W Blaettel. £40.00 ..... Special Price £36.00
LANCIA 037 - DEVELOPMENT & RALLY HISTORY OF A WORLD CHAMPION. P Colins. £39.99 ..... Special Price £36.00
• **LAND ROVER - 60 YEARS OF ADVENTURE.** N Dimbleby. The story of all Land Rover models since the first in 1948, told through informative text and a terrific array of colour images, many previously unpublished. £30.00..... Special Price £26.99
LAST WORKS MINIS. P Purves £29.99..... Special Price £26.99
• **LOTUS (HAYNES CLASSIC MAKE SERIES)** R Hayes £19.99..... Special Price £17.99
• **LOTUS HISTORY 1962-1966: THE HISTORY OF THE LOTUS TWENTY THREE.** G Capel. £25.00
• **MG'S ABINGDON FACTORY (THOSE WERE THE DAYS).** B Moyland. £12.99 ..... Special Price £11.99
• **MINI - THE CAR, THE CULT AND BRITISH BEATS.** M Stein. Presents the cult of the Mini through pictures of the different models from origins to today. Also contains 4 CDs of Britpop music from the 1960s to the 2000s. £19.99 ..... Special Price £17.99
• **MORRIS MINOR - 60 YEARS ON THE ROAD.** R Newell. £24.99..... Special Price £22.50
• **NORMAN DEWIS OF JAGUAR - DEVELOPING THE LEGEND.** Paul Skilleter with Norman Dewis £75.00
• **PEUGEOT 205 T16 (RALLY GIANT SERIES)** G Robson. £14.99..... Special Price £12.99
• **PORSCHE HIGH-PERFORMANCE DRIVING HANDBOOK** (2ND EDITION). V Elford. Updated edition of this highly successful book by Porsche's legendary high-performance driver, Vic Elford. Now includes full details on the more recent models and how to drive them to their full potential on both road and track. Sbd. £18.99
PORSCHE RS SPYDER. £159.99
PORSCHE - THE LEGEND, 1948 TO TODAY. G Reggiani. £45.00..... special Price £39.99
• **TRIUMPH TR2, 3 & 3A IN DETAIL.** B Piggott. £35.00..... Special Price £29.99
• **TRIUMPH TR7.** D Knowles. £19.95..... Special Price £17.99
• **TVR, ALL THE CARS: A MODEL-BY-MODEL HISTORY OF TVR** J Ayre £19.99..... Special Price £17.99
• **WORKS TIGERS: 1964 TO 1966.** G Rood. A detailed history of the rootes competition department's use of the Sunbeam Tiger. Hbd..... £49.95

WILL MATCH ANY PRICE ADVERTISED IN THIS MAGAZINE IF REQUESTED AT TIME OF ORDERING

MOTORSPORT

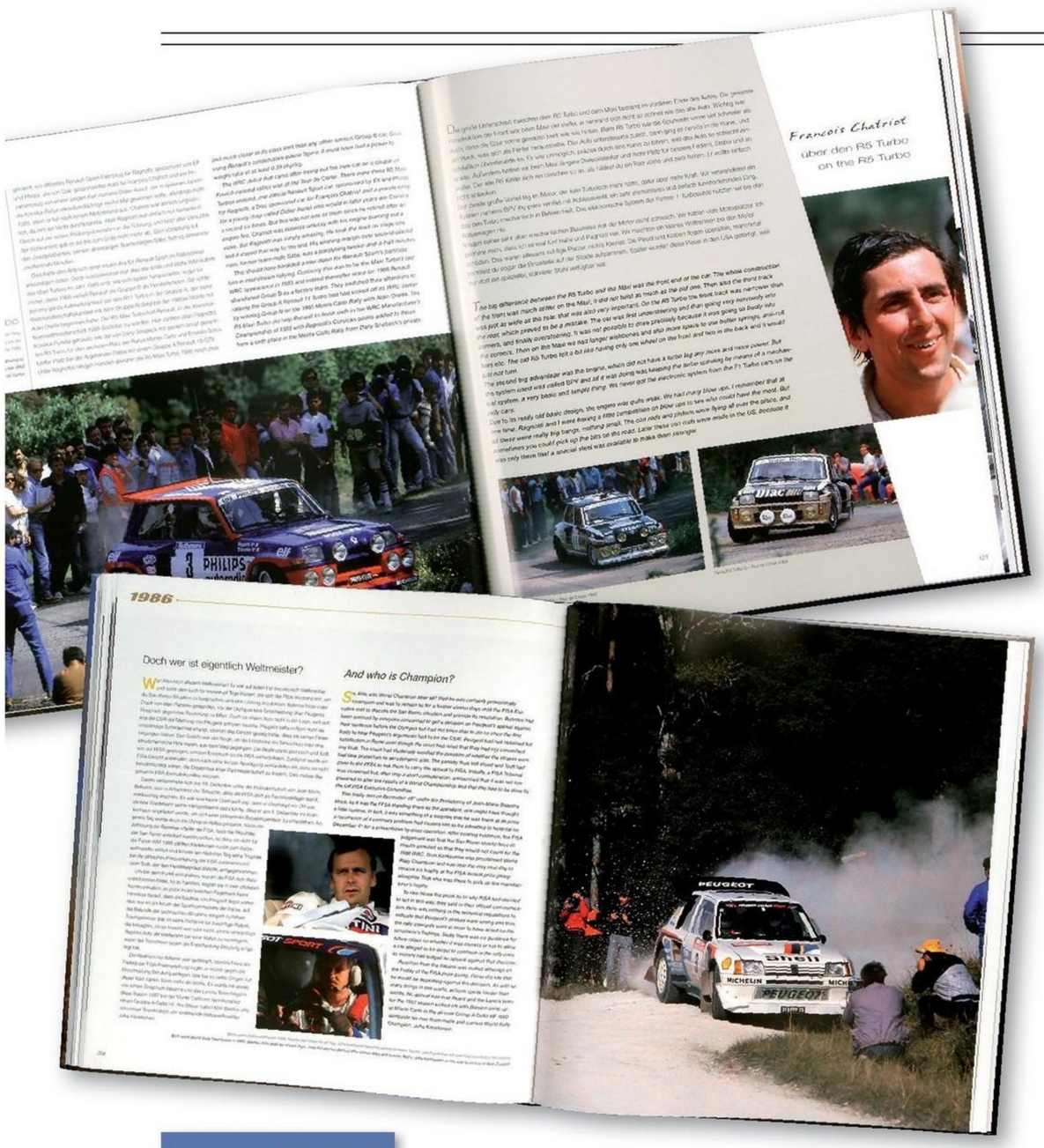
AUTOCOURSE 2007-2008. £40.00..... Special Price £37.99
• **AUTOMOBILE YEAR 2007/08 (NO. 55).** £44.00..... Special Price £40.99
• **BERDNARD CAHIER: F-STOPS,PIT STOPS, LAUGHTER & TEARS.** B Cahier..... £79.99
• **BRANDS HATCH: THE DEFINITIVE HISTORY OF BRITAINS BEST LOVED-MOTOR RACING CIRCUIT.** C Parker. £30.00..... Special Price £25.00
• **BRITISH TOURING CAR RACING IN CAMERA.** G Robson. A photographic sweep over 50 years of the British Saloon Car Championship featuring such immortals as Hawthorn, Clark and Hill, along with Gerry Marshall, Tont Lanfranchi and other colourful characters. Hbd. £30.00 .. Special Price £26.99
• **BRM THE SAGA OF BRITISH RACING MOTORS VOLUME 3** :The longly awaited third volume will feature the V8 Monocoque cars from 1964 to 1968 an era when Graham Hill scored three of his five Monaco GP wins 370 b/w & 30 col. illus. Diamond Leatherbound Edition - £250, Gold 1/4 Leatherbound Edition ..... £135. Standard Edition Doug Nye & Tony Rudd £80.00..... Special Price £69.99
• **BROTHERS RODRÍGUEZ, THE.** C Jalfe. 1500 illus. £99.99 ..... Special Price £89.99
• **CAN-AM CHALLENGER.** P Bryant. £29.99..... Special Price £26.99
• **CAT OUT OF THE BAG - JAGUAR COMPETITION DEPARTMENT 1961-1966.** P Wilson. £35.00
• **DAN GURNEY'S EAGLE RACING CARS.** J Zimmerman. £29.99..... Special Price £26.99
ECURIE ECOSSE. E Dymock. 272pp. £50.00..... Special Price £54.99
• **FORMULA 1 2006/2007 TECHNICAL ANALYSIS.** G Piola. £22.50 ..... Special Price £20.00
• **FROM THE FELLS TO FERRARI.** G Gauld. The biography of Cliff Allison, who began racing over 50 years ago with a Cooper 500, cut his teeth on the tough races of 500cc Formula 3 and fought his way through the early years of Lotus. He was the first driver to score World Championship points for Lotus and later became team-mate at Ferrari of Tony Brooks, Dan Gurney and Phil Hill. Hbd. £22.50 ..... Special Price £20.00
• **GENTLEMAN JACK - THE OFFICIAL BIOGRAPHY OF JACK SEARS.** £24.99 ..... Special Price £22.50
• **GOODWOOD REMEMBERED.** Peter Redman £19.95
• **GRAND PRIX STATISTICS - THE DEFINITIVE ANALYSIS.** A Henry. Sophisticated use of data-gathering make this the best book yet for recognising and interpreting the statistics of F1. Hbd. £30.00..... Special Price £26.99
• **GROUP B - THE RISE AND FALL OF RALLYING'S WILDEST CARS.** D Klein. £37.99 ..... Special Price £34.99
• **INSIDE IMSA'S LEGENDARY GTP RACE CARS.** A detailed book about the last race series (1981-1993) to pit different performance ideas against each other. Features interviews with designers and drivers and full analysis of 18 of the most competitive vehicles from Audi, Porsche, Mazda and other manufacturers. Colour illustrations throughout. £35.00 .. Special Price £31.99
• **JIM CLARK - A PHOTOGRAPHIC PORTRAIT.** Q Spurring. This superbly produced book brings Clark's career vividly alive through stunning photographs sourced from LAT, the world's largest library of motorsport images. In series with earlier "photographic portrait" books on Nigel Mansel and Gilles Villeneuve. Hbd. £30.00..... Special Price £26.99
• **JIM CLARK: LIFE AT TEAM LOTUS (LIMITED EDITION)** P Darley. £75.00 Special Price £67.50
LE MANS 24 HOURS 2007 YEARBOOK. £35.00..... Special Price £32.99
• **LEO VILLA'S BLUEBIRD ALBUM - WITH 3D IMAGES.** D De Lara & Kevin Desmond. £45.00
• **MCQUEEN'S MACHINES: THE CARS AND BIKES OF A HOLLYWOOD REBEL. ..**£16.99
• **MEMORIES OF THE BEAR - A BIOGRAPHY OF DENNY HULME.** E Young. £17.99 ..... Special Price £16.99
❑ **MOTOR RACING AT OULTON PARK IN THE 1970S.** P McFadyen. A decade of motor racing at the Oulton Park circuit, from club to international level. Established stars, as well as up-and-coming future world champions, are seen doing battle . A "Those Were The Days" series book. Sbd. £12.99 (Due June)..... Special Price £11.99
❑ **MURRAY WALKER SCRAPBOOK.** M Walker. An alluring insight into the man behind the microphone, spiced with personal reminiscences and contributions from over 80 friends and colleagues including Mansel, Moss, Stewart, Hopkirk, Bell, Surtees and others. Away from the track, there is further material on Walker's childhood, army years and advertising career. Lavishly illustrated - a book to treasure. Hbd. £34.95 (Due May)..... Special Price £31.50
RALLYCOURSE 2007-2008 £30.00..... Special Price £27.99
• **RED-HOT RIVALS - FERRARI VS. MASERATI.** K Ludvigsen. £30.00 Special Price £26.99
• **SIR JACKIE STEWART: WINNING IS NOT ENOUGH.** £20.00..... Special Price £17.00
• **SPORTS CAR RACING IN CAMERA 1960-69.** P Parker. £30.00 ..... Special Price £26.99
• **SPYDERS & SILHOUETTES: THE WORLD MANUFACTURERS AND SPORTS CAR CHAMPIONSHIPS IN PHOTOGRAPHS, 1972-1981.** £99.99 ..... Special Price £89.99
• **STIRLING MOSS SCRAPBOOK 1924-1954.** P Porter. £34.95 ..... Special Price £31.50
• **THE GREAT CHALLENGE 5 - THE SCHUMACHER ERA.** R Schlegelmilch. £195.00
• **TO FINISH FIRST - MY LIFE IN FORMULA ONE, CAN-AM & INDY.** Lifelong friend and former co-director of Sir Jack Brabham and Bruce McLaren reveals the inside stories behind the successes and tragedies, the deals and disasters of the Cooper, Brabham and McLaren teams during the golden age of the 1960s and 1970s. More than 120,000 words, plus approximately 250 illustrations, make this an essential item for motorsport enthusiasts.Hbd. £29.95..... Special Price £26.99
• **TOP 100 FORMULA ONE DRIVERS OF ALL TIME.** A Henry. Leading F1 journalist, author and editor of "Autocourse" names his 100 top drivers. Whether fans agree with him or not, they will find plenty of grounds for controversy and discussion. Hbd. £14.99
• **WEEKEND HEROES.** Tony Adriaensens. New from the writer and publisher who brought you Alleggerita, the story of the GTA-family from Alfa Romeo and OttoVu, a two-volume set covering Fiat 8V and its Siata derivative, comes Weekend Heroes. Weekend Heroes is about sports car drivers, spectators and enthusiasts that made the scene in California in the 1950s. 700 pages,370 color photographs. £149.99
• **WESTWOOD - EVERYONE'S FAVOURITE RACING CIRCUIT.** £30.50 Special Price £27.00

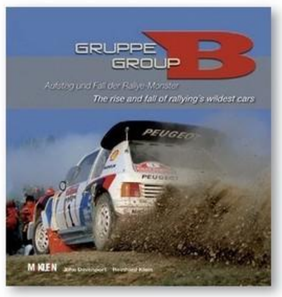
DVD's

BRITISH TOURING CAR CHAMPIONSHIP 2007 REVIEW 2-DVD SET.....£19.99
GOODWOOD FESTIVAL 2007 (90 MINS).....£19.99
GOODWOOD REVIVAL 2007 (90 MINS).....£19.99
LE MANS - CHASING THE DREAM (90 MINS) DVD.....£19.99
MILLE MIGLIA THE SPIRIT OF A LEGEND (92 MINS) DVD.....£19.99
RACE OF CHAMPIONS WEMBLEY 2007 (60 MINS) DVD.....£16.99

CALLERS: OPEN MONDAY-FRIDAY 9.00AM - 5.30PM. SATURDAY 10.00AM - 5.00PM. AMPLE STREET PARKING.
MAIL ORDER: UK MAINLAND: Customers please add £4.00 to orders up to £49.99. £50.00 and above POST FREE!
N.IRELAND, CHANNEL ISLES & OTHER OFF-SHORE ISLES: please contact us direct to confirm postage rates
Overseas customers: Add £7.50 (minimum charge) on orders up to £50.00; add 15% on orders between £50.00 & £150.00; add 10% on orders over £150 (These are surface mail rates, airmail charged at cost) Cheques and POs payable to CHATERS. Overseas cheques must be in sterling and drawn on a London bank. Credit Cards: Visa, Mastercard, Amex, Switch. Please quote Dept CSC when ordering. SPECIALISTS OF CURRENT AND OUT-OF-PRINT MOTORING LITERATURE

Reviews





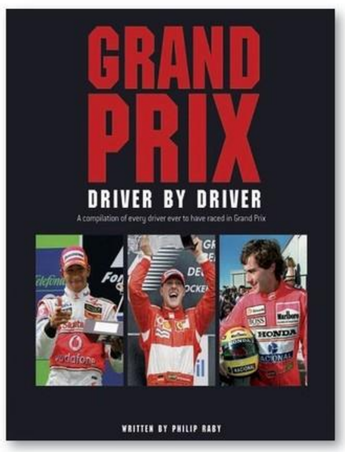
GROUP B
THE RISE AND FALL OF RALLYING'S WILDEST CARS

JOHN DAVENPORT AND REINHARD KLEIN

Group B was killed off by the people who run Formula 1. That's the view of admired rally snapper Reinhard Klein, whose terrific pictures illustrate this first history of the era. Whether you believe that the accidents which brought down the guillotine on the most spectacular rally machines ever built were reason or excuse, it's ironic to find that GpB was originally hatched to calm things down and reduce costs. No more mad specials like the Stratos, that was the thinking…

Davenport is the perfect guide to this dramatic era, being both a top co-driver and a main player: as BL's competitions manager he made the Metro 6R4 happen. Here he analyses GpB's origins, gives a chapter to each machine, including the 2WD ones you'd forgotten, then runs through the stage action, the fateful season and the aftermath. John knows all the central people, so their views are full and frank. There's details of still-borns such as the mid-motor Audi, plus complete results. 'Definitive' is over-used, but not for this, which took me right back to shivering in a Welsh forest and hearing the spine-tingling wail of Pond's Metro approach. WRC cars may be clever, but where's the magic? **GC**

Published by McKlein, ISBN 978 3 927458 32 1, 49.90 euros

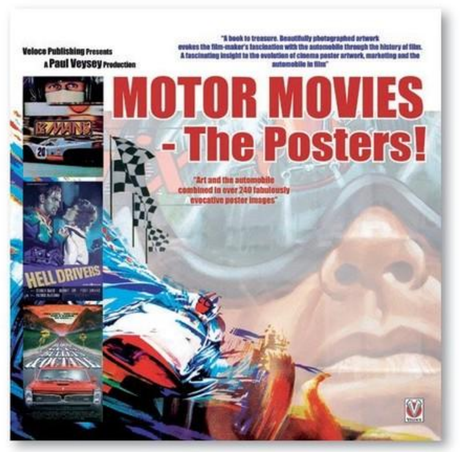


GRAND PRIX,
DRIVER BY DRIVER

PHILIP RABY

As it says on the cover, this is 'a compilation of every driver ever to have raced in Grand Prix'. And that's pretty much it. The drivers are listed in alphabetical order, complete with cursory career statistics and short biographies. All very functional and offering the bare minimum you'd expect. The author says that he's not interested in "page upon page of data documenting race results; all of which is available elsewhere". He's right. It's all in Steve Small's benchmark *Grand Prix Who's Who*. But at least unlike Small's book, last published in 2000, this work is bang up to date. **DS**

Published by Green Umbrella, ISBN 978 1 905828 17 3, £16.99

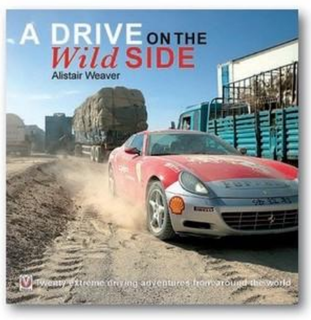


MOTOR MOVIES
THE POSTERS!

A PAUL VEYSEY PRODUCTION

A book of motor movie posters may seem too frivolous to spend £35 on, but Veysey's is perhaps one of the better deals. Of course *Le Mans* and *Bullitt* are included, but so are the likes of *Two Lane Blacktop* and *L'Urlo dei Bolidi*. It's the poster art that really appeals, however, and in many cases this is better than the movie itself – something Veysey points out. One of the most interesting parts is the copy lines, my favourite being, "Watch carefully because everything happens fast; the chase, the desert, the shack, the girl, the road block, the end." I wonder if the artist had ever seen *Vanishing Point*? **EF**

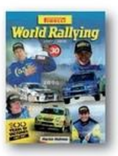
Published by Veloce, ISBN 978 1 845841 27 0, £34.99



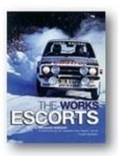
A DRIVE ON THE WILD SIDE
ALISTAIR WEAVER

This collection of 20 or so articles, published in titles like *Autocar* and *Top Gear*, makes for an enjoyable and, at times, hilarious read. Weaver has spent much of the past decade going to weird and wonderful places in bizarre choices of car and the results are what we see here. Whether it's a semi-legal, BMW-sanctioned race through Moscow's streets or driving a Smart car to the Arctic, every chapter has its appeal. The book focuses more on the situations than the cars, so if you want to know how a 350Z copes in traffic, stick to a road test. **EF**

Published by Veloce, ISBN 978 1 84584 100 3, £29.99



WORLD RALLYING 2007-2008 By Martin Holmes
This comprehensive book is not merely a list of rally results and offers insightful prose on all the major championships as well as the WRC. The professionalism of the layout is not the best, however.
Published by Martin Holmes Rallying, ISBN 978 0 9545433 4 1, £24.95



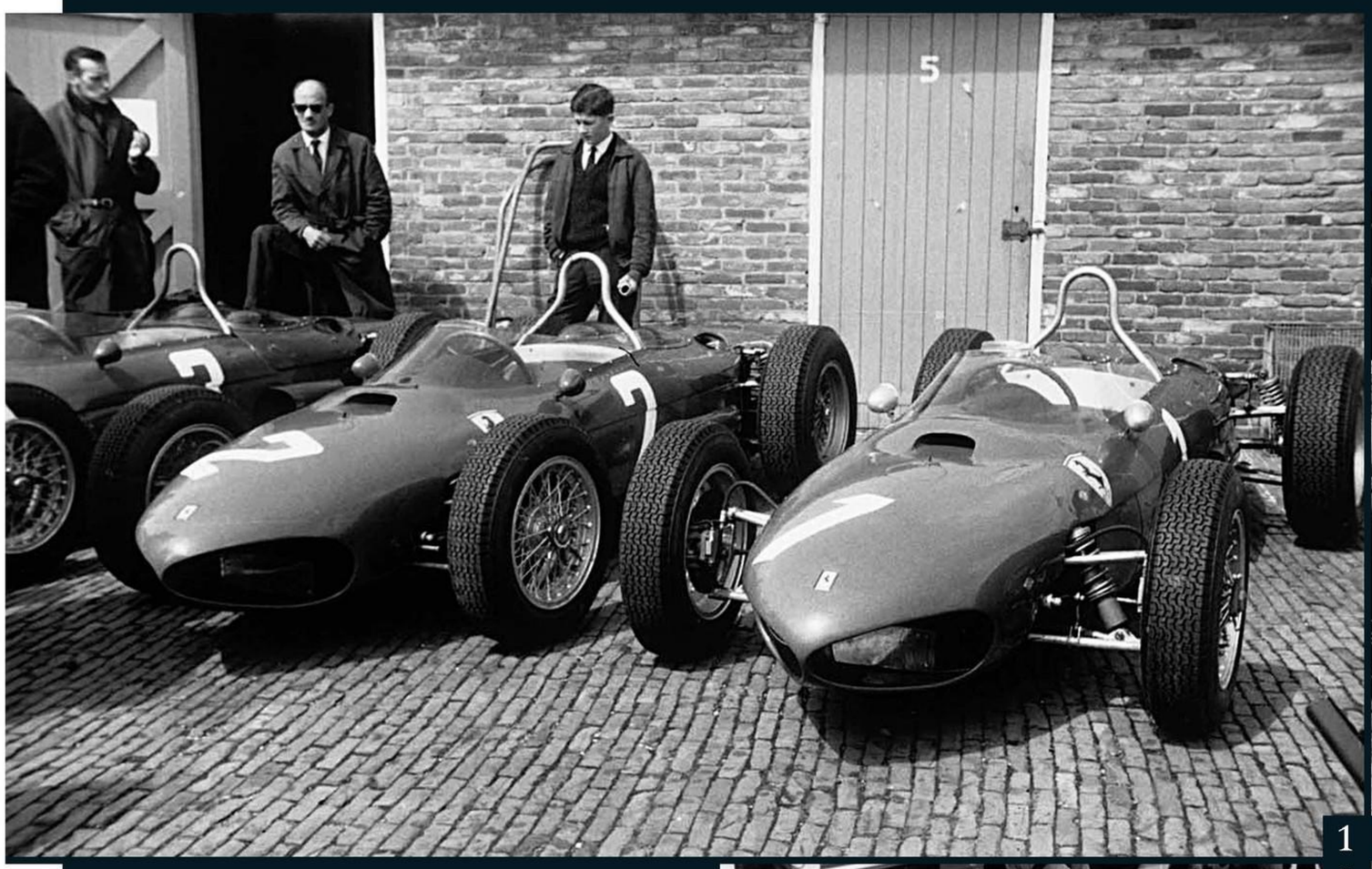
THE WORKS ESCORTS By Graham Robson
Yet another book on the famous make and its rallying exploits. Robson's offering misses little and will be a must-buy for die-hard Escort fans. Don't expect a light read if you aren't already interested in the topic.
Published by Haynes, ISBN 1 84425 010 5, £25.00



PORSCHE, THE SPORTS RACING CARS 1953-72 By Anthony Pritchard
You'll be hard pushed to find a more informative book on this period of Porsche's history. Although heavy going at times, it's always an interesting read.
Published by Haynes, ISBN 978 1 84425 333 3, £35.00

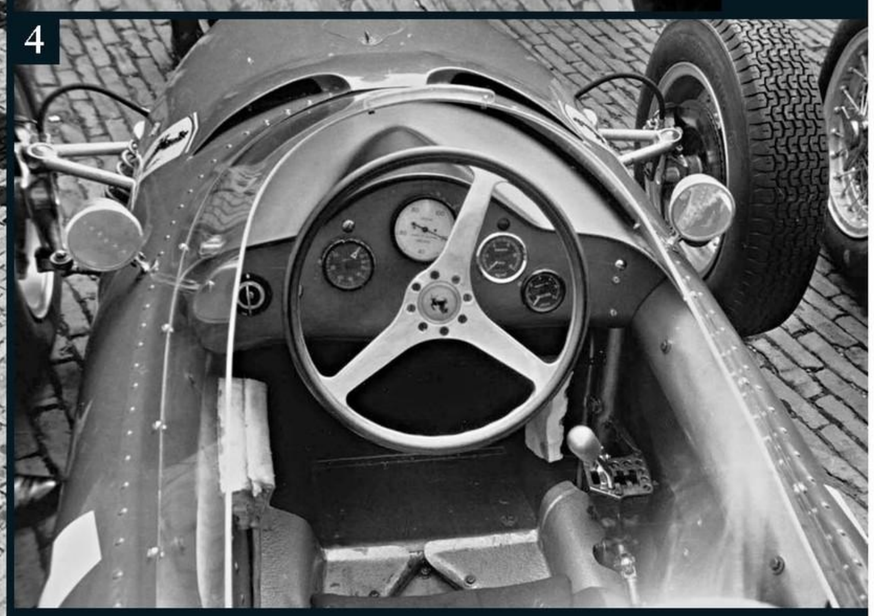
YOU WERE THERE

This month one of Porsche's luminaries shares with us some of his early memories of Grand Prix racing at Zandvoort









HARM LAGAAIJ

Harm was chief designer at Porsche for 16 years, retiring in 2004. It was as a teenager, however, that he took these photos at the 1960 and 1962 Dutch Grands Prix at Zandvoort. Harm says of the '62 race: "I was the only Dutch member of the BRM Fan Club. The British members were always invited to races, so I thought why not ask for a pit pass? I wrote to Raymond Mays – he replied and gave me a pass. Unthinkable nowadays!" {1} Phil Hill (1), Giancarlo Baghetti (2) and Ricardo Rodriguez's (3) 1962 Ferraris. {2} and {4} Exterior and interior shot of Hill's car. He was third in the race. {3} Polesitter John Surtees' Lola.



5



6



7



8



9



10

{5} Crowds gather around Ritchie Ginther's BRM. He crashed out late in the race. {6} Innes Ireland (No.9 Lotus), Ginther (18) and Dan Gurney (Porsche No12) take the start. {7} Rear view of Graham Hill's winning BRM. {8} Ben Pon's Porsche 804 – he did one lap before spinning out. {9} 1960: Chris Bristow's Cooper passes Harm Lagaaij (with picnic hamper) on the way to the grid {10} Graham Hill talks to the fans at 1960 race – he was third for BRM

DOUG NYE



GP Library

Leslie Brooke rugged-up against the bitter cold in his twin rear-wheeled ERA 'R7B' on the Lake Vallentuna ice, 1947

BRITS GET AN ICY RECEPTION

When the British contingent found a unique way to deal with the arctic conditions of the 1947 Swedish Grand Prix, their rivals cried foul play

Odd-ball motor races – unusual events that feature internationally recognised categories of significant racing cars – are always interesting. Perhaps the all-time prize winner might turn out to be the Israel Grand Prix on the so-called Barnea Beach circuit at Ashkelon in 1970. A representative Formula 2 field practised there for the event which was organised by the German Automobilklub von Deutschland. Pole position was taken by Ernesto Brambilla in his Brabham BT30, from Patrick Depailler (Tecno) and Derek Bell (BT30), with the sister car of the American Mike Goth (remember him?) fourth fastest.

But on race day the treacherously sand-strewn public road course became inundated by uncontrollable spectators. After touring car practice had culminated in a sizeable shunt and a preliminary Formula Vee race had been run – won by Bertil Roos from the ill-fated Helmuth Koinigg (killed during the 1974 United States GP) – the event was abandoned without the F2 field turning a wheel in anger.

If that was a curious event, even more odd-ball venues to see significant formula cars competing were once popular winter fare: ice-racing on frozen lakes. The best-known of these temporary race circuits was probably Lake Vallentuna in Sweden, although GP cars also raced partly on lake ice at Ramen and Sellnas where dry-land gravel roads formed the majority of each lap, and in Germany on the Eibsee, Titisee and other likely lakes offering reliably strong ice cover – or in the case of the Titisee, unreliably strong ice…

In immediate post-war Britain, the racing fraternity hungered for anywhere to race their cars. In February 1947 Reg Parnell, Leslie Brooke and George Abecassis (as hard-bitten a trio of racing rogues as I can imagine) set sail for Sweden's Winter Grand Prix. The Swedish national club had expected to use the ice on Lake Vallentuna, but winter was late and the ice too thin. Consequently they organised a race on Rommehed airfield instead, using a course of packed snow topped with sand. As the date approached it still hadn't snowed. Nine of their 15 entries – French and Swiss-entered Maseratis, Talbots and Delahayes – were being shipped to Gothenburg when winter finally arrived. The freighter was delayed by storms, then became ice-bound. This left only the wily British contingent plus a local to start the Grand Prix, Parnell scooping the cash from Brooke and Abecassis – all in ERAs. Sjoqvist's Citroën won the sports car event with another shrewd Briton, Oscar Moore, second in his Frazer Nash-BMW.

A few days later the Vallentuna race was finally run, the course marked by gravel frozen into the ice and pine boughs stuck in the snow. Some 30,000 spectators braved temperatures of minus 20 degrees, but conditions proved so bad the start was delayed and the race distance slashed from 40 laps to 25. The news that their entertainment would be curtailed brought a storm of protest, and when the Brits lined up on the startline wearing twin rear wheels and tyres, their French and Italian rivals protested vehemently, claiming such a ploy was banned under international regulations. Untrue.

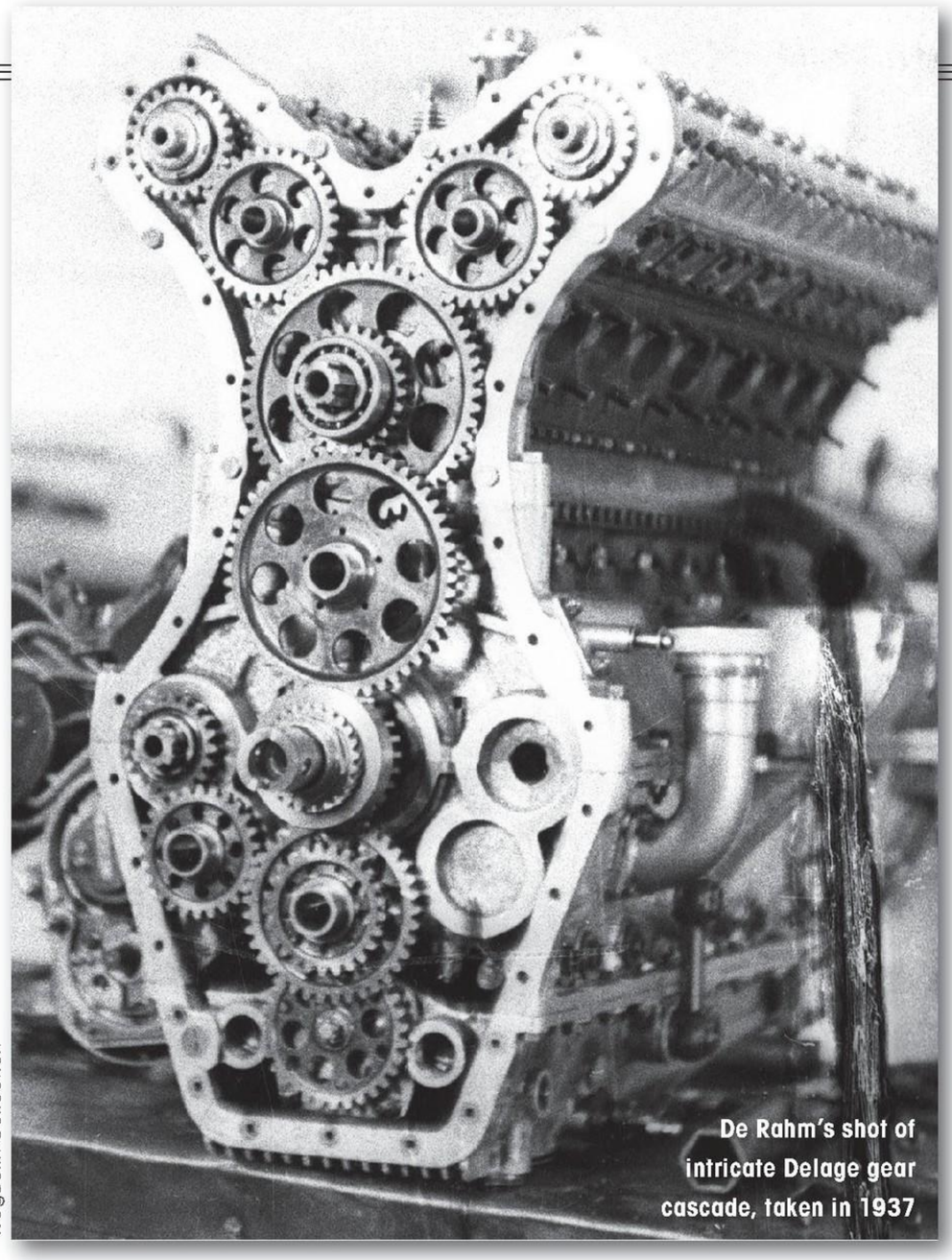
While the unsupercharged Talbots and Delahayes warmed up comfortably in the bitter air, the supercharged ERAs and Maseratis struck icing trouble. Brooke's ERA misfired desperately, Abecassis's was on four cylinders and at the start only Parnell's was on all six. Raymond Sommer's Maserati led until he spun and stalled. Despite "working like a demon with the starting handle" he was unable to restart. Brooke's engine expired, Abecassis lost a piston but soldiered on, and Parnell led him to the line for another ERA 1-2, with Eugene Chaboud's Delahaye third. Uncle Reg's average speed for this punishing 25-lapper was 67.72mph. Not bad for 60 years ago – handling an Old English Upright on ice. Of course the defeated French put it all down to those cheating twin rear wheels…

Delage's engines ran like clockwork

As long as I've known anything about 'proper' racing cars I've been a confirmed Delage fan. My one-time editor on *Motor Racing* magazine – 1966-68 – was the great Cyril Posthumus, a wonderful man, a fine historian and one who could always offer intriguing snippets to paint in personality and character as much as mechanical intricacy. That Delage had it all was confirmed to me one day in our London editorial office at St Andrew's Hill, close by St Paul's, when Cyril waved a stack of 1927-28 straight-eight Delage pictures at me, and airily explained, "Of course Doug, you've got to appreciate that Louis Delage was a flasher!".

Cyril's point was that the great man evidently extended any such exhibitionist tendencies to the presentation of his exquisitely crafted racing cars. They cost his youthful company dear indeed, firstly with such designs as the 10.66-litre V12 sprint and Land Speed Record car, then the 2-litre V12 Grand Prix cars of 1923-25, and the 1500cc supercharged straight-eights which dominated GP racing in 1926-27. Initially the cars' shapely body panels were presented in hand-turned whorl finish, simply protected from dulling corrosion by coats of translucent blue-tinged lacquer. Louis Delage's philosophy was to demonstrate the coach-built finish available on his most exclusive production models.

Use – and perhaps a low personal attention threshold – quickly saw such aesthetic standards slip. But technically the works cars remained extraordinary. Both the GP V12s and straight-8s with their all-roller-bearing internals became a byword in Swiss watch-like sophistication. Apart from the liberal quantity of cam cover fixings their internal intricacies were seldom seen. But then the Siamese Prince Chula bought Dick Seaman's heavily developed eight-cylinder car for 'Bira' to drive in 1937. They installed what turned out to be an ill-advised independent front suspension system and effectively ruined the car. But Chula's multi-talented factotum Alexander 'Shura' de Rahm was a meticulous amateur photographer, and he recorded the Delage's camshaft drive gear cascade while it was being stripped in their White Mouse Garage workshop in Dalling Road, Hammersmith, in London.



Weguelin Collection

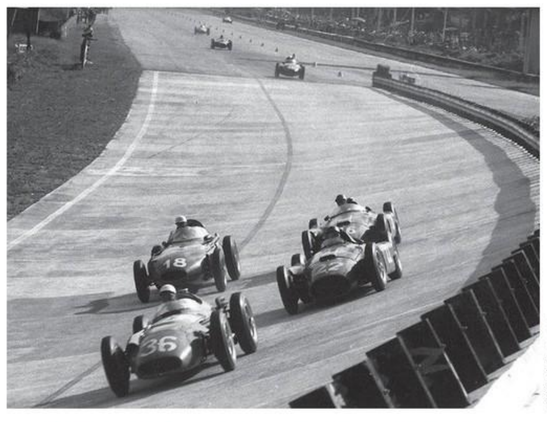
De Rahm's shot of intricate Delage gear cascade, taken in 1937

David Weguelin of ERA book and *Motorfilms Quarterly* fame preserves 'Shura's negs today, and the methodical Russian-born Swiss noted not only location and date (June 6, 1937) but also the fact he took the shots "on Leica with Hektor 73mm lens, Kodak Panchromatic Film". To my mind the best of them shows the cam-drive gear cascade, multiple bearings all a'rolling, pure-bred engineering sculpture... lovely stuff. It typifies Delage at its intricate best.

Four-way tussle on Monza's banking is a rare visual treat

Just occasionally we manage to turn up a photograph which simply breathes the spirit of an age of racing; Formula 1 cars yumping at the Nürburgring, Fangio's millimetre-perfect judgement skimming the harbourside railings at Monaco, or Senna and Mansell checking which would blink first at Magny-Cours.

Relatively few pictures were ever taken of Grand Prix cars actually locked in combat on the banked Pista de Alta Velocita section of the combined road and track course at Monza. Normally the photographers caught just a couple of cars in company there, and most negs show singletons alone. Searching through my late colleague Geoff Goddard's archive recently a print slithered out which to me just about says it all. It's one of those shots in which if you narrow your eyes I swear you'll hear the 26 cylinders of the leading group hammering flat-strap onto the rising loom of the speedbowl banking. It's the 1956 Italian GP, and eventual winner Stirling Moss is leading in the tailor-made Maserati 250F Fuoricentro with its engine and driveline offset right of centreline.

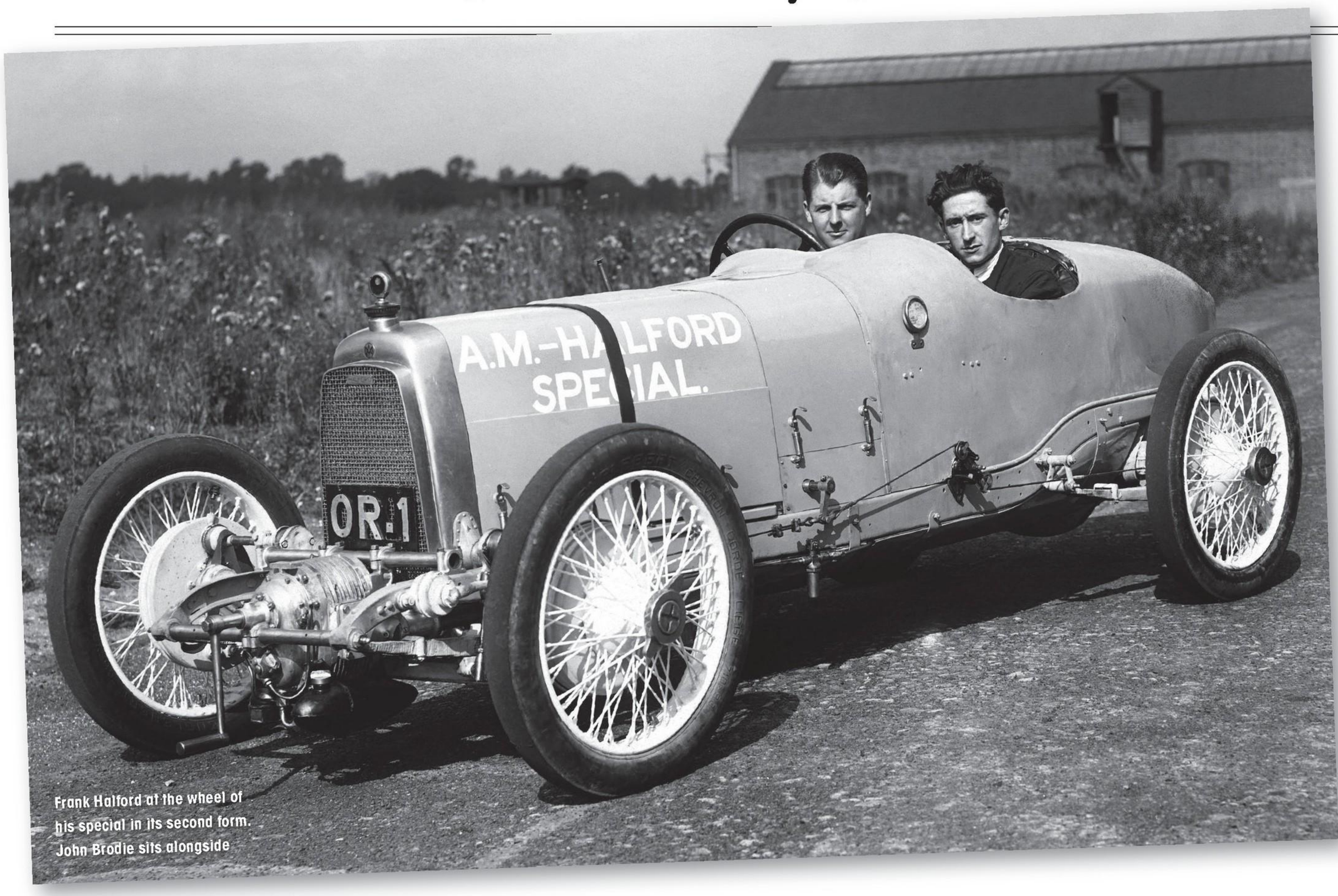


GP Library

Moss leads Fangio, Collins and Schell on soon-to-be abandoned Pista de Alta Velocita

Right on his heels is Fangio in the works Lancia-Ferrari D50A, being slipstreamed eagerly by his young team-mate Peter Collins' sister car. And overlapping the Lancia-Ferraris is the emergent new teardrop Vanwall of Harry Schell – giving the Italian establishment a clear (though brief) warning... In the background chase Vanwall, Lancia-Ferrari, Maserati. Cones divide the broad start and finish straight into the separate legs of the autodrome's combined road and track sections.

We know that this is the race in which Fangio's Ferrari failed him, and Collins surrendered his own D50A – together with his chance of winning the Drivers' Championship – to enable The Old Boy to secure his fourth world title. We know too that it was Maserati's last great victory in their home GP. And that 12 months later it would be the teardrop Vanwalls which would rule this particular roost – without the majestic but unsuited banking being included. One era was closing, another dawning – and it's all encapsulated in one great photo.



Frank Halford at the wheel of his special in its second form. John Brodie sits alongside

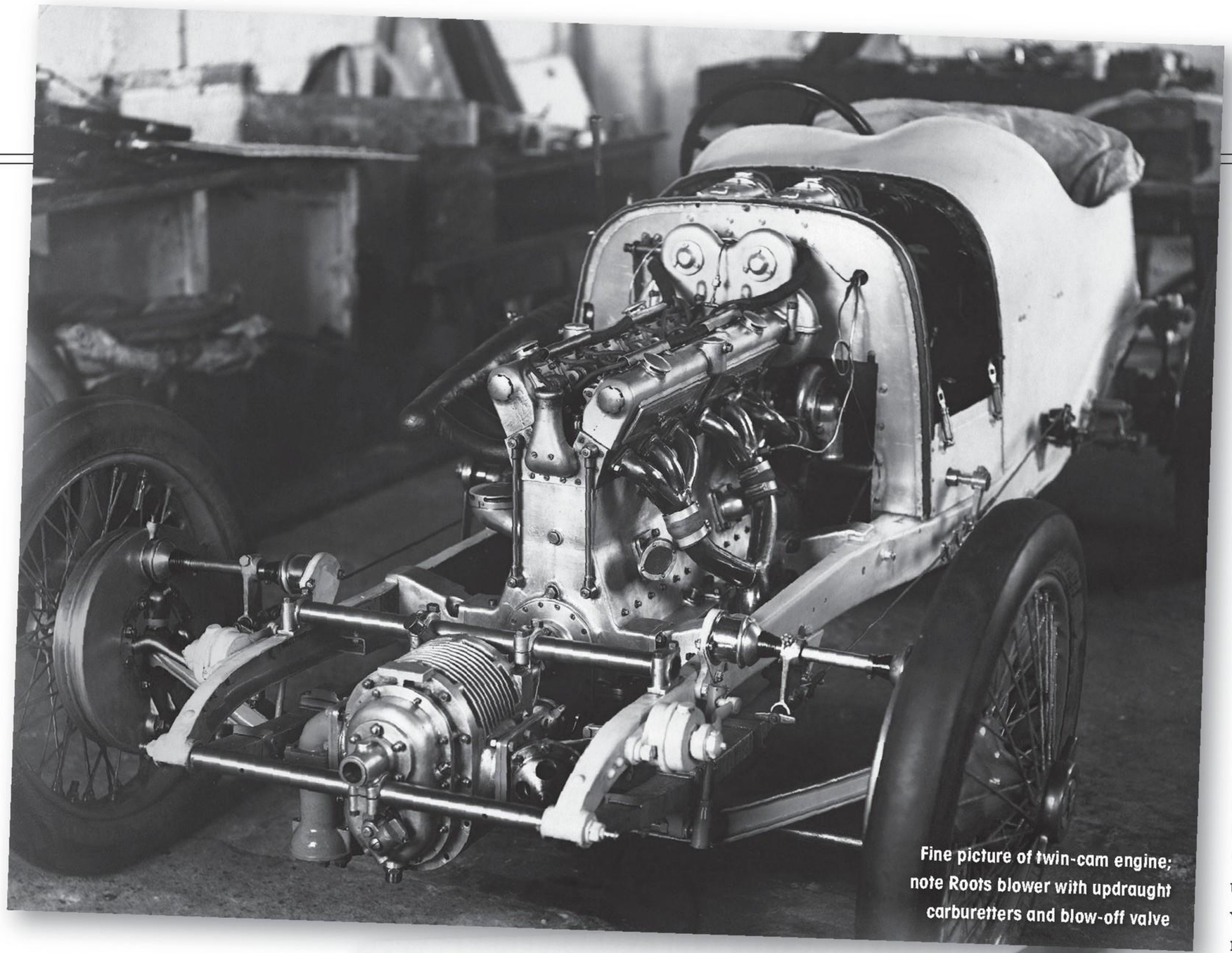
HOW HALFORD BROKE THE MOULD WITH DIY SPECIAL

The renowned aero-engine designer gave the works teams of the 1920s a run for their money with his own long-distance racer

It was excellent that the famous Halford Special was at last year's Celebration of Brooklands Centenary, in the care of James Cheyney. It was Major Frank Halford who made use of the cylinder blocks from the V8 wartime Airdisco engine of which many unused ones were obtainable from the Air Disposal Board. This led to the 60hp Cirrus engine for the DH Moth, which was the first practical light aeroplane that resulted in the formation of clubs for would-be pilots all over the British Isles. Halford went on to design some extremely successful aero-engines for the Napier Company, notably the H-formation 24-cylinder 2238cu in (36,674cc) sleeve-valve Sabre which gave 3053bhp at 3850rpm. After the war he designed jet engines for the De Havilland Vampire and Comet.

A reader, Mr Alan Brodie, has sent us some fine period photographs of the Halford Special, some of which I had not seen before. Mr Brodie's father John worked with Halford on both car and aero-engines, and his son found the photos among his effects only recently. Alan Brodie continued the racing tradition, as he became a mechanic for Bob Anderson's Formula 1 Brabham, and later ran a successful Formula 5000 team.

Frank Halford began racing at Brooklands with a Bamford & Martin Aston-Martin. He had won his very first race in the special AM built to hopefully take records from the successful AC team. This AM had one of the four-cylinder 16-valve twin-cam engines in an exceedingly narrow chassis, the body a mere 18½in wide. The record bids were not attempted because, it was said, that every time the car,



Fine picture of twin-cam engine; note Roots blower with updraught carburetters and blow-off valve

called 'Razor Blade', got up to 100mph the off-side front tyre flew off. Surely such a special car for such an important task would not have been abandoned before a new set of tyres had been tried or attention been paid to a displaced stub-axle, or whatever? Could this have been a story to disguise the AM being unable to perform as required? If so it was scarcely upheld when, in the same year, 1923, Halford had lapped at 99.81mph in 'Razor Blade', attaining his race win with all tyres apparently intact, and at 99.01mph in his very next race (seventh from the scratch mark) with hardly time to change tyres. Can anyone solve this long-standing puzzle?



Halford Special in first form, with centrifugal turbocharger mounted below crankcase

With the need to cope with increased handicaps and to have a car suitable for long-distance races Halford designed and built the Halford Special. It had a twin-overhead-camshaft six-cylinder engine of 63x80mm to provide a short stroke and keep the capacity within the 1½-litre limit.

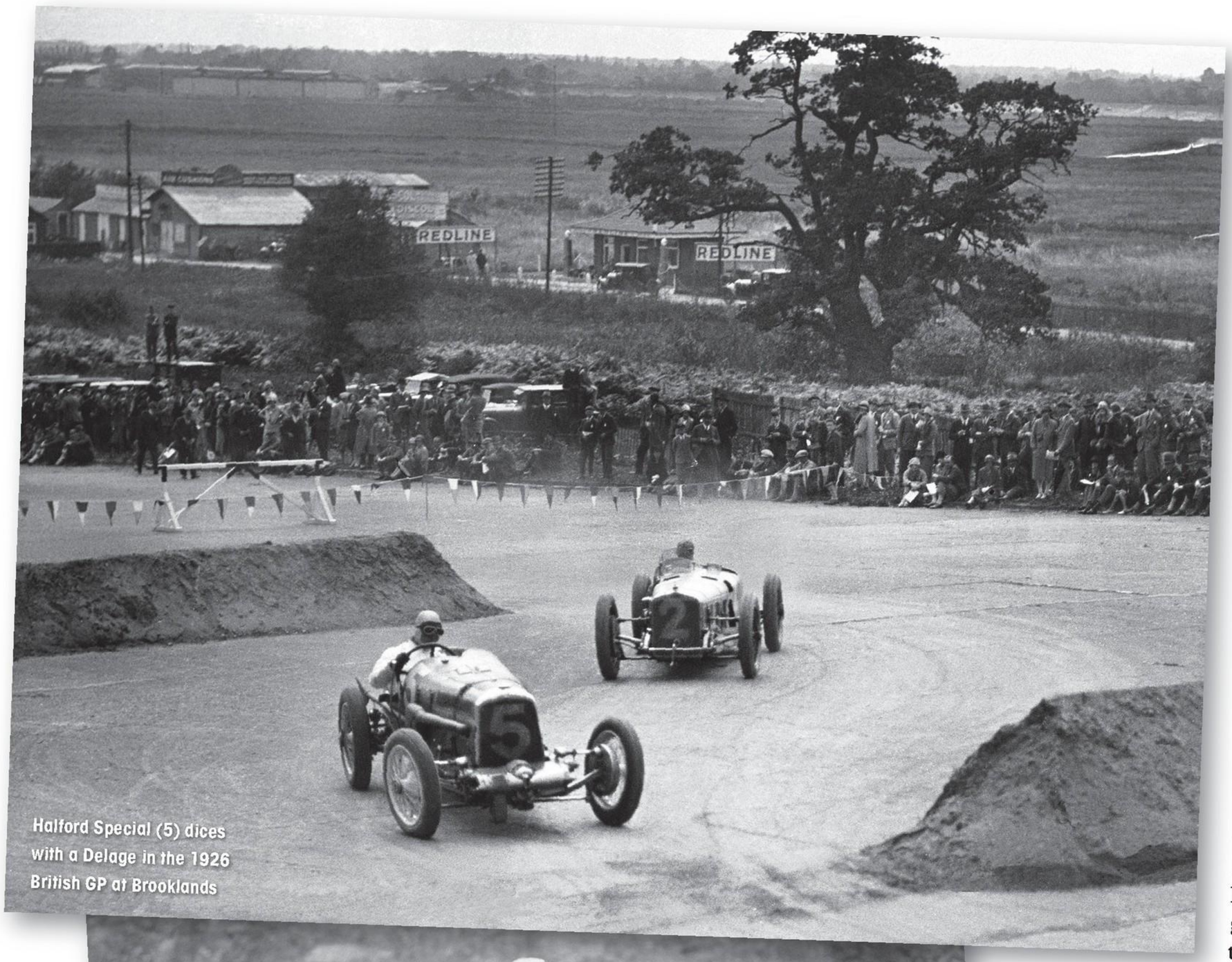
There were short fingers, pivoted to the inside of the inclined valves to give a good entry for the cams onto the valve stems. The deep light-alloy cylinder block and crankcase contained the six steel liners, in contact with the coolant water, sealed with rubber rings. The seven-bearing crankshaft ran on plain bearings. The dural con-rods ran directly on the gudgeon-pins, a feature based on Halford's aero-engine experiments. Conventional white metal big-ends were used. The cylinder head was of cast-iron with no gasket between it and the cylinder block. The camshafts were driven by a train of spur gears at the rear and ignition was by two BTH magnetos driven from the camshaft gears and protruding through the bulkhead. They fired special 12mm KLG sparking-plugs, two plugs per cylinder.

"Record bids were not attempted; every time 'Razor Blade' got up to 100mph the off-side front tyre flew off"

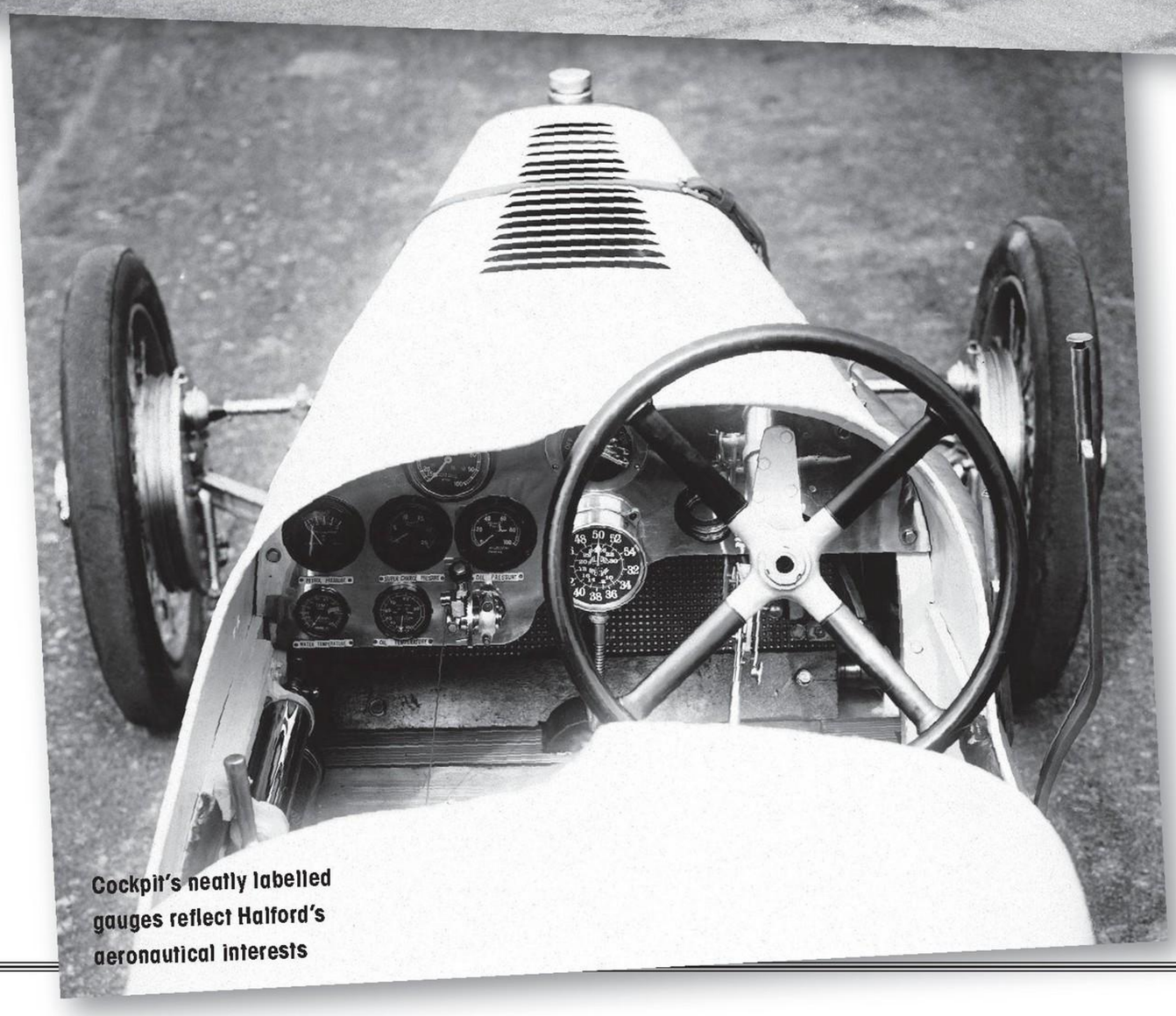
A significant link with aero-engine practice was a turbo supercharger, exhaust driven, sucking from the carburetter. This centrifugal blower was set below the sump, feeding to the crankcase though a connecting passage. This was revolutionary for a British racing car at the time. However, it was replaced by a normal Roots-type supercharger situated ahead of the car's radiator and driven by a universally-jointed shaft from the crankshaft, the starting handle operating through it.

Two such engines were built, the output of the first one quoted at 96bhp at 5300rpm and the second 120bhp at 5500rpm with 11lbs boost from the supercharger. These engines were installed in a two-seater Aston-Martin (OR-1, the original Southampton number?) with Perrot-type front-wheel brakes, »»

Bill Boddy



Halford Special (5) dices with a Delage in the 1926 British GP at Brooklands



Cockpit's neatly labelled gauges reflect Halford's aeronautical interests

thought to be the one previously raced by George Eyston and Barlow and now entered as the AM-Halford.

At Brooklands in 1925 it did not give good results, but in 1926, presumably with the later engine, it was very different. Halford obtained two first places, with a fastest lap of 109.92mph, and two seconds, one from the scratch mark with two laps at 109.74mph, and a third place.

In the 1925 JCC 200-Mile Race Halford managed fourth place, in the kind of contest for which he had intended his car should be used, after delays due to loss of water and petrol. But it was in the 1926 RAC British GP at Brooklands that the Halford Special, painted green, was mixing it with the Delage and Talbot teams, when the universal joint of the aged Aston-Martin failed. In that year's '200' Halford came in sixth in the 1½-litre class in spite of a stripped gear in the gearbox.

During 1927 Halford was not available, so Eyston, who was also driving a B&M Grand Prix Aston Martin, deputised for him, to no avail. But the Major must have been very happy with the performances of his own car and there was an additional accolade. The BARC had decided to stage a beauty contest among the cars before racing commenced, and the Halford Special with its immaculate white body, aquamarine chassis, and black wheels, with a tiny plaque at the top of its radiator inscribed 'Halford', was the first winner; but the idea was soon abandoned.

When Halford became too busy with the aero-engines his car was acquired by Lord Ridley and then went to Dudley Coram, after which the trail grows cold, so far as I am concerned, until it joined in the Brooklands celebrations last year in the care of Mr Cheyney from New York. Ⓜ

Scott's Speed Shop

HISTORIC RACING & RESTORATION

www.scottsspeedshop.co.uk Telephone: 01435 813616

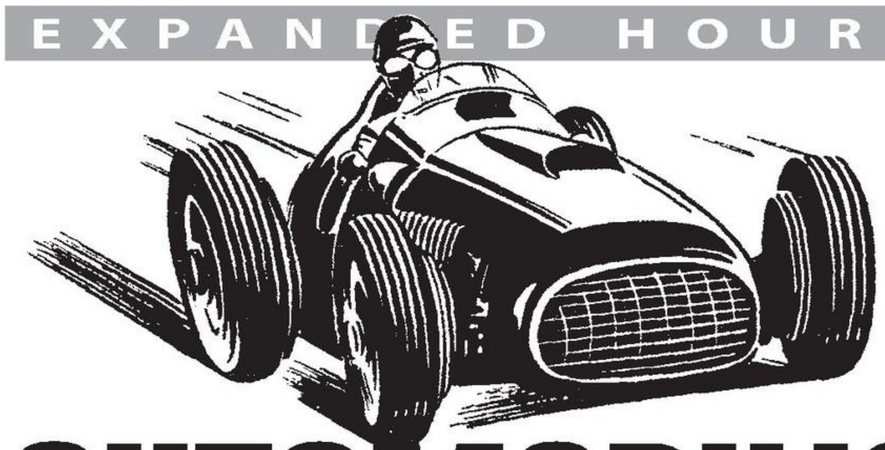




Scott's Speed Shop are delighted to be providing full race preparation and support to Matthew Newman in the coming season where he will be campaigning his latest acquisition, the Lotus 23b, pictured above. We also have a Brabham BT-14 undergoing chassis restoration.

- Rolls & Bentley engineers with over 45 years combined experience
- Well equipped workshop providing
- Servicing and maintenance
- Full or partial vehicle restoration
- Fast road to full race preparation
- Engines built to order
- Close ratio gearboxes and limited slip differentials built to order
- Discrete insulated and secure area for short or long term storage
- Customer facilities

EXPANDED HOURS



AUTOMOBILIA

MONTEREY THE INTERNATIONAL EXPO

Concours/Historic Race Week

TUESDAY, August 12, 2008 • 10 am to 6 pm
WEDNESDAY, August 13, 2008 • 10 am to 7 pm

The largest automobilia show in America, and the only time during Concours Week to find these 45+ top international dealers in a single venue. Shop early for finest selection and beat the crowds !

Enjoy the relaxed indoor setting while buying *only original* vintage posters, photographs, rallye plates, badges & pins, hood ornaments, signs, original art, display items, scale models, literature & books, signed items, postcards, stamps, unique scarves/ties/shirts, etc.

Embassy Suites-Main Ballroom – US 1 & Rte 218
just north of Hwy 68; easy access and free parking

www.AutomobiliaMonterey.com

Paint, rust and underseal removal.



BEFORE: 1973 Porsche 911 before treatment.

AFTER: 1973 Porsche 911 fully stripped and de-rusted.

SPL Surface Processing Ltd.

PRIMED: 1973 Porsche 911 fully zinc phosphated with an electrophoretic immersion coating offering the ultimate in corrosion protection.

A unique chemical process, no blasting, no stress, no mess. The best available process for preparation and restoration.

nqa ISO 9001 Registered UKAS Cert No. 8751

Tel: 01384 242010

www.surfaceprocessing.co.uk sales@surfaceprocessing.co.uk

Shells | Panels | Parts | Engine Blocks | Electrophoretic Immersion Coating | Powder Coating | Etch Priming

Mechanical Employee Wanted
Mechaniker gesucht

Skilled team seaking professional member
challenging projects on premium historical cars,
in charming region near Bavarian Alps, Germany

Erfahrenes Team sucht professionellen Mitarbeiter
Herausfordernde Projekte an hochwertigen,
historisch interessanten Fahrzeugen,
im attraktiven süddeutschen Voralpenland

We are looking forward to your job application
Wir freuen uns auf Ihre Bewerbung

TOM FISCHER
Classic & Race Car Service

PHONE +49(0)80 34/90 99 06 · FAX 90 99 08
INFO@TOM-FISCHER.DE · WWW.TOM-FISCHER.DE

authentic
TYRES
from the ultimate tyre
authority

VREDESTEIN
MICHELIN
DUNLOP
AVON
Firestone

- VAST EXPERIENCE & KNOWLEDGE
- GENUINE TYRES FROM GENUINE MANUFACTURERS DESIGNS
- HUGE RANGE ALWAYS IN STOCK
- VERY COMPETITIVE PRICES
- ALL MAJOR WORDWIDE BRANDS
- FREE DELIVERY ON ALL *U.K. ORDERS
  * mainland only

VINTAGE TYRES
CLASSIC TYRES FOR CLASSIC VEHICLES

CALL OUR HOTLINE
01590 612261
www.vintagetyres.com
Vintage Tyre Supplies Ltd, Beaulieu, Hampshire SO42 7ZN
email: sales@vintagetyres.com
local rate call in UK **0845 1200711** fax: +44 (0) 1590 612722

CLASSIC • VINTAGE • EXOTIC • KITCAR



Suits you.

Powerflow stainless steel exhausts are fabricated on your vehicle, to your own specification, while you wait.

A cut above your 'off the peg' alternatives.

~ OVER 150 SILENCER OPTIONS ~
~ OVER 100 TAILPIPE OPTIONS ~
~ 7 BORE SIZE OPTIONS ~
~ NATIONWIDE FITTING CENTRES ~
~ LIFETIME OF OWNERSHIP GUARANTEE ~

YOUR NEAREST POWERFLOW FITTING CENTRE:
01392 203050

POWERFLOW EXHAUSTS

2008 Fixtures

FIA FORMULA 1 WORLD CHAMPIONSHIP

TEAMS AND DRIVERS

SCUDERIA FERRARI	Kimi Räikkönen	Felipe Massa
BMW SAUBER	Robert Kubica	Nick Heidfeld
RENAULT	Fernando Alonso	Nelson Piquet Jr
WILLIAMS	Nico Rosberg	Kazuki Nakajima
RED BULL RACING	David Coulthard	Mark Webber
TOYOTA	Jarno Trulli	Timo Glock
TORO ROSSO	Sebastian Vettel	Sébastien Bourdais
HONDA RACING	Jenson Button	Rubens Barrichello
SUPER AGURI	Takuma Sato*	Anthony Davidson*
FORCE INDIA	Giancarlo Fisichella	Adrian Sutil
MCLAREN-MERCEDES	Lewis Hamilton	Heikki Kovalainen

** To be confirmed*

2008 CALENDAR

MARCH 16	Melbourne	Australia
MARCH 23	Kuala Lumpur	Malaysia
APRIL 6	Bahrain	Bahrain
APRIL 27	Catalunya	Spain
MAY 11	Istanbul	Turkey
MAY 25	Monte Carlo	Monaco
JUNE 8	Montréal	Canada*
JUNE 22	Magny-Cours	France
JULY 6	Silverstone	Great Britain
JULY 20	Hockenheim	Germany
AUGUST 3	Budapest	Hungary
AUGUST 24	Valencia	Europe
SEPTEMBER 7	Spa-Francorchamps	Belgium
SEPTEMBER 14	Monza	Italy
SEPTEMBER 28	Singapore	Singapore**
OCTOBER 12	Fuji Speedway	Japan
OCTOBER 19	Shanghai	China
NOVEMBER 2	São Paulo	Brazil

** Provisional, ** Subject to circuit approval*

FIM MOTO GP CHAMPIONSHIP

TEAMS AND RIDERS

DUCATI MARLBORO	Casey Stoner	Marco Melandri
REPSOL HONDA	Dani Pedrosa	Nicky Hayden
RIZLA SUZUKI	Loris Capirossi	Chris Vermeulen
FIAT YAMAHA	Valentino Rossi	Jorge Lorenzo
HONDA GRESINI	Alex de Angelis	Shinya Nakano
PRAMAC D'ANTIN	Toni Elias	Sylvain Guintoli
KAWASAKI RACING	John Hopkins	Anthony West
YAMAHA TECH 3	Colin Edwards	James Toseland
HONDA LCR	Randy de Puniet	
JIR/TEAM SCOT HONDA	Andrea Dovizioso	

2008 CALENDAR

MARCH 9	Doha/Losail	Qatar
MARCH 30	Jerez de la Frontera	Spain
APRIL 13	Estoril	Portugal
MAY 4	Shanghai	China
MAY 18	Le Mans	France
JUNE 1	Mugello	Italy
JUNE 8	Catalunya	Spain
JUNE 22	Donington Park	Great Britain
JUNE 28	Assen	Netherlands
JULY 13	Sachsenring	Germany
JULY 20	Laguna Seca	United States
AUGUST 17	Brno	Czech Republic
AUGUST 31	Misano	San Marino
SEPTEMBER 14	Indianapolis	United States
SEPTEMBER 28	Motegi	Japan
OCTOBER 5	Phillip Island	Australia
OCTOBER 19	Sepang	Malaysia
OCTOBER 26	Valencia	Spain

FIA WORLD TOURING CAR CHAMPIONSHIP

TEAMS AND DRIVERS

SEAT SPORT	Yvan Muller
	Gabriele Tarquini
	Tiago Monteiro
	Rickard Rydell
	Jordi Gené
SEAT BELGIUM	Pierre-Yves Corthals
BMW TEAM UK	Andy Priaulx
BMW TEAM GERMANY	Augusto Farfus
BMW ITALY-SPAIN	Alessandro Zanardi
	Felix Portiero
ENGSTLER MOTORSPORT	Franz Engstler
	Andrey Romanov
PROTEAM MOTORSPORT	Sergio Hernández
	Stefano D'Aste
RML CHEVROLET	Alain Menu
	Rob Huff
	Nicola Larini
N.TECHNOLOGY	James Thompson

2008 CALENDAR

MARCH 2	Curitiba	Brazil
APRIL 6	Puebla	Mexico
MAY 18	Valencia	Spain
JUNE 1	Pau Ville	France
JUNE 15	Brno	Czech Rep.
JULY 13	Estoril	Portugal
JULY 27	Brands Hatch	Great Britain
AUGUST 31	Oschersleben	Germany
SEPTEMBER 21	Anderstorp	Sweden
OCTOBER 5	Monza	Italy
OCTOBER 26	Okayama	Japan
NOVEMBER 16	Macau	Macau

FIA WORLD RALLY CHAMPIONSHIP

MONTE CARLO
JANUARY 24-27

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Chris Atkinson	*Subaru*
4	François Duval	*Ford*
5	Petter Solberg	*Subaru*
6	Gigi Galli	*Ford*
7	Jean-Marie Cuoq	*Peugeot*
8	P-G Andersson	*Suzuki*

SWEDEN
FEBRUARY 8-10

1	Jari-Matti Latvala	*Ford*
2	Mikko Hirvonen	*Ford*
3	Gigi Galli	*Ford*
4	Petter Solberg	*Subaru*
5	Andreas Mikkelsen	*Ford*
6	Dani Sordo	*Citroën*
7	Toni Gardemeister	*Suzuki*
8	Juho Hänninen	*Mitsubishi*

MEXICO
FEBRUARY 28-MARCH 2

1
2
3
4
5
6
7
8

ARGENTINA
MARCH 27-30

1
2
3
4
5
6
7
8

JORDAN
APRIL 24-27

1
2
3
4
5
6
7
8

ITALY
MAY 16-18

1
2
3
4
5
6
7
8

GREECE
MAY 29-JUNE 1

1
2
3
4
5
6
7
8

TURKEY
JUNE 13-15

1
2
3
4
5
6
7
8

FINLAND
JULY 31-AUGUST 3

1
2
3
4
5
6
7
8

GERMANY
AUGUST 15-17

1
2
3
4
5
6
7
8

NEW ZEALAND
AUGUST 28-31

1
2
3
4
5
6
7
8

SPAIN
OCTOBER 2-5

1
2
3
4
5
6
7
8

FRANCE
OCTOBER 10-12

1
2
3
4
5
6
7
8

JAPAN
OCTOBER 24-26

1
2
3
4
5
6
7
8

GREAT BRITAIN
NOVEMBER 28-30

1
2
3
4
5
6
7
8

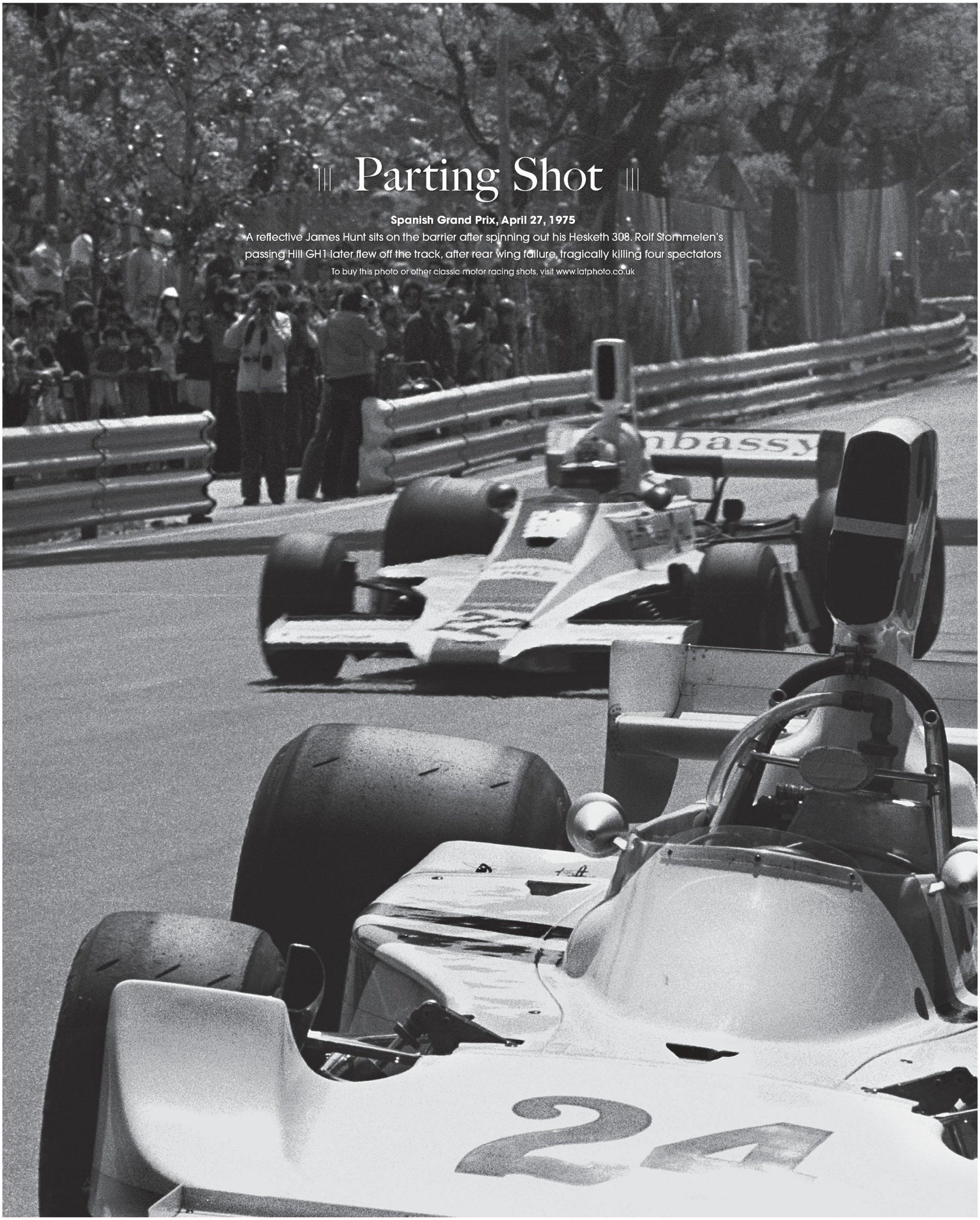
DRIVER STANDINGS

1	Mikko Hirvonen	*16*
2	Jari-Matti Latvala	*10*
	Sébastien Loeb	*10*
4	Gigi Galli	*9*
	Petter Solberg	*9*
6	Chris Atkinson	*6*
7	François Duval	*5*
8	Andreas Mikkelsen	*4*

MANUFACTURER STANDINGS

1	BP-Ford WRT	*26*
2	Stobart Ford Rally	*16*
	Subaru WRT	*16*
4	Citroën Total WRT	*15*
5	Suzuki WRT	*5*
-	Munchi's Ford	-

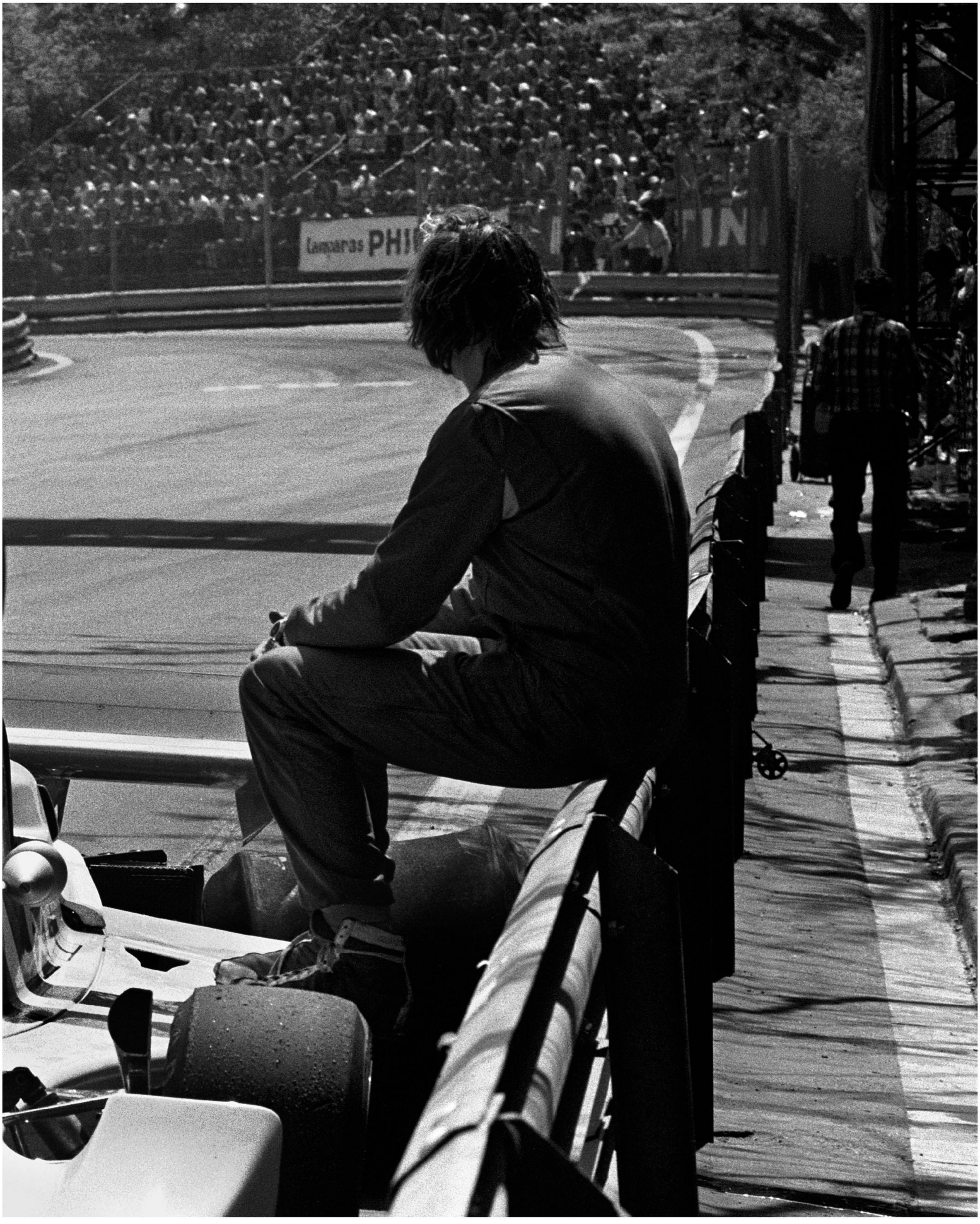
Parting Shot



Spanish Grand Prix, April 27, 1975

A reflective James Hunt sits on the barrier after spinning out his Hesketh 308. Rolf Stommelen's passing Hill GH1 later flew off the track, after rear wing failure, tragically killing four spectators

To buy this photo or other classic motor racing shots, visit www.latphoto.co.uk


Lamparas PHI
FIN

THE ORIGINAL MOTOR RACING MAGAZINE

MOTOR SPORT

SINCE 1924

Dealer Gallery

To advertise, please contact Richard Stillman on 020 7349 3167

Florent MOULIN

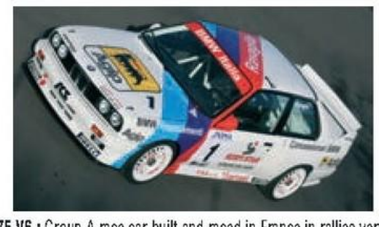
« l'automobile par passion »



SELECTION OF CARS FOR SALE









- **Alfa Romeo 75 V6 :** Group A race car built and raced in France in rallies very good condition, serviced, paint new, a lot of history
- **Auto Kraft MK IV :** 302 Lightweight very special car, owned by Alois Ruf, mint condition, early 427 lightweight also available
- **Benetton B188 :** chassis number 01, ex Nannini car, recently restored to race ready condition, a lot of spares
- **Benetton B190 :** wonderful condition car, correct Cosworth HB engine, good race results, ready for racing and very quick, spares
- **BMW M1** : 1981, red, 43000 km, fully serviced, fantastic condition, full history and service records
- **BMW-MARCH M1 Group 5 :** The ultimate M1, aluminium monocoque chassis, this car is one of three built, need to be assembled
- **BMW M3 DTM 1991** : Ex Roberto Ravaglia BMW-Italia car, winner of '91 Superturismo, full history with orig. log book, restored, concourse condition
- **Citroen 2CV Sahara :** very rare original 4x4 with two engines, 3 owners, fabulous restored condition, a great car in the automotive history
- **Chrysler Viper GTSR :** 3 cars with major history, ready to race, with spares
- **Facel Vega HKII :** 1963, blue metallic only 53 000 km from new, same owner since 1977, two HK 500s also available in perfect condition
- **Ferrari 365 GT 2+2 :** 1969 red 70 000 km from new, carefully maintained, perfect condition, 330 GT Serie 1 available
- **Ferrari Testarossa 86 :** RHD, red/beige leather, early version with Rudges, 1st owner, 6000 miles, UK reg., 13 000 £ recently spent after long storage, "as new"
- **Fiat 124 Group 4 :** late 16 V works car, genuine with full history known and documented, restored and ready to race
- **Ford GT40 P/1129 MKV :** RHD only 5 Big Block car built, never used delivery mileage, 600 HP alloy engine, view Shelby Registry
- **Jaguar XK 150 S Roadster :** 1958 car, dark blue / red leather, concourse condition, restored from the chassis, comes back from Japan
- **Lamborghini Miura P400 S** : 1971, yellow/blue, completely restored (body/chassis/engine), mint condition, fitted in the 80s with SV engine
- **Lancia Stratos GR4 :** restored, full history known and documented including period pictures, FIA papers, a rare opportunity to purchase a "real" Group 4
- **Lancia Hyena :** only 6600km, red with black leather, interior in carbon, condition is like new, extremely rare car
- **Lotus Elise GT1 :** one of the 7 cars built, fitted in mid 97 with V8-7liter engine, serviced and ready to race in the GT90s series
- **March F1 CG911 :** 1992 Leyton house car, design by Newey, less engine but can help with sourcing, huge spares
- **Porsche 911 3.0 RS :** #84, 57000 km, only 3 owners in Switzerland, in 2004 it was still in original condition, restored from chassis since, concourse condition
- **Porsche 964 C4 Lightweight :** 1991, white, one of 20 cars built, concourse original condition, only 4500km from new
- **Porsche 993 GT2 CS :** one of the only 7 Club Sport built, 22 500 km, fabulous condition, amazing specifications, one of the most desirable 911s
- **Riley and Scott MKIIIB :** Team Rafanelli car, BMW works car in 1998 ISRS with BMW-V8 engine, Fitted in 1999 with a Judd-V10 raced by Rafanelli in ALMS, Winner at Road Atlanta, fabulous history, huge spares package, less engine
- **Venturi 400 GT :** one of the 13 street cars built, carbon brakes, dogs box, 500 HP engine faster than any road cars.

Wanted : MIURA / STRATOS / Works BMWs / GT40 / 288 GTO/ F40 LM/GTE / AUDI Sport Quattro, McLaren F1 / Viper GTSR & Any race cars track-rally and classic cars

Tel : + 33 477 200 190 / Mobile 618 420 561 e-mail: contact@florentmoulin.com

Web site : www.florentmoulin.com for cars not on the web site please contact us directly by phone or e-mail

Adrian Blyth

The Best of British Sports Cars



Vauxhall VX220 Turbo 2004/04: Calypso Red, black leather, black hood, cd, tracker, only 27000mls, fsh **£15950**



Vauxhall VX220 Turbo 2004/04: Star Silver, red leather, TMS Stage 1 conversion, cd, only 19000mls, fsh **£16500**



Lotus Elise 111S 2004/04: Storm Titanium, black leather, factory hardtop, air con, 24000 mls, fsh **£17950**



Mazda MX5 Nevada 1.8 2003/03: Strato Blue, grey leather, limited edition, only 7000mls!!, fsh **£9950**

Lotus Elise S2 111R 2005/55: Starlight Black, black leather, Touring pack, black alloys, s/exh, 14000mls, fsh **£22500**
Lotus Elise S2 111S 2003/03: Starlight Black, black leather, air con, only 11000mls, fsh **£17500**
Lotus Elise S1 111S 2000/W: Inferno Red, tan leather, full 111S spec, hardtop, only 15000mls! fsh ..... **SOLD!**
Lotus Elise S1 111S 1999/T: Titanium, black leather, full 111S spec+more, only 16000mls!fsh .. **SOLD!**
Vauxhall VX220 Turbo 2006/56: Coral Blue, tan leather, black hood, only 4000mls! fsh ..... **SOLD!**
Vauxhall VX220 Turbo 2003/03: Coral Blue, blue leather, black hood, 41000mls, fsh ..... **SOLD!**
Vauxhall VX220 2003/03: Europa Blue, tan leather, black hood, only 30000mls, fsh ..... **SOLD!**
Vauxhall VX220 2003/52: Star Silver, red leather, black hood, one owner, 51000mls, fsh ..... **SOLD!**
Porsche Boxster 3.2'S' 2002/02: Arctic Silver, blue leather, 18in alloys, exc spec, 40000mls, fsh **£18950**
BMW Z4 3.0SE 2003/53: Maldives Blue, black leather, Sat Nav, 18in alloys, high spec, only 22000mls, fsh ..... **SOLD!**
Jaguar XK8 4.0 Coupe 2001/Y: Titanium, grey leather, auto, usual high spec, 54000mls, fsh .. **£16950**
Mazda MX5 2.0 Sport 2006/06: Gloss Black, black leather, hardtop, air con, only 10000mls, fsh **£14950**
MG TF 135 2003/53: X Power Grey, black trim, factory hardtop, only 14000mls, fsh **£7950**
MG TF 135 2003/52: Trophy Blue, black/grey alcantara, style bars, only 20000mls, fsh **£6500**

www.adrianblyth.co.uk

Tel: 01428 608255

Headley Road, Grayshott, Surrey GU26 6LB

THE FERRARI CENTRE

www.THE FERRARI CENTRE.com

Tel: 08000 360 355

NEW! Phone Number

All our vehicles are fully prepared by our renowned workshops at Kent High Performance Cars



Ferrari 360 Spider F1
2001 X, Red/Black
20,600 miles
£69,995



Ferrari F355 Berlinetta
1996 P, Red/Crema
11,600 miles
£47,995



Ferrari F355 GTB Challenge
1996 N,
Red / Black
£36,995



Ferrari 308 GTS QV
1984 A, Red/Tan
45,700 miles
£25,995



Ferrari 308 GTS QV
1985, B Red/Black
36,200 miles
£19,995

Probably the largest indoor display of Ferraris in the UK:





Kent High Performance Cars (Sales) Ltd

Full car details, multi-car photos and many more Ferraris on our website. Independent Ferrari Specialists since 1983. Maidstone. Kent. ME15 9YY

OUTWOOD

Tel: 01794 367800
Fax: 01794 367014
sales@outwoodcars.com



2004'04' S555
Brilliant Silver/Black Exclusive Leather,
27,000 miles..... £37,995



2003'52' VANQUISH 2+2
Black/Black Leather,
30,000 miles..... £69,995



1981'W' BMW M1
Midnight Blue/Black & Grey Upholstery,
13,000 miles..... £89,995



2004'54' MASERATI QUATTROPORTE
Blu Nettuno/ Avorio Hide,
22,000 miles..... £39,995

MERCEDES

2004'04' S555
Brilliant Silver/Black Exclusive Leather, DVD Satellite Navigation with TV, Factory Rear Entertainment Pack, Keyless Go, Park Distance Control, Climate Control, Electric Memory Heated Seats, Multi Contour Seats, Dynamic Seats, Electric Sunroof, 18" AMG Alloy Wheels, FMBSH, AMG, 27,000 miles..... £37,995

1967 250 SL PAGODA ROOF AUTO
Sandstone/ Tan Tex, PAS, Rear Seat Model, Hard Top, Original Car Unrestored In Very Good Order Throughout..... £21,995

2002'52' CL 500
Brilliant Silver/Anthracite Leather, Comand, Keyless Go, Electric Memory Heated Comfort Seats, Climate Control, Park Distance Control, Electric Sunroof, FMBSH, 30,000 miles... £19,995

1981'W' 280 SLC
Champagne Metallic/Brazil Velour, Air Conditioning, Electric Sunroof, PAS, Automatic, E'Windows, Stereo System, Comprehensive Service History, 2 Owners, Superb! 45,000 miles..... £9,995

ASTON MARTIN

1964 DB5 4.2 RS WILLIAMS
Aston Racing Green/Tan Hide, Fully Restored by Beacham in New Zealand, Many Up-grades include: PAS, Air Conditioning, 4.2 RS Williams Engine with 325BHP, E'Windows, Stereo System, Outstanding Throughout..... £189,950

2003'52' VANQUISH 2+2
Black/Black Leather, Satellite Navigation, Climate Control, Electric Heated Seats, CD Multichanger, 19" Alloy Wheels, FAMSH, 30,000 miles..... £69,995

1995'N' DB7 3.2 AUTO
Cheviot Red Metallic/Parchment Hide Piped Burgundy, Air Conditioning, E'Seats, 18" Alloy Wheels, Stereo System, 1 Owner, FAMSH, 37,000 miles..... £26,995

PORSCHE

1971 911 RS LIGHTWEIGHT RECREATION
White with Blue Decals, 2.7 Carrera RS Spec Engine, Interior Lightweight Spec, Up-Rated Brakes & Bilstein Suspension, Sports Exhaust In Stainless Steel, Accompanied by Restoration Invoices..... £49,995

1994'M' 993 CARRERA 2 CABRIOLET TIPTRONIC
Artic Silver/Chestnut Leather, Partial Electric Seats, 17" Alloy Wheels, Stereo System, 1 Owner, FPSH, 48,000 miles..... £24,995

SPECIALIST

1981'W' BMW M1
Midnight Blue/Black & Grey Upholstery, Air Conditioning, E'Windows, Original Stereo, 1 of 399 Produced, Comprehensive Service History, 13,000 miles..... £89,995

2004'53' WINNEBAGO CHALET 32FT
Lounge Slide out, TV with Video, Rear Camera, Microwave & Gas Ovens, Gas Hob with Extractor, Fridge Freezer, Compressor, 6 Berth, V10 High Efficiency Engine, Many Other Extras, 13,000 miles..... £59,995

2006'06' BMW M5
Sapphire Black/Black Dakota Leather, Professional Navigation, Electric Memory Heated Seats, Rear Screens with DVD, Head Up Display, Climate Control, 20" Schnitzer Alloy Wheels, CD Multichanger, FBMWSH, 19,000 miles ...£48,995

2007'57' LOTUS 2-ELEVEN
Black & Yellow, Lotus's Latest Model, 255 BHp & 640 Kg, Road Legal, Delivery miles £41,995

2004'54' MASERATI QUATTROPORTE
Blu Nettuno/ Avorio Hide, Satellite Navigation, Front & Rear Electric Heated Seats, Factory Telephone, Front & Rear Parking Sensors, Climate Control, 18" Alloy Wheels, Silver Calipers, CD Stereo System, FMSH, 22,000 miles £39,995

2005'05' RANGE ROVER TD6 VOGUE SE
Black/Black Leather, Satellite Navigation, Rear Screens, DVD Multichanger, Electric Memory Heated Seats, Reversing Camera, Park Distance Control, Climate Control, FRRSH, 16,000 miles £34,995

1997'GTS 366' DODGE VIPER GTS
Blue with White Stripe/Black Leather, Air Conditioning, Total Spec, FSH, 12,000 miles..... £29,995

2005'54' MINI COOPER S
Chilli Red with White Stripes/Black Gravity Leather, Chilli Pack, 17" Alloy Wheels, Air Conditioning, CD Stereo System with Radio Boost, TLC Pack, FMSH, 13,000 miles.. £12,995

1968 MORRIS MINOR CONVERTIBLE
Old English White/Red Interior, 1275 Engine with 5-Speed Gearbox, Fully Restored to Show Standard, Fully Documented & Photographic Restoration, Superb Throughout..... £12,995

1962 MORRIS MINI COOPER
Tartan Red/Red & Grey Interior, Black Roof, Supplied New on Launch Day of The Cooper! Fully Restored, 998 Cooper S Engine, Superb! ..£9,995

view pictures of all of our vehicles at our website:
www.outwoodcars.com



1960 FERRARI 400 SUPERAMERICA SWB SPYDER
1 of 6. 4 liter, 340 hp, 4- speed with overdrive, 2 tops. Completely restored.



1961 FERRARI 250 SHORT WHEEL BASE
Red/Black. Completely rebuilt drive train, Concour paint and interior. Outside Filler Cap. Stunning!



1963 FERRARI 330 LMB. One of four. Fifth overall at LeMans, 1963.
Faster and rarer than a GTO! Original drive train and body. Ready to run or be shown.



1966 Ford GT/40 MK II
7-Liter, one of thirteen. A time warp from 1966. Original unrestored paint, body, chassis, fully documented. Was at LeMans 1966. On MSO from Ford. Incredible!

WILL CONSIDER ALL SPORTS AND RACING CAR TRADES

Motor Classic & Competition Corp.
868 N. Broadway White Plains, NY 10603
914-997-9133 (Phone) 914-997-9136 (Fax)
www.motorclassiccorp.com

RACE AT LE MANS IN 2008

FOR SALE ON BEHALF OF CUSTOMER



- Ex Tim Harvey British C2 championship winning car.
- 1987 Tiga chassis running in 1988 trim.
- Fresh 0-hours Rover V64V (Metro 6R4) engine on DTA management.
- Hewland FG gearbox.
- Full on board air jacks.
- Huge spares package included (approx £20,000).
- Current owner 7 years
- Class wins at Brands Hatch, Estoril, Monza, Silverstone, Spa-Francorchamps and Zolder.
- HTP Papers
- For sale fully crack tested and ready for next years Group C/GTP Racing series which includes THE support race at the 2008 24 Heures du Mans.

A fantastic opportunity to purchase a reliable, safe entry level Group C car/package. Genuine reason for sale - upgrading to a C1 car. We can also offer by negotiation a support package or even run the car for you.

For sale at £99,000 ono

In the first instance contact PJMsport Ltd on 01908 265777.

Truck and awning for this car also available, as is a fresh 0-hours V64V spare engine.

Paul Matty Sports Cars

TELEPHONE 01527 835656



LOTUS ELISE
1997. Titanium with read leather interior. Red soft top. Driving lamps. 8,900 miles. A superb example. **£10,950**



LOTUS ELISE S1
1997 R. Pearl yellow with black leather interior. Excellent service history. One owner from new. **£9,495**



LOTUS ELAN S2
1996. BRG with grey leather interior. Radio/Cd. 53,000 miles. FSH. In splendid condition. **£9,950**



LOTUS ELAN SE
1991. Calypso red with full grey/red leather. Radio/CD. 47,000 miles. A nice example. **£7,950**



LOTUS SUNBEAM
Competition/Sprint spec. This car finished 3rd in our Championship this year. Very rare to find one in this condition. Ready to go. Phone for more details. **£11,950**



LOTUS FORMULA FORD TYPE 61
Ex Peter Denty restored car. Maintained to Concours condition Gold Leaf colours. This car has done several seasons in the Paul Matty Hill Climb Championship and is ready to race. A superb example with chassis plate. Must be viewed. . .**£15,950**



MG MIDGET
1972. Chrome bumper. 1275cc. Bronze yellow with black interior. This car had an extensive body and mechanical rebuild approx. 8 years ago and is still in lovely condition. Must be seen. .**£5,750**



MERLYN MK20 FORMULA FORD
1600CC. Prepared and maintained by Martin Stretton Racing. Excellent race history. A well-known car. Race ready. **£13,950**

The UK's largest Lotus parts stockist.
Please call us for all your part requirements.

12 Old Birmingham Road, Bromsgrove,
Worcestershire B60 1DE.
Fax: 01527 575172
Email: enquiries@paulmattysportscars.co.uk
www.paulmattysportscars.co.uk

RICHARD THORNE CLASSIC CARS

LANCIA SPECIALIST

Tel: 0118 983 1200 | Email: richard-thorne@rtcc.co.uk | www.rtcc.co.uk
The Courtyard Garage, James Lane, Grazeley Green, Reading, Berkshire RG7 1NB



1962 Flaminia PF Coupe 2.5 V6 RHD. Lancia blue, tan leather. Very well presented elegant V6 Coupe, well known to us, excellent history, considerable recent expenditure on a complete engine and brake rebuild. Very good value at...
£13,500



1961 Lancia Flaminia Touring Convertible. LHD 2.5 3 carb. A very sound example, rare model, drives exceptionally well, regularly used. Full brake rebuild, stainless exhaust. Old paint and chrome not perfect but an absolute bargain at...
£22,850

Visit our website for more classic Lancias in stock - www.rtcc.co.uk

Vette Dreams

BIG BLOCK CORVETTE SPECIALISTS

WANTED NOW

1963 - 1967 CORVETTES





Absolute top money paid. Any condition.

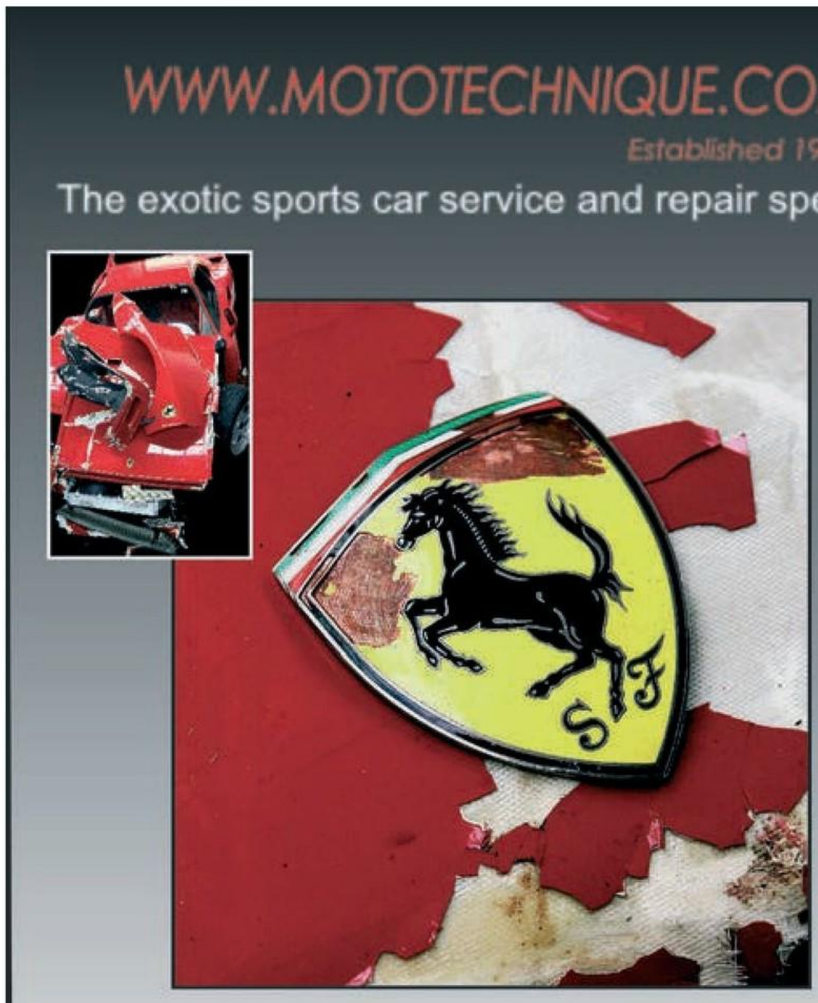
We have clients waiting for cars. Quiet and concientious buyers.
Premium for documented original cars.

Tel: 01842 761272 / Mob: 07712873864 / 07769515150

WWW.MOTOTECHNIQUE.COM

Established 1980

The exotic sports car service and repair specialist.



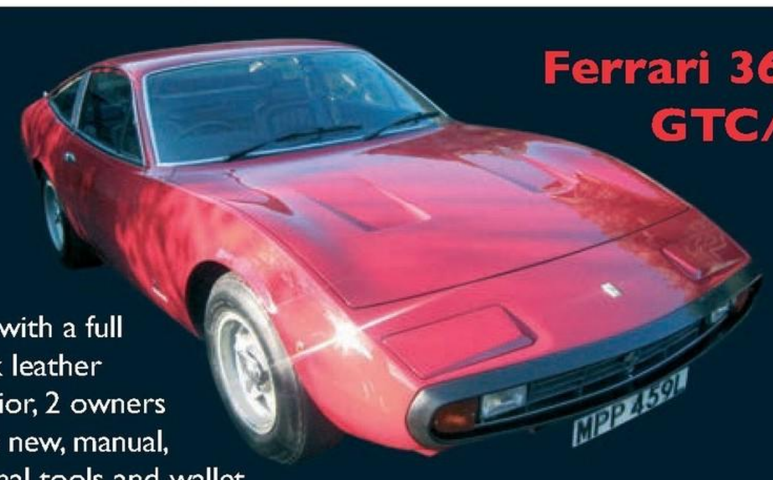
Log on and follow progress.

E mail, kevin@mototechnique.com. 0044-0-208 941 3510.
141, Molesey Avenue, West Molesey, Surrey, KT8 2RY, UK

DK engineering

est 1977

Ferrari 365 GTC/4



Red with a full black leather interior, 2 owners from new, manual, original tools and wallet.
Excellent condition with good history file.

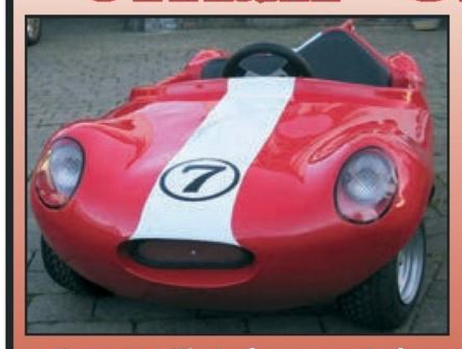


Enquire
200D Rickmansworth Road,
Watford, Hertfordshire
WD18 7GL. England.

T +44 (0)1923 255 246
F +44 (0)1923 249 966
M +44 (0)7798 851981
E jeremy@dkeng.co.uk

RESTORATION RACE PREPARATION SALES SERVICE www.dkeng.co.uk

Small Classic Car



- Fibreglass construction, handbuilt to last
- Stylish quality, durable painted finish
- Powerful and controllable 24 volt motor
- Simple driver controls
- Remote control safety cut off

Contact Chris for more information and to arrange a demonstration
SmallClassicCar@btinternet.com
Workshop +44 (0) 7958 689296 • Office +44 (0) 1582 765083
www.SmallClassicCar.co.uk

Cheshire Classics — Specialists in Classic Sports and Competition Cars





Crossle 9S BMW John Moulds' immaculately prepared example. Please call for full details **£89,500**

Huron 4A Fully rebuilt rolling chassis. Complete history. Superb throughout. BDG available ... **£70,000**

Pilbeam MP43 Barrie Lines' pristine hillclimb sports racer. Rolling chassis with FGA **£15,000**
ADR 3 Extreme Hyabusa engine. Little used. High specification. Pristine throughout **£17,000**
Farrington Sports 1000 BMW engine. Ideal for track days or convert to 750 Formula **£4,950**
Terrapin Historic hillclimb single seater for restoration, with MAE and Hewland Mk 9 ..... **£4,950**
March 702 Immaculate and successful ex Ganley car. On the button **£36,500**
Reynard 93D F3000 Cosworth AC engine. Roger Kilty's highly succesful Euroboss Masters car. Reduced to **£34,500**
Chevron B29 F2. Superbly prepared example with 265 bhp BDG on injection. FGA box. Race ready. ... **£40,000**
1998 BMW 840 Sport One of only three in anthracite. BBS alloys. Superb **£11,950**
1937 Bentley 4.25 Sports Saloon Fully restored example in ivory/black **£45,995**
1990 Alpine Renault GTA Turbo V6 Exceptional example of a superb car. Bargain at only **£5,950**
1994 Escort Cosworth Lux LHD. Low mileage, pristine and original in blue ..... **POA**

Tel: 01270 886134 or 07802 779301 • damon.milnes@virgin.net • www.cheshire-classics.co.uk

OSELLA PA 8, CHASSI #50

Recently renovated to nice race trim.
BMW 2000cc Formel 2 engine. Hewland gearbox. All FIA paper in order.







In stock:

1. Osella PA 8
2. Oreca Viper, with nice history and spare package. Renovated and full race condition
3. Porsche Lola LMP 1. Second at the Daytona finale in 2001. Newly renovated to stunning condition
4. Porsche 993 CUP 1995. Nice history and condition. Updated to 3,8 RSR
5. Porsche 996 RSR. Build in 2006. Only 16 hours totally
6. Saleen S7R, fully race prepared
7. Porsche GT 1 evo engine and gear box, plus lots of spares

Race investments

Kurrasbacken 26
S-811 52 Sandviken Sweden

Contact: Tel: +46 70 685 1645
e-mail: racecarinvestments@hotmail.com

MIDDLE BARTON GARAGE

The Abarth, Alfa Romeo & Fiat Specialists

Middle Barton Garage
55 North St, Middle Barton Oxon OX77BH UK
T: +44 01869 340289, T: +44 01869 340470, F: +44 01869 340110



New alloy wheel for Abarths
see website for details

E-mail: carsandparts@middlebartongarage.com
Web: www.middlebartongarage.com
Workshop facilities for all classic & modern Abarth, Alfa Romeo, Fiat, Lancia cars.
OPENING HOURS MON-FRI: 9am-5pm SAT: 9am-1pm

Ferrari

'The only independent Ferrari specialist in the north east'.



All models, all ages catered and cared for in our larger newly equipped easier access premises.
Classic and sportscar storage available

Contact **Dave Walton Specialist Car Services**
Unit 9B Beechburn Industrial Estate, Prospect Road, Crook, Co.Durham DL15 8RA
Tel: 01388 763136 • www.davewaltoncars.co.uk

AUTOCONTINENTAL

THE LEFT HAND DRIVE SPECIALISTS
www.autocontinental.co.uk
TEL/FAX +44(0)1737 821177 ~ 821188 MOBILE 0789 6083103





1967 E Type race car 4.2. Good history. Right Hand Drive. See my website full info. **£25,000**



Zimmer Tiffany v8 coupe LHD RARE 1988 5.0 ltr Gatsby type car ford chassis loaded **£25000**



Bentley Turbo S 1995 No 24 of 60 Limited F1 Tunned Cars RHD **£24500**



Restored Ford Fairlane 500 Skylinner Retractable 1957. Left Hand Drive. **£22,500**

Aston Martin Lagonda 1983. Special order. Non digital dash. FSH. Right H D **£18,500**
Bentley Mulsanne 8, 1990. Black low miles v Clean. Left Hand Drive. **£12.000**
Daimler Double Six, 1989. Spotless 54000 Miles BGR. Left Hand Drive. **£6,500**
Daimler Double Six, 1990. Lovely 48000 Miles. D Blue. Left Hand Drive. **£6,500**
Jaguar XJ6 3.6, 1991 . Mint Condition 36000 miles BRG. Left Hand Drive. **£5,000**
Corvette 350 red 1992 T Tops very clean. Left Hand Drive. **£7,750**
Ferrari 308 GTB Replica Built on Pontiac Chassis Red Left Hand Drive. **£7.000**
Mercedes 350 SL 1973. S H Tops silver. blue leather nice. Right Hand Drive **£5,500**

Jaguar Arden XJ40. 1989. 55,000 miles, Limited edition **£5000**
Jenson Intersepter 1973 Powder blue, nice condition, FSH. Right Hand Drive. **£9,500**
Rolls Royce Shadow 11 1980 fsh, blue, tan trim, rhd spotless **£8,600**
Corvette Convertible 1990, 7500 miles as new, body kit spiolers, etc, lhd **£12,000**
Corvette Convetible s/h tops 1990 red lhd soft hard top **£10,000**
Mercedes 380sl 1980 lapis blue blue leather, resonable **£5500**
Ford Mustang 200 ci Convertible automatic pony trim. Restored 1966 LHD **£10,750**
Rolls Royce Mulliner Park Ward Coupe 1970 Spotless RHD **£19999**

Plus we have many Rolls Royce and Bentley second hand spares in stock every part for Shadow Spirit Bentley T1/11 Mulsanne Turbo R

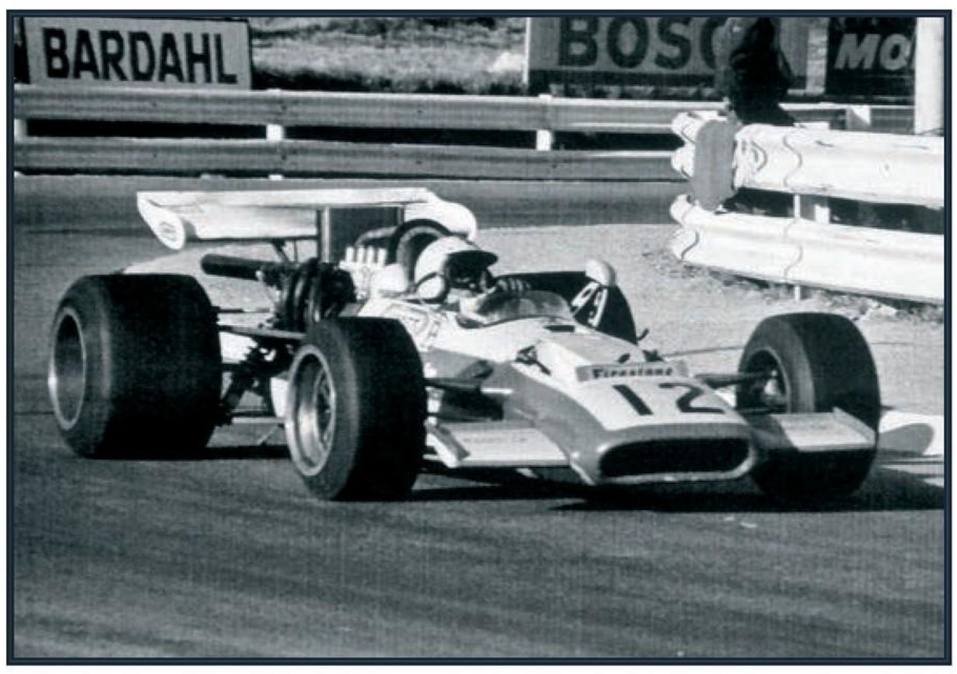
STOCK CHANGING WEEKLY. Check out my website for updates and new stock. www.autocontinental.co.uk

Legends Automotive UK
Tel: 0044 (0)1451 821611
Email: info@legendsautomotive.co.uk

Legends

Legends Automotive USA
Tel: 001 860 799 8338

Preparation and Sales of Sports, Competition and Collectors Motor Cars



1970 Surtees TS5 F 5000. Chassis 002. Ex Jackie Pretorius. Completely restored **£55,000**



1968 Brabham BT21B Chassis 32. Campaigned by Frank Williams and driven by Tetsu Ikuzawi. Beautifully restored **£35,000**

Visit our website for full details of our current inventory and services.

www.legendsautomotive.co.uk

DKengineering

est 1977

Lamborghini Diablo VT



2001 Giallo orion with a Blue Delphinius leather interior covered 13480 miles from new. Excellent condition - £99,950



Enquire
200D Rickmansworth Road,
Watford, Hertfordshire
WD18 7GL. England.

T +44 (0)1923 255 246
F +44 (0)1923 249 966
M +44 (0)7798 851981
E jeremy@dkeng.co.uk

RESTORATION RACE PREPARATION SALES SERVICE www.dkeng.co.uk

AUTOFARM

PURELY PORSCHE

Classic & Bespoke 911's



1973 Carrera RS Lwt LHD.	M471 1st Series. GP White/Green	**£POA**
1969 911 ST Replica LHD.	220 Bhp. Weber carbs. Blood Orange	**£60,000**
1986 Autofarm 911GT.	New build 2005. 3.4ltr. GP White/Blue	**£57,500**
1975 2.7 Carrera.	73,000 mls, full hist, nos match. Ice Green	**£48,000**
1974 2.7 Carrera LHD.	Air Con. 7" & 8" Fuchs. White/Black Script	**£48,000**
1970 2.2 E Sportomatic.	72,000 mls. Restored. Full History. Lt Ivory	**£30,000**
WANTED	**Early 911s with comprehensive history**	**WANTED**

For further details please visit our website
www.autofarm.co.uk
or contact Josh Sadler or John Ward
E-mail: sales@autofarm.co.uk
Tel: 01865 331234 Mob: 07768 238742

De Tomaso Pantera 1972 GR 4 Works Official

Documented - Vin 2344



contact : blouty@yahoo.com

Your Partner in Historic Motorsport



1980 BMW M1 Procar

Extensive race history in USA 1983-1986 with Diego Montoya (24H Daytona, 12H Sebring, etc.) Totally restored and now race ready on the button! New FIA HTP. Eligible for CER, Le Mans Classic, etc. EEC VAT paid. EUR 360'000

Stock List:

1947 Alfa Romeo 6C 2500 SS Cabriolet	EUR	220'000
1925 Bentley 4.5 Le Mans Style Tourer	EUR	510'000
1954 Bentley MK6 Radford T&C	EUR	55'000
1959 BMW 503 Cabriolet	EUR	205'000
1951 Bristol 401 Cabriolet Beutler	EUR	92'000
1967 Ford Shelby GT 350	EUR	175'000
1962 Jaguar E Type Serie I 3.8 L Roadster	EUR	75'000
1972 Lamborghini Espada	EUR	50'000
1959 Lancia B24 Convertible	EUR	215'000
1981 Porsche 935 K3 Kremer	EUR	650'000



1959 MG A Twin Cam
Le Mans „Works Car"

Chassis YD1/126 was the backup team car for the 1959 24H Le Mans race. Well documented and in excellent condition. Eligible for Le Mans Classic and other prestigious events. Swiss papers. EUR 125'000

For details and more cars for sale visit:
www.grabersportgarage.ch

Graber
GRABER SPORTGARAGE AG

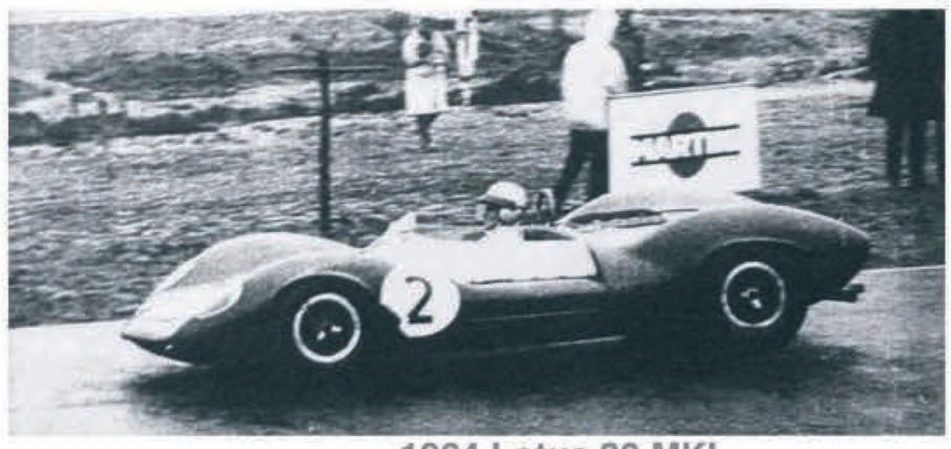
Graber Sportgarage AG
3125 Toffen / Switzerland
info@grabersportgarage.ch

Jan B. Lühn
SINCE 2006


1935 Alfa-Romeo 8C-35
An extremely rare Alfa-Romeo Grand Prix car



1968 Ford GT40
The ex-Ecurie Francorchamps and 1968 Le Mans entry



1964 Lotus 30 MKI
A fully restored and race ready example

Current Stock

•1952 Jaguar XK120 FHC, fully matching numbers
•1956 Porsche 356A 1600 S, restored and fully matching numbers
•1959 Porsche 550A 'Durlite', a one-off spyder
•1963 Chevrolet Corvette, SCCA B-production champion and FIA GTC race car
•1964 Porsche 904 GTS, one of the best
•1966 Porsche 906, selection of two cars, please ask
•1971 Porsche 914-6 GT, the ex-Works rally Monte Carlo entry
•1972 Jaguar E-type V12 Roadster, a factory restored concours winner
•1976 TOJ F201, the ex-Keke Rosberg works Formula 2 car
•1981 BMW M1, a road car in great condition
•1987 Porsche 959S, one of 29 original S-models
•1990 Porsche 962C, race-ready with triple Le Mans history
•2000 Arrows A21 F1, ex-Pedro de la Rosa

Please contact Jan B. Lühn directly for one of these or similar cars.
We are always interested in searching, buying or selling on clients' behalf cars similar to the above.

SCHWIENHORST 5, 48291 TELGTE, GERMANY, TEL +49 (0) 2504 922 964
25 RUE DE NEUFCHATEL, 1060 BRUSSELS, BELGIUM, TEL +32 (0) 495 571 594

JL@JANLUEHN.COM
WWW.JANLUEHN.COM

DKengineering

est 1977

Ferrari F40



Non catalytic with non adjustable suspension. 21,000 kms, continuous service history. Lovely condition.



Enquire
200D Rickmansworth Road,
Watford, Hertfordshire
WD18 7GL. England.

T +44 (0)1923 255 246
F +44 (0)1923 249 966
M +44 (0)7798 851981
E jeremy@dkeng.co.uk

RESTORATION RACE PREPARATION SALES SERVICE www.dkeng.co.uk

FREISINGER
MOTORSPORT



Our passion: Porsche

Large variety of favorite Porsche cars,
Classic Porsche racing cars,
Largest facility of historic
Porsche racing and serial parts,
Restoration, Tuning & much more
a Porsche needs to be passion!

Fon: 0049 7 21 / 55 49-26 | Fax: 0049 7 21 / 55 49-25
www.m-freisinger.de | info@m-freisinger.de



Lotus 49 Formula 1 1967 contact for details.

Automobiles Vanderveken Bruxelles
www.vdvgrant.be

Vanderveken SA

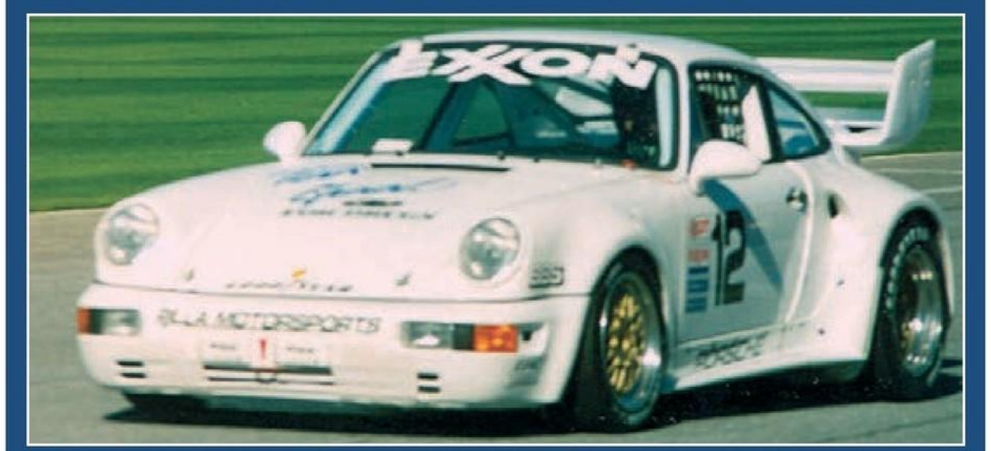
15 chaussée de Roodebeek, 1200 Bruxelles, Belgium
Tel: +32 2 770 72 92 Fax: +32 2 772 57 45
www.vdvgrant.be info@vdvgrant.be

JOHN STARKEY CARS

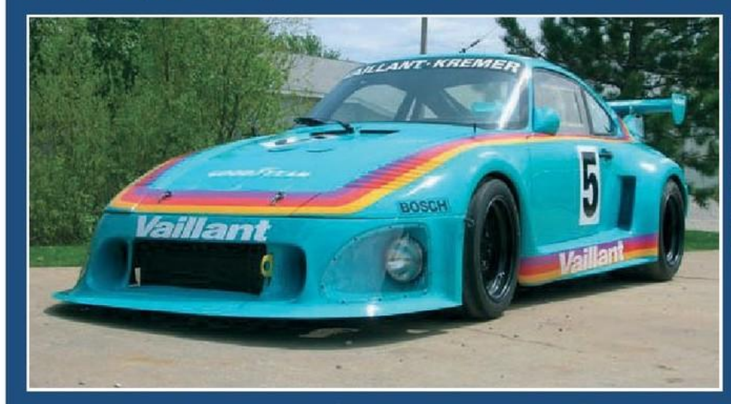
Tel: (U.S.A): 727 384 1179

Email:

john@johnstarkeycars.com



1995 Porsche GT2. Daytona/Sebring/Watkins history; New engine, Motec M48, Lambda options etc; Ideal for the new '90s GT series! .....**POA**



1976 Porsche 935. Original "Vaillent" 935-Built by Kremer Racing/DP Motorsport. IMSA 962 Flat fan engine. Winner of several European Championships ....**US$550,000**

For further details see: www.johnstarkeycars.com

HISTORIC MOTORING

Noordereinde 355
1243 JZ 's-Graveland
The Netherlands
20 minutes from Amsterdam Airport
Email : info@historicmotoring.com
Website: www.historicmotoring.com

Frans Heijstee : +31-(0)-65 499 32 73
Ernst-Jan van Kouwen : +31-(0)-65 021 89 17
Phone. & Fax : +31-(0)-35 588 21 50


1963 Citroën DS 19 Conv. #4247089


1970 Ferrari 365 GTB/4 Competition


1955 Ferrari 212 Inter Prince Bernhard


1960 Ferrari 250 GT PF Coupe


1988 Rolls Roys Corniche DHC LHD 8.000 Miles


1972 Ferrari 365 GTC/4


1971 Ferrari 365 GTB4 #14087

classic throttle shop

www.classicthrottleshop.com



1972 Dino 246 GT
Rosso Corsa, tan leather, full restoration, air conditioning, RHD, books. POA



1972 Porsche 911 2.4 S
Viper Green, Recaros, Australian delivered, RHD, special factory options. POA

selection of current inventory

- 1960 Aston Martin DB 4 Series 2
- 1974 Dino 246 GTS
- 1976 Lancia Stratos
- 1962 Ferrari 250 GTE
- 1982 Aston Martin V8 Vantage Volante
- 1971 Jensen Interceptor Series II
- 1964 Ferrari 330 GT 2+2
- 1967 Maserati Mistral
- 1970 Ford Escort RS
- 1959 Austin Healey 3000 MRK 1 BN7
- 1967 Aston Martin DB6 Vantage
- 1965 Lotus 26R

50-64 PACIFIC HIGHWAY NORTH SYDNEY AUSTRALIA T +61.2.9922 2036 F +61.2.9922 4594

++ ALL CARS CAN BE SHIPPED WORLDWIDE ON REQUEST ++

Marcel Roks Consultants



Lotus Elise GT1, 1997.

Type 115 GT1 race car developed by Lotus for the 1997 FIA Endurance Championship, Le Mans 24 Hours and British GT Championship. Fitted with turbocharged and intercooled Lotus 918 32-valve V8 engine. This car is in excellent condition, with a fresh engine fitted. Some spares included.

Steenweg op Turnhout 84 – 2330 Merksplas – Belgium. **URL: www.mroks.com**
Tel. +32.14.478.900 Fax. +32.14.478.901 Mob. +32.476.886.518 **E-mail: classics@mroks.com**

LUZZAGO

Italy's first auction house specialising in collectors cars



IMPORTANT AUCTION OF SPORTS AND COLLECTOR MOTOR CARS

FUORISERIE - ROME EXPO

SUNDAY 12 APRIL 2008 - 3.00 PM

FUORISERIE
SALONE DEL VEICOLO D'EPOCA - FIERA ROMA

Entries are invited - We are already selcting the cars for the auction





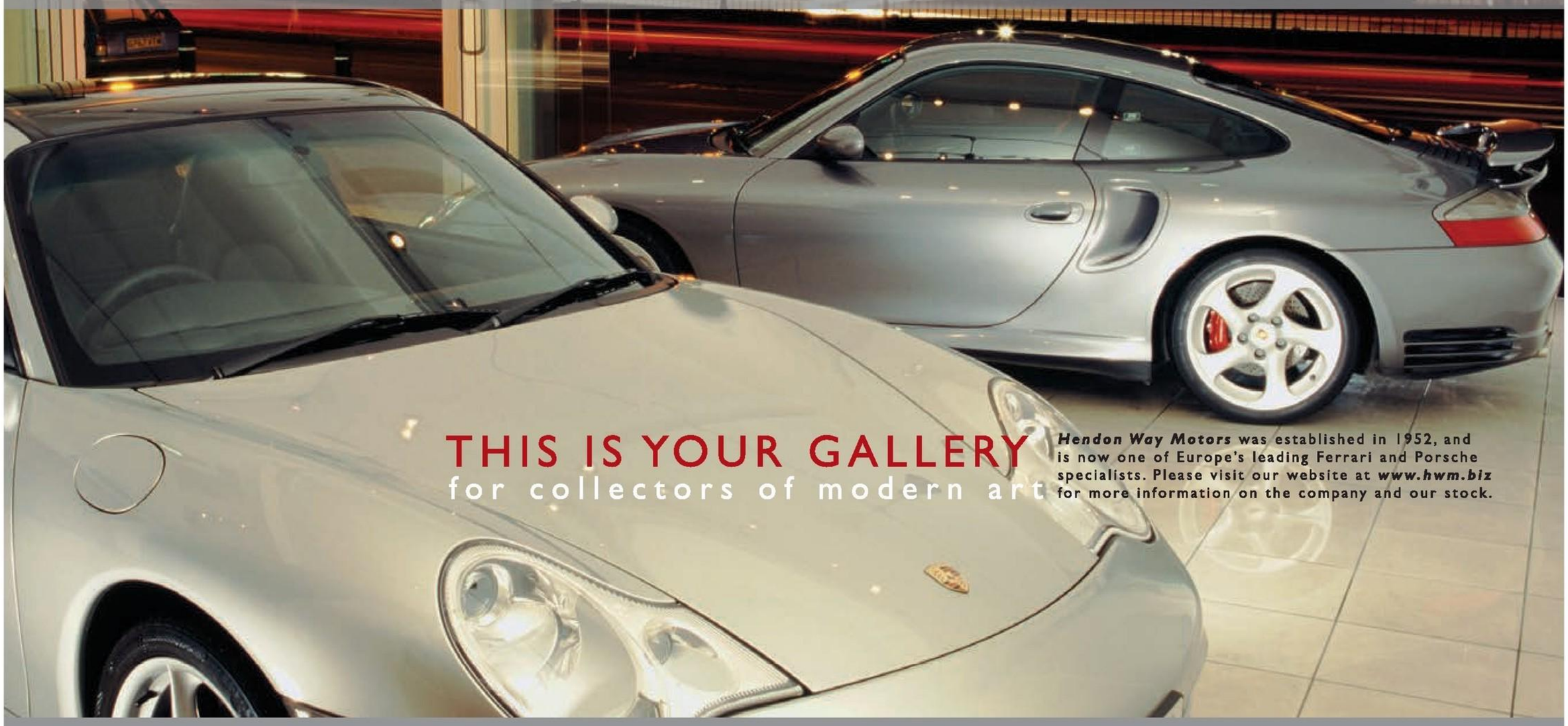

Early entries are including an important collection of racing Jaguars

Luzzago s.r.l. - Brescia - Italy - tel. +39.030.2411531 - info@luzzago.com - www.luzzago.com

HENDON WAY MOTORS

porsche ferrari and classic car retailers since 1952

www.hwm.biz



THIS IS YOUR GALLERY
for collectors of modern art

Hendon Way Motors was established in 1952, and is now one of Europe's leading Ferrari and Porsche specialists. Please visit our website at ***www.hwm.biz*** for more information on the company and our stock.

PORSCHE 911 993 / 964

2007/07 PORSCHE 997 TURBO TIP BASALT BLACK 2000 MILES
Black Leather PCM PSM Multi Function Steering Cruise Chrono Park Assist

2006 PORSCHE 997 TURBO TIP ARCTIC SILVER 10,000 MILES
Metropole Blue Leather PCM PSM Mem/Htd Seats BOSE Park Assist

2007 PORSCHE 997 C4S CABRIOLET, ARCTIC SILVER 14000 MILES
Black Leather PCM PSM Mem/Htd Seats 19" Alloys

2006 PORSCHE 997 C2 S COUPE TIP ARCTIC SILVER 13000 MILES
Black Leather PCM PSM Tel Module Chrono Pack Xenons Mem/Htd Seats

2005 PORSCHE 997 C2 S COUPE MANUAL BASALT BLACK 11000 MILES
Black Leather PCM PSM Tel Module Chrono pack Mem/Htd Seats

2005 997 C2 COUPE MANUAL ARCTIC SILVER 12000 MILES
Black Leather PCM PSM Bose Park Assist Mem/Htd Seats

2005 PORSCHE 997 C2 S COUPE SEAL GREY 16000 MILES
Black leather PCM PSM Tel Module White Dials Chrono Pack Sports Seats 19" Alloys

2003 PORSCHE 996 GT2 COUPE MANUAL BASALT BLACK 25000 MILES
Black Leather PCM/PSM Htd Mem Seats 18" Alloys Ally Pack

2004 996 PORSCHE TURBO CABRIOLET MANUAL MET BLACK 26000 MILES
Grey Leather PCM PSM Sports Exhaust ALI Pack Bose Mem/Htd Seats White Dials

2003 PORSCHE 996 TURBO TIP, ARCTIC SILVER 15000 MILES
Black Leather PCM PSM Sports Exhaust ALI Pack Bose Mem/Htd Seats White Dials

2003 PORSCHE 996 TURBO TIP MIDNIGHT BLUE 26000 MILES
Black Lthr Sports seats Ally Pack Yellow Calipers litronic lights

2003 PORSCHE 996 TURBO TIP ARCTIC SILVER 8000 MILES
Black Leather PCM/PSM Htd Mem Seats Bose

2003 PORSCHE 996 TURBO, MANUAL, SEAL GREY 23000 MILES
Black Leather PCM PSM X50 Engine Upgrade Cruise Xenon Bose Sunroof

2004 PORSCHE 996 C4S CABRIOLET MANUAL BASALT BLACK 25000 MILES
Black Leather PCM/PSM Htd Mem Seats 18" Alloys Ally Pack

2005 PORSCHE 996 C4S COUPE MANUAL SEAL GREY 40000 MILES
Black Leather PCM/PSM Tel Module Bose Mem/Htd Seats Sports Exhaust

2003 PORSCHE 996 C4SS COUPE TIP BASALT BLACK 39000 MILES
Leather Interior PCM/PSM Climate Sound Package 18" Alloys

2002 PORSCHE 996 C4S COUPE TIP BASALT BLACK 33000 MILES
Graphite Grey Leather PSM Sunroof Mem/Heat Seats Xenon Cruise

2003 PORSCHE 996 C4 COUPE MANUAL SEAL GREY 28000 MILES
Black Leather PCM/PSM Climate Cruise

2001 PORSCHE 996 C4 COUPE TIP ARCTIC SILVER 36000 MILES
Black Leather GT3 Specification Climate Cruise Sports Exhaust

2000 PORSCHE 996 C2 COUPE TIP ARCTIC SILVER 31000 MILES
Black Leather GT3 Spec Xenon ALI Pack, Mem Seats GT3 Alloys

1999 PORSCHE 996 C2 COUPE, MANUAL ZENITH BLUE 22000 MILES
Grey leather GT3 Spec ALI Pack Climate Sunroof

1998 PORSCHE 996 COUPE MANUAL ARCTIC SILVER 53000 MILES
Black Leather PSM Sunroof Climate Sports Seats GT3 Spec 18" Alloys

2001 PORSCHE 996 CABRIOLET TIP MET BLUE 35000 MILES
Cinnamon Leather PSM Heated Seats ALI Pack 18" GT3 Alloys updated CD

2002/03 PORSCHE 996 CARRERA CUP RACE CAR SPEED YELLOW 8000 MILS
Air Jacks Wet/Dry Tyres Full Race History

1998 PORSCHE 993 TURBO 4 S SPEC OCEAN BLUE 40000 MILES
Grey Leather X50 Engine Upgrade White Dials Aero Kit Electric Sunroof Sat-Nav

1995 PORSCHE 993 TURBO 4 ARENA RED 52000 MILES
Grey Leather Full History Recent service and New Tyres

1995 PORSCHE 993 TURBO 4 MIDNIGHT BLUE 41000 MILES
Grey Leather Engine Upgrade Sunroof Full History Recent Major Service

1997 PORSCHE 993 C2S COUPE MANUAL BLACK 45000 MILES
Black Leather Excellent FSH Air-Con Aero Kit

1997 PORSCHE 993 C2S COUPE MANUAL ARCTIC SILVER 65000 MILES
Black Leather FSH Sport Seats 18" Alloys

1996 PORSCHE 993 C2S COUPE MANUAL ARCTIC SILVER 71000 MILES
Dark Blue Leather Sports Seats Up-Rated CD Excellent Service History

1996/97 PORSCHE 993 C2 COUPE TIP MIDNIGHT BLUE 50000 MILES
Grey Leather FSH 17" Alloys Climate Sunroof

1995 PORSCHE 993 COUPE TIP ARCTIC SILVER 70000 MILES
Grey Leather FSH 17" Alloys Climate Sunroof

1995 PORSCHE 993 C2 COUPE TIP ADVENTURA 69000 MILES
Beige Leather FSH 17" Alloys Climate

1995/96 PORSCHE 993 RS 3.8 LIGHTWEIGHT MIDNIGHT BLUE 25000 MILES
Black Leather Sports Seats one of only 48 RHD Examples Full Report Octane Mag

1995 PORSCHE 993 CABRIOLET TIP IRIS BLUE 81000 MILES
Black Leather Sports Seats 17" Alloys Climate

PORSCHE BOXSTER

MODEL TYPES 2.5 / 2.7 / S 3.2

2005 PORSCHE BOXSTER S BASALT BLACK TIP 15000 MILES
Black Leather PCM Park Assist Cruise Htd Mem Seats

2004 PORSCHE BOXSTER S BASALT BLACK 48000 MILES
Black Leather Sport Seats 18" Wheels

CAYMAN

2006 PORSCHE CAYMAN LAPIS BLUE 13000 MILES
Grey Leather PSM PCM Tel Module Cruise White Dials Chrono Ceramic Breaks ?19" Alloys

FERRARI

MODELS FROM 1970 +

2006 FERRARI 430 COUPE MANUAL RED 10000 MILES
Black Leather Sports Seats Carbon Bluetooth Xenon

2003 FERRARI F360 SPIDER F1 ROSSO RED 3000 MILES
Full Black Leather Interior ASR Sport Mode Computer Climate Control Ferrari Stereo with Sat-Nav CD Changer Chellenge Grill Xenons, 18" alloys

2003 FERRARI 360 MODENA MANUAL ROSSO RED 15000 MILES
Creme Leather Xeron Sport Mode 2 Owners Red Calipers & Shields

2002 FERRARI 360 MODENA MANUAL SILVER 12000 MILES
Full Black Leather Interior ASR Sport Mode Computer Sport Seats Chellenge Grill Xenons 18" Alloys

2000 FERRARI F1 MODENA MANUAL SILVER 39000 MILES
Black Leather Chellenge Grill Uprated CD 19" Alloy

1998 FERRARI 550 MARANELLO METALLIC SILVER 39000 MILES
Black Leather Uprated CD FSH

1998 FERRARI 355 SPIDER YELLOW 15000 MILES
Black Leather ASR Chellenge Grill Just Serviced

1981 FERRARI 308 GTS RED 40000 MILES
Full Leather Climate Fog Lights First Class History 3 Owners

1972 FERRARI DINO 246GT WHITE 39000 MILES
Black Leather Excellent Original Condition 1 Original Owner

1967 FERRARI 275 GTB4 LHD METALLIC SILVER 61000 MILES
Black Leather Concours Winner

OTHER MODELS

1991 AC COBRA LIGHTWEIGHT METALLIC BLACK 5000 MILES
Black Leather 1 of 26 RHD Lightweights

1991 AC COBRA LIGHT WEIGHT SPEED YELLOW 9000 MILES
Black Leather 1 of 26 RHD Lightweight's EX- Rod Stewart

2006/07 MINI COOPER S GP LIMITED EDITION THUNDER BLUE 120 MILES
Full Specification

1960 MERCEDES BENZ 190 SL MET SILVER 60000 MILES
Fully Restored Stunning Condition

1967 JAGUAR E-TYPE 4.2 SERIES ONE METALLIC SILVER 55000 MILES
Black Leather Fully restored to Concours Condition Works Factory Hardtop

1963 JAGUAR E-TYPE 3.8 ROADSTER LHD SIGNAL RED 61000 MILES
Black Leather Fully restored to Concours Standard

1936 BENTLEY 41/4 PILLARLESS COUPE DARK BLUE 98000 MILES
Grey Leather, Gurney Nutting Coachwork 1 Owner 40 Years

tel +44 (0)208 202 8011 fax +44 (0)208 202 8013

address 393-395 Hendon Way London NW4 3LP ***email*** sales@hwm.biz

www.hwm.biz

established 1952

SPEEDMASTER

WWW.SPEEDMASTERCARS.COM
+44 (0) 1274 659 336

SUPERCARS PAST AND PRESENT

SPEEDMASTER IS AN INDEPENDENT GROUP DEDICATED TO PROVIDING AN EXPERT SERVICE TO OWNERS OF IMPORTANT AND VALUABLE MOTORCARS, FOR BOTH CURRENT, CLASSIC AND VINTAGE MODELS. SPEEDMASTER, THROUGH ITS EXTENSIVE INTERNATIONAL CONTACTS, CAN SOURCE RARE MODELS, AND EFFICIENTLY SELL CARS ON YOUR BEHALF.

SHOWCASE: ARROWS A3/4 F1 & MARCH 811



1981 ARROWS A3/4 F1
EX JOCHEN MASS CAR
ALL NEW CARBON BODY BY SIMON HADFIELD WITH ALL MOULDS AVAILABLE.
CAR COMPLETED BY SPEEDSPORT (BOB BERRIDGE)
FITTED WITH LANGFORD PERFORMANCE LONG STROKE 3.0 COSWORTH DFV WITH SYSTEMS CHECK MILEAGE ONLY
PRICE: £200,000



1981 RAM MARCH 811 F1
THE CAR HAS RECENTLY BEEN REBUILT, HAS A VALID FUEL CELL CERTIFICATE, FIA PAPERWORK AND WILL BE CRACK DETECTED PRIOR TO SALE. THE CAR IS COMPLETE WITH A SELECTION OF SPARES, COCKPIT ADJUSTABLE FRONT ROLL BAR, PI SYSTEM 1 DATA LOGGING SYSTEM AND IS AVAILABLE EITHER WITH OR WITHOUT ENGINE
PRICE: £120,000

1966 - 1978 F1 CARS

WANTED FOR STOCK



1978 B42 CHEVRON F2 2L BMW
PRICE: £85,000



1978 MARCH 782 F2 FORD BDG
PRICE: £65,000

1966 - 1978 F1 CARS

WANTED FOR STOCK



FERRARI DINO 246 GT
PRICE: £85,995



LAGONDA 2L HIGH CHASSIS
PRICE £79,995



JAGUAR XK 120
PRICE ON APPLICATION



BENTLEY PADGETT SPECIAL
PRICE: £44,995

PLEASE CONTACT JAMES HANSON OR MALCOLM SCATCHARD AT SPEEDMASTER,
ALBION MILLS, GREENGATES BRADFORD, BD10 9TQ, UK. T: +44 (0)1274 659336
INFO@SPEEDMASTERCARS.CO WWW.SPEEDMASTERCARS.COM

SYMBOLIC MOTOR CAR COMPANY

Current Inventory

- 1949 Alfa Romeo 6C 2500 SS Villa d'Este
  Completely restored. 1 of 23 built. (s/n: 915882)
- 1961 Ferrari 250 GTE
  Restored, nice matching numbers driver. (s/n: 2575/GT)
- 1963 Ferrari 250GT SWB
  Excellent history. Matching numbers. (s/n: 4037/GT)
- 1967 Ferrari 206 SP Dino
  Fully restored, race ready. (s/n: 026)
- 1964 Lamborghini 400GT 2+2
  Recent, full mechanical service. Fresh interior (s/n:0982)
- 1970 Lamborghini Miura S
  Completely restored. Orange/Black (s/n: 4440)
- 1970 Lamborghini Miura S
  Fully restored to original specs. 2 owners from new. (s/n: 4962)
- 1994 McLaren F1
  1 0f 64 built. Currently undergoing US Certification. (s/n: 003).
- 1971 Mercedes 280 SE 3.5 Cabriolet
  Completely restored. Silver/black. (s/n 000764)
- 1973 Porsche Carrera 2.7 RS
  Matching numbers. Some upgraded RSR parts. (s/n: 9113601181)
- 1965 Shelby Cobra 427
  Completely documented history. Excellent condition (s/n: CSX3155).
- 1969 Shelby GT500 Fastback
  Highly original export car. One owner from new. (s/n:482864)



1994 McLaren F1
s/n: 003

7440 La Jolla Boulevard, La Jolla, CA 92037 • www.symbolicmotors.com • Ph. 858.454.1800 • Fax 858.454.1890

In three months we have already sold:
290 MM - 250 SWB - 250 LWB California Spyder
250 Lusso - 275 GTB/4 - 365 Daytona Spyder
330 GTC - 365 GTB Daytona - 195 Inter
Three 246 Dinos - 250 Ellena - F40 - F50

John Collins & Talacrest are back










Talacrest is back!

"After a brief respite from the market my passion for serious Ferrari's has been rekindled.

I look forward to re-acquainting myself with colleagues old and new.

I believe there are a number of cars which are showing good investment potential - and I look forward to the challenge of doing it all over again.

This time Talacrest will concentrate purely at the top end of the market where our knowledge and extensive "black book" can be put to good use."

Current inventory includes:
250 Lusso RHD Silver
206 GT Red Dino Alloy
275 GTS LHD Blue
275 GTB/2 LHD Spyder Conversion
365 GTC Spyder RHD
288 GTO
275 GTB/4
250 California Spyder

TALACREST LIMITED
01344 623631
john@talacrest.com

www.talacrest.com

PARK PLACE LTD

Superformance · Speedster Recreation · Cobra · Aston Martin · Lotus · Spyker · CRC

OVER 200 CARS IN STOCK



1957 CHEVROLET BEL AIR
Frame-off restoration completed in 2003, $60k Spent. Asking $57,950.



1932 CHEVROLET RACER
Raced through the 1930s and '40s. Restored; Lots of history. $36,950



356 SPEEDSTER RE-CREATIONS
Highest Quality; Fully manufactured; VW VIN = easy import. From $22,950



1966 FORD MUSTANG
Concours level restoration. 10-Time MCA national Gold winner. $44,950



1950 BUICK SUPER ESTATE
Rare Buick "Woody." Original wood and body panels. Stright-8. $69,950



"1962" C5 CUSTOM CORVETTE
Incredible! Custom Carbon fiber body on C5 Chassis, 6 in stock now.

425. 562. 1000 - 13710 NE 20TH ST, BELLEVUE, WA, USA

WWW.PARKPLACELTD.COM

OTHER NOTABLE INVENTORY

1964 Corvette Roadster
365hp, 4sp., 3 owners from new
$59,950

1965 Jaguar XKE (OTS)
JCNA judged 99 points. Stunner.
$59,950

1965 Corvette Roadster
Milano Maroon, #s matching
$59,950

1967 Mustang Fastback
289V8 w/Tri-Power, GTA
$49,950

1970 Plymouth Roadrunner
Fully restored, Tic-Toc Tach
$39,950

1971 Mustang Mach 1
429 Super Cobra Jet, 4-speed
$64,950

1987 Buick GNX
McLaren-built, only 547 made
$94,950

MARTIN CHISHOLM COLLECTORS CARS LTD

THE EX-INNES IRELAND 1970 ASTON MARTIN DB6 MKII VANTAGE



Formerly the property of one of motorsports most charismatic characters, and still retained within the family. This fine RHD Vantage example of the DB6 MKII has the desirable 5 speed manual gearbox, breathing through triple 45 Webers, with a lovely original interior, factory fitted Webasto sunroof, and an extensive history file full of correspondences between Innes, the factory and others.

For further information on the above and other motorcars in stock please contact:
Tel: 01242 821 600 Fax: 01242 821 555 E-mail: cars@martinchisholm.com
Brockhampton, Nr. Cheltenham, Gloucestershire.
WWW.MARTINCHISHOLM.COM

Bedfordshires Largest

The Carriage Company

Jaguar Restorers

JAGUAR SPECIALISTS



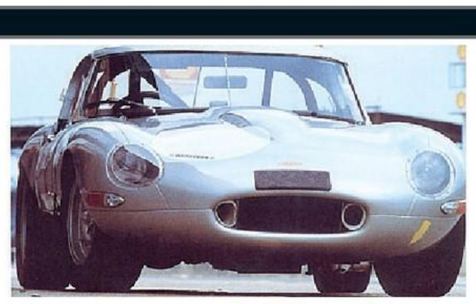
JAGUAR 3.8 MARK 2. 45K, documented bills, in white, red leather interior **£25,995**



JAGUAR E-TYPE SERIES I 4.2. Origanal RHD, Lots of history, Engine & gearbox removed, fully detailed engine bay, full webasto sunroof . . . . . **POA**



XK 120 DROPHEAD COUPE. LHD. Superb original car, been repainted and retrimmed, super condition throughout. Can be converted to right **£37,995**



E-TYPE LIGHTWEIGHT ROADSTER. We are rebuilding two original flat floor roadsters. Very early chassis numbers. The specification of these vehicles will be at individual customers require-ments. Phone for more detailed information . . . . . **£POA**

E-TYPE SERIES II. FHC.

Silver with Red Leather interior, £20,000 spent, superb car

£21'995



MGA COUPE. Full photo-graphic ground up restoration, all invoices available. Reduced to **£10,995**

JAGUAR E-TYPE 3.8 FHC
Almost ready to paint, new black leather interior.
£12,995

XK 150 DHC
Project, fully refurbished chassis, new interior.
£11,995

JAGUAR 3.8 Mk II
LHD Running but for restoration.
£6,500

JAGUAR E-TYPE V12 ROADSTER
Project, new floors, sills and sundry panels
£12,995

We have just moved into our brand new, custom-built premises after 20 years of trading



New showroom facilities. Range of Jaguars for sale

- **Full servicing, mechanical and bodywork repairs and restoration facilities in our superb new premises.**
- **High quality paintwork**
- **Full trimming service**
- **Engine and gearboxes rebuilt**



New workshop facilities.

CARS FOR RESTORATION, XK150 DHC, XK140 FHC, XK 150 FHC, E-Type V12 Roadster MK II 3.4 1 owner.

New Inn Farm, Barton Road, Silsoe, Beds MK45 4QR
Tel/Fax: 01525 861474 • Mob: 07774 261 674
Email: info@thecarriagecompany.com

(Conveniently located just five minutes from Junction 12 of the M1 Motorway, between Luton and Bedford).

Bramley
of Kensington

SPECIALIST IN THE SALE & PURCHASE OF IMPORTANT MOTOR CARS



1978 Aston Martin V8 Vantage. A very rare original specification car (1 of 25). Only 1 owner from new & remarkable condition **£55,000**



1958 'S' Type Continental Flying Spur by HJ Mulliner. Owned by The Beatles' Apple Corp since 1968. Simply Stunning.

We also have 8 other Continental Chassis Bentley available + Various Ferrari/E Type/Aston/Porsche/Rolls-Royce

• Full Restoration Facilities in our own Central London Workshops •

We would be delighted to quote for works on your cherished classic too

Bramley of Kensington are serious buyers of classic Aston / Bentley R & S Series Continental / E Type / Ferrari / Mercedes / Porsche - We travel World Wide to purchase.

Kensington Showroom
18-23 Radley Mews, Kensington, London, W8 6JP
Email sales@huntandkeal.co.uk

www.bramleykensington.com +44 (0)20 7937 8487

DUNCAN HAMILTON
& CO., LTD.

Just some of the many fine vehicles currently available from Duncan Hamilton & Co Ltd



Porsche 936, Chassis No. 005

With full Porsche factory blessing and assistance, this spectacular car was built by Kremer to participate in the 1982 German Supercup Series and was driven to second place in the Championship by the late Rolf Stommelen. The successor to the 917, the Group 6 936 was powered by a 2140cc single-turbocharger version of Porsche's ubiquitous 930 engine, that developed circa 540bhp. The works 936 won Le Mans three times. A rare and stunning looking car. POA

Ford GT40

This historic GT40 started life in 1965 as chassis P/1004 and was driven at Le Mans by Bondurant and Maglioli. After a period of storage, it was recommissioned by JW Automotive and renumbered 1084 for Hawkins and Hobbs to compete in the Spa 1000km. Last year, Jean Marc Gounon drove it to second place at Goodwood. Eligible for all pre-1965 FIA events, it provides a rare opportunity to acquire a genuine Gulf Team car of great significance. POA





1972 Jaguar V12 E-Type by Lynx

This unique, highly desirable E-Type was created regardless of cost by Lynx Engineering. Finished in dark green with black interior, it sports 600bhp from 7.3 litres. Totally road usable despite its staggering performance, it is now offered at a fraction of the original cost. POA

1947 Chris Craft Powerboat

This delightful Chris Craft Deluxe Runabout (hull no.1564) is powered by a 2-litre, 6-cylinder Gray Marine engine and has a reputed 40 knots on tap. With varnished laid mahogany deck planking and chrome strip mouldings, it would be equally at home on the Thames as cruising our coastal waters. A Riva Aquarama look-alike at a fraction of the cost. POA



www.duncanhamilton.com

For further enquiries please contact Adrian Hamilton at Duncan Hamilton & Co Ltd
PO Box 222, Hook, Nr Basingstoke, Hampshire, RG27 9YZ, England
Tel: +44 (0)1256 765000 Fax: +44 (0)1256 766000 E-mail: sales@duncanhamilton.com

The School Garage

(MARTIN J DALY) Est 1979

A small selection of up to 60 Prestige and Classic Cars in stock.

**47 Buxton Road,
Whaley Bridge, High Peak,
Derbyshire SK23 7HX
Telephone 01663 733209
Mobile: 07767 617507
www.classiccarshop.co.uk**



1999 PORSCHE CARRERA 2 (6 Speed) Manual In Silver with blue Leather, Sunroof, Aircond,Porsche Factory Lattice Alloys, Factory Sports Exhaust, plus Big Spec 24000 Miles Only with FPSH. in Concours Original, unmarked, Condition.....**£30,950**



1997.LOTUS ESPRIT V8 TURBO azure blue with Magnolia leather piped blue. massive spec, incs, aircond, OZ alloys, stainless sports exhaust. top music system, 40000 miles only full lotus history. (interesting reg number) in mint original condition, we think the best you will see, ...**£25950.**



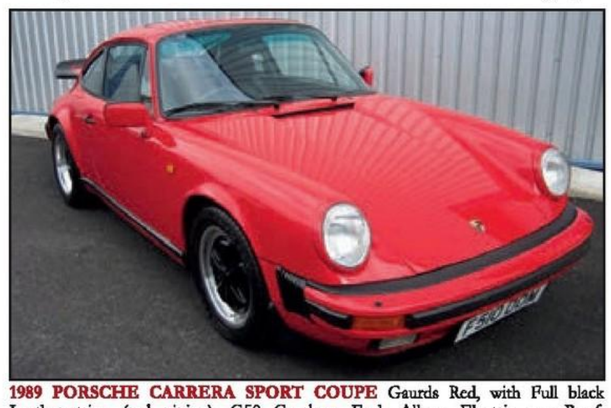
2001 (MDL) ASTON MARTIN DB7 VANTAGE MANUAL. Aston Racing Green with Fern Green and Magnolia Leather Sports seats, Green Carpets, One Previous Owner 7000 Miles Only. Repeat 7000 Miles, As near to a New car as you will ever get. Stunning.....**£49,950**



1990 ASTON MARTIN VIRAGE. Rare Manual Example, in oxford Blue with oatmeal Leather. Alloys, aircond, Full Electric Pack. 26000 Miles Only with FSH. Very rarely do they come as good as this Superb Example.....**£31,950**



1970 FERRARI 356 GT 2+2 SE. RHD. Manual. Finished in Chiro Blue with Light tan leather and Blue Carpets. 2 owners 60000 Miles only, with all books, tools , etc. This Superb, original example has been maintained to the highest of Standards,and is without question the best we have seen to date. A beautiful, rare, sixtys, V12 Ferrari. **£ASK**



1989 PORSCHE CARRERA SPORT COUPE Gaurds Red, with Full black Leather trim, (red piping). G50 Gearbox, Fuch Alloys, Electric sun Roof, 70000 Miles. with full porsche history. Concours winning example, Famous Porsche parade car.The Best for-sale in the UK.?.....**£24,950**



1985, FERRARI TESTAROSSA Rosso Corsa with Black leather, wing shields, starfish alloys, 30000 Miles Full and Perfect History. (belts done 500 Miles ago). unmarked, original example, see our website for many Photos/details etc.....**£39950**



1973 PORSCHE 911 2.7 RS RECREATION. This Amazing Car has had £120K spent on it. as is the best RS, Race/road car we have ever seen please study our web-site, for full Details.....**£69950**



1981 FERRARI 308 GTS. Rosso Corsa with black Leather. Polished Star alloys, Shields, Stainless Sports exhaust. 45000 Miles Only with Total documented ferrari History. All, Books, Tools, etc. superb original example, cam belts done in the last 500 miles. one of the very best on offer,.....**£26950**



1954 BENTLEY CONTINETAL R (by ABBOTT). Manual gear-box. split-screen. Tudor Grey with Magnolia Leather, and Stone carpets. Chassis No 8. Of 8 Left in The World. First Owner The Earl Of Sefton. Restored to concours standards several years ago, this Superb Motor car, was up untill we Perchased it, On Display at The Bentley Crewe Factory. Lovely History, and Drives as it "should".....**£79,950.** see our web-site.



1957 JAGUAR XK150 SE. Manual/Overdrive. FHC. (RHD).Finishes In Gleaming White with Black Leather trim, CWW. Upgreaded Brakes and suspension. Matching Numbers, etc This Superb Example was Restored to Concours winning Standards by two Leading Marque specialists. The Best we have seen to date.....**£44,950**



1966 AUSTIN HEALEY 3000 MK3. (PHASE2) 2. 1966 Austin Healey 3000 MK3. (phase 2) Ice Blue over Old English white. Blue Leather, Blue Hood/Tonneau. Chrome W/W, Matching Numbers, Restored to Concours Standards And has Won Several prizes. Stunning and one of The best you will Find.....**£39,950**



1961 JAGUAR 3.8 E-TYPE ROADSTER # Number 51. (matching numbers). All Books, Papers, etc. Re-Finished in Original factory Opalesent Silver Grey. Restored and Upgreated to Lightweight GT spec, by Leading UK Jaguar Specialists, Ideal Historic Road/Race, Tour Auto, etc etc. FIVA/Historic papers available. Please see web-site or Contact martin Daly for full Details/spec etc.....**£79950**



1965 JAGUAR E-TYPE 4.2 SERIES 1. ROADSTER RHD with Matching Numbers. Signal Red with Black Leather Trim, Chrome wire wheels, Restored to Concours Standards, circa 8 years ago. Still Very Sharp, and wonderful to Drive. Stunning.....**£46,950**



1933 DERBY BENTLEY CHASSIS NO1. (B15AE). Sports Saloon (by Parkward). Historicaly One Of the Most Famous Cars In Bentleys History. The Very First Silent-Sports-Car. AS Road tested New in 1933 By Sir Malcolm Campbell. This Superb and Unique Car, is finished In Ascot Grey, with Blue Coach Line. and Grey Leather Trim, Restored To a Very High Standard, by its last two Owners , This Must Be One of The Most Interesting, and Rare cars To Appear in Years,All Books, Tools, Papers, and Superb Detailed History Files, A serious Car, for a Serious Connoisseur.!!.....**£84,950**

ROD LEACH'S NOSTALGIA

1984 AC COBRA 302 Mk IV - R.H. DRIVE

Now over 23 years old, this was the 7th right hand drive Mk IV built at Brooklands, Surrey, with several desirable 1960's period features including original 15" Halibrand wheels. 'Blue-printed' Stage 3 SVO engine (345 bhp), hand-built and fitted by AC Cars Ltd. in 1989, giving 0 to 100 mph in 10.1 secs. and 160+ mph. Full weather equipment.
One fastidious owner from new, and 9,450 miles only; just serviced with new M.O.T. Truly superlative in all respects!



1986 AC COBRA 460 Mk IV - L.H. DRIVE

Affectionately known as 'Le Monstre', this has had an enormous amount spent on making it the most potent Mk IV in the UK. The Ford Motorsport engine develops 680 bhp (dynoed) with a 6 speed Tremec gearbox. Interior is 1960's Mk III spec., with full weather gear etc. Loads of mods and 'extras', including roll-cage, side-exhausts, 'Monza' petrol filler, 15" Halibrands, 3-eared knock-off spinners, quick-lift jacks, race-harnesses, large-capacity fuel tank, oil-cooler, rivetted bonnet scoop, Hurst gear-shift, wind-wings and much more. UK Registered with M.O.T. Total docility, total ferocity!



1994 AC COBRA Mk IV 'LIGHTWEIGHT' - R.H. DRIVE

One of only c. 26 genuine, original Factory 'Lightweights' with 'shortnose' 1965 Mk III type bodywork and interior trim. This example has had extensive modifications (by highly respected specialists Uniclip Automotive) to engine (365 bhp), suspension and brakes etc. and is an A.C. Owners' Club Sprint and Concours winner. Full weather equipment (black) in tailored bags. Many worthwhile spares incl. an extra set of 18" split-rim Halibrands and tyres, and appropriate Reg. No. 3025 AC.
8,800 miles and absolutely magnificent throughout!



NEW GT40 MK1/MK II 'CONTINUATIONS'



From the highly respected South African manufacturer of the Shelby Daytona Cobra Coupe now come the definitive recreations of the legendary Le Mans winning GT40s of 1966 to 1969. Such is their degree of precision and authenticity, that over 90% of all the component parts are interchangeable with the original 1960's cars', including the entire 'monocoque' pressed steel chassis and roof sections; in addition, chassis numbering continues from the original production run (GT40P 2000 Series), the cars are titled and badged as 'GT40's' and each is listed in the S.A.A.C. World Registry. A superb endorsement of the quality and accuracy of these 'Continuations' has been the recent delivery of the new red/gold Mk I (below) to Alan Mann Racing, whose Team success in the 1960's is unrivalled. Engines are Roush/Ford V8's of 5.4 litres/430 bhp, up to 7 litres/550 bhp. With effective air-conditioning as standard, these are among the most exciting and usable road/track supercars available today. Prices from £85,000 to £93,000 (+ VAT) 'on the road', UK Registered and with full warranty.



ROD LEACH'S 'NOSTALGIA' ~ Tel: 01992 500.007 (Herts.) ~ E-Mail: rodleach@waitrose.com

FOR MORE DETAILS AND PHOTOS OF ALL AVAILABLE CARS, PLEASE VISIT THE 'NOSTALGIA' DEALER PAGE ON: *WWW.CLASSICDRIVER.COM*

PRIVATE COLLECTION



The Tecno -Porsche. A very rare and unmolested Sports -Prototype with a clear chain of ownership (unique history) from the beginning.
The car comes with a spare package, complete FIA paperwork, period HR as well as a big file and original photos, drawings and results.
The car has undergone a three-year nut and bolt restoration and is race ready for 2008. Unique history, ex Clay Regazzoni, Silvio Moser, Interserie etc. Eligible for Grand Prix Masters, Orwell, Historic Le Mans. etc. Engine 3.0 RSR, double ignition, Kugel Fischer, 5 speed 915 racing gearbox, limited slip



Morris Cooper S 1300 MK II 1969
82 000 miles RHD
good condition
part restored.



Porsche Turbo 3.3 1980. gunpowder grey metallic perfect condition. Black Leather interior, electric windows & sunroof, climate control Original Fuchs alloys 147,000km. German Papers.

Email: office@nfzgols.at • Fax: 0043 2632 200 43

Fantasy Junction

1145 Park Avenue Emeryville, California 94608, USA
Phone: 510-653-7555 Fax: 510-653-9754 www.fantasyjuncton. com
Investments in special interest, classic and high performance cars



1953 Ferrari 342 America, s/n 0246AL. The fifth of the only six very exclusive 342's produced. Elegant design sharing many details with the King Leopold car. Geneva Show car. Sure to be a hit everywhere **$885,000**



1957 Arnolt Bristol, s/n 404/X/3046. Dedicated Arnolt factory team car with 1961 Sebring 12 Hour history. Bristol disc brakes fitted by factory in period. Ideal entry ready for track and tours . .**$285,000**



1954 Maserati A6GCS, S/N 2053. Desirable and competitive car. $200,000 in Epifani Restorations receipts. Eligible for all events. FIA Historical Technical Passport. Includes spare engine # 2167 . . . . .**$1,950,000**



1956 Arnolt-Bristol Bolide, 404/X/3027. Beautifully restored. Fitted with period correctCorvette V-8, 4-speed transmission and gauges. Fantastic driving car. Great for any event **$235,000**



1962 Porsche 356B Cabriolet. Comprehensive, high quality restoration with exceptional detailing and fit throughout. Matching numbers. Civilized exhilarating way to enjoy the traditional Porsche experience **$98,500**



1949 Bentley Mk VI Graber DHC. Rare open Graber bodied Bentley. Lovely older restoration. A real sweetheart of a car that provides a fantastic diving experience. Ideal for and welcomed on any tour **$175,000**

Classic Aston Martin Specialists

Sales — NICHOLAS MEE & Company Limited — Service



ASTON MARTIN V8. Factory 'The Living Daylights' recreation. 1985. Completely rebuilt by Aston Martin Works service, recreating the specification of 007's 'winter' car.= in the Bond film. Complete with removable Ski's, Rockets, Jet booster and wheel Lazer effects. Fitted with Vantage engine, manual gearbox, AP upgraded brakes, full suspension and wheel upgrades. Registered B549 WUU as used in the movie. A superb quality car, with impeccable credentials and just a few extras! Less than 1,000, 'non action sequence' miles covered, since completion. **£PoA**



ASTON MARTIN V8 'PoW' VOLANTE VANTAGE. 1989. Windsor Blue with Magnolia Hide piped Dk Blue. Auto. Original PoW specifications and 1 of 22 with this body shape. Fittings include Nardi wheel, Locking central armrest, sunken switch gear etc. Superb condition car with AM 'Works' service history.Just 23,000 miles from new. . . . . **£ PoA**

ASTON MARTIN DB5. 1964. Platinum White with Burgundy hide. 4 speed + overdrive. Chassis restored and recent major expenditure including engine rebuild to 4.2 litre Vantage +. Fitted with Handling up-grade, 6" wheels and concealed modern Hi-Fi. Stunning **£180,000**

ASTON MARTIN V8 VOLANTE VANTAGE. 1984. Prince of Wales Green with Fawn hide piped Dk. Green. Automatic. Fitted with Vantage spec, lead free engine. Handling upgrade, Factory 16" Vantage Ronal wheels, Transmission upgrade and Sports exhaust. Superb quality 50k miles example. Known to us from new. **£72,500**

ASTON MARTIN V8 VOLANTE 1981.Buckingham Green wih Tan hide Black Mohair type hood. Fitted with 4 speed auto and many updates. Completly restored, at vast expense, by well known marque specialists. Excellent and sorted car. . . . . **£PoA**

ASTON MARTIN V8 VANTAGE ZAGATO. 1987. Lightning Silver with Dark Green hide. Manual. Just 1 of just 50 production examples. The V8 Vantage Zagato combined 430 bhp with a 10% lighter chassis and more aerodynamic body. Just 13,600 miles and in excellent condition. **£94.950**

ASTON MARTIN V8 VANTAGE. 2006 (56). 2007 model. Meteorite Silver with Obsidian Black leather interior with contrasting white stitching. Hi-spec car with Premium audio, heated front seats, 19" 7 spoke wheels, sat/nav, Bluetooth, heated front screen, powerfold mirrors, high specification alarm, cruise, HID headlamps. Superior condition and recently serviced. Over 18 months warranty remaining.1 Owner and 6,964 miles covered **£69,500**

ASTON MARTIN DB7 VANTAGE. 2004. Nero Daytona with Charcoal Black hide. Fitted with Touchtronic transmission, Sports seats, 19" wheels, Aluminium finishers, red callipers, bright finish grille and sat/nav. One of the last produced. Full AM service history and just 18,000 miles from new. **£59,500**

ASTON MARTIN DB7 VANTAGE. 2001. Chiltern Green with Parchment and Forest Green. Fitted with touchtronic trans, Works fitted Mesh Grilles and 'Round' rear Lamps. Excellent condition and just 27,500 miles from new. **£39,500**

WANTED Aston Martin cars of the type above. Due to strong recent demand we are keen to acquire, high quality DB's and V8's. If you are thinking of selling please call for confidential discussion and advice.

All cars supplied fully serviced, prepared and MoT'd prior to sale. Full workshop facilities and trained mechanics for all maintenance and upgrade requirements.

THE ABOVE TYPE CARS BOUGHT AND SOLD - COMMISSION SALES - SERVICE AND MAINTENANCE - FINANCE

BRACKENBURY GARAGE, 12 WELLESLEY AVENUE, LONDON W6 0UP. Telephone: 020 8741 8822 Fax: 020 8741 7422

www.nicholasmee.co.uk e-mail: info@nicholasmee.co.uk

OSELLI

www.oselli.com



1964 MGB Roadster finished in Iris blue with blue leather trim. Totally restored by us to high spec including 1950cc stage two engine etc **£14,950**



1975 **LR Ram Cobra** finished in Blue with White strip and Black trim. Ford 351 Cleveland engine with 4 pot carb and "top loader" 4 speed manual gearbox. Chassis designed and built by Adrian Reynard, fully adjustable suspension, Halibrand alloys, Sidewinder stainless exhaust. Amazingly quick. . . . **£24,950**



2005 Lotus Exige finished in Black with Yellow stripe, Black leather trim, sports exhaust, central locking, cd player, very high specification. Only 15000 miles and one lady owner. . . **£24,350**



1995 TVR Chimaera 4 litre finished in Royal Blue metallic with Magnolia trim, 59000 miles with full service history, sports exhaust, 12 months MOT and fully serviced. **£10,950**



1998 TVR Chimaera 4 1/2 litre finished in Cooper Green with Green over Blue trim, 46000 miles with full service history, a/c, power steering and personal registration included. . . . **£13,950**



1987 Aston Martin V8 Saloon Series 5 fuel injection car with auto gearbox, in British Racing Green with Tan trim, 85000 miles and full dealer history **£45,950**

Quality cars always wanted for purchase, service and restorations undertaken on all models, commission sales.

CLASSIC CAR FINANCE

Oselli Limited, Bridge Garage, 1A Bridge St, Witney OX28 1BY • Tel: 01993 849610 Mobile: 07831 597424

CLASSIC CAR FINANCE

BOB'S AFFORDABLE CLASSICS



Ferrari 196 SP.

Chris Rea's faithful realisation of the fabulous Ferrari 196SP Sports Racer. This car recaptures the spirit and style of the original but in street friendly guise. Aluminium skin over fabricated tubular chassis. With mechanical components from a Ferrari 328. The engine is the all alloy quad cam quatro volve dry sump 3.2 litre V8. Coil spring wishbone suspension front and rear. 5 speed dog leg box. A truly unique and intoxicating experience. Suitable for track days or supermarket visits.

£49,950 ONO

Bob's Affordable Classics – 01564 779746 Solihull UK.

Peter Jarvis www.PeterJarvis.net

Mob: 07836 250222
Fax: 01322 662490
Gildenhill Place, Gildenhill Road, Swanley, Kent.BR8 7PD. Tel: 01322 669081



1999 BENTLEY CONTINENTAL SC SEDANCA COUPE LHD finished in Silver Pearl with Stratos hide interior, 27,000 miles, matching lambswool overugs, this car has just about every possible extra, a very rare model with only seventy three ever produced, with its unique lift out glass roof, this stunning car has FBSH, garaged from new, a very famous owner, just magnificent.....**£135,000**



1972/3 JAGUAR E-TYPE V12 CONVERTIBLE finished in unmarked Gleaming Signal Red with Tan hide interior, 26,000 miles, Manual transmission, chrome wire wheels, Whiteside tyres, CD & stereo, unused spare wheel, totally rebuilt to like new condition in every respect, over £65,000 spent to bring this car to concours condition, this amazing car must be the ultimate in E-Types.....**£75,500**



1972 ROLLS-ROYCE PHANTOM V1 STATE LIMOUSINE finished in Garnet over Antelope with Cherry hide interior to the front and West of England cloth to the rear, glass division, power windows, a/c, TV & video, cocktail bar, intercom, 12 stack CD player, Sundym glass, only 18,000 miles from new, 2 owners, lambswool overugs, occasional seats, show condition.....**£175,000**



1986 ROLLS ROYCE CORNICHE CONVERTIBLE LHD finshed in Acrylic White with Tan hide interior piped in White, Tan power Convertible power top, lambswool overugs, Corniche has every possible extra, service history, always garaged, looks like new, 48,000 miles **£54,750**



2002 ASTON MARTIN DB7 VOLTANE VANTAGE LHD only 9,000 miles, finished in Solent Silver with Pacific Blue-Grey hide interior, Auto, power steering, power Convertible top, many usual Aston Martin spares, service history, garaged from new, never seen rain.....**£49,750**



BENTLEY AZURE 1997 Left Hand Drive finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, expensive stereo system, chrome wheels, anti theft device, Burr Walnut throughout, 32,000 miles, always garaged **£75,500**

JAGUAR

1957 JAGUAR XK 140 ROADSTER LHD, Gleaming Red with superb Black hide interior **£57,500**
1974 JAGUAR E TYPE V12 ROADSTER LHD, British Racing Green with Tan hide interior, CWW, Manual **£45,500**
1936 COPY JAGUAR SS100 Signal Red with Beige hide interior **£45,500**
1973 JAGUAR E TYPE V12 ROADSTER LHD, Signal Red with Tan hide interior, low miles **£45,500**
1972 JAGUAR E TYPE V12 ROADSTER Old English White with superb Black hide interior, low miles **£45,500**
1963 JAGUAR E TYPE 3.8 FHC Silver Blue with Navy Blue hide interior, 66,500 miles **£35,500**
1971 JAGUAR E TYPE V12 2+2 Willow Green with matching hide interior **£28,750**
1971 JAGUAR E TYPE V12 2+2 Old English White with Black hide interior, low miles **£26,750**
1971 JAGUAR E TYPE V12 2+2 Pale Blue with Navy Blue hide interior, 54,000 miles **£26,750**
1968 JAGUAR 340 SERIES 11 Gleaming British Racing Green with Tan hide interior **£24,750**
1968 JAGUAR SERIES 11 240 Gleaming Signal Red with superb interior **£18,750**

MERCEDES-BENZ

1969 MERCEDES-BENZ 280 SL SPORTS LHD Royal Blue with superb Cream interior, low miles **£35,500**
2001 MERCEDES-BENZ 320 SL SPORTS Brilliant Silver with Cream hide interior, 56,000 miles **£22,750**
1999 MERCEDES-BENZ 320 SL SPORTS Silver with Soft Black hide interior, 27,000 miles, FSH **£19,750**
1988 MERCEDES-BENZ 560 SL SPORTS LHD Silver with Navy Blue interior, 49,000 miles **£17,750**
1986 MERCEDES-BENZ 300 SL SPORTS Gleaming Arctic White with Navy Blue interior, 44,000 miles **£16,750**
1985 MERCEDES-BENZ 280 SL SPORTS Arctic White, hard and soft tops **£14,750**
1985 MERCEDES-BENZ 280 SL SPORTS Diamond Blue with matching interior, superb example **£14,750**
1993 MERCEDES-BENZ 280E 6 DOOR Blue/Black with superb Dove Grey interior, 55,000 miles **£13,750**
1979/80 MERCEDES-BENZ 280 SL SPORTS Icon Gold with superb interior. **£12,750**
1981 MERCEDES-BENZ 280 SLC Signal Red with superb Dove Grey interior, 81,000 miles. **£9,750**
1994/95 MERCEDES-BENZ S CLASS 280 LHD, Blue/Black with superb, matching interior. **£7,750**
1994 MERCEDES-BENZ S CLASS 320 LHD, Azurite Blue with matching hide interior. **£7,750**
1979 MERCEDES-BENZ 450 SLC Metallic Bronze with matching interior. **£7,750**

BENTLEY

1997 BENTLEY AZURE LHD Silver Pearl with Black power Convertible top, matching interior, 29,000 miles **£75,500**
1956 BENTLEY EMPRESS LINE BUILT BY HOOPER two tone Green with fine coach lines. **£65,750**
1963 BENTLEY SERIES 111 Silver over Velvet Green, Bentley is very hard to repeat. **£29,750**
1963 BENTLEY SERIES 111 Sand over Sable with Magnolia hide interior. **£28,750**

ROLLS ROYCE

1927 ROLLS-ROYCE PHANTOM 1 LHD Black over Silver, elegant stylish car. **£135,000**
1981 ROLLS-ROYCE CARMARGUE LHD, Black with tan hide interior, 26,000 miles. **£55,750**
1984 ROLLS ROYCE CORNICHE CONVERTIBLE LHD Acrylic White with Surf Blue hide interior, low miles**£44,500**
1962 ROLLS-ROYCE SILVER CLOUD 11 LWB Silver Chalice over Oxford Blue. **£39,750**
1963 ROLLS-ROYCE SILVER CLOUD 111 two tone Blue Cloud 111 with Dove Grey hide interior. **£36,500**
1979 ROLLS-ROYCE CORNICHE FIXED HEAD COUPE Chestnut over Silver Sand, 68,000 miles. **£28,750**
1979 ROLLS-ROYCE SILVER SHADOW SERIES 11 LHD, Claret with Beige hide interior, 35,000 miles. .**£26,500**
1988 ROLLS-ROYCE SILVER SPIRIT Graphite with matching hide interior, 68,000 miles. **£15,750**

DAIMLER LIMOUSINES

1990 DAIMLER DS 420 White with matching Convertible top to rear, superb interior, low miles. **£26,500**
1990 DAIMLER DS 420 LIMOUSINE Arctic Silver with matching Convertible top to rear, low miles. **£26,500**
1989/90 DAIMLER DS 420 LIMOUSINE LHD, Porcelain White matching Convertible top to rear. **£25,500**
DAIMLER DS 420 LIMOUSINE LHD, unmarked Gleaming White coachwork with superb interior. **£22,000**

OTHERS

2006 LAND ROVER RANGE ROVER TD6 VOGUE DIESEL Java Black with Sand hide interior, piped Black, 6,000 miles. **£48,500**
1998 ASTON MARTIN DB7 COUPE LHD Grampian Green with Forest/Parchment interior, 12,000 miles **£38,750**
1988 FERRARI 328 GTS LHD Rosso Red with Black hide interior **£29,750**
1977 LINCOLN TOWN CAR Royal Blue with matching interior, only 10,000 miles **£15,750**
1993/94 ROVER 827 SLI LIMOUSINE Black with superb interior, 69,500 miles **£7,750**
1994/95 LAND ROVER RANGE ROVER 4.0 SE Montpelier Red with Tan hide interior **£6,750**

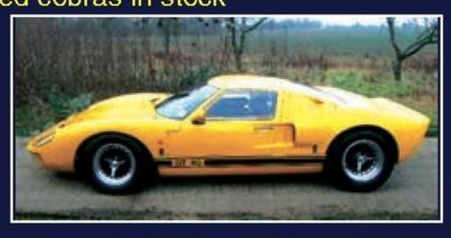
SEE OUR WEBSITE FOR FULL STOCK LIST!!!

Total Headturners

Telephone: 02085591225 Mobile: 07711 630348
www.total headturners.com
E -mail:markharrison415@btinternet.com
Part Exchange Considered - Finance Available
At least 10 hand picked cobras in stock



Cobra by Southern Roadcraft SR 427. Built 1971/Reg 06.Manual. 19K miles. 5700cc Tuned Chevrolet. Oxford blue/twin Le-Mans stripes. Luxury black leather. Wide Halibrands, Motolita, S/S side exhausts, fully detailed engine bay, servo assisted clutch, Cobra badges, oil cooler. History, Superb condition throughout.Tax exempt! Looks like the £1,000,000 original.Awesome performance & sound. A really exciting car to look at anddrive!.....**£21500**



Ford GT40 Replica. Built/Reg 06. Only 50 miles on the clock!Built to the highest standards,no expense spared. Tuned 302 5000cc Holley 4 Barrel carb', S/S lined/fully detailed engine bay. Chrome suspension, authentic Alloy/spinners.Full luxury black leather to originnal spec', A/C/heater, very fast & exciting, looks like the original £1,000,000 1960's car but with brand new modern mechanicals. Has to be the best available! **£42995**



Ferrari Raffo Tipo 12. Built & Reg 1985. Fully road registered absolute head turner!. Raced successfully by its creator Mr Raffo himself!! Then turned into a road car. 18000 miles. Alfa Boxer engine.5 speed man g/box, harness belts, special alloys, Ferrari badges, Looks of a 1980's Le-Mans Ferrari! Your chance to own a very special car. Economical, fast & exciting..... **£7,995.**



Crendon AC Cobra 427 III replica. Crème de la crême of cobras. Gleaming Mauritious blue coachwork with Le-Mans white stripes. 351 Ford V8. Proper chassis as per original design. Man G/box. Black leather int, original dash layout. Massive Halibrands. Hood/Tonneau. Superb private plate inc. Awesome Performance. Very Rare, Very Sought after. Simply the best. **£32,995**



Cobra SRN. Stunning Cobra 427 Mk111 Replica. Reg 1970/Built 86. Looks like £1,000,000 original. Jet Black/black leather, Motolita, Alloy flat bot0tomed dashboard, Revolutions, removeable roundalls, detailed engine bay, manual. 3500cc V8, 4x twin choke down draft Webers, valuable private reg plate. Sounds fantastic, fast & fun.Tax exempt. Wonderful Patina. Feels,looks like a 1960's icon! Wonderful car, Excellent value..... **£12,995**



Pilgrim Sumo V8 1982 Reg'. Ac Cobra 427 Mk 111 replica .Beautiful unmarked Pearl blue coachwork. Luxury cream leather. Wilton carpets .Tuned Rover 3500cc. 5 speed g/box .Hallibrands + spinners . Hood , galvanised chassis, detailed engine bay . Old timer registration. Tracker and immobiliser. Fast and loud .bsoueyspr houghout..... **£13995**



DNA three-Sixty Replica (2000). Red. 1800cc. Manual. 55,000 miles. 1 owner, alloys, hood. Stunning replica with superb panel fit, based on the new shape MR2 keeping reliability to the max but with stunning looks!!Original style wheels/tyres/lights/lenses, PAS, A/C, electric windows/mirrors, CD, DVD, remote locking/alarm, purpose made exhaust that sounds great!, beautifully re-trimmed in leather. **£29,995**



AK 427 Mk111 AC Cobra Replica. 6K Miles. Unmarked Mauritius Blue coachwork by SMS. Full luxury black leather, fully detailed engine bay/ S/S surround. 4 barrel Holley's, Jaguar suspension, rear exhausts, 5 speed g/box, 3500 Alloy Rover powered, heater, tonneau, Halibrands,Cobra badges. Beautiful in every way!!Cheap insurance, economical, fun and fast. Excellent value. Top car!! **£17995**



AC Cobra 427 Replica by Dax (Built/Reg 03) 800 miles. Absolutely beautiful Cobra. Ford 5 ltr high output engine, fuel injection, 5 speed man g/box, pearl red coachwork/twin pearl white Le-Mans stripes, full luxury cream leather. Side exhausts, Halibrands + spinners, new tyres, old timer reg, (tax exempt).Built by RAF aircraft engineer at Masssive cost, history file to prove.Very well sorted and fast!!.....**£23,995**



Porsche 550 Spider Replica. Gleaming unmarked silver coachwork. Luxury red interior. Tuned Boxer engine. Hardtop. 5 speed g/box. Very fast & exiting. Correctly registered. 1 owner. Low miles. Superb.....**£12,500**



Very rare & awesome LM500 Spyder. Ultimate road going Marcos.(Built/Reg 95) 5.0 Ltr V8. 5 speed Man.13,500 miles.Green/silver stripes. Luxury Cream leather. PAS ,Alloys, A/C, Janspeed exhausts, A.P racing brakes, Adj Pedals. Car looks like it's doing 100 MPH when standing still. Not for the faint hearted.0-60 In sub 4 secs..... **£17,995**



Dax Cobra. 5.0 Ltr Ford fuel injection H.O. Burgundy metallic/Pearlescent white stripe. Cream leather. 5 speed g/box. Halibrands, side exhaust. Full wet weather gear. Stunning condition. **£23,995**



ROLLS ROYCE SPRINGFIELD PHANTOM PICCADILLY ROADSTER 1926 £POA



BENTLEY 4 1/2 LE MANS 1929 as featured in the film "Full Throttle." **£POA**

To see more info and other fine cars please see

www.peter-byrne.com

or contact us on 0208 467 6916

Healey Silverstone D Cadillac
Chassis No; D15

Fully restored and ready to race



Sold to Briggs Cunningham in 1949
The only Silverstone sold without an engine
and shipped to the USA where the Cadillac engine was fitted.

+44 (0) 1234 765588
email v8mga@aol.com
www.warrenkennedy.co.uk

MALCOLM C. ELDER & SON

01869 340999
www.vintageandclassiccars.co.uk

THE MOTOR SHED, MIDDLE ASTON, NR. BICESTER. OXFORDSHIRE. OX25 5QL.

Part exchanges considered. Callers preferably by appointment. Enquires welcome





1913 AUSTIN 10/12 4-seat tourer	£29,000
1923 CROSSLEY 19.6 4-seat tourer. 2 owners from new	£32,000
1923 CROSSLEY 19.6 4-seat tourer. A project but much done.	£14,500
1925 LAGONDA 12/24 4-door saloon	£7,750
1926 CHRYSLER series 58 4-seat tourer (3-litre) Rhd	£16,750
1927 AUSTIN 20 h.p. (4-cyl.) 2-seat sports tourer. Body none original	£15,500
1927 AUSTIN 20 h.p. (4-cyl.) 2-seat drophead coupe & dickey by Mulliner	£22,000
1927 MORRIS Cowley 2-seater & dickey	£10,500
1927 VAUXHALL R-type 20/60 4-seat tourer	£27,500
1928 CHEVROLET 24 h.p. National 4-seat tourer, body by Holden	£12,750
1928 STAR 18/50 Eclipse 5-seat tourer	£29,950
1928 WILLYS-KNIGHT Model 56 4-door saloon	£14,000
1929 BUICK series 116 business coupe. Lhd.	£10,500
1929 DELAGE DR70 Limousine by Chapron	£24,000
1929 VAUXHALL 20/60 Hurlingham	£27,500
1929 FORD Model A 4-seat. Phaeton (tourer)	£12,500
1929 FORD Model A 2-seat coupe & dickey seat. Lhd	£8,250
1931 STAR 18/50 Comet six-light saloon	£14,750
1932 AUSTIN 7 RN saloon	£4,950
1932 RILEY 9 Gamecock, twin carb.	£16,750
1932 RILEY 9 Monaco saloon	£9,500
1935 AUSTIN 7 Ruby saloon	£3,750
1935 AUSTIN 10/4 Saloon	£5,950
1934 ROLLS ROYCE 20/25 sportmans saloon by William Arnold	£32,000
1935 AUSTIN 18hp York saloon. Occassional seats (7-seater).	£12,500
1936 ALVIS Speed 20 SC saloon by William Arnold	£36,750
1936 VAUXHALL Velox (D-type) 14 hp saloon	£6,250
1937 CHENARD & WALCKER "Aigle 8" U16 7-seat saloon. Prototype.	£16,750
1937 MORGAN 4/4 Coventry Climax engine	£15,250
1937 ROLLS ROYCE 25/30 Limousine by Hooper	£20,500
1938 AUSTIN 16/6 Goodwood 6-light saloon. Fitted luggage, sunshine roof	£8,750
1938 RAILTON 10 drophead coupe	£11,250
1938 RILEY 12/4 Touring saloon. Briggs bodied	£17,250
1947 DELLOW. Early Austin chassied car, Ford engine	£7,750
1950 LEA FRANCIS 2.5 litre 2+2 seat sports	£23,500
1951 ALVIS TA21 saloon	£11,250
1951 AUSTIN A40 3-position drophead coupe by Jensen. Lhd	£6,950
1951 BENTLEY Mk VI 2-door coupe by Park Ward	£29,000
1951 HOTCHKISS Anjou 13.50 saloon. 3 owners	£13,950
1953 ALVIS TA21 saloon	£11,750
1953 ALVIS TC21 Mulliner saloon.	£13,250
1953 ARMSTRONG SIDDELEY 346 Saphire saloon. Pre-select gearbox	£9,500
1953 DAIMLER DB18 Conquest 4-door saloon	£7,250
1953 RILEY RMF 2.5 litre saloon	£7,500
1954 CITROEN 11B (light 15) saloon. Lhd.	£6,250
1954 M.G. TF Sierra 5-speed gear box, original with car	£20,500
1955 ALVIS TC21/100 saloon (Grey Lady)	£12,500
1957 AUSTIN A55 Manumatic Saloon	£4,950
1960 AUSTIN HEALEY 3000 BJ7 Mk1. Lhd.	£17,950
1960 ROVER 100	£4,250
1962 ROVER 100	£3,250
1963 VAUXHALL Victor de Luxe	£1,475
1964 AUSTIN HEALEY 3000 MKIII 2+2 sports. Lhd.	£25,000
1964 JAGUAR Mk II 3.8 manual with O/D & CWW. P.A.S.	£17,250
1964 JAGUAR S-type 3.8 saloon. Manual & O/d, CWW.	£14,000
1964 MERCEDES BENZ 230SL. 3 owners.	£18,250
1964 PEUGEOT 403 saloon	£3,450
1964 ROLLS ROYCE Silver Cloud III. One family, 77,000 miles.	£29,500
1965 JAGUAR MkX for restoration. Engine rebuilt. A sound car.	£3,000
1965 OLVO Amazon 1228 Coupe. Full classic rally prepared. Halda	£8,750
1967 JAGUAR E-type 4.2 series II coupe.	£21,750
1967 LANCIA Flavia Sport Zagato. (Rare right-hand-drive)	£14,000
1967 VOLVO P1800S	£2,450
1968 MORRIS Minor 1000 convertible	£4,250
1969 LANCIA Fulvia Rallye Sport, 1.3S coupe	£8,250
1969 M.G. Midget. Hard top. Race prepared	£5,995
1969 MORRIS Minor 1000 Van	£3,750
1971 FORD Escort MKI 1300XL 4-door saloon	£4,450
1971 M.G. B GT sunroof, disc wheels	£3,650
1971 MORRIS 1000 Van	£3,750
1972 LANCIA Fulvia 1300 coupe	£4,250
1972 LOTUS Elan Sprint fixed-head coupe	£16,000
1973 BENTLEY Corniche	£26,000
1973 MERCEDES BENZ 350 SLC	£6,500
1973 M.G. B GT (white)	£1,850
1973 M.G. B GT (Competion spec.)	£3,650
1974 DAIMLER Double Six series II saloon. Lwb. 2 owners, 29,000mls.	£3,950
1974 FIAT 130 Coupe	£5,950
1974 MERCEDES BENZ 240D 4-door saloon. Lhd. Auto.	£2,750
1974 M.G. B GT	£2,000
1975 FIAT 124 spider. Lhd	£4,750
1975 ROVER P6 2200SC saloon. 1 owner.	£1,850
1976 FERRARI 308 GT4	£16,750
1976 MERCEDES BENZ 250 Automatic (Some work required)	£1,250
1976 M.G. B GT. Sunroof (Flame)	£2,300
1977 M.G. Midget 1500	£3,500
1977 M.G. Midget 1500	£3,500
1977 PONTIAC Transam. 6.6 litre auto.	£6,500
1978 FIAT 124 Spider. Lhd.	£5,250
1979 M.G. B GT Sunshine roof. (Flame)	£2,750
1979 M.G. Midget 1500	£2,850
1979 VOLVO 262C Bertone coupe	£2,950
1980 FIAT 124 spider. Lhd.	£4,500
1981 DAIMLER 4.2 Sovereign series III Vanden Plas	£1,495
1982 M.G. B roadster (Yellow)	£4,500
1982 TVR Tasmin convertible. (2 litre Ford engine)	£5,950
1983 ROLLS ROYCE Silver Spirit (White)	£9,850
1984 FIAT X1/9 VS	£2,250
1986 FORD Escort 1.6l cabriolet	£625
1986 RENAULT Alpine GTA 2.5 Turbo	£6,750
1988 ALFA ROMEO 2 litre Spider	£5,750
1989 PANTHER Kalista 1600 2-seat sports	£7,250
1991 EVANTE Mk II 2-seat sports	£11,750
1994 ALFA ROMEO 164 2-litre twin-spark saloon. Not MOT'd	£450
1995 RANGE ROVER Overfinch . New 4.6 LSE engine, full leather.	£8,500
1995 ROVER 827 Vanden Plas Limo. By Coleman Milne. (Red)	£2,500
1996 TYRRELL formula one racing car. Ch. No. 24/08. No mechanics.	£26,500

MOTORCYCLES

1910 FAVOURITE 500cc. Abingdon King Dick engine	£9,950
1912 PIVOT 500cc. Fafnir engine	£9,250
1952 HOREX Regina 350	£3,350
1958 SIMSON 425 S	£1,275
C1959 MOTOBI Arditio 125cc	£3,250
1964 HONDA C200 90c.c.	£1,500
1965 HONDA C77 305c.c.	£850
1974 BMW R90/6	£3,000
1974 MZ TS 250	£650
1981 BMW K75	£2,100
1983 HONDA VNT100	£2,300
1992 JAWA 350/638. Twin Sport. 430Miles, 2 owners	£1,500

TRACTOR

1949 BSB President	£2,050

www.vintageandclassiccars.co.uk — Visit our web site

info@ecuriebertelli.com
www.ecuriebertelli.com

ECURIE BERTELLI LIMITED
Vintage Aston Martins

Tel: +44 (0)1234 240024
Fax: +44 (0)1234 240054

The Specialist in all Vintage Aston Martins

Registered Office • 53 Stilebrook Road • Yardley Road Industrial Estate • Olney • Bucks • MK46 6EA • United Kingdom

Member

1936 2 litre Speed Model



One of only 23 cars built. 120BHP steel crank and rod engine, powerful hydraulic brakes, close ratio crash gearbox, 'Ulster' type bodywork. A very high spec. car in absolutely first class condition and ready to race or rally. Eligible for the Mille Miglia Storica and Le Mans Classic.
Speed Models have long been under rated, a very good investment.
Substantial offers required. Contact Andy Bell.

See further pictures at ***www.ecuriebertelli.com*** *or contact Andy Bell*

IVAN DUTTON LTD

I've always had an appetite for books and I can't really remember not being able to read. I would quite like to say my earliest memories were reading Dan Dare and The Eagle but I'm not actually that old. Probably my first memories go back to stories of the Milky Bar Kid, back when a big manufacturer of chocolates was allowed to sponsor a whole children's comic, something that would definitely be frowned upon nowadays in the war on obesity.

Similarly I can't quite put my finger on when the idea of reading to educate myself first kicked in. It might have been when I decided to read the Old Testament in order to be able to argue with a particularly unpleasant RE teacher, I was about ten. From then on the world, as Del puts it, was my lobster. Looking back, I can see how my tastes in this kind of reading changed as my interests changed. It started with history moving into physics, chemistry & calculus. Marvelling at Einstein's specific theory but also the story behind him and how he got there, trams and patents offices, then politics, CND (posh birds) and empires effect on our political landscape.

It wasn't all education though and I did read for pleasure. When I did it was invariably science fiction. My great great grandfather had ridden on the pony express and this piqued an interest in the Wild West. It seemed a wonderfully romantic place to a young boy living in Greenford throughout the 70's. There were power strikes, 3-day weeks and the threat of imminent nuclear war but, crucially, man went to the moon.

Science fiction filled me with the hope of new frontiers to conquer as, escaping from the Hamborough Tavern, Blair Peach and the Southall riots to arrive at Boondock and wasn't Star Trek just cowboys in space?

It was 1981 when my two distinct types of reading collided, I was in sixth form and preparing to go for university interviews when I was told, quite categorically, that I had to read 1984. This was my first science fiction book that outlined a bleak distopian future where everyone was a working drone, controlled by the state, monitored continuously.... well you know the story and if you don't you should. Given that up until then I had lived almost entirely in my imagination (things I was going to do, places I was going to see) probably the single most unpleasant part of this future world and a central tennent of the book is the idea of thought crime. In the real world 1984 came and went, I could still race cars, make a living from working on Bugattis and visit all the wonderful evocative places that I had read so much about, although I never did get to pit myself against the wilderness on any frontier.

Twenty five years later we are still doing Bugattis making parts, selling cars and even occasionally recreating something which, when you drive it is like a living, breathing return to the heady inter war years when freedom really meant something. Remember the same young men that were enjoying competition in Bugattis at Brooklands 15 years later were flying spitfires.

This year we will be racing those cars in all the usual VSCC meetings and of course we have Monaco vying with Goodwood as the most regimented recreation of the carefree days of motoring's golden past so if you want a car restored, race prepared or recreated now is a very good time to give us a call (that's the whole commercial bit).

What we won't be doing on our travels this year is going through London which is now more or less a no go zone for anyone who doesn't have the misfortune of living in, or having to visit, the capital. In the war against global warming it's ringed with computer controlled surveillance cameras, automatically fining you for driving a notionally polluting vehicle (carbon footprint is complicated) or for having the temerity to drive into the city without paying the Mayor of London tax, aren't tax-raising powers restricted to government?

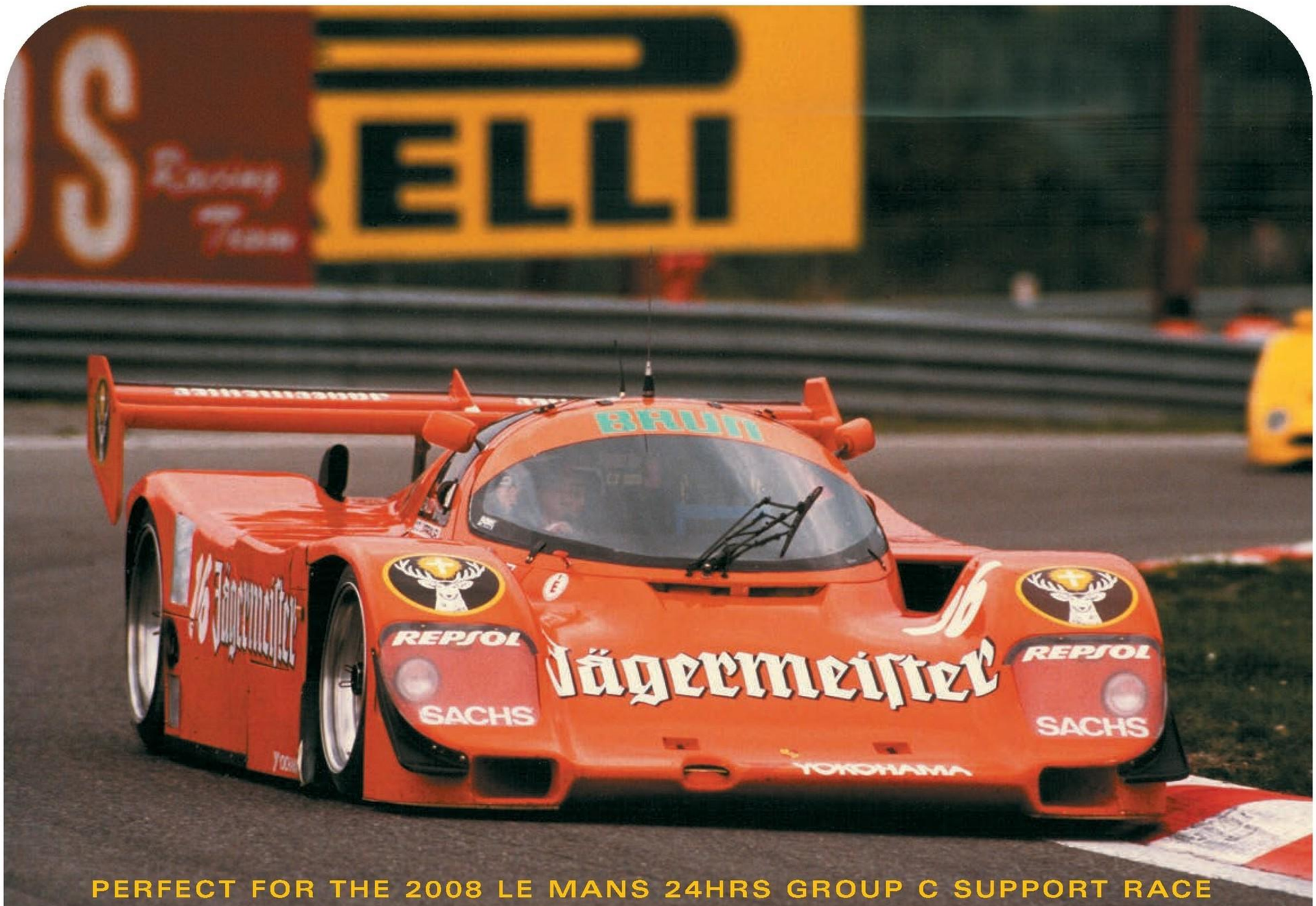
In the war against vehicle crime this same computer technology will be employed with speed cameras or even worse the kind of camera that records you average speed. Then there are the vehicle check cameras, instantly cross referencing your registration number with tax and MOT and if you argue that you weren't there of course they can produce mobile phone records to accurately place you within 4m of that spot at that time!

Mind you if you really upset the authorities, in their war against tax fraud for instance, they could also come up with recordings of your telephone conversations and copies of your e-mails. Did you know that the Home Secretary used to have to authorise every interception in England, now with more than a quarter of a million requests a year from the thousands of different bodies that can request intercept authority, it is almost rubber-stamped. The excuse for most of this is the war on terrorism something that I whole-heartedly support; however I was listening to reports about some Muslim students.

These students had downloaded information regarding terrorism from the web and it appeared that they could be facing prison sentences. The interview finished up with the defendant's lawyer explaining, "Whilst they had downloaded terrorist information they had never been party to a terrorist act and had no intention of being so in the future, they were being prosecuted for what amounted to a thought crime". A war against thought crime, I think there is just one more quote for all of us "the light is on at signpost"!

Tim

Peachaven Farm, Worminghall Road, Ickford, Bucks, HP189JE
Tel: 01844 339457 • Fax: 01844 338933 • Ten minutes from M40 Junction 8a • www.duttonbugatti.co.uk



PERFECT FOR THE 2008 LE MANS 24HRS GROUP C SUPPORT RACE

PORSCHE 962C 1989. Original Jagermeister lead team car. Ultimate spec 962, featuring a bespoke honeycomb/carbon chassis – unique to Brun – and works spec MP 1.7 "full water" engine from new. Fabulous competitive period history including 4th at Spa, running as high as second and also 2nd overall, to the factory Nissan, at the prestigious ADAC SUPERCUP at Diepholz. It went on to achieve pole and fastest lap at the fifth and final round at the Nurburgring. Acquired in 1998 to add to the world's premier 962 collection at the time, and then the subject of a total concours restoration to perfection, where the brief to build the "best ever" 962 was achieved! Purchased in 2002 and invited to exhibit at Salon Privé at the Hurlingham club in 2006 and the 25th anniversary display at Silverstone in 2007 **£575,000 + vat**



NISSAN R90CK-05 1990. Factory 1990 Le Mans works entry. Nissan were clear favourites to win Le Mans in 1990. This is the car that looked set to achieve this, holding provisional pole for most of qualifying and leading for over 5 hours, being a lap ahead by midnight. It continued to trade the lead with Jaguar for the next 8 hours, well ahead on fuel stops, and looked set to win – until a leaking fuel cell forced retirement. A still unbeaten pole time and fastest race lap was little consolation for the team. Next outing was the 1991 Daytona 24 hours, which this car also led – and its final appearance was a return to Daytona in 1992. Retained by the works in Japan until 2005, and totally restored by Group C Ltd for 2007. Unquestionably a winning car in the fast growing Group C/GTP series of races, being very reliable and straightforward to run, and with a massive spares back up – it offers the opportunity to settle unfinished business at Le Mans in 2008! **£585,000 + vat**



PORSCHE 962C 1988. Derek Bell's 1988 and '89 world championship car. The UK based Richard Lloyd team developed their bespoke Nigel Stroud designed 962 to become the most potent competition to the Silk Cut Jaguar and Sauber Mercedes teams, despite a tiny budget in comparison. This is their 1988 and 1989 car, which ran extremely competitively as the red Cabin and black Porsche Cars GB entries, including Bell/Weaver/Needell at Le Mans in '89. Many top finishes, including 2nd at Silverstone and fastest lap at Spa. Just one US based and one UK owner since racing in period. Raced very successfully in HSR in the US and bought in 2004 to be freshly rebuilt for a limited 3 race entry in 2007, with outright wins at Brands Hatch and the Silverstone Classic by series debutant Andy Purdie, confirming this is still a very competitive car, with a great period history and further development potential **£425,000 (no vat)**

For further details call **HENRY PEARMAN** on **01825 830966** or via **www.eaglegb.com** For details of Group C racing visit www.groupcracing.com

LEDGERWOOD MORGAN

ROSS LANE, WINTERTON
NORTH LINCS. DN15 9UD
Tel: 01724 733228
Email: phil@philledgerwood.wanadoo.co.uk

MORGAN
MAIN DEALER



New 4/4 Indigo Blue
Stone piped Blue Interior.
Stone Vinyl Hood piped Blue.
Folding/Reclining Sports Seats.
Walnut Dash. Mesh Grill.



2007 +4 in Alveston Red Metallic
Magnolia Leather piped Maroon.
Maroon Mohair Weather Equipment.
Walnut Dash. Stainless Wires.
Luggage Rack. Badge Bar.



New Roadster V6 in Stingray Grey
Tan Leather. Black Mohair Weather Equipment. 16" St./steel Wires.
Folding/Reclining Sports Seats.
Walnut dash. Radio Prep. Extras.



New 4/4 in Royal Ivory
Green piped Stone Interior .
Green piped Stone Vinyl Hood. Green Tonneau and Sidescreen Bag.
Folding & Reclining Seats.



New Plus 4 in Morgan Hot Red
Stone Leather piped Red.
Stone piped Red Vinyl Hood.
Sports Reclining Seats.
Stainless Wire Wheels.



2003 4/4 Yellow
Dark Blue Leather & Hood.
Chrome Wires. Walnut Dash.
Luggage Rack. Radio.
Moto-Lita Wheel.
Le Mans Gear Lever Knob.
10,500 miles.



2007 +4 Speed Silver with Black Leather.
De Luxe Weather Equipment. Moto-Lita Steering Wheel. Mesh Grill. Host of Extras.

2000 4/4 4 Seater. Corsa Red with Black Leather. Black Mohair Hood. Red Carpets Luggage Rack. Walnut Dash. 21956 miles.



Stephane Blochet receives the car keys ready to return to Paris in the much modified 4/4 four seater.



The new 4/4 is ready so Barbara and Roger Garrett with daughter, Louise, are able to return to Cleckheaton .



Joyce does the honours as Graham and Lorraine Marris pose beside their 4/4 before returning to Scunthorpe.



All the way down from Scotland came Tom Jeffrrey with Cathy to collect the Connaught Green 4/4.



Graham and Anne Beckett are ready to take home a new 4/4 to join their 1937 Flat Rad and assorted Austin 7s.



RICHARD THORNE CLASSIC CARS

MORGAN
MAIN DEALER & SERVICE DEALER

The Courtyard Garage, James Lane,
Grazeley Green, Reading, Berkshire RG7 1NB

Tel: 0118 983 1200 | Email: richard-thorne@rtcc.co.uk | www.rtcc.co.uk



Brand New Aero 8 4.4 V8. Bentley Silverlake Metallic, blue leather, blue mohair hood, light ash wood trim, side exit exhausts, delivery miles, unregistered, on the road price...
£69,183



Brand New Roadster 3.0 V6. Le Mans Green, stone leather piped green, green mohair, extra tread rubbers, sports seats, walnut dashboard, wire wheels. On the road price...
£43,679



2004 Aero 8 4.4 V8. Metallic Blue, blue leather, blue mohair, Moto lita leather steering wheel, sports exhaust, radio CD, 1 owner, FSH, 9,000 miles. Sold & serviced by us.
£39,950



Morgan Aero 8 4.4 V8. Blue body with silver wings, cream leather, easy fit hood in blue mohair, sports exhaust, short shift, Moto lita, CD, medium wood trim, 11,500 miles only...
£38,750



2004 Roadster 3.0 V6. Rolls Royce Velvet Green, stone leather, sports seats, wire wheels, walnut dash, sports exhaust, wood rim steering wheel, FSH, 1 owner, 34k miles.
£29,995



2005 +4 2.0 Duratec. Royal Ivory, blue leather, alloy wheels, steering bearing kit, Koni suspension, negative camber plates, 1 owner, FSH, 9,700 miles...
£29,995

Visit our website for more new and used Morgans - www.rtcc.co.uk

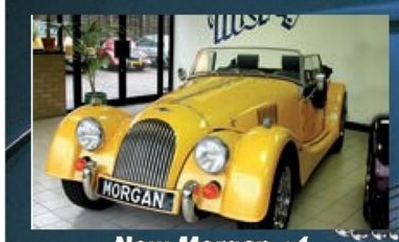
THE MORGAN AGENTS FOR SOUTH EAST ENGLAND



BRANDS HATCH MORGANS

NEW MORGANS
+4 and 4/4 Demonstrators now available to try, ORDERS TAKEN


2000 Morgan +8 £33,500


New Morgan +4


1995 Morgan +8 £28,750


New Morgan 4/4


1995 Morgan +8 £28,750

Tel: 01732 882017 Fax: 01732 886387
email: sales@morgan-cars.com
BRANDS HATCH MORGAN Ltd. Borough Green, Kent, TN15 8HA
www.morgan-cars.com

NEW MORGAN CARS


NEW PLUS 4 - IMMEDIATE DELIVERY
Dark green/red leather, great specification


ANOTHER NEW PLUS 4 ~ Sold and gone ~
BUILD SLOTS FOR 2008 DELIVERY - Enquire

BUY ONLINE WITH US
www.mogparts.net
MogParts ONLINE

The Morgan World Magazine
Subscribe on-line:
www.the-morganworld.com

BRAND NEW
10th EDITION
CATLOGUE
UK £4, Europe £5 (air mail)
Overseas elsewhere £6

Melvyn Rutter Ltd
SALES • SERVICE • PARTS

Melvyn Rutter Limited
The Morgan Garage
Little Hallingbury
Nr. Bishops Stortford, Herts
CM22 7RA England
Tel: 01279 725725
Fax: 01279 726901
E-Mail: MR@melvyn-rutter.net
Visit our Web site:
www.melvyn-rutter.co.uk

MORGANS WANTED CASH BUYERS
MAIN DEALER

BERRY BROOK

Largest selection of used Morgans in the South West!

New Morgan demonstrators - Morgan Hire available
Service, repairs & full restorations - Aero 8 specialists

MORGANS WANTED CASH PURCHASE OR COMMISSION


PLUS 8 2 SEATER (2002)
Rover 4.0 V8, Jaguar crimson with magnolia leather, chrome wire wheels.....£34,995


ROADSTER 2 SEATER (2008)
Ford 3.0 V6 ST220, Rolls Royce garnet, red leather, Off-set S/S wheels, 235 BHP. £43,299


4/4 2 SEATER (2001)
Ford 1.8 Zetec , Corsa red with black ambla upholstery piped red, painted wire wheels, stainless steel carrier, bonnet strap .£19,995

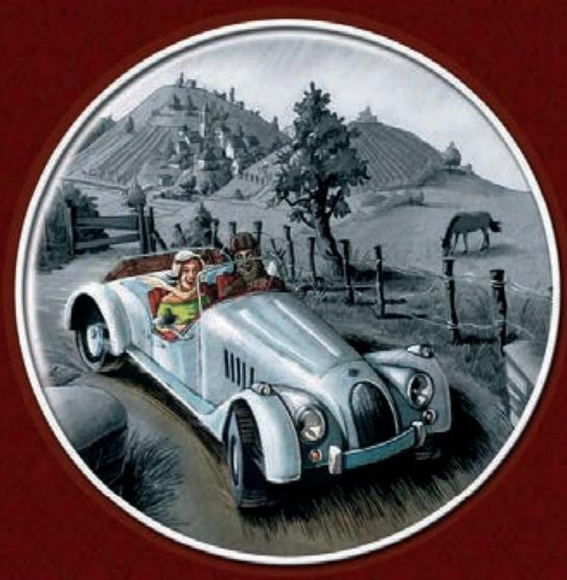

PLUS 4 2 SEATER (2008)
Ford 2.0 Duratec, Claret red, biscuit leather, stainless wire wheels, walnut dashboard, overiders & chrome door handles.....£36,299


PLUS 4 4 SEATER (2008)
Ford 2.0 Duratec, Royal ivory with red leather, stainless wire wheels, folding seat & front bumper with rear overiders, walnut dash.....£37,599


AERO 8 MK3 2 SEATER (2008)
BMW 4.4 V8, Morgan stingray grey, tan leather, Black mohair hood, 6 spoke alloys, side output exhausts £67,995

Website updated daily - www.berrybrook.co.uk/ms
Tel: +44 (0) 1392 833301 email: morgan@berrybrook.co.uk
Dawlish Road • Exminster • Exeter • Devon

MORGAN RENTAL AND SALES
IN SOUTH WEST FRANCE



Rediscover the pleasure of Motoring

THE CLASSIC ROUTE
www.the-classic-route.com
E-mail : contact@the-classic-route.com
Tel/Fax : +33 (0)5 61 06 11 97

TCR Location SARL Capital de 10000 € RCS Toulouse 493 703 672

MOTORSPORT MORGAN SPECIALISTS

THE ORIGINAL MOTOR RACING MAGAZINE

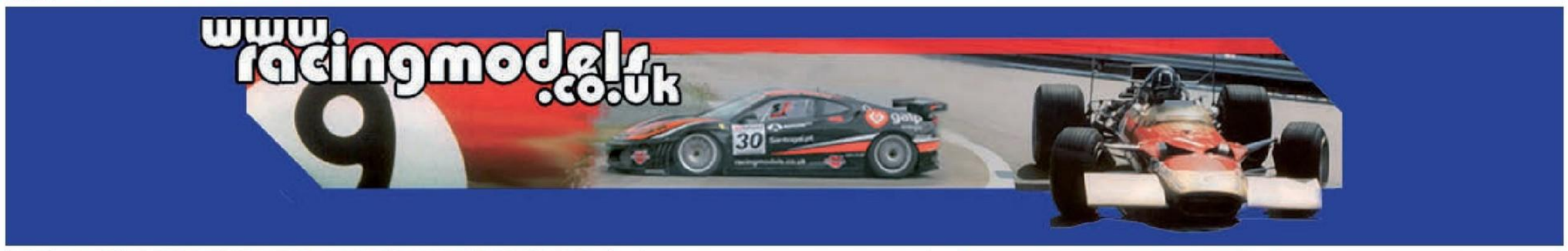
MOTOR SPORT

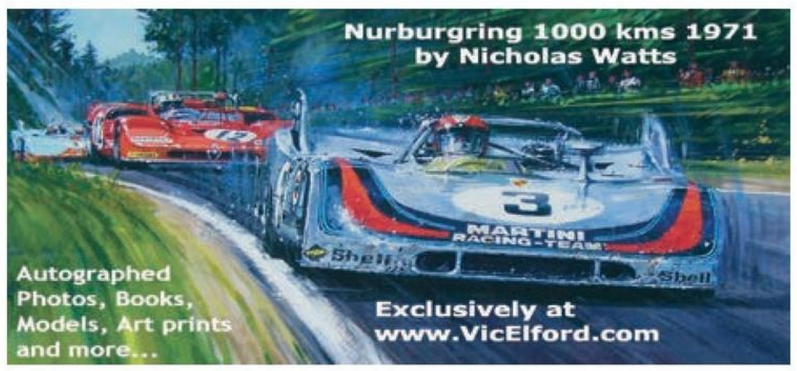
SINCE 1924

Classified

To advertise please contact Matt Rayner on 020 7349 3163
or email matt.rayner@motorsportmagazine.co.uk

ART, BOOKS & COLLECTABLES





www.eoinyoung.com

A huge online catalogue of motorsport books and memorabilia from all eras 1900 -2000





The Art of *Richard Wheatland*

ORIGINAL PAINTINGS, PRINTS, JIGSAW PUZZLES AND GREETING CARDS

Tel 01293 885430
www.richardwheatland.co.uk

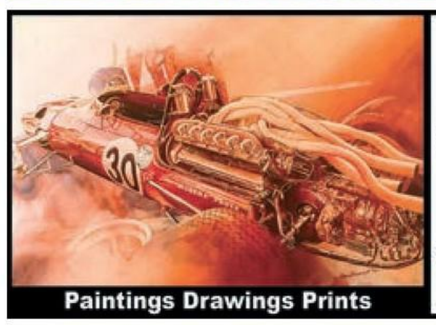
DAVID THOMAS AUTOMOBILIA

Motoring, motor racing books, programmes, photographs, automobilia bought and sold

Items always wanted

David Thomas, Unit 6, Tudor Yard, Ledbury, Herefordshire, HR8 2BZ

Tel/fax: 01531 636313
www.allautobooks.com
sales@allautobooks.com



Fine Art by Craig Warwick

Visit the HISTORIC CAR ART GALLERY at

www.historiccarart.net
+44 (0) 1332 694538

Paintings Drawings Prints

EXHIBITION OF PAINTINGS
by
MICHAEL TURNER & GRAHAM TURNER
4th-6th APRIL 2008
at Halton House, Nr. Aylesbury, Bucks
ADMISSION FREE 01296 338504



www.studio88.co.uk

Collectors Carbooks *of Silverstone*

1000s of elusive books on all types of Motor Sport
See our new Online Sale Catalogue!
Open 10 to 5 weekdays'
2210 Silverstone Tech Park Silverstone Circuit Northants NN12 8TN
01327 855888
info@collectorscarbooks.com
www.collectorscarbooks.com

LA PASSIONE

Official Ferrari Merchandise

PO Box 360, Leeds, West Yorks. LS16 7UE
Tel/Fax: 0113 285 7884
sales@lapassione.co.uk
www.lapassione.co.uk

The F1 of Designer Underwear
'Award Winning' Suspensor Design



asdrumark.co.uk
Tel: 020 8354 0243

CHRIS BAYLEY AUTOMOBILIA

MOTORRACING PROGRAMMES
PHOTOGRAPHS, POSTERS
BOUGHT AND SOLD
WILL BE AT RACE RETRO
14/18th MARCH
STONELEIGH PARK
NEW ARCHIVAL LE MANS PRINTS
ORIGINAL POSTERS
01684 899066
www.chrisbayleyautomobilia.co.uk
chris.bayley1@btinternet.com

www.speedreading-motorbooks.co.uk

Scotland's motoring book specialist
Rare,out-of-print motorsport books, programmes etc.
Recent books : Ecurie Ecosse by Dymock; Bo'ness Hill Climb by Baird.
Contact **01631770245 or email books@whytedf.demon.co.uk**

Elland Diecast Vehicles

UK Mail Order Specialists

Stockists of a massive selection of high quality model cars and motorcycles.
- CMC Exclusive Models:
- Minichamps
- AutoArt
- Ixo and much more...

Visit our secure website to order or call: **01422 250011**



www.ellanddv.co.uk

Cirrus



flying helmets
safari luggage
flying jackets

Ideal for open-top motoring

Tel: 01379 853129

Please see our website to order
www.flyingjacket.com or www.safari-luggagecom

ANDREW CURRIE

MOTOR RACING & MOTORING ARCHIVES WANTED

We are active purchasers of motor racing and motoring photograph collections, brochures, race programmes and motoring books.

Tel 01256 766077
or email sales@andrewcurrie.co.uk
www.andrewcurrie.co.uk

ANDREW CURRIE AUTOMOTIVE LITERATURE
Unit 40 Murrell Green Business Park,
Murrell Green, Hook, Hampshire, RG27 9GR

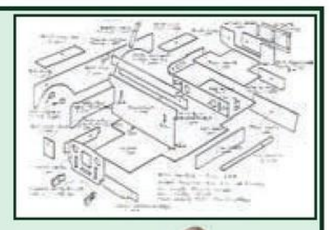
ART, BOOKS & COLLECTABLES



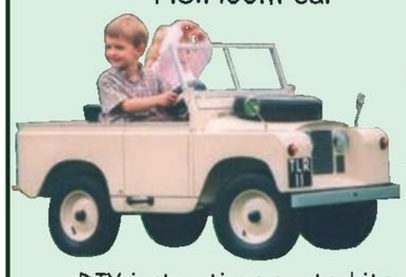
VintageAutoPosters.com
finest selection ~ guaranteed original
Searchable categories with photo & detailed description.
International sales & purchases ~ member IVPDA

BOOKS
BROCHURES
HANDBOOKS
MAGAZINES
MOTOR SPORT
PROGRAMMES
1896 TO DATE
POOKS MOTOR BOOKSHOP
FOWKE ST. ROTHLEY, LEICESTER LE7 7PJ
TEL 0116 2376222 OR 0116 2376661
Email: pooks.motorbooks@virgin.net
www.pooksmotorbooks.co.uk

TOYLANDER



Workshop Project or Bespoke Heirloom car



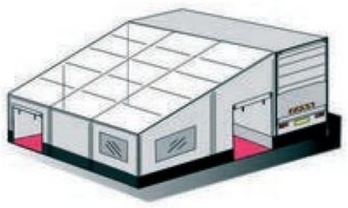
Electric drive
Real throttle
Working lights



DIY instructions, parts, kits or turnkey vehicles to order.
Complete instruction book and patterns £35 incl free UK p&p.
Call for or download a Free Brochure
01767 319080
www.realifetoys.com

AWNINGS

Terapin
motorsport awnings



tel: +44 (0) 28 9265 1007
fax: +44 (0) 28 9265 2019
e-mail: awnings@terapin.com

HISTORIC RALLYING

autochron
Specialists in historic race & rally equipment



www.autochron.co.uk
+44 (0) 1442 873345

MOTORHOMES

MOTORHOMES4MOTORSPORT.com
Bespoke Motorhome Hire
UK and Europe



Great cars...
Great event...
Great accommodation
0845 5000 430

ESSEX MOTORHOME HIRE

We are a family run business who can offer the best service for all your requirements

- Comprehensive Insurance
- Breakdown Cover
- Unlimited Mileage
- UK and European Travel
- New Models for 2007
- Bike Rack and TV/DVD Included
- All Linen and Bedding
- Equipped and Ready To Go

Contact Keith or Patricia for more details on
01255 223 768 / 07950 510 829
For Hire in Scotland telephone 0131 5541045
www.scottishmotorhomehire.com
email: Info@essexmotorhomehire.com
Website: www.essexmotorhomehire.com

TRAVEL WORLD
0845 230 5033
E-mail: ross@usrv.co.uk
Travelworld RV
Halesfield 14
Telford
TF7 4QR
www.usrv.co.uk



COACHBUILDING

Rod Jolley
COACHBUILDING
Specialist Panel Beating and Ash Framing
Member

37 GORDLETON
INDUSTRIAL PARK,
SWAY ROAD, LYMINGTON,
HANTS SO41 8JD.
TEL: (01590) 683702.
FAX: (01590) 683634.
INTERNET:
http://www.rodjolley.com
EMAIL: rod@rodjolley.com

If you have a project you would like to discuss with one of our craftsmen, please give us a call.



MOTORHOMES

AMERICAN
MOTORHOMERENTALS.COM









UK'S NUMBER 1 FOR AMERICAN MOTORHOME RENTALS AND HOSPITALITY UNITS
25% discount for Motor Sport readers for the Le Mans Classic
For more information please contact:
0870 300 8008
www.americanmotorhomerentals.com
or e-mail: sales@americanmotorhomerentals.com

wagonwheels
ON LOCATION
American Motorhome Hire



Call us on
020 8429 1328
or
07974 765792
www.wagonwheelsrv.com

www.ultimateamericanmotorhomes.co.uk
ULTIMATE
American Motorhomes
We are the professional for any Motorsport Event
01829 760944



- American Motorhomes for hire with or without hospitality or car preporation awnings
- Special offer rates for Oulton Park
- Early and block bookings receive 15% discount

Email: enquiries@ultimateamericanmotorhomes.co.uk
01829760944 • 07785111031 • 07982 875060

MOTORHOMES

Signature Motorhomes Ltd

Cannock Rd • Westcroft
Wolverhampton WV10 8QU
Tel: 01902 725394

Sales • Hire • Service • Parts • MOT
American motorhomes @ American Prices



DAMON MOTOR COACH · FLEETWOOD Driven to Explore · Four Winds International · Forest River

www.signaturemotorhomes.com
sales@signaturemotorhomes.com

DayDreamsRV

Entertain, dine and sleep in total comfort wherever your travels take you.... with the service and luxury of an American Motorhome from DayDreamsRV

Winnebago Hire

01329 841897
07850 280364
www.daydreamsrv.net



FINEST QUALITY NEW ZEALAND CHAMOIS LEATHERS

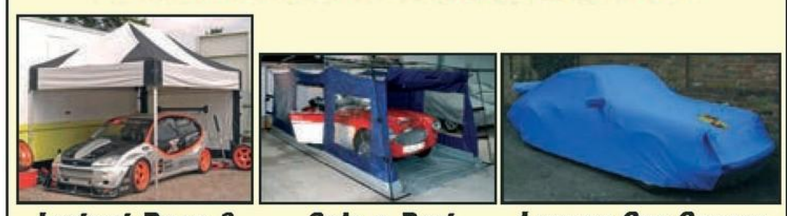
Grove Mill Chamois Leathers are made from the best New Zealand raw materials, traditionally cod oil tanned with no holes or imperfections.

Full Skin Chamois Leather £14.99 + £1.00 P+P.

www.grovemillchamois.com
Tel 01923 442230

PROTECTION & CARE

Hamilton Classic Ltd



Instant Race & Rally Shelters
Set up in minutes, Many sizes, steel or alloy frames to suit all budgets. From £155 inc.vat.

Cair-o-Port Vehicle Storage
Turn any damp barn or garage into a dry clean environment for your treasured car. From £195.00 inc vat

Luxury Car Covers
Fleece lined, Fully breathable.
Indoor & Outdoor, Perfect for Parc Ferme's
From £70.00 inc vat.

Many more useful products on our website

Tel: 0870 204 8080 Int: 0044 118 973 7300
Web: www.hamiltonclassic.co.uk email:office@hamiltonclassic.co.uk

COVERCRAFT OF EUROPE

Call for free brochure & fabric samples

Protect your car with a Covercraft tailor-made car cover. Choose from our range of over 67,000 patterns. Soft, fully breathable fabrics for indoor or outdoor use.



Tel: 020 7736 3214
sales@covercraft-europe.com
www.covercraft-europe.com

ALSO TAILORED COVERS FOR MOTORBIKES AND JET SKIS

PARTS, SERVICING, RACING & RESTORATION

Independent Ferrari Specialists
Terry Keys Motorsport



Family-run Ferrari specialists with over 25 years experience. For anything Ferrari please call us at
Unit 20 Silverstone Circuit Northants NN12 8JT
01327 857368/07834 773081
info@terrykeys.com
www.terrykeys.com

Do you own an Aston Martin?

Does your Aston Martin fulfil your desires?

Are you totally disillusioned with your costly and indifferent service?

TRINITY ENGINEERING
www.trinityastonmartin.co.uk

Are you looking for more value for your money?

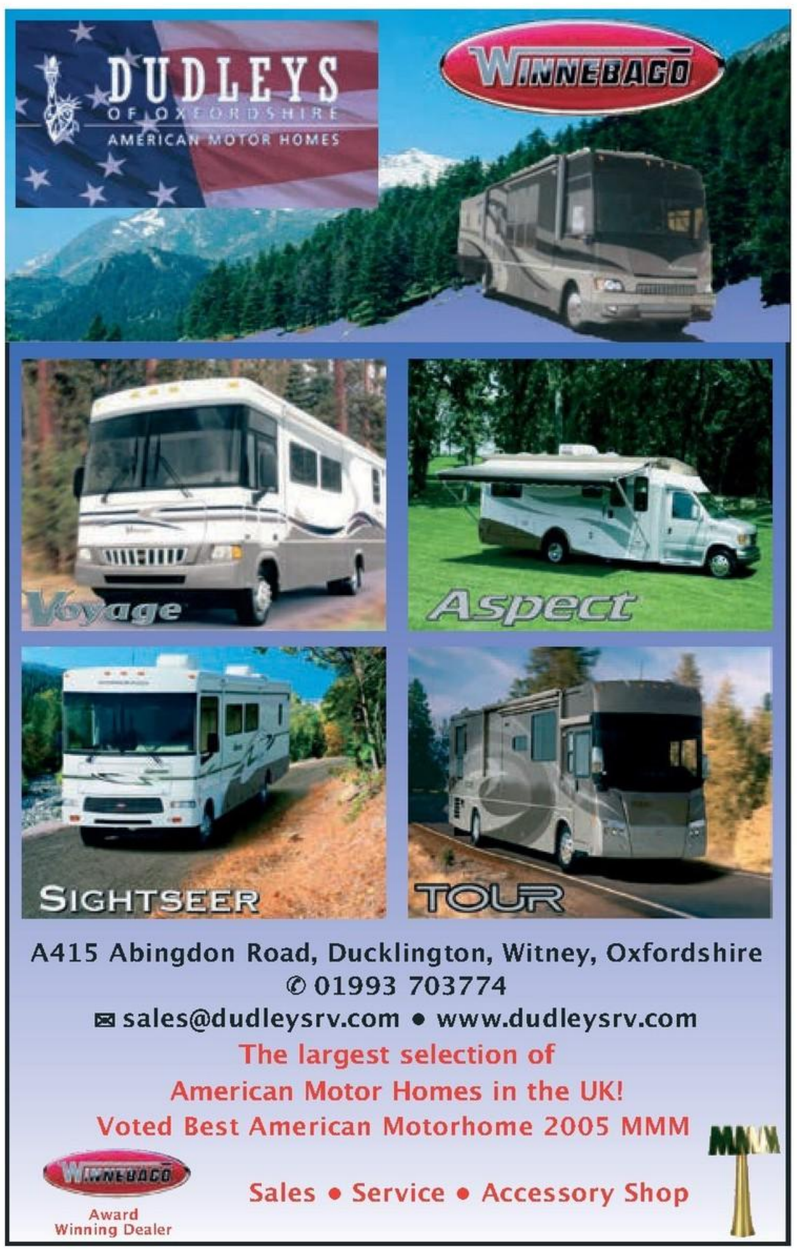
Is it time to speak to honest and enthusiastic experts who really care for the spirit and elegance of Aston Martins?

www.trinityastonmartin.co.uk



Come and see why owners keep coming back to us!

Contact Tim Butcher on
01932 862 040
Bramley Hedge Farm, Redhill Road, Cobham, Surrey, KT11 1EQ



A415 Abingdon Road, Ducklington, Witney, Oxfordshire
✆ 01993 703774
✉ sales@dudleysrv.com • www.dudleysrv.com
The largest selection of
American Motor Homes in the UK!
Voted Best American Motorhome 2005 MMM

Winnebago Award Winning Dealer

Sales • Service • Accessory Shop



DUNFORD CLASSIC JAGUAR RACING LTD

All parts are manufactured to original factory drawings.
CJR have started a limited number of original D type Jaguar copies, these are unidentifiable with original cars.
We have been making and supplying historic Jaguar racing parts to the trade since 1989, part or complete cars for FIA race use.
All parts are manufactured and sold from a Dunlop Racing wheel to complete kits.
We manufacture all cars shown and made over 20 full Alloy Light weight E' types, Low Drag and Roadsters, 6 D' types and 5 C' types.
Dunford Classic Cars with CJR restore, prepare and service all makes of classic road and race cars.
Our website has cars for sale, with many cash buyers waiting for interesting classic cars, as well as a large parts catalogue.

www.classic-jaguar-racing.co.uk

Pressed and spot welded Alloy E' type bonnets.
Wanted E' type restoration projects and D' type parts.
Tel: (+44) 0/1797 224555 Fax: (+44) 0/1797 224666

BE SAFE, NOT SORRY, IN YOUR CLASSIC!

For all your seat belt requirements, call Quickfit safety belt service. Belts supplied, refurbished and fitted for all types of vehicles or manufactured to your bespoke design.

T: 020 8206 0101
E: sales@quickfitsbs.com
W: www.quickfitsbs.com

Classic World Racing Ltd

Comprehensive race preparation and engineering expertise with proven track record and championship wins

TVR Griffith, Jaguar E Type
Chevrolet Corvette & Camaro
Ford Mustang, Bizzarrini, AC Cobra
prepared to FIA standard and above

Contact Mike Luck
Tel: **+44 (0)1527 521050**
Email: **classicwr@tiscali.co.uk**

Scott's Speed Shop

- Rolls-Royce and Bentley Engineers
45 years combined experience
- Well equipped workshop providing,
- Servicing and Maintenance
- Full or Partial Vehicle Restoration
- Fast Road to Full Race Preparation
- Engines, Close Ratio Gearboxes and Limited Slip Differentials Built To Order
- Discrete, Insulated and Secure Area for Short or Long term Storage
- Customer Facilities

East Sussex based company



Please Call
01435 813616
for all enquiries
www.scottsspeedshop.co.uk



THE VINTAGE WIRELESS COMPANY

We stock the correct radio for all classic cars and supply them fully restored with the addition of FM reception and iPod input if required. If you already have a period radio we can restore and add the above options. All radios are covered by a 12 month guarantee.
We sell other period & collectable items and stock a large range of domestic radios, gramophones and telephones.

Tel/Fax: 0161 973 0438
www.vintagewireless.co.uk
email: alan.vintagewireless@lineone.net

The SU Carburetter Company

Carburetters, Pumps and Spares

www.sucarb.co.uk

Spitfire House, Castle Road, Salisbury, Wiltshire, SP1 3SA
T: 01722 412500 F: 01722 334221 E: info@sucarb.co.uk

WESTWOOD CYLINDER LINERS

for veteran, vintage, historic and classic engines

- Over 15,000 liners available ex stock
- Specials made from drawings or samples
- No minimum quantity

Tel: ++44 (0)1299 878727
Fax: ++44(0)1299 824232
Email:sales@westwood-trading.co.uk
www.westwood-trading.co.uk

TO ADVERTISE CALL
020 7349 3163

Mark Dunham

Race Engineering
est. 1974

Historic & Modern Racing Cars
Restoration
Rebuilds
Preparation and
Full Track-Side Support

01353 648 922
www.markdunham.co.uk

We usually have a lovingly pre-paid historic Formula Ford for hire

ROBIN LACKFORD MOTOR ENGINEERING

CLASSIC & SPORTS CAR SPECIALISTS

RACE PREPARATION • SERVICING
• REPAIRS • RESTORATIONS
• CLASSIC CAR SALES

UNIT 1, FOWLERS BUSINESS CENTRE,
HENFIELD ROAD, COWFOLD, SUSSEX, RH13 8BS
TELEPHONE: 01403 864600
MOBILE: 07836 720507

TRADE MEMBER — MG CAR CLUB 2007 — TRADE MEMBER
Castrol — Appointed Stockist Castrol Classic Oil
ELVA
MILLERS OILS Motorsport
2007

We use Swiftune A series formula junior engines and Austin Healey A series engines

REAL SHEEPSKIN



www.easirider.com

EASIRIDER COMPANY
Floor Rugs
& Seat Covers
Easirider Company Ltd.,
s/2 Nene Centre, Freehold Street,
Northampton. NN2 6EF
Tel: +44 (0)1604 714103
Email: info@easirider.com

ALUMINIUM RADIATORS

Large range of standard fitments for Classic British Sporting Cars. Construction to your exact design requirements. Step-by-step assistance from initial drawing to your finished radiator. Lighter, faster, cooler, more efficient solutions to your cooling requirements. Oil coolers, standard and custom design.
Turbo Intercoolers. Fuel tanks, swirl pots and similar aluminium fabrications.



Contact Bob Vass
Tel: +44(0)1625 575652 - Fax: +44(0)1625 560062
Email: Admin@ClassicAlRadiators.com
www.classicalradiators.com

ARIAS PISTONS

FORGED PISTONS AND SPECIALIST ENGINE COMPONENTS



- Forged pistons for every application to 158mm bore
- Steel, titanium and aluminium connecting rods
- Piston rings and pins
- Liners, block sleeves & lightweight pushrods

ARIAS PISTONS LTD
Rosier Commercial Centre, Coneyhurst Road,
Billingshurst, RH14 9DE. UK.
Tel: +44 (0)1403 784022 Fax: +44 (0)1403 782022
Email: pistons@arias.co.uk

JIGSAW
TRIUMPH SPECIALISTS

... for Spares, Servicing & MOT's, Repairs and Restorations available for Standard, Fast Road, Performance and Race Cars.

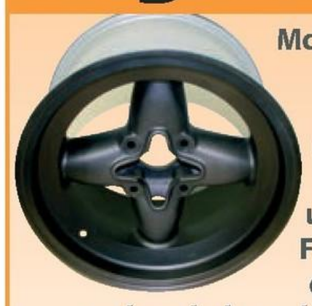
Engines, gearboxes & differentials fully reconditioned and ready to fit
Wheel alignment service
Spares—New & Second-user



Website: www.jigsawracingservices.co.uk

Telephone: *01536 763799*

Magnesium Wheels



McLaren Can Am, Indy, F5000 magnesium replacement wheels, uprights, and FIA compliant components



such as hubs, axles, yokes, ball joints and more!

Magnesium light weight replacement wheels for Mustang, Camaro, and Mopar Trans Am wheels, and Indy roadster.

Vintage Engineering, LLC Redwood City, Ca. USA
www.vintageeng.com
(+1) 650-464-0616



RIKKI CANN (FIMI) LTD
Essex and London
Over 60 years experience solely on Aston Martins
Parts - Immediate Despatch
Servicing & Maintenance
Engine Rebuilding/Upgrading
Race & Rally Preparation
Chassis/Sill/Panel Fabrication
Nationwide Pre Purchase Inspection
Bespoke Refinements
• Tel 01702 291818 • Fax 01702 294520
www.rikkicann.com

Omicron

Aurelia • Flaminia • Flavia • Fulvia • Stratos
some parts also for Appia • Aprilia • Beta • Montecarlo • Gamma • Delta

- ★ FREE catalogue for each model
  Fast, international mail order parts service
- ★ Full or partial restorations undertaken for UK or overseas customers – always to the highest standards
- ★ Servicing and routine maintenance
- ★ Competition Preparation
- ★ Classic car engine machining

LANCIA

VISA AMERICAN EXPRESS MasterCard SWITCH

Omicron Engineering Ltd.,
The Long Barn, Mulbarton, Norwich, Norfolk, NR14 8JS, UK
Tel: ++44 (0)1508 570351 • Fax: ++44 (0)1508 570795
internet: www.omicron.uk.com • email: sales@omicron.uk.com

Car Body Metalwork Courses

Learn to make and fit your own repair panels



Two and Five Day Courses
Beginner to Advanced
Practical Hands-on Tuition

01406 330504
www.contourautocraft.co.uk

CONTOUR AUTOCRAFT

TO ADVERTISE CALL
020 7349 3163

LOCKHEED & GIRLING
BRAKE & CLUTCH HYDRAULIC CYLINDERS
FOR BRITISH VEHICLES 1935-1980
MASTER CYLINDERS, WHEEL CYLINDERS, CALIPERS, CLUTCH SLAVES, FLEXIBLE HOSES, PADS, KITS Etc.
WORLDWIDE MAIL ORDER
POWERTRACK Ltd
Tel/fax: 01753 842680
www.powertrackbrakes.co.uk



SPORTS & VINTAGE MOTORS
www.sportsandvintage.co.uk

More than ***2000*** new parts available

M.G.'s 1929 -1936 — 9th edition catalogue now available £10

"The No1 Name in Pre-War MG Spares"

Upper Battlefield Shrewsbury SY4 3DB Tel: +44 (0)1939 210458 Fax: +44 (0)1939 210644

109541

PIPER CAMS

Billet, Cast & Reprofiled Cams for Classic & Historic Cars



Alfa Romeo, Alvis, Bentley, Bristol, BMW, Cosworth, Coventry Climax, Daimler, Ferrari, Ford, Healey, Hillman, Humber, Jaguar, Lagonda, Lancia, Lotus, MG, Maserati, Mini, Porsche, Riley, Rolls Royce, Rover, Singer, Sunbeam, Talbot, Triumph, Volvo and many more

Telephone
+44 (0) 1303 245300
www.pipercams.co.uk

It's a Power Thing!

abbott racing MOTORSPORT

SAAB

• Sales • Service
• Tuning
• Classic Racecar Preparation

Tel: 01255 870636
www.abbottracing.com
sales@abbottracing.com

Realm Engineering

www.realmengineering.com

Unit 15 Weston Ind Est
Honeybourne
Worcestershire
WR11 7QB
Info@realmengineering.com



Available in 15" & 16" Diameter
To Suit 42 & 52mm Splined Hubs
Peg Drive incl. Presser Plates and Pegs
Bolt-on Applications Variable Inset & Offset

Road & Race
The Unfair Advantage





Easy Clean
Minimal Flex
Powder Coated
Uses Tubeless Tyres

Dealers Required
Tel. +44 (0)1386 849116

FOR ALL YOUR
AVON TYRES
MOTORSPORT
COMPETITION TYRES
Contact
BMTR
103-115 Walsall Road,
Birmingham B42 1TU
Tel: 0121-331 1122 Fax: 0121-331 1144
E-mail: sales@bmtr.co.uk
Web Site: www.bmtr.co.uk
Circuit, Hillclimb & Historic Specialists

BPA Engineering
SPECIALIST TRANSMISSION SERVICES
HEWLAND BUILD & REBUILD
NEW & S/H SPARES
GEARS, SPARES & COMPETITION GEAR
KITS DESIGNED & MANUFACTURED
CASTINGS PRODUCED FROM
DRAWINGS OR SAMPLES
Tel: 44 0 1256 895757
Fax: 44 0 1256 895151
www.bpaengineering.com


Fiennes
Restoration Ltd
Visit our WEBSITE for everything about pre-war Rolls-Royce and Bentley restoration, plus our new PARTS LIST on line
www.fiennes.co.uk

POLYCARBONATE WINDOWS
www.plastics4performance.com

PORSCHE SPECIALIST
We are a leading manufacturer of thermoformed and flat lightweight windscreens and body glass from polycarbonate to the relevant MSA/FIA standards.
Our high quality windows are available in specifications to suit most disciplines, including all categories of Rally, Circuit Racing, Rallycross, Rally Raid and GT cars.
With in-house Thermoforming, Mould making, Vacuum forming and CNC machining, We can manufacture screens, air-scoops and accessories for almost any vehicle.
UK Sales & Manufacturing +44 (0) 1204 696 609
European sales (Belgium) +32 (0) 4753 52 111
eMail info@plastics4performance.co.uk
PLASTICS 4 performance.co.uk

CHECK THE LABEL WILLANS BEFORE YOU RACE
FOR SECURITY AND PEACE OF MIND, THERE IS ONLY ONE HARNESS TO CONSIDER
WILLANS
LEADERS IN DRIVER SAFETY SINCE 1967
www.willansharness.co.uk

To be precise...
T&K Precision Ltd
are specialist manufacturers to the motor racing industry.
- Custom made, high tolerance Thread Rolled Studs & Fixings
- Fast turn-around
- Superior quality guaranteed


www.tkprecision.com
10 Gatelodge Close, Round Spinney,
Northampton, NN3 8RJ UK
Tel: (0)1604 493101 Fax: (0)1604 493208
Email: sales@tkprecision.com

The Great British Steering Wheel
138914

The Brooklands We manufacture the BROOKLANDS Steering Wheel from the original BLUEMEL tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The CENTRE BOSS fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too.
BROOKLANDS AEROSCREENS are made using laminated glass to original specification to suit all vintage and sports cars.
Established 1969
KIMBLE ENGINEERING LTD
Tel: 01803 835757
Fax: 01803 834567
Email: john@johnkimble.co.uk
www.johnkimble.co.uk
Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN

WITTER
TOWBAR SYSTEMS
witter-towbars.co.uk
01244 284 500

claremont CORVETTE
THE ORIGINAL CORVETTE SPECIALISTS
- 20 Corvettes on display
- New and used parts for Corvettes from 1950's to present

www.corvette.co.uk
Phone: +44 (01634) 244444
tom@corvette.co.uk

TERRY'S JAGUAR PARTS
117 E. Smith Street, Benton, IL 62812 U.S.A.
email: jagsales@terrysjag.com
USA: 800-851-9438 Canada: 800-832-8986
Overseasl: +1 618-439-4444 Fax: +1 618-438-2371

Call or Request a Free Catalog online
www.terrysjag.com/catalog.html
TJP
We stock a full line of Name Brand parts including:
Robbins Auto Tops • Dayton Wire Wheels • Lucas/Girling Electrics
Martin Robey Sheet Metal & Frame Parts for E-Types
A Full Line of Rebuilt Terri-Tuff Water Pumps
and Steering Racks for most Jaguars
We also carry a full line of Vintage Performance Parts
for all the 6-cylinder Jaguar Engines! Including:
Race Tuned Engines • Aluminum Flywheels • Weber Carburetors
www.terrysJag.com

Vintage CARS.com
LYMINGTON HANTS UK
TEL: 01590 688799
HISTORIC BODYWORK SPECIALISTS


Covered Transport
UK and Europe

GLEN LOGISTICS
CAR TRANSPORT
www.glenlogistics.co.uk
- Single or Multiple Cars
- Air Ride Suspension
- Insured & Licensed
- Low Loading Angle
- Winch & CCTV

Tel: 01435 863 241 Email: sales@glenlogistics.co.uk

MS TRANSPORT SERVICES
Fully insured and licensed
Nationwide/European transportation
Covered or open 1-3 cars
35 years' experience in handling classic & collectors cars
Friendly, dependable service
Competitive rates
Long/Short term storage
Surrey based
Tel: Mike Stone 020 8393 4715
Fax: 020 8873 2643
Mobile: 07860 715 614
E-mail: msts.net@boltblue.com

Autoexpress

UK and European enclosed transport, based in Dorset. De-humidified car storage facilities

Tel: 01305 756555/07970 961203

www.move-a-car.com

CLASSIC CAR STORAGE NORTH EAST



- Condensation free and fully alarmed
- Short or long term
- Within easy reach of the A1(M)
- 30 mins Teesside/Newcastle Airports

tel: 01388 720369 mobile: 07759 081611

email: david@beattie75.wanadoo.co.uk

www.classic-car-storage-north-east.co.uk

Elite Auto Storage

Specialists in cherished vehicle storage and transportation

- From priceless classics to family saloons
- Maintenance and exercise programs
- UK wide covered transportation
- Long and short term storage
- Discreet and secure

Phone: 07703 295282

Email: info@autostorage.co.uk

www.autostorage.co.uk

PO Box 85, Great Sampford, Saffron Walden, Essex, CB10 2FX, England

---

Red Label

Classic Services

Enclosed Vehicle Transport

UK & Europe Storage Facilities

As used by Motor Sport

Telephone 07831 425870

TO ADVERTISE CALL 020 7349 3163

LONDON CAR STORAGE

Bride Street, Caister House, Underground Storage

London N7 8AX

- Short Term
- Long Term Stay
- Complete Valeting Service
- C.C.T.V 24hr Surveillance
- Collection & Delivery can be arranged

L.C.S offer a Secure & Discreet Service to suit all your needs

Comprehensive Insured for your piece of mind

For more details & information

Please call 020 7609 8533 – 020 7609 8535 – 020 7700 7672

web: www.londoncarstorage.co.uk

Richard Thorne

Dehumidified Secure Car Storage

Junction 11 M4 Reading

0118 9831200

www.rtcc.co.uk

- Car Storage • Restoration
- Motorsport Preparation...

Ross Goldsmith

EAST ANGLIA

Tel: 01379 677367 or 07787 372795

Email: info@rossgoldsmith.co.uk www.rossgoldsmith.co.uk

Classic Car Storage Limited

PROFESSIONAL QUALITY CAR STORAGE

FOR ALL LEVELS OF STORAGE - LOCATED NEAR GOODWOOD



TEL: 01730 825 827

FAX: 01730 825 077

info@classiccarstorage.co.uk

www.classiccarstorage.co.uk

Full detailed brochure available

PROFESSIONAL CAR STORAGE

High Security / De-Humidified Car Storage

Customised Maintenance / Exercise Programmes

Vehicle Transportation

Vehicles Sourced To Order

Restoration / Servicing Workshop



AutoStore

Tel: 01223 872879

Fax: 01223 872983

Web: www.autostore.co.uk & www.autostoresales.co.uk

E-Mail: enquiries@autostore.co.uk

BENTLEYS AUTOMOTIVE Transportation



- Specialist in covered vehicle transport
- Classics, sports, prestige and vintage
- U.K transportation
- European transportation
- Motor racing events
- Long and short term de-humified storage facilities

T:+(44)01565 872400 • F:+(44)01565 872477 • E: info@bentleysautomotive.com

Springwood, Mobberley, Cheshire



HSC HARDWICK SPORTING CARRIAGE

Storage and Sales of Classic and Modern Cars

Specialised dehumidified storage for your pride and joy

From basic storage to bespoke maintenance packages.

Jct 12 M40 / Jct 16 M1

Please contact us for more details

PO Box 168 · Southam · Warwickshire · CV47 7YH

Tel 01327 261175 Fax 01327 260502 Mobile 07785 355588

Email: peter@hardwicksporting.co.uk www.hardwicksporting.co.uk

---



CARS

UK – EUROPE – MOTORSPORT

Classic Automotive Relocation Services

Tel: +44 (0)1284 850950

Email: info@carseurope.net

Website: www.carseurope.net

- Shipping
- Sea & Air Freight
- Race & Rally Transportation
- UK & European Trucking Storage & Vehicle Registration



stingray RV

luxury motorhome rental & sales



Stingray RV is dedicated to supplying luxurious American motorhomes to a varied range of clients for any event, anywhere in Europe.

It doesn't matter if you need a motorhome for a 2 day race weekend at Silverstone, a week at Le Mans or an entire season, we have the right package for you.



The concept is simple! We prepare and deliver the motorhome of your choice wherever it is required. It comes fuelled, fully equipped and it is set up for your stay. When you have finished with the motorhome, you simply go home leaving it to be picked up by one of our drivers.



We have just had a new fleet of 2008 motorhomes delivered and we are currently taking bookings for all British and European Motorsport events for 2008.

For more information or to hire a 'home from home' visit **www.stingrayRV.com** or call **0870 241 5614**

WE ALSO HAVE NUMEROUS OTHER MOTORHOMES FOR SALE ON OUR WEBSITE

FOR SALE **(FINANCE AVAILABLE)**



2003 40' Fleetwood Revolution. Double slide, cream leather, In-Motion Sat TV, 1 owner, Immaculate.
£90,000 no VAT

FOR SALE **(FINANCE AVAILABLE)**



2006 37' Dolphin LX 6375 with triple-slide, cream leather, SAT TV etc. Petrol.
£79,995 plus VAT

www.stingrayRV.com

THE ORIGINAL MOTOR RACING MAGAZINE

MOTOR SPORT

SINCE 1924

SELL YOUR CLASSIC CAR OR HISTORIC RACING CAR IN MOTOR SPORT FROM JUST £20

15 words for only £20, with a photograph for £50, plus advertise in Historic Motor Racing News as well for an extra £10*

☐ *Motor Sport* without photo **£20**
☐ *Motor Sport* with photo **£50**
☐ Add Historic Motor Racing News for **£10**
☐ Extra words, please add **£1** per word

Name _____

Address _____

_____

Postcode _____

Telephone No _____

E-mail _____

☐ I enclose my cheque payable to *Motor Sport*
☐ Please debit my debit/credit card

☐ MasterCard ☐ Visa Amex ☐ Switch
☐ Delta ☐ Connect

Card number

Valid From ____ Expiry Date ____

Card security code ____ (the last 3 or 4 numbers on the signature strip)

Switch issue number (if applicable) ____

Signature _____

Date _____

Phone: **020 7349 3163**
Post to: **Motor Sport, 26-30 Old Church Street, Chelsea, London, SW3 5BY**
Or e-mail the information above to:
sales@motorsportmagazine.co.uk

Please include photo as a JPEG





A

CLASSICALFA

Alfa Romeo Parts Specialist
www.classicalfa.com
Tel: 020 8693 0707



1955 A.C. ACE. This stunning right hand drive example of the Tojeiro inspired Ace is beautifully presented in light metallic green. Accompanied by an extensive history file with invoices for well over £100,000 worth of restoration from Britons leading specialists, including a recent Jim Stokes engine rebuild, gear box overhaul and fitted overdrive. **Tel: 01242 821 600. E-mail: cars@martinchisholm.com**



Aston-Martin Lagonda, built in 1982, 29,200 km/ 18,150 miles, 5340 cc, V8 engine delivering 334bhp, only 610 were built and very few of those were LHD, aluminium body, medium-blue metallic in colour, leather also in medium-blue, aircon., a very useable 4-door sport limousine, automatic, private sale. 37,000 € **Phone + 49 (0) 172 6176432**



2004 Aston Martin Db7 Vantage in Tungsten Silver with Black hide interior. This is a very fine example fitted with all usual refinements including alarm, mesh grilles, premium in car entertainment system, aluminium pedal pads, heated front screen, Tracker, 18" 5 spoke GT alloy wheels and 5 speed automatic transmission. Comes with complete Aston Martin works service history £45,950 **Tel. (01753) 644599 E-mail: sales@runnymedemotor company.com**



1994 AC COBRA Mk IV 'LIGHTWEIGHT' - R.H. DRIVE One of only c. 26 genuine, original Factory 'Lightweights' with 'shortnose' 1965 Mk III type bodywork and interior trim. This example has had extensive modifications (by highly respected specialists Uniclip Automotive) to engine (365 bhp), suspension and brakes etc. and is an A.C. Owners' Club Sprint and Concours winner. Full weather equipment (black) in tailored bags. Many worthwhile spares incl. an extra set of 18" split-rim Halibrands and tyres, and appropriate Reg. No. 3025 AC. 8,800 miles and absolutely magnificent throughout! **NOSTALGIA Tel: 01992 500.007 E-Mail: rodleach@waitrose.com**

Ariel atom 2 300bhp Supercharged (2005)



3344 miles £40,495 ono
Amazing spec.
Good as new condition.
Complete service by Ariel.
colin@applewood-am.co.uk or 0161 486 2250 for details.

B

4.5 Litre Bentley, 1928. Reg. number PH9559. Stored 15+ years. In need of restoration. Offers invited. **01625 529 816 (Cheshire)**



1953 THE EX-STANLEY SEARS BENTLEY R-TYPE CONTINENTAL Sold new to Stanley Sears with a host of factory extras, lightweight seats, 4.9 litre engine and extra instrumentation. Accompanied by an extensive history file spanning 45 years. Beautifully presented throughout in mistletoe green with tan interior. **Tel: 01242 821 600. E-mail: cars@martinchisholm.com**

The #1 race car sales site with 135,000+ monthly visitors and over 1500 race cars for sale

racecarsdirect.com

To sell your race car visit us online or call Mike Walters on 0044 (0) 7970 736644 info@racecarsdirect.com

M3 E36 Evo, 1998 Dakar Yellow Coupe in immaculate condition. Tracker, 96k, 9 months Tax & MoT. All receipts, FSH, new clutch & brakes, dual airbags, black Pharaoh leather seats, up rated brakes, Eibach suspension & anti roll bars, original wheels, refurbished full IR Alpine ICE install Amps/CD/DVD+PS2/Roof & Dash screens. Too many extras to mention email for full photos. Price: £9,500. **Tel: 07809 656252 or paul.0435@virgin.net Ref:** 1/11/12

M3 Evolution Coupe 1997, Topaz blue, light weight alloys, Stone grey sports seats, A/C, £10 in optional extras. Price: £9,500 ono. **Tel: 01305 778784**

645Ci Coupe auto 2004/54, 25,000 miles, Tax March 2008, MoT Sept 2008,warranty Sept 2008. Mineral Silver with Nappa Leather sports seats, service pack, prof Sat Nav, dynamic drive, 20" AC Schnitzer type IV racing alloys and much more. For pics and more details **email philtaylor@hotmail.com.** Price: £32,950. **Tel: 07834827970** Ref: 2/11/12

840Ci Auto 1995. Metallic Oxford Green, grey leather interior. FSH with BMW dealers and BMW specialist. 54,000 genuine miles, only 7,000 miles in last two years. This car has been garaged and loved and is in immaculate condition, it has all the 8 Series refinements in full working order. £4,000 spent getting it exactly right. Taxed and MoT for 6 months. Work commitment forces quick sale. Number plate not included in sale. Price: £8995 or good offer. **Tel: 01485 540823 or 07802 903 593** Ref: 8/11/12F

M3 E30 Sport Evo. 1990 Concour winner Gaydon 2007. Mirror black paintwork, full black leather, FSH. Imported 2000 with original German docs and 2 UK owners. Only 31k miles. AC Schnitzer S3 accessories. One for true enthusiast/collector. For more details contact. Price: POA. **Tel: 0776 146 2203** Ref: 9/11/12

23i E21 1981 Sapphire Blue Metallic, automatic. SUPERB CONDITION, MoT until June 08. Mileage 89000 genuine. Alloy wheels with spare set of 6J basket weave BBS (copies). Goodyear 205/60/13 NCTs. Genuine Recaro interior including rear headrests all reupholstered in blue leather (Muirhead). Numerous other spares. Needs minor finishing. Price: £1500. **Tel: 01202 533144** or hockeys athome@aol.com Ref: 12/11/12B



Buick 1924, 4200cc, 6 cylindres, Full aluminium, Perfect condition, **Tel: 0032 1169 5844, www.mecanicimport.com**

C

1961 COOPER MONACO T61 BUICK V8 White/Blue stripes, ex-Briggs Cunningham team car. Fully restored and race prepared to exceptional standards and ideal for the coming season. £POA. **Tel +44 1252 845818 www.morrisandwelford.com**

1954 Cooper Mk 8 F3 500cc single seater. Excellent period history. Julian Shoolheifer Ltd **01799 599003.**

Chevron B40 F2. Totally rebuilt to very high standard with fresh Hart 420R, FBA box, New bag tanks etc etc Excellent history. **Tel: Gareth 01440 760960. E-mail: gareth@paceproducts.co.uk**



Bentley S3

They dont come much better, I bought this 12 years ago and since then have had much work done, upholstery tidied up and car has been resprayed superbly. Car is good in all respects

£27,000

Tel: 01983 760407 or 07703 189169

'67 Corvette for sale. Please post enquiries to **BOX 067, C/O Matt Rayner, Motor Sport, 26-30 Old Church Street, Chelsea, London, SW3 5BY**

1963 Corvette Convertible - Red exterior/beige interior, customised. **Tel: 01892 761272.** £29,950

D



Suzuki Hyabusa Dax rush kit car. Quaffie diff & reversing box. Built to mega spec, Will take your breath away. Too much to list, First to see will buy. New project forces sale. Please phone for full spec and details (never been on track). £15,500, **Mobile: 07983 465004. Tel: 0161 730 6206 (evening)**

E



Elden MK8 historic F/Ford. Superb condition throughout and with all FIA/HSCC papers. Excellent documented history. £11,950. Mark Dunham **01353 648 922.**

F

THE FERRARI OWNERS' CLUB OF GREAT BRITAIN

Join fellow owners, former owners and non-owning enthusiasts in a club dedicated to helping you to enjoy your Ferrari to the full. Enjoy regular track days, area group activity, Club magazines, a Club race and hillclimb series plus a host of event invitations during the year.

Apply and join on line at:
www.ferrariownersclub.co.uk
Or call: 01485 544500 fax: 544515
email: info.foc@btinternet.com

FERRARI 360 SPIDER F1 Rosso Corsa with crema hide. 15,000 miles. Full Ferrari service history. Scuderia wing shields. Tubi sports exhaust. Front and rear Challenge grilles. Electric seats. Red calipers. Immaculate throughout. £79,995. **Tel: 07766 822222 or 01895 236816.**



1965 RHD FERRARI 330 GT 2+2 SERIES 1. This fine example is one of only 44 RHD cars produced. Presented in its original livery of silver grey with black interior, and accompanied by its 'Certificato di Identificazione' from Ferrari, and an extensive history file spanning back to when it was first purchased. **Tel: 01242 821 600. E-mail: cars@martinchisholm.com**



Ferrari 250GT SWB 1960, aluminium body unfinished restoration. Phone **+33-629919275** France Contact for Price

FERRARI 308 MONDIAL 8 1982 Rosso corsa/black leather interior. 40,400 miles. RHD. A/C. Very good condition with FSH. Recent tyres with less than 1,000 miles. Current FOC member owned and enjoyed for over eight years. Original tool kit and manuals to include fitted cover. Taxed until March. MoT August 2008. A well cared for and fun car to drive. £16,950. Tel Andrew: **07889 751623 (Bucks).**

FERRARI 328 GTB 1989 ABS 9,800 miles. Private plate: 328 HOT. Concours winner seven times and car of the show in 2005. Owned by myself since 1991. Sad to sell but need a new challenge. Buy the best and most perfect 328 in the UK. POA. Call Steve Grove on **07753 252545 or 01708 505475.**

308 GT4 Red/black. 36,530 miles. Present owner six years. Fastidiously maintained. New discs, clutch, complete s/s exhaust system. Undersealed. All bills. Cromadora wheels. Maintained and serviced by ex-Ferrari mechanic. Sale due to illness. £19,950. Torbay, Devon. **01803 665254.**

FERRARI 308 GTSI 1982 Red with cream leather. Owned since 1999. Only 35,000 with much history. Cam belts and service just carried out. Very good condition. Priced to sell at £17,950. **Tel: 07740 521049 (east Sussex).**

FERRARI 308 GTB Competition car 1986 Prepared for 2008 Pirelli Ferrari Open. Run in 2006 with 2nd overall Class S with a class win at Donington. £23,500. Call Nick for full specification on **07917 347735 or email: nicholas.chester@uk.renaultF1.com**



1998 Ferrari F355 F1 Spider in Giallo Fly Yellow with Black hide interior. This is a superb, immaculate example fitted with all usual refinements including climate control, Tracker, electric seats, airbags, power hood, traction control and challenge grille. New stereo system including Sat Nav, Bluetooth hands free and CD multichanger with power amp. 23,000 miles with full Ferrari service history £48,950 **Tel. (01753) 644599 E-mail: sales@runnymedemotorcompany.com**



1986 Ferrari 412i in Blue Chiaro with Magnolia hide interior. This particular example is in good condition (electrically, bodywork and paintwork) and is in excellent condition (engine, automatic transmission, interior trim, chassis, wheels and tyres). Only 54,000 miles from new substantiated by full service history and has been upgraded with a full stainless steel exhaust system including manifolds and balance pipes £22,950 **Tel. (01753) 644599 E-mail: sales@runnymedemotorcompany.com**

F355 GTS Rosso corsa, nero leather, bordeaux stitching, black carpets with red mats. RHD 1997/P, 39,620 miles, FSH, Garaged, Zymol'd. Nice example. Tax and MoT until October 2008, HPI ok. Almost new Pirelli P Zero tyres, Tracker Retrieve, ABS, Airbags, CD/Stereo/Amplifier, Alarm, Air, etc. Removable roof panel. £44,995 ono. Call Chris on **07798 840732 or email chris@skellerns.co.uk (Midlands).**

FERRARI 575M F1 (reg 26/07/02). Argento Nürburgring with full bordeaux leather. Full Ferrari service history. Fiorano handling pack. Traction control. ABS. A/C. Sat nav. Scuderia shields. Electric memory seats. Red calipers. Tubi sport exhaust. Finance and p/exchange available. £62,500. For further details: **01400 273264, 01636 708708 or 07971 269329.**

575M SUPERAMERICA F1 Rosso Scuderia with beige interior. Unique opportunity. Never registered. 207 miles only. All standard factory options plus instrument panel in red, Fiorano handling pack, Scuderia shields, Daytona style seat trim, leather rear shelf upholstery, handy fire extinguisher, sold with Ferrari warranty until November 08. Considerable saving on new price. Call Clive on **01202 722247 or 07779 702889 POA**

FERRARI 308 DINO GT4 Very nice example of Ferrari's early 2+2 V8. Rosso with crema leather. Immaculate condition and mechanically excellent. 'N' reg. 24,000 genuine miles with MoT certificates. Present owners for two years. Stainless silencer and manifolds. Competition seats and belts with original A1 leather seats included. 16" wheels and Pirelli PZeros. Uprated springs, dampers and revised camber settings providing modern day handling characteristics, making the car ideal for track days and hillclimbing besides being great on the road. £17,500 ono. Contact Richard on **01908 690898** (no canvassers please)



1966 Ford GT/40 MK II 7-Liter, one of thirteen. A time warp from 1966. Original unrestored paint, body, chassis, fully documented. Was at LeMans 1966. On MSO from Ford. Incredible! **914 997 9133 (Phone) 914 997 9136 (Fax) www.motorclassiccorp.com**

FERRARI IN BATH
SALES • SERVICE • WANTED



Tel:0870 90 40 125
www.cortese.co.uk

FERRARI 400iA 1980 red/tan. Perfect. FOC Concours winner. UK car. Full history. Ready to go anywhere. Needs nothing. Ring Britt **07768 147 578 or 01952 608 451** £26,900 ono



Ferrari 308 GTS QV 1985, B Red/Black, 36,200 miles £19,995
Tel: 08000 360 355

J

Wanted urgently, all E-Type Jaguars and classic Jaguars, any year, any condition, please call **01322 669 081 or 07836 250 222**



Gran Turismo Engineering

CLASSIC ALFA ROMEO SPECIALISTS FOR ROAD, RACE & RESTORATION
Tel:01435 813101 Mobile: 07860 538437



1965 Alfa Romeo Giulia Sprint GT.F.I.A Appendix K race car.Latest H.T.P.Fresh engine in 2007.Road registered/road legal.Could easily be used for tarmac road events .....**£17,250.**



1965 Alfa Romeo Giulia Sprint GT.F.I.A Appendix K race car,group2 spec.Latest H.T.P.Fresh engine just rebuilt for 2008.Road registered/road legal. . **£17,950**

Unit 4 Foords Farm, Vines Cross, Heathfield, East Sussex TN21 9EX
Viewing by appointment - Secure storage available (Short or long term)
For all your servicing & maintenance needs. We specialise in all aspects of Alfa Romeo 105 series (Coupe, Spider & Saloon). We have full bodyshop facilities & can carry out a full restoration or repair a minor parking dent. Historic race & rally preparation. Over 20 yrs experience.



Designed and built by Volvo Special Products division in Sweden this 2001 vehicle is one of the last of its kind. It is modern and stylish powered by a 3 litre 6-cylinder engine and fitted with front and rear air-conditioning, automatic transmission, alloy wheels, front fog lights and additional work lights to the front side and rear. This vehicle, formerly an ambulance, would make a unique and interesting project for a discerning buyer.

Call David Lowe - Tel: 0118 940 2961 Fax: 0118 940 4321
Email: glenlimos@aol.com

IK CLASSICS

1960 Austin A40

front running car with Masters Oldies But Goldies, class winning race car. Spa lap 3.21, Mallory 60.01. Ran Goodwood 2006, eligible 2008. 1293cc, s/cut gearbox, LSD, comp h/shafts etc. New project forces reluctant sale

£16,500









Bottom Yard, Dobroyd Mills, Jackson Bridge, Holmfirth, Huddersfield, W. Yorks HD9 1AHH
T. 01484 688678
E. sales@ikclassicsandracing.co.uk

CLASSIC CAR TOURS INTERNATIONAL

Touring holidays in France and Europe
for Classic Cars and modern Sports Cars



Tel/Fax: 01253 884361 (UK) **0033 553 910946** (FRANCE)
www.ccti.co.uk



Classic 23' GMC-Birchaven
Fully spec'd to 2005 £27000 including 4x4 (pictured) www.gmcbirchaven.com for more info Call Brian! **01284 728399**

THE ORIGINAL MOTOR RACING MAGAZINE

MOTOR SPORT
SINCE 1924

Binders

Motor Sport binders are now back in stock. Our hard back binders take 12 issues and cost £12.99 each. Please add £2 p&p UK, £7 overseas. Keep your copies of Motor Sport in perfect condition and retain them as a valuable record for the future.

Send to: *Motor Sport* magazine,
26-30 Old Church Street, London SW3 5BY
or telephone 020 7349 3150.

PLEASE MAKE CHEQUES PAYABLE TO *MOTOR SPORT*

SELL YOUR CLASSIC CAR OR HISTORIC RACING CAR IN MOTORSPORT TELEPHONE 020 7349 3163

J



Jaguar E-Type £35,000. Immaculate vehicle – 5.3 v12 – manual - chrome wire wheels 2 previous registered owners. Lengthy history. Yellow, well looked after. **Please call David : 07850332588**



Jedi - Busa MK4 – Hillclimb/sprint car. Ready to go for 2008 following extensive mods and upgrades in 2007, Very quick car. 1363 cc Suzuki Hayabusa. 200+ bhp – 183.75bhp at wheels – Dynod 8th June 07. To much to list, for full spec and more photos. Presented in 1st class condition. £15,850 ovno. **Contact Steve at Christine.batchelor@sky.com or 07977867293**



XKSS Jaguar D-Type, build by Tempero and nearly as good as an Lynx recreation, full alloy car, polished sills and Dunlop 16 inch Wheels, approx. 300 Hp, 3-Webers, 3 branch exhaust 5 gears, absolute perfect black outside, black hood and red interereiurs. It is exactly like the Steve McQinn car. Only 1.500 mls since build, but can be registered as a historic car older than 30 years, priced at half of building cost at now £79.500. Contact email **lie@lie-ass.de or 00491739990003**

L

CLUB LOTUS
58 MALTHOUSE COURT
DEREHAM NORFOLK NR20 4UA
TEL 01362 691144 / 694459
FAX 01362 695522

THE ORIGINAL & BEST CLUB FOR ALL LOTUS OWNERS AND ENTHUSIASTS

COLOUR MAGAZINE, INSURANCE & PARTS DISCOUNTS, FREE TECHNICAL HELP, LOTUS SHOP & MUCH MORE FOR ONLY £27 PER YEAR

SEE www.clublotus.co.uk OR CALL FOR FREE INFO PACK

1961 LOLA-OSCA White, ex-SCCA Champion. LOLA MKI chassis fitted from new with an OSCA engine. Highly original car with fabulous history. £POA **+1 203 222 3862 www.morrisandwelford.com**



2005 Lotus Exige finished in Black with Yellow stripe, Black leather trim, sports exhaust, central locking, cd player, very high specification. Only 15000 miles and one lady owner. £24,350 **Oselli Limited Tel: 01993 849610 Mobile: 07831 597424**



THIS 200 MPH SUPERCAR FOR NEW YEAR? Less than £50,000 will buy you the car of a lifetime! Original Cost £160,000. Full details and Photos on Request
MOB: 07786-621292 TEL: 01291-673757
Email: ericpalethorpe@btinternet.com

1997 Lotus V8 (SE). 49,306 miles. Midnight metallic blue. Unmarked tan leather interior/tan carpets. Glass sunroof. Aircon. Four new tyres. New rear wheels 2007. New cat/sensors 2004. Stainless steel exhaust. MOT 3.1.2009 6mths tax. Superb genuine V8. Priced for quick sale. £14,750 **Tel: 07791 324518**



Lola T460 F2 This car comes with lots of paperwork and spares. **Tel: 01932 247907 or Tel: 01778 392562 www.hallandhall.net**

M

The official
Mercedes-Benz Club

0845 6032660

www.mercedes-benz-club.co.uk

THE CLUB FOR ALL
MERCEDES...

Discounts, technical help,
books & manuals,
monthly magazine...

Join us now
www.mercedesclub.org.uk

Mercedes-Benz Owners
01892 860922
email: info@mercedesclub.org.uk

1972 Maserati Ghibli 4.9 SS - RHD. Ex - Lady Vestey. Three owners. Only 17,000 miles. Top condition. Blue with biege leather interior (original). Maintained by Maserati specialist Franco Tralli in Modena, Italy. Full documentation and invoices. 83,000 € (£59,000 GBP) Car can be seen and driven by appointment in Heidelberg, Germany. email: nicola.doenhoff@gmx.de **Call 0049 1728927364 or 0049 1727776665**



2002 Mercedes 500SL in Brilliant Silver with Grey hide. A fine example with service history and fitted with Command Sat Nav, climate control, cruise control, 18" alloy wheels, heated electric seats, park assistance and CD player £29,995 **Tel. (01753) 644599 E-mail: sales@runnymedemotorcompany.com**



MGB GT V8
1975. Factory Chrome Bumper.
Comprehensive 2 year competition development. Prepared for HSCC 70s Roadsports Series
For spec. price and more pictures
E-mail:ralph.bev@virgin.net or Telephone 01327 850611



MGB V8 Roadster, 1974, superb 4k since prof. restore 5 spd. E.W. leather seats, tonneau D/D hood, Kenlowe, £9,750. Part exchange considered. **Tel: 01787 210 513.** Suffolk.



1972 Maserati Ghibli 4.9 SS – RHD Ex-Lady Vestey. Three owners. Only 17.000 miles. Top condition. Blue with beige leather interior (original). Maintained by Maserati specialist Franco Tralli in Modena, Italy. Full documentation and invoices. €83.000 (£59.000). Car can be seen and driven by appointment in Heidelberg, Germany. **E-mail: Nicola.Doenhoff@gmx.de Call: +49-172-892 73 64 or +49-172-777 666 5**



Mazda MX5 Nevada 1.8 2003/03: Strato Blue, grey leather, limited edition, only 7000mls!!, fsh £9950 **Adrian Blyth Tel: 01428 608255**

MASERATI IN BATH
SALES • SERVICE • WANTED



Tel:0870 90 40 125
www.cortese.co.uk



1964 MGB Roadster finished in Iris blue with blue leather trim. Totally restored by us to high spec including 1950cc stage two engine etc £14,950 **Oselli Limited Tel: 01993 849610 Mobile: 07831 597424**



2004 Maserati 4200 Cambiocorsa in metallic Black with full Charcoal hide. Fitted with all usual refinements including electric memory seats, Maserati satellite navigation system, 18" 7 spoke alloy wheels. Full main dealer service history. Only 2 owners from new £31,950 **Tel. (01753) 644599 E-mail: sales@runnymedemotor company.com**

Thomson & Potter

Morgan Agents in Scotland

Scotland's only Morgan dealer...

for our latest stock visit...

www.morgansinscotland.co.uk

High Street, Burrelton

01828-670247

MORGAN

P

Buying a Porsche? Then join the Club...

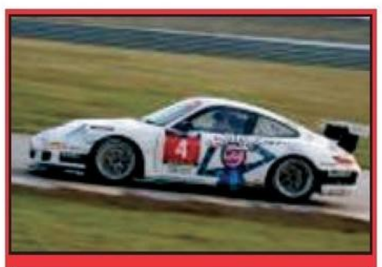
Porsche Club Great Britain

Great membership benefits from £66 per year

Tel: 01608 652911

www.porscheclubgb.com

Porsche Carrera 4, 911 Cabrio, 1992, 108K, FPSH. Excellent condition. Every option inc. A/C, Metallic, Dark grey linen leather. £12995. **07710 068 444**



DRIVES AVAILABLE IN BRITISH GT OR BRITCAR IN RSS PERFORMANCE'S PORSCHE 997 GT3 UPGRADED TO THE LATEST GT3 SPECIFICATION. ALSO WE WOULD LIKE TO TALK TO INTERESTED PERSONS ABOUT RUNNING FURTHER CUSTOMER CARS IN BGT OR BRITCAR.

graeme.mundy@tiscali.co.uk

or call Andy Bennett 07968 123424

RSS



1995 Porsche GT2. Daytona/ Sebring/Watkins history; New engine, Motec M48, Lambda options etc; Ideal for the new '90s GT series! POA **Tel: (U.S.A): 727 384 1179 Email: john@johnstarkeycars.com**

R

Wanted urgently, we pay more, any Rolls Royce or Bentley, any year, any condition, please call **01322 669 081 or 07836 250 222.**



Rolls Royce CAMARGUE, 2-door Coupé, large 4-seater with plenty of leg space in the back, the most expensive Rolls Royce built at the time – even more expensive than the PHANTOM, 6750cc, 21,175 km/13,150 miles, built in March 1980, automatic, metallic silver, light-beige velour, Split-level aircon., 1000 Watt HI-FI, a dream of a car which never causes trouble, aluminium body, like new, only 525 built, of those surely only a few LHD examples remain, private sale, 64,000 € **Phone +49 (0) 172 6176432**



Rolls Royce SILVER CLOUD III MPW (CHINESE EYES) 2 –door, 4-seater with plenty of rear space. CABRIOLET – original hydraulic black hood over black aluminium-car and black leather, only 28 LHD models built, 6230cc, built in March 1963, 61,432 miles, aircon., 1000 Watt HI-FI, a treat of a car gliding along the road, always trouble-free, 4 speed automatic, private sale, 198,000 € **Phone + 49 (0) 172 6176432**



Rolls Royce, PHANTOM VI, the last state-Pullman limousine built with an electric window behind the driver's compartment, RHD (ideal for chauffeur-driven cars in European rush hour traffic, since driver can stop on right-side curb and can jump out immediately without traffic observation and open the passenger-door to help his passengers out). Engine is a 3600cc unit producing 200bhp, built in 1972, 19,751 miles, automatic, black with a touch of coal, original cloth and new leather in curry/ champagne colour inside, 2 unfoldable additional seats in the rear, only 374 built, aircon., car was restored whilst in my possession and has not been driven since, private sale, 172,000 € **Phone + 49 (0) 172 6176432**

S

1965 SHELBY MUSTANG GT350 White with blue stripes. Genuine '65 GT350 professionally restored and race prepared to concours standard with 'R' features. £POA. **Tel +44 1252 845818 enquiries@morrisandwelford.com**

T

1964 Triumph TR4 FIA Race Car in Black. This car has been freshly rebuilt from a UK right hand drive car and is fully race prepared. Huge specification including fresh full race mass engine, Weber carbs, fresh quaiffe, dog-change gearbox, LSD Salisbury axle, 2 sets of period style alloy wheels and Dunlop historic and Avon tyres. Sale price includes a comprehensive spare parts package. Comes with FIA – HTP papers £36,950. **Tel. (01753) 644599 E-mail: sales@runnymedemotor company.com**



1964 Triumph TR4 FIA Race Car in Black. This car has been freshly rebuilt from a UK right hand drive car and is fully race prepared. Huge specification including fresh full race mass engine, Weber carbs, fresh quaiffe, dog-change gearbox, LSD Salisbury axle, 2 sets of period style alloy wheels and Dunlop historic and Avon tyres. Sale price includes a comprehensive spare parts package. Comes with FIA – HTP papers £36,950 **Tel. (01753) 644599 E-mail: sales@runnymedemotor company.com**

1973 Triumph TR6 125bhp Overdrive (magenta) extensive history since engine rebuild, excellent bodywork, Inspections Invited. £9850 o.n.o **Tel. 01435 813616**

V



Vauxhall VX220 Turbo 2004/04: Star Silver, red leather, TMS Stage 1 conversion, cd, only 19000mls, fsh £16500 **Adrian Blyth Tel: 01428 608255**

SITUATION VACANT

PANEL BEATER COACH BUILDER

Required to join our team in manufacture of vintage and historic racing car bodies and associated panel work for a range of well known international clients.

✸ **Excellent Rate Of Pay** ✸

For further details or to apply for this varied and interesting position contact:

Keith Roach

Roach Manufacturing Ltd

Ower, Romsey, Hants.

Tel No: 023 8081 4287

enquiries@roachmanufacturing.co.uk

www.roachmanufacturing.co.uk

PUBLICATIONS

SALE: the Gordon Jones Collection. 1840 motor racing and 88 LeMans books. Collection in France, can deliver to UK. email for list: **toumaniantz@wanadoo.fr**

Motor Sport for sale. Jan 1968 to Dec 2007. Some bound. Offers. Buyer collects. **Tel: 07932 956 803**

For Sale. Old copies of Motor Sport magazine in good undamaged condition. Complete Years 1978, 1979, 1980, 1981, 1982, 1983, 1985, 1989 and 1990. Incomplete years (one month missing in each case) 1977 (February), 1984 (April), 1986 (June), 1987 (January) and 1988 (April). Offers please. Contact Simon Blackwell on **01253 738121** Business Hours.

WANTED

Wanted, complete set of Motor Sport from 1924, either bound or single copies. We are also interested in complete years before 1950. Call Martin Nott on **0207 349 3192.**

FERRARI BOXER 512 BOXER Must be in mint condition. Required by private collector. **Email: NWB Collection@ yahoo. co.uk**



2006 Fleetwood Fiesta V10 Triton

32s, 32ft Motorhome, 6 berth, car licence, big sideout, twin air con, microwave, oven, fridge freezer, tv, hydraulic jacks, large locker in rear, rear bedroom. All the usual USA spec. Superb condition, 10000 miles only, as new. £42500.00+VAT. Finance available.

Call 07976 984605 or 01246 866829

FANTASTIC MOTORHOME OFFER



Coachmen Cross Country Elite luxury 35ft American Motorhome 2003

Turbo Cummins (Big!) diesel pusher, 6-speed gearbox (Electro). Huge lounge/dinette slideout. Fully loaded, very low mileage. My own personal vehicle. Absolute bargain (check others) £69,995.00. Finance possible. Historic race car p/x considered. Ready to roll!

Ted Williams Tel: 01179 731760/07860 733835 daytime.

1959 AC Ace Bristol



Having raced since new this car has excellent provenance. From racing at Goodwood in period through several Carrera Pan-Americana events to its more recent outings in endurance races such as Pau and Porto.

The car was prepared for its current owner by INRacing and its condition reflects the work of that company.

The car comes with an impressive history file and FIA papers.

The car can be viewed in Oxfordshire or Surrey – please contact the vendor at

Stephen@classicracingltd.com

or ring 07765 232760

MOTOR SPORT MAGAZINE IS PRINTED IN ENGLAND

Telephone
(01753) 644599

E-mail: sales@runnymedemotorcompany.com

RUNNYMEDE MOTOR COMPANY

Aston Martin in the Thames Valley

Mobile
(07836 222111)

www.runnymedemotorcompany.com



1968 Aston Martin DB6 in Silver Birch with contrasting Black hide interior. This car has been the subject of a recent back-to-metal repaint, a complete re-trim and now has the benefit of a full rebuilt 4.2 high compression engine to beyond Vantage specification. Stunning throughout. Please enquire for full specification. £99,950



1969 Aston Martin DB6 Vantage in Regal Red with original contrasting tan hide interior. This example is a Vantage with an original electric sunroof and a Manual 5 speed gearbox. Fitted with chrome wheels, the car has been in regular use and has been regularly maintained. Recent works include new rear springs, stainless steel exhaust, rebuilt water pump, new radiator hoses, refurbished power steering, replacement brake master cylinder, new clutch and new sills. The car is also fitted with a Kenlowe electric fan to assist with cooling in modern day traffic conditions. Please enquire for full details. £75,000



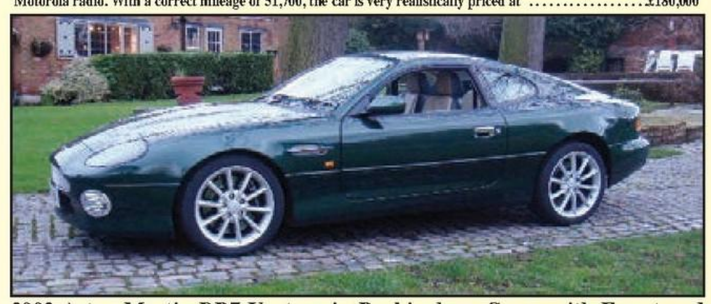
1969 Aston Martin DB6 Convertible in Chiltern Green with Parchment hide piped Green. This vehicle started its life as a Coupe and was one of two cars that were convereted by Daytona Motor Company of Bracknell around 1990/1991 for the Henley Sports Car Company, before being purchased by its present owner in 2003. The car has been the subject of an in depth restoration over the last four years eventually completed by the team at Royles of Darlington which has resulted in an excellent car that performs very well and is easy to drive. Fitted automatic transmission, power steering, wood rim steering wheel, Black mohair hood, chrome wire wheels, electric windows and original 5 push button Motorola radio. With a correct mileage of 51,700, the car is very realistically priced at £180,000



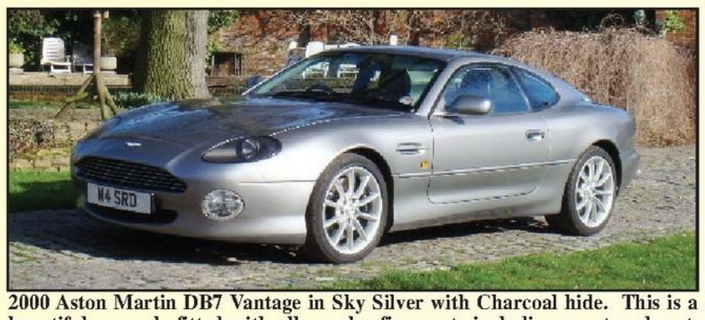
1997 Aston Martin DB7 in Pentland Green with Forest and Parchment hide interior. (75,000 miles) This car was supplied to its last owner by ourselves 3 years ago and comes with total Aston Martin service history. Sensibly priced at £24,950



1991 Aston Martin Virage 5.3 FHC. Squadron Blue with Magnolia hide piped Blue and new Blue carpets with Aston Martin logos and Alcantara headlining. This car has only covered 42,000 miles from new and has a complete Aston Martin service history. Not to be confused with the usual wrecks, this car is really beautiful £27,950



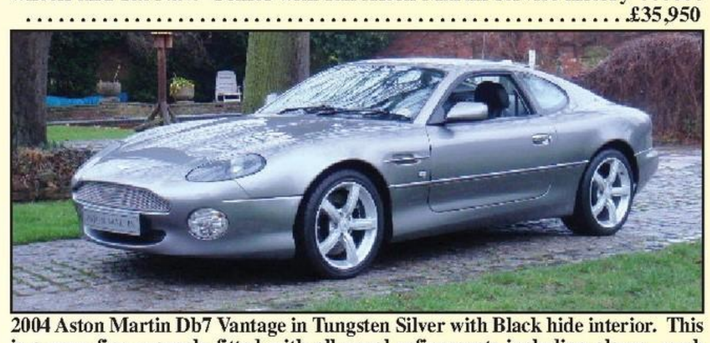
2002 Aston Martin DB7 Vantage in Buckingham Green with Forest and Tan hide. (54,000 miles) Fitted with automatic transmission, power steering, air conditioning, electric heated seats, electric mirrors, 18" alloy wheels and Sat Nav. Comes with full Aston Martin service history £35,950



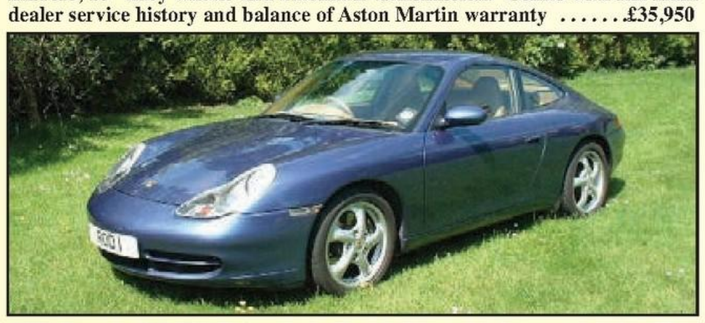
2000 Aston Martin DB7 Vantage in Sky Silver with Charcoal hide. This is a beautiful example fitted with all usual refinements including sports exhaust, stereo upgrade, electric heated seats, air conditioning, tilt steering and folding mirrors, 18" alloy wheels and automatic transmission. Comes with full main dealer service history and balance of Aston Martin warranty £35,950



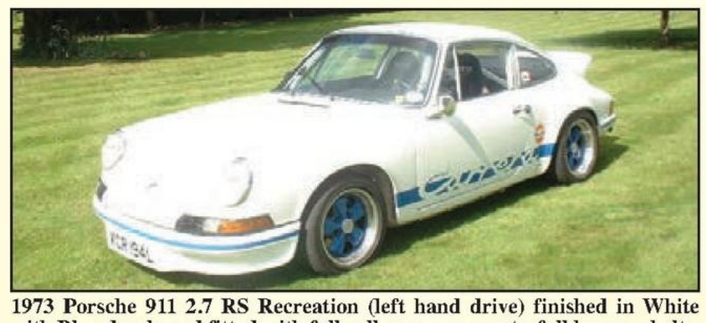
1987 Aston Martin V8 Vantage in Suffolk Red with Magnolia hide interior. This is a beautiful example fitted with 5 speed Manual gearbox, Ronal alloy wheels and new sills by marque specialists. Excellent service history. £59,950



2004 Aston Martin Db7 Vantage in Tungsten Silver with Black hide interior. This is a very fine example fitted with all usual refinements including alarm, mesh grilles, premium in car entertainment system, aluminium pedal pads, heated front screen, Tracker, 18" 5 spoke GT alloy wheels and 5 speed automatic transmission. Comes with complete Aston Martin works service history £45,950



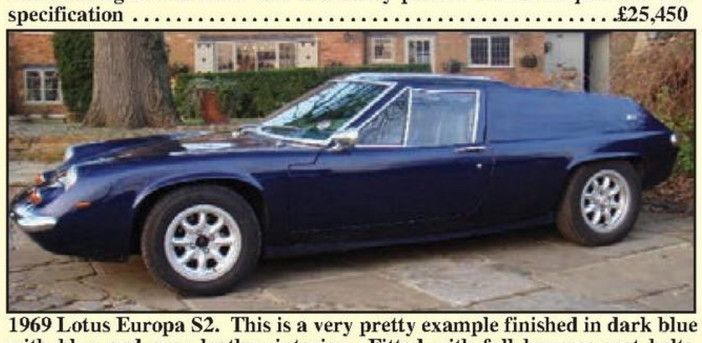
1999 Porsche 911/996 Tiptronic in Zenith Blue with Savannah hide. This is a well cared for example having had only one owner at 49,000 miles with full Porsche service history. Fitted with all usual refinements including air conditioning and Tracker and is sensibly priced. Please enquire for full specification £25,450



1973 Porsche 911 2.7 RS Recreation (left hand drive) finished in White with Blue decals and fitted with full roll cage, race seats, full harness belts, correct Fuch wheels, 3 litre fuel injection engine and lowered stiffened suspension. This is a beautiful example of the marque and is suitable for road and track days £34,950



2004 Maserati 4200 Cambiocorsa in metallic Black with full Charcoal hide. Fitted with all usual refinements including electric memory seats, Maserati satellite navigation system, 18" 7 spoke alloy wheels. Full main dealer service history. Only 2 owners from new £31,950



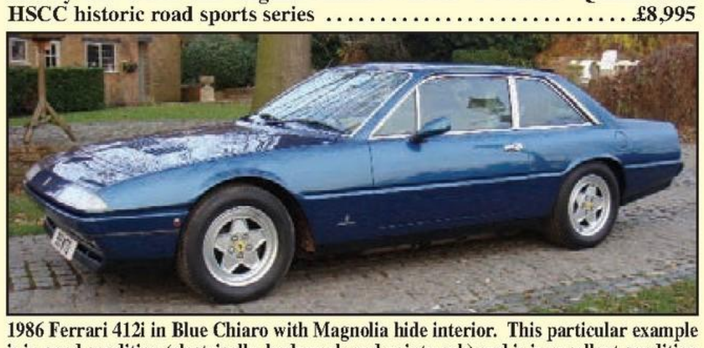
1969 Lotus Europa S2. This is a very pretty example finished in dark blue with blue and grey leather interior. Fitted with full harness seat belts, safety devices, roll cage, Renault 1470cc engine with Weber carb, Elise factory conversion and original Minilite wheels. 2 owners. Qualifies for HSCC historic road sports series £8,995



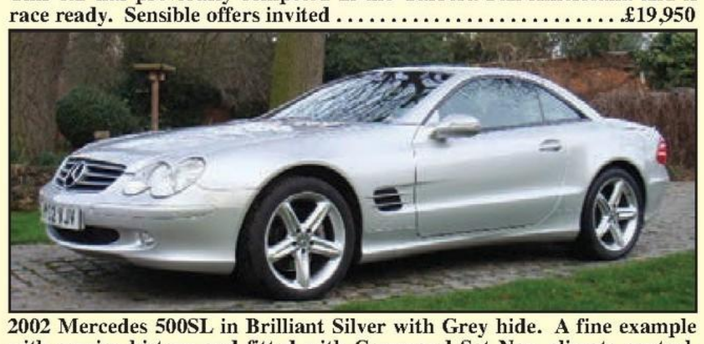
1963 Alfa Giulia GTS Spider. This is a very nice example of the marque and comes with both original and up to date FIA Papers and can be used for numerous FIA events including Spa, Tour Auto, Coppa D'Italia etc. This car has previously competed in the Carrera Pan Americana and is race ready. Sensible offers invited £19,950



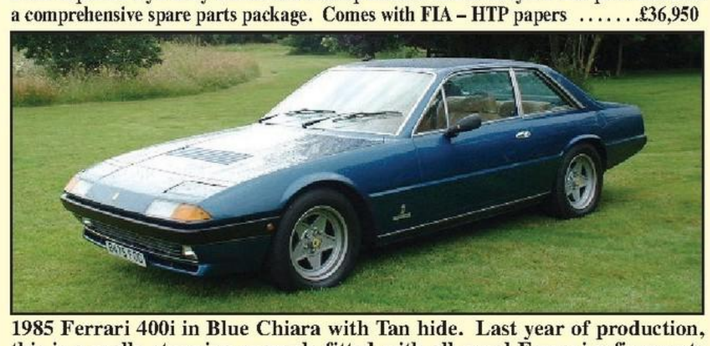
1964 Triumph TR4 FIA Race Car in Black. This car has been freshly rebuilt from a UK right hand drive car and is fully race prepared. Huge specification including fresh full race mass engine, Weber carbs, fresh quaiffe, dog-change gearbox, LSD Salisbury axle, 2 sets of period style alloy wheels and Dunlop historic and Avon tyres. Sale price includes a comprehensive spare parts package. Comes with FIA – HTP papers £36,950



1986 Ferrari 412i in Blue Chiaro with Magnolia hide interior. This particular example is in good condition (electrically, bodywork and paintwork) and is in excellent condition (engine, automatic transmission, interior trim, chassis, wheels and tyres). Only 54,000 miles from new substantiated by full service history and has been upgraded with a full stainless steel exhaust system including manifolds and balance pipes £22,950



2002 Mercedes 500SL in Brilliant Silver with Grey hide. A fine example with service history and fitted with Command Sat Nav, climate control, cruise control, 18" alloy wheels, heated electric seats, park assistance and CD player £29,995



1985 Ferrari 400i in Blue Chiara with Tan hide. Last year of production, this is a really stunning example fitted with all usual Ferrari refinements including air conditioning, electric windows and alloy wheels. Comes with good Ferrari service history £17,950

The above is only a small selection of our stock. We carry approximatley 65 cars in stock at all times

Vistit our website at www.runnymedemotorcompany.com

Jim Stokes Workshops Limited

Exhibiting at the

International Historic Motorsport Show

14th – 16th March, 2008

Alfa Romeo * Ferrari * Lancia * Aston Martin * Mercedes * Jaguar

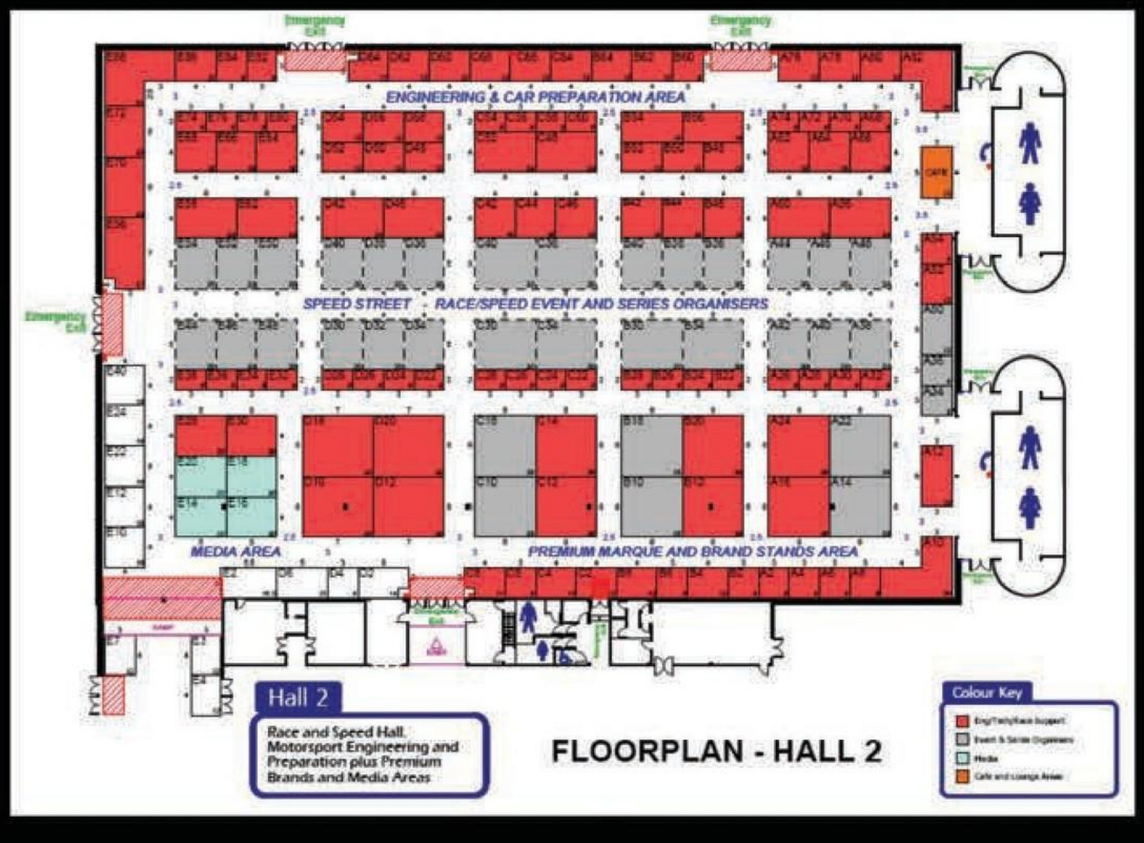
Find us at Hall 2 – Stand Nos. B48 ~ B58





7/8 Pipers Wood Industrial Park, Waterlooville, Hants. PO7 7XU, UK

Tel: +44 2392 254488 Fax: +44 2392 254489 e-mail: info@jswl.co.uk



www.jimstokes.co.uk

INTERNATIONAL HISTORIC MOTORSPORT SHOW 2008

race retro