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BRANDS HATCH MAGIC

MANSELL, HUNT, RODRIGUEZ: THE GREATEST RACES AT BRITAIN'S BEST-LOVED TRACK



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THE DELAGE THAT DID IT ALL

T WON THE TT, ITS CLASS AT E MANS, AND WAS A GP CAR...



HONDA'S FIRST F1 HERO

RICHIE GINTHER: THE MAN BUTTON HAS TO EMULATE



MIDDLE-AGE CRED

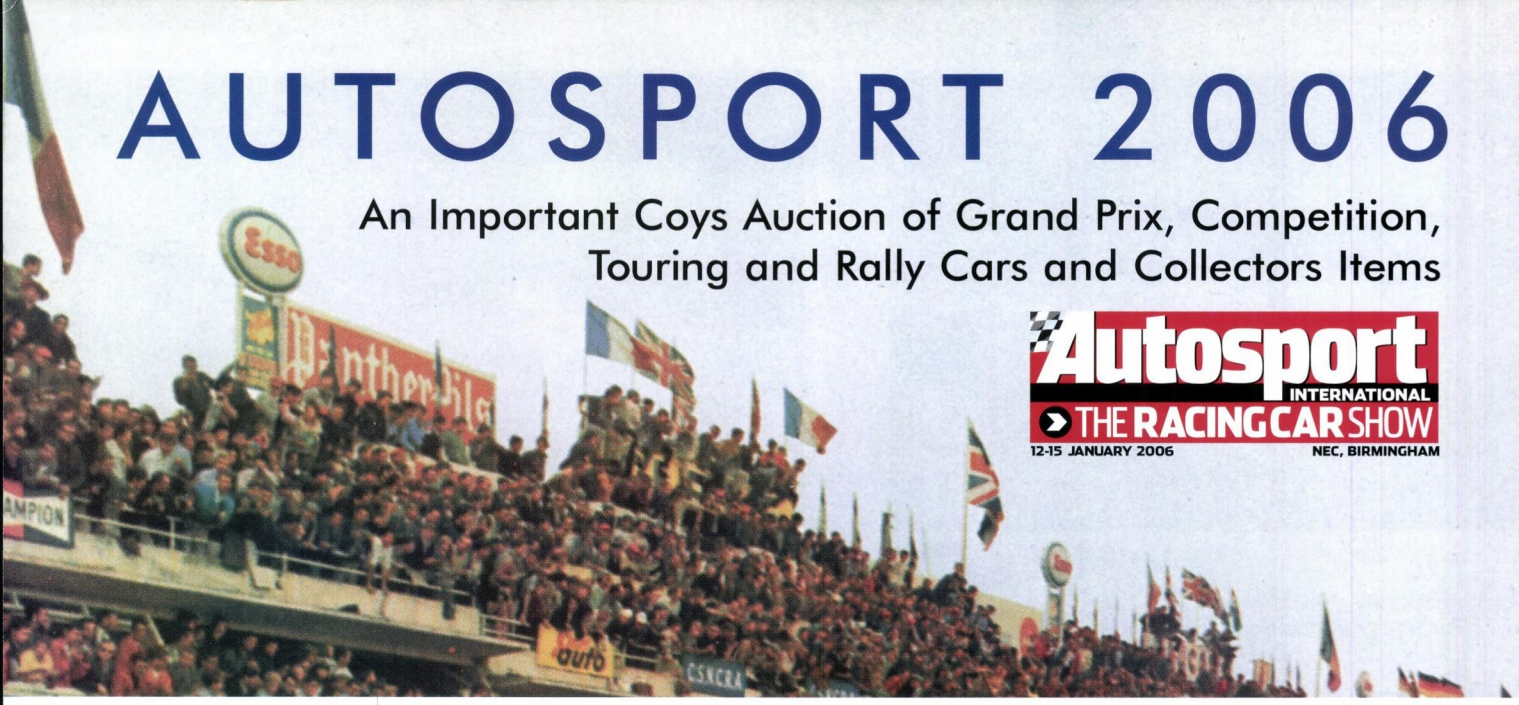


DEREK WARWICK TESTS GP MASTERS CAR - AND DECIDES HE'S GOING TO RACE IT!

AUTOSPORT 2006

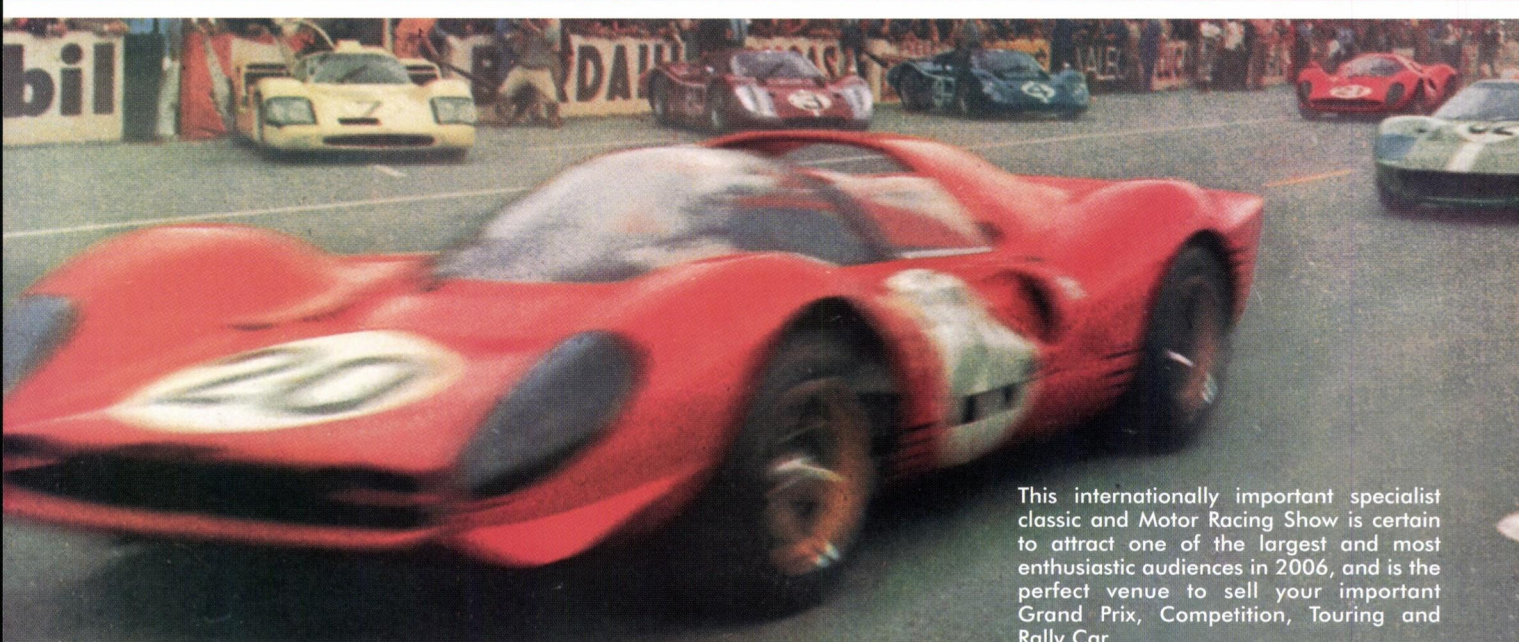
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COYS EUROPE

Michael Haag
Elisabethstr. 4,
D-68165 Mannheim,
Germany
Tel: +49/(0) 621 412004
Fax: +49/(0) 621 415551
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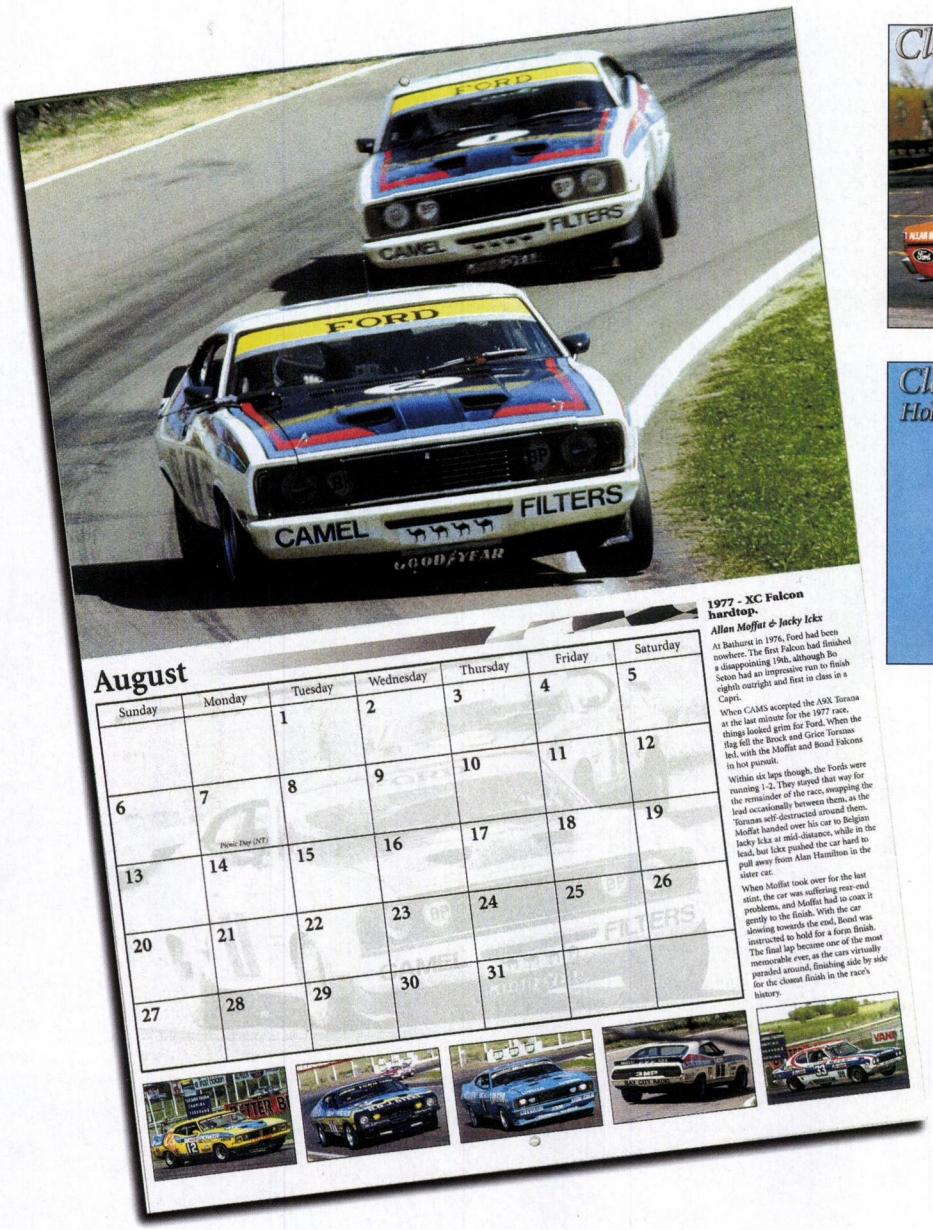
Northern Italy
Nicholas Margerison
69 Via Ferrarese
40128 Bologna
Tel: +39 320 9307559
nikmarge@yahoo.co.uk

Central and Southern Italy
Michele di Paolo
Via di Villa Ricotti 26
00161 Rome
Tel: +39 347 1800728
Fax: +39 0644251211
dipaolo@mclink.it

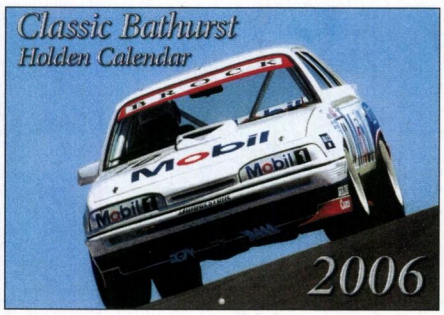
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30-second board

2006 calendars – Classic Bathurst Ford/ Classic Bathurst Holden







Plan your year with Moffat, Brock, Johnson...

If you've never been to Mount Panorama in Australia for the Bathurst 1000 – surely the most magnificent road circuit in the world – try to make that your long-term project for 2006. If you can't do that, treat yourself to these Classic Bathurst calendars instead.

The two choices – Holden or Ford – reflect the way of things in Australian touring car racing these days, but there's some wonderfully evocative photography here (and some informative text), from 1963 Cortina GT to '95 Commodore VR. It was hard to pick out a favourite, but we love the shot of the '77 Falcon XCs (main pic), with the race-winning Allan Moffat/Jacky Ickx car leading the sister machine of Colin Bond/Alan Hamilton.

But that's not the only gem – it's easy to forget just how wonderful the 1984 Commodore VK looked in Marlboro livery, for instance. Brilliant stuff from an amazing race.

Available for $A25 from Autofan Media: www.autofan.com.au; PO Box 186, Newcomb, Victoria 3219; or 00 61 3 5250 4842.

'It's easy to forget how wonderful the '84 Holden looked in its Marlboro livery'

MotorSport Dec 2005 | *MotorSport* incorporating *Speed* and *The Brooklands Gazette* | Vol LXXXI No 12

30-Second Board 3
Bathurst 1000 Holdens and Fords on a calendar? Ripper!
Letter from the Editor 7
Damien Smith asks, 'Which GP was best?', then bids farewell
News/My First Race 8
Honda becomes F1 constructor again/Eric van de Poele
Event of the Month: Dijon 10
Supersports/F2 from Trophées Historique de Bourgogne
Nigel Roebuck's Legends/Cult Heroes 12
Denis Jenkinson's E-type and bike/Ak Miller
Track Back/Adam Cooper's Track Forward 14
Ickx and Mass win Malaysia sportscars/F1 qualifying rules
Book/DVD reviews 17
Model reviews 18
Letters 20
More on McLaren Champ Cars; Andrew Hedges
You Were There 23
Monte Carlo, Dundrod, the RAC Rally
Subscriptions 26
In the Hot Seat: Johnny Herbert 28
No, he doesn't sit around reminiscing with Gregor Foitek
Next Month 29
Lancia-Ferrari D50 and Vanwall VW7; Bernie's Brabham

Features

The Best of Brands Hatch 31
Was the best race won by Mansell, Siffert or Andy Ackerley?
John Webb/Simon Taylor 42
In conversation with the man who made Brands great
Grand Prix Masters/Richard Heseltine 44
Derek Warwick gets enthusiasm overload - again
Delage D6/Richard Heseltine 50
Something old, something borrowed, something very blue
Track visit: La Châtre/Marcus Simmons 54
Following in the wheeltracks of F3 Martinis and Marches
X-Ray Spec: 'Babs'/Keith Howard 60
Under the skin of the legendary Land-Speed Record car
Richie Ginther/Richard Heseltine 62
Racing star turned hippy (that's Ginther, not Hezza)
Russell Brookes/John Davenport 68
British rally hero who was overlooked on international stage
Bill Boddy... 74
...on Ballots, and giving an immoral lady a lift in an Austin 7

Wheel to Wheel

Reports 81
HSCC season finale, Fowler's fifth Historic FF1600 crown
Reviews 84
All the action from 2005 historic single-seater world
News 90
Chevron B23-DFV runs for the first time in 22 years
Marcus Pye... 93
...is looking forward to next year's Cooper celebrations
Simon Taylor's Notebook 95
Stirling Moss - Alpine Rally hero
Parting Shot 96
Ronnie Peterson mangles his F2 March at Mallory Park



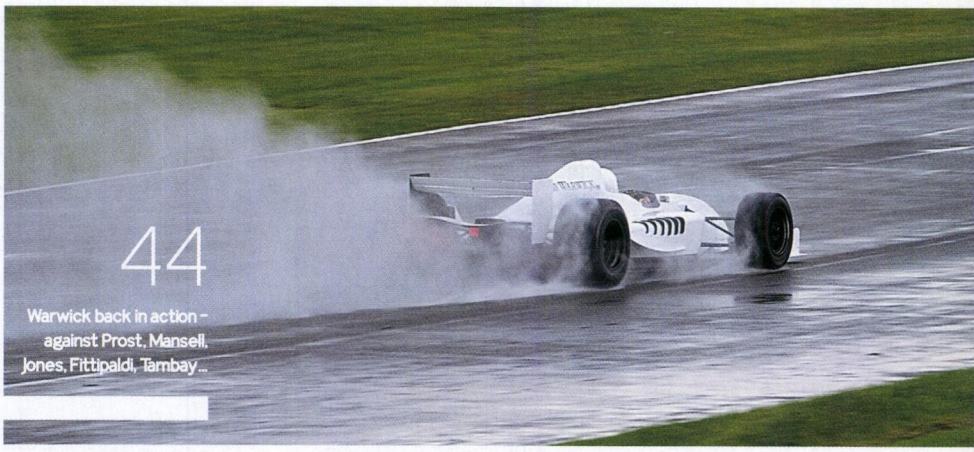
31

The magic of Brands Hatch: but which race topped our poll of the track's great moments?

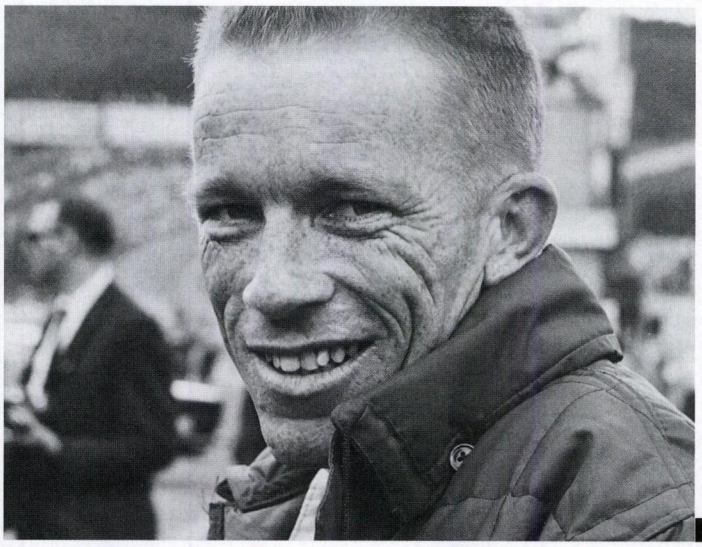
contacts - tel: +44 (0) 20 8267 5258 fax: +44 (0) 20 8267 5222
e-mail: motorsport@haynet.com

cover photography
Schlegelmilch,
Glenn Dunbar/LAT,
LAT, James Mann





44
Warwick back in action - against Prost, Mansell, Jones, Fittipaldi, Tambay...



62
How Richie Ginther followed Hill and Gurney to the world stage



54
Rediscovering the tiny La Châtre circuit - and a lot of leaves

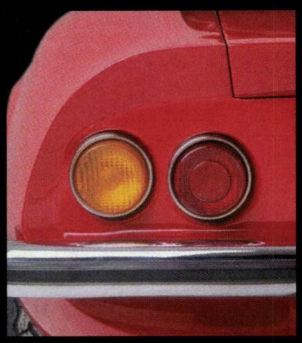
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MotorSport

60 Waldegrave Road, Teddington, Middlesex, TW11 8LG, United Kingdom

EDITORIAL DEPARTMENT
tel 020 8267 5255 fax 020 8267 5222
e-mail motorsport@haynet.com
editor Damien Smith (ext 5255)
founder editor Bill Boddy, MBE
deputy editor Gordon Cruickshank (ext 5259)
managing editor Marcus Simmons (ext 5258)
features editor Richard Heseltine (ext 5308)
art editor Faye Winkley (ext 5257)
picture editor Ian Marshall (ext 5303)
news editor Paul Lawrence
editor at large Simon Taylor
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special contributors Nigel Roebuck, Adam Cooper, John Davenport, Paul Fearnley, Alan Henry, Keith Howard, Mark Hughes, Andrew Frankel, Gary Watkins
picture library LAT Photographic (020 8251 3000)
subscriptions 08456 777819
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ADVERTISING DEPARTMENT
tel 020 8267 5351 fax 020 8267 5350
advertising manager Claire Barrett
senior display sales executive Gavin Williams
sales executives Stuart Dickinson, Ross Sharp, Christopher Lewis-Jones
special projects manager John Deverell
production Lee Jackson, Ed Slater, Agnelo Vaz
syndication manager Hugo Mabbott
syndication enquiries 020 8267 5661
licensing enquiries 020 8267 5078, tim.bulley@haynet.com

PUBLISHING DEPARTMENT
publisher Stuart Forrest
publishing executive Kate Rowlands
subscriptions executive Christel Wilson

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When you have finished with this magazine please recycle it.



'We'd like each voter to choose his or her three greatest grands prix, ranked in order'

Damien Smith's

Off the line

VOTE FOR BEST GP

There I was last month banging on about how Formula One should take note of the spectacle promised by the new A1 GP series, and then along comes the Japanese Grand Prix. Not much wrong with F1 when it treats us to a race like that, is there? There have been some excellent GPs this year, but no way had there been a race to rank with the all-time thrillers. But the battle at Suzuka? It's right up there.

As 2006 fast approaches we look forward to a significant landmark looming on the horizon: on June 26/27 it will be exactly 100 years since Hungarian Ferenc Szisz won the very first grand prix (yes, run over two days!), taking 12hr 14min 7sec to lap a 64-mile Le Mans circuit 12 times in his Renault. What a great excuse for a year of celebrations! Plans are already forming: the Autosport International show, in partnership with the Donington Grand Prix Collection, will include a display of GP cars from the past 100 years, while the VSCC will theme its flagship September meeting around the centenary. Here at *MotorSport* we've decided to get in on the act too – and we'd like your help to do it.

In our March issue we will reveal your choices of the greatest grands prix of the past 100 years. So will Japan 2005 be a contender? Or will you go for a long-established classic? A virtuoso performance from Nuvolari (German GP 1935) or Fangio (German GP '57) perhaps? What about a Monza slipstreamer like Peter Gethin's win by inches in '71, or a duel to the flag like Arnoux and Villeneuve's Dijon thriller in '79 (even if it was for second)? Then there are the nailbiting title climaxes such as Adelaide '86.

Your choices will be dictated by what you believe constitutes greatness. It won't be easy, but we'd like each voter to choose his or her three greatest grands prix, ranked in order. Please get your votes in to us by January 6, either by e-mail (motorsport@haynet.com) or snail-mail to the usual address (just to the left of my mugshot!). We're intrigued to see which race will come out on top.

Sadly, I won't be here to collate the results. After just nine months at the helm I've been seconded to a challenging new role at *Autosport*. I know – I'm giving up a job I described in the April issue as the "best in the world", and believe me it hurts! But at least I know I'm leaving this wonderful magazine in safe hands because my friend Marcus Simmons is taking the reins. I guarantee you will enjoy his stewardship. So keep reading, and Marcus, you're in for a great ride. M



Ron Dennis, Suzuka '05: "Kimi – I reckon you *must* be in *MotorSport*'s greatest GPs issue"

Subscription hotline 08456 777819

LAT

News

Honda re-enters F1 as a constructor. Now Button and Barrichello have to recreate the glory years of the '60s

Ginther, Surtees, Button?

Honda will enter Formula One as a constructor next season, for the first time since 1968.

The Japanese car giant has taken over the BAR team, which has failed to score a win since it came into F1 with Jacques Villeneuve in 1999.

Jenson Button and Rubens Barrichello, already signed by BAR for the 2006 season, will therefore try to add to Honda's two F1 wins as a constructor, taken by Richie Ginther in Mexico in 1965 (see the feature on page 62) and John Surtees in Italy in '67.

The move is the latest in the line of manufacturer takeovers of F1 teams: as well as BAR, the Sauber name will disappear from the grand prix scene next season after it was bought out by BMW. F1's two 'privateer' teams will also change their identity next season: Jordan will be remamed Midland in deference to the company owned by Alex Shnaider, who bought the team earlier this year; Minardi, meanwhile, has been dubbed Squadra Toro Rosso in deference to its new identity as the Red Bull 'junior' team.

An 11th team could join the F1 grid next season and bolster Honda's attack. Stung by huge criticism in its homeland over its dropping of Takuma Sato in favour of Barrichello, Honda is planning to supply a new team spearheaded by Aguri Suzuki, who before Sato was Japan's only F1 podium finisher.

Since his retirement Suzuki has concentrated on establishing one of Japan's premier national racing teams, which as *MotorSport* went to press was leading the Japanese GT Championship with a Honda NSX driven by Ralph Firman. He also has a team in the IRL IndyCar Series.

Suzuki wants to run Sato and Briton Anthony Davidson in this year's BAR chassis (the 007) and is looking to move into the old Arrows premises at Leafield in Oxfordshire. But he faces a race against time to get the team ready for 2006.

NEW CHAMPIONS

Who's taken the big 2005 titles?



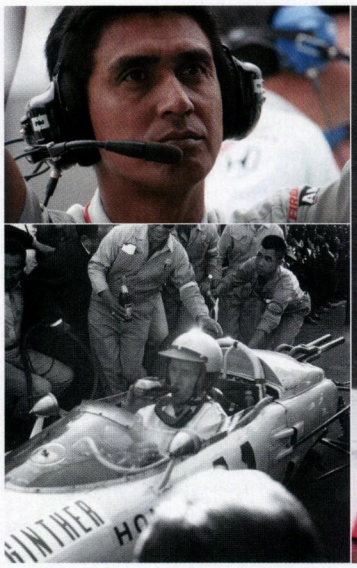
Gary Paffett

Just 24 years old, the Brit is already a champion in one of Europe's top touring car series, Germany's DTM. The works Merc driver saw off Audi's Mattias Ekström at the Hockenheim finale after a season-long battle. Now he's been promised a test with the McLaren F1 team.



Sébastien Bourdais

He may look like an accountancy student, but the Frenchman wrapped up the Champ Car World Series for the second year running with a round to spare after another successful season with Newman/Haas Racing. He's even done well in IROC too.





Can Button match Ginther (below left)? Top left: Suzuki plans F1 team



No 160mph laps at Silverstone in the damp - yet. But Rosberg has got a Williams seat

Rosberg in at Williams

GP2 Series champion Nico Rosberg has taken the second drive in the Williams Formula One team for 2006.

Rosberg, who races under the German flag in deference to his country of birth and his mother's nationality, will join Mark Webber at the team, which will use Cosworth engines next season.

The news provides a romantic link with the past for Williams and Cosworth, which won the world title with Rosberg's Finnish father Keke in 1982.

"It's a dream come true," said 20-year-old Rosberg Jnr. "I'm not intimidated by Formula One - it's like at every stage of your career: the team gets bigger, the cars get faster, but what you're driving is still a racing car. My target for next year is just to be successful and have some good results. That depends on the car and everything else, of course.

"I acknowledge the historical aspect, but there's no real comparison - although it is a special thought to consider that I am part of the same very successful team as my dad."

● Dutchman Christijan Albers has secured the funding for a second year in F1. Albers, who drove for Minardi in 2005, will switch to the Midland-Toyota team. Second driver could be Narain Karthikeyan, Tiago Monteiro or Alex Wurz.

Snetterton revamp

Snetterton is to undergo a massive redevelopment which could lead to the return of high-level international racing to the venue.

Jonathan Palmer, whose MotorSport Vision company bought Snetterton, Brands Hatch, Oulton Park and Cadwell Park last winter, is planning to add at least one mile to the current circuit layout at the Norfolk venue.

The unpopular Russell chicane will make way for a new infield complex leading back onto the start-finish straight. Changes will also be made in between Riches and Sear. Crucially, the most challenging corners on the circuit – Riches, the Bomb Hole and Coram – will remain unaltered.

Palmer hopes that the changes, which are subject to planning approval but which could create 500 jobs, will be ready in time for the 2007 season. Failing that he says it is "certain" that the revised Snetterton would be ready for '08.

The original circuit, which ran on from Sear and parallel to the A11, will be the site of a planned new hotel, racing school and industrial units, and could well bring back much of the motorsport industry which has deserted the area since the early 1990s.

Snetterton hosted the first-ever European F2 round in 1967.

Adrian Yates-Smith

This former Porsche endurance regular died on October 4 following a stroke. After starting out in speed events, Yates-Smith burst onto the club racing scene in 1977, making an instant impression in Modsports with his blisteringly quick, self-developed 911.

This car served him well in British rounds of the World Championship for Makes in 1979 and 1980: sharing the drastically altered, flat-fronted 911 with Barrie Williams, he finished sixth in the '80 Brands Hatch Six Hours.

The following year he showed real flair driving – and preparing – Preston Henn's Porsche 935, only to hang up his helmet following a stirring drive in the '81 Silverstone Six Hours after falling out with the American. **RH**

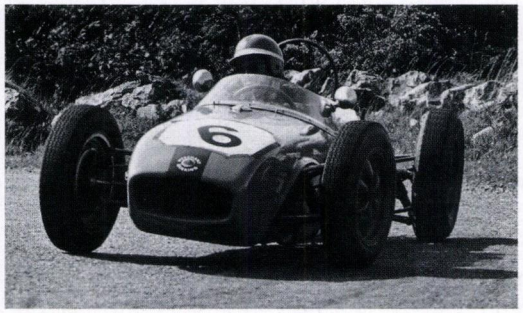


Porsche's brand new RS Spyder sports-racer enjoyed a highly successful race debut in the American Le Mans Series at Laguna Seca. Sascha Maassen and Lucas Luhr took the Penske-run car to fifth and LMP2 class honours

Mystery car competition

A year's free subscription is the prize for the knowledgeable reader who recognises this month's offering from LAT Photographic's archives. Answers must be received by Friday December 2. In the event of there being more than one correct answer we will favour the entry with the fullest information. Good luck!

Please send your entry to: *MotorSport*, 60 Waldegrave Road, Teddington, Middlesex, United Kingdom, TW11 8LG. Fax: 00 44 (0)20 8267 5222. E-mail: motorsport@haynet.com





Last month: Van Hool BMW
Where & when: Hockenheim April '76
Winner: A bumper crop of entries but winner had to be **Bernard de Dryver** as he's the one seen trying to qualify the Van Hool for the Jim Clark Memorial Trophy: he didn't make the cut. Financed by Belgian bus builder Marcel Van Hool, the F2 car was built in Spain and featured unusual torsion bar suspension. It was not a success: de Dryver switched to a March 752.

My first race

Renault 12, Zolder, 1979
by **Eric van de Poele**



My dad was selling his old road car, a Renault 12, and I bought it from him for something like 7500 Belgian francs. We took everything off the car to make it as light as possible: no rollcage or any modifications at all. We didn't have any spare wheels; in fact, we went to the local farm and took some tyres that we found on top of a haystack.

The first race we did was a round of what we now call Belcar. It was a long-distance race, six hours, I think, which meant I could share the cost of racing with a couple of friends. We were so worried about someone stealing our lovely car that a couple of us slept in it overnight. I can't remember where we came, but I do remember that it was the only race I did that year. The third event we did with that car was the Zolder 24 Hours. I broke my ankle playing basketball on the Friday so my father took my place.

...and my last race

Le Mans Endurance Series, Nürburgring, 2005

My old friend Fredy Lienhard had to go into hospital for a back operation, so I got a late call to partner Didier Theys in the Horag Judd-engined Lola B05/40 LMP2 car. Luckily it's only a short trip from my home in Belgium to the Nürburgring. It was pretty close with the Paul Belmondo Racing Courage towards the end, but I think they were in for a surprise as we didn't have to change tyres at the last pitstop. I'm sure we would have won the class anyway, but they ended up having a suspension problem. **GW**



LAT Jakob Ebrey

Van de Poele's Lola (r) steals ahead of his Belmondo rival

Bernard Degout's superb Toj SC206 gives chase to Ross Maxwell in Orwell Supersports Cup. Below: Wolfgang Schachinger leads pre-65 GT group in Chevrolet Corvette. Below right: Lola chases Chevron through Dijon-Prenois sweeper





EVENT OF THE MONTH

Trophées Historique de BOURGOGNE

The fast, flowing Dijon-Prenois circuit in France brought the 2005 European historic season to a close. Paul Lawrence reports

Photography by Fritz Frey, Polychrono

Dijon's meeting, which wrapped up the European historic racing season, was topped by Formula Junior wins for Urs Eberhardt and Robert Goodwin as Richard Piper clinched the Orwell Supersports title.

Coming at the end of a hectic season, the PM Organisation's event suffered somewhat from the rigours of previous weeks and entries were generally down.

But despite clashing races at Oulton Park and Monza – as well as a destructive Spa weekend only two weeks earlier – the Formula Junior pack delivered as usual, with over 20 cars on the grid for the final two races in the Lurani Trophy season.

Eberhardt, now in his 20th season in his Lotus 27, qualified well down in the damp and mist, but come the dry of Saturday's race he was instantly on a charge and swept to the front as a fine battle raged for second place. Goodwin eventually wrestled his Lotus 22 to the fore of the six-car train as Erwin van Gelder and Bruno Schaffner (both in Lotus 20/22s) completed the top four.

Eberhardt was quickly into his stride in the second race: the Swiss was soon up to second behind the





Top to bottom: Jean-Michel Guermonprez leads Spridget gaggle; John Burton took fourth and fifth in his Chevron B26; Bruno Proton de la Chapelle's Elva 100 in Lurani Trophy; Jacques Colibet's stunning Formula Two Martini MK19 leads March 762 of Jean-Marie Brisard



Above: Chevron B19s in tandem, as Kent Abrahamsson leads Sandy Watson. Left: Peter Hoffmann's McLaren M8F scares Malcolm Sanders (Lola T210) on charge through field. Below: André Bailly gets ready in AC Cobra. Right: Denis Liquiere spins his Jag E-type









flying Goodwin, only to spin it all away on the fifth lap. Goodwin claimed a fine victory as he just kept clear of another big scrap raging for second. This time Marcus Mussa (Brabham BT2) pipped Schaffner and Giampaolo Benedini (Branca).

Before Dijon, little separated Richard Piper's McLaren M8F and Kiwi Ross Maxwell's Chevron B19 in the Orwell Supersports Cup.

The opening race began in confusion as fog delayed the start. When the sun suddenly broke through there was a rush to the grid, but Peter Hoffmann (McLaren M8F) was caught out and had to start from the pit lane. That was one hurdle out of the way for Piper, who duly went clear of Peter Schleifer (March 707) as Silvio Kalb (March 76S) and John Burton (Chevron B26) headed the 2-litre cars. Hoffmann's charge took him to fifth.

Maxwell's title hopes took a hit when he was kept back in fourth in his class, which was won by the Chevron B19 of Mike Catlow.

Piper went into the second race knowing that the title was within reach and he duly kept Schleifer at arm's length to secure the crown. Hoffmann, starting from his proper grid position this time, claimed third from Kalb and Burton. Maxwell did all he could, but third in class (Catlow won again) was not enough.

Leo Voyazides and Andy Bacon won the pre-65 FIA Touring Car encounter in the former's Ford Falcon as Dieter Karl Anton claimed the title in his Alfa Romeo GTA. Meanwhile, the absence of Hans-Jörg Malsbanden in his Chevrolet Corvette allowed Bo Warmenius to wrap up the pre-65 GT crown. Pre-76 titles fell to Patrick Gerling (Corvette) and Ford Escort driver Helmut Stein.

The European F2 series concluded with a victory for Philip Harper's Ralt RT1, while Peter Studer (Lotus 59) headed the 1600cc pack. A combined 1-litre F3/FF1600 grid provided a great victory for Guernsey pensioner Dave Lowe (Lotus 69) after a cracking battle with the Crosslé 32F of Irish charger James Hagan, though Hagan turned the tables on Sunday.

A 180-minute Endurance race on Saturday was won by Andrew and James Schryver, who went five laps clear in Andrew's Chevron B8. M



Nigel Roebuck's Legends

MotorSport's famous journalist Denis Jenkinson hated society's growth of rules and regulations. No wonder he got on with Nigel Roebuck!

At this time of the year Denis Jenkinson is often in my thoughts, for it was in November that he died, nine years ago now. Jenks departed a few months before New Labour arrived, and I always thought his timing perfect. With a philosophy of life diametrically opposed to political correctness and the 'nanny state', how he would have recoiled, for example, at the sight and sound of Patricia Hewitt, our Messianic health secretary.

It wasn't that Jenks cared about politics *per se*, but he hated any curtailment of personal freedom. Although he had never smoked, he kept ashtrays for friends who did: "Supposing Keke Rosberg happened to be driving past – if he knew he couldn't have a fag he wouldn't drop in, would he? And I wouldn't blame him."

One cannot imagine what Jenks would have made of the recent proliferation of speed bumps and cameras, but it may be assumed that his comments could not be reproduced here in the magazine graced by his words for more than 40 years. And as for the suggestion that, in a decade or so, our cars' speed will be electronically controlled by outside agencies, our every move monitored... "Read George Orwell," he would say. "He got it dead right in *1984*, didn't he? Just took a bit longer than he expected."

Jenks gave up motoring – *serious* motoring – in the early seventies. Twenty years on, in July '92, I spent one of many days at his cottage, and although the purpose had been to discuss the great drivers of the post-war era, in the end we fell to talking about everything under the sun, the tape recorder running throughout.

A few days earlier, Nigel Mansell and the 'active' Williams-Renault FW14B had dominated the British Grand Prix, at the conclusion of which a huge number of 'fans' scaled Silverstone's fences and spilled out on to the track. It was only by the Grace of God that no one had been killed.

Many of us had detected something different, something hard-edged, about that Silverstone crowd, for among the enthusiasts were others apparently motivated only by nationalism: all they required was a Mansell victory, and preferably a crushing one. Jenks was disgusted by what he had witnessed. "I'm as patriotic as anyone," he said, "but those people wearing Union Jack T-shirts and so on really get up my bloody nose. That's got nothing to do with patriotism – look at those cretins last weekend, with their 'F*** Senna' banners.



"People like that... their minds are blank until they've got something to hate. They want to support Mansell... fine, good for them. But why does that mean they have to hate Senna? When he retired and got out of his car, he was jeered at and booed. Are you telling me those people are racing enthusiasts? Of course they're not. What we need is football all the year round, to keep morons like that away from motor racing."

A flavour of DSJ.

He had of course driven to Silverstone, but had long since abandoned his ritual of going 'on the road' from April to September and travelling by car to grands prix and world championship sportscar races. "I gave that up in 1972, the last year I used the E-type. The roads had got too crowded to enjoy and the hold-ups were getting horrendous – you marked your map with great black spots: 'Don't go near from June to August.' You'd do a 500-mile detour to avoid going along the Côte d'Azur; you'd go up through the Dolomites, over the Brenner to Munich and so on, to avoid any of the Swiss passes. It just got too crowded.

"They solved the problem, to a small extent, by building a network of motorways – but they're boring as hell! You've seen one, you've seen them all. When we came back from Magny-Cours on the motorway recently, I spent all my time looking at the map and thinking, 'Oh, that's the N74 over there, and it goes through that village where there's that lovely restaurant.' Instead of that we were doing 100mph down 'a motorway' which could have been the M1. Except that it wasn't being dug up every mile and a half.

"Anyway, the thing was that all my black spots began to join up! The one around the Côte d'Azur began to join up with the one from Genoa, Switzerland became a total black spot, and to enjoy motoring the way I always had I had to go different ways. So if you had two race weekends and they were 500 miles apart, to enjoy the journey you had to do 1500 miles!

"The other thing that went wrong with motoring was the way the rules multiplied. They've become



'Those people in Union Jack T-shirts get up my bloody nose'

impossible now, haven't they?"

There were other factors in DSJ's decision too, not least of which was the decline of sportscar racing. "The FIA had put a 3-litre limit on it, which handed everything to Matra, who dominated for a bit and then disappeared. After that, it was just Alfa Romeo trying to beat themselves. I used to watch these clowns and think, 'These are international clubmen – I could be doing that!'

"Because of that I began to go backwards and forwards. Rather than trail off to watch these clowns in sportscar races, I'd spend a weekend at a hillclimb or whatever with all my mates, and then I'd go off to a grand prix.

"I was commuting across the Channel, in other words – I used to leave the car one side and the motorbike the other. I'd go Silver City, from Lydd to Le Touquet, and that was fun because I'd leave the E-type under the hedge at Le Touquet – nobody ever touched it – and I'd have a motorbike leaning against the shed at Lydd. Piece of cake!"

Jenks may have found motorways dreary, but it wasn't always like that. The first one he could remember was in Belgium, the famous Jabbeke Road, occasionally used for record-breaking. "In April 1948 I was on my 350 Norton, riding to Mettet – where I was racing – in my boots and leathers and crash hat, because I did not have any luggage or anything."

Even in the early post-war years there was more 'freedom' in some countries than others, and getting to Mettet was not the work of a moment. "The journey started with pushing the bike to my local railway station – it wasn't legal to ride it on the bloody English roads, of course – which took us to London Bridge. Then I pushed it to another station, where I got a train to Dover Priory, and then pushed it from there to the Western Dock.

"Finally I got on the boat, with a one-way ticket and no money at all; arrived at Ostend, did the paperwork, put some petrol in, started it up – and rode to Mettet. Freedom! I thought, 'This is why I've come here! The whole point of coming to Europe is that you can ride a racing 'bike on the road.'"

It was in the course of this trip that Jenks came upon Jabbeke and its 'motorway'. "It was where Goldie Gardner had set a lot of his records, and only about 10 or 12 miles long. You were on this cobbled road, turned down a little lane – and suddenly there was this great expanse of racetrack! Then, at the other end, it was back across the fields and lanes and on to the ordinary road again. And that was my introduction to motorways.

"It eventually became part of the E5, of course, but don't ask me why they just built 10 miles of it – in the middle of nowhere – to start with. I imagine they got that far with it and then ran out of money. I went down it at about 90mph, I suppose... wonderful! That was in 1948, but of course if you did it now you'd be breaking the law and a bloody camera would catch you."

Cult heroes

AK MILLER



Hot-rodding pioneer, Carrera PanAmericana veteran, Bonneville record-breaker and turbocharger innovator, Ak Miller was nothing if not prolific. Born Arkton Moeller in Denmark – his family emigrated to Southern California in 1925 when he was a small child – he followed his brothers to the Muroc dry lakes in the early '30s, thus beginning a love of speed.

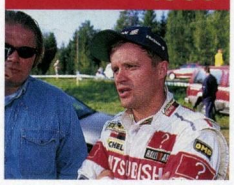
After seeing service in the Battle of the Bulge, Miller returned Stateside to break hundreds of speed and endurance records at Bonneville in the early '50s. But his fame spread further on entering an Oldsmobile V8-powered, Model T Ford-bodied special, El Caballo del Hierro (iron horse) in the Carrera, finishing 14th in 1953 and seventh a year later. Setting his sights on Europe, he then bought a Kurtis chassis and built another special, but his run on the '55 Mille Miglia ended the first time he used the brakes.

Pre-empting Carrol Shelby by inserting a Ford V8 into an AC Ace, Miller returned to the salt before adding nine class wins at Pikes Peak and big finishes on the Baja 1000 to his tally. **RH**

GP Library LAT Bob Tronolone

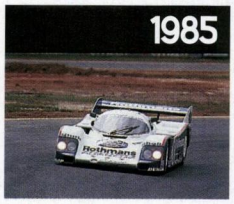
TRACK BACK
50/30/20/10 YEARS AGO

1995



Tommi Mäkinen wins the Rally of Thailand ahead of team-mate Kenneth Eriksson to claim the Asia-Pacific manufacturer's title for the Mitsubishi squad.

1985



Rothmans' Porsche 962 duo Jackie Ickx and Jochen Mass come out on top in the final WEC round in Malaysia on December 1, ahead of the lead Jaguar XJR-6.

1975



Warwick Brown steers his Lola T332 Chevrolet to victory in the Ralta International at Manfield Autocourse, New Zealand on December 15, finishing ahead of Max Stewart.

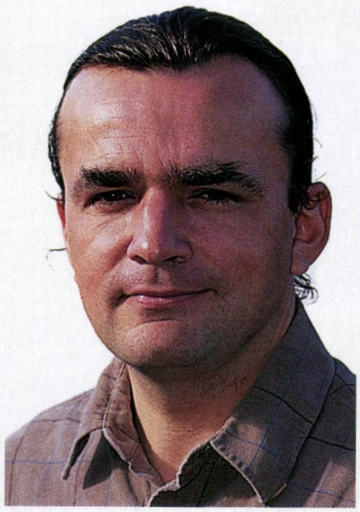
1955



GH Newman is crowned RAC Trials Champion for the second straight year on driving his Ford 10-powered Cannon to win the final series round in Yorkshire, ahead of P Barden.

Photo4/LAT/LAT

Adam Cooper's Trackforward





Qualifying changes should provide entertainment: eleventh on the grid was a Kimi staple in 2005

F1 qualifying has undergone yet more changes. This time for the better, we hope...

What to do with F1 qualifying has been an ongoing subject of debate over the past few years, and the system has been tinkered with so much that it was all too easy to forget what we had before.

Qualifying with all cars running at the same time had worked well for decades. It only became an issue when, in the 1990s, the Saturday show became an ever more important part of the TV package sold to the broadcasters by Bernie Ecclestone. The problem was that it invariably began with commentators desperately trying to maintain the interest of casual viewers as the cars sat in the garages, awaiting the magical last 15 or 20 minutes.

The one car at a time system made sense. It was introduced to keep the track busy, to ensure that brilliant pole-winning laps were not missed by the TV cameras, and to facilitate the introduction of parc fermé restrictions.

While it occasionally produced interesting grids, there's no question that the system failed to capture the imagination either of the public or F1 insiders. That was clearly shown by the fact that it has been changed so many times. There were endless suggestions on how to improve the procedure, but all missed the point, as we got further and further from where we started.

Thankfully we've gone back to basics in determining a suitable format for 2006 and beyond. If it works, the knockout system could be fantastic. It'll be a bit like a major golf tournament as even the very best will have to work hard early on to make the 'cut' and guarantee passage to the top 10 run-off. The key thing is that there is no limitation on how many laps drivers run, other than those provided by engine mileage and tyre performance, so action is surely guaranteed.

'If it works, the knockout system could be fantastic as even the very best will have to work hard'

Crucially, a race fuel element has been retained, and nobody is quite sure how that will play out. The top 10 contenders will be weighed at the start of the final 20 minutes session, and will then be topped up to the same weight before the race. That in theory will further encourage drivers to take to the track in that final period – the more laps they run, the less fuel they will have on board for their last-ditch efforts. Whatever they've used, they get back for the race.

This presents a fascinating strategic conundrum for the teams. And not least because the drivers knocked out in the earlier sessions will then be able to run whatever fuel loads they want come the race.

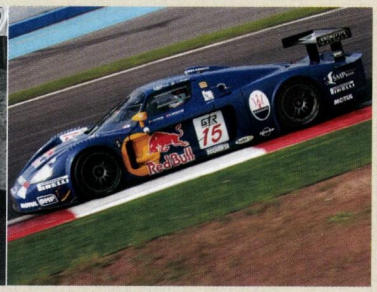
Starting eleventh with a full tank is a pretty good option – just ask Kimi Räikkonen – and that could create some interesting scenarios come the race. After all, whatever the merits of the qualifying show, Sunday is what it's all about after all...

What goes around...

MASERATI AGAINST FERRARI



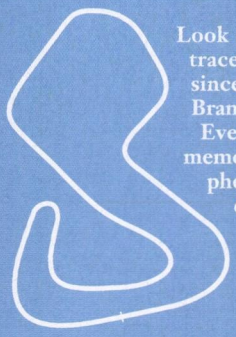
Jean Behra at Le Mans in Maserati 450S in '57



Wendlinger/Bertolini MC12 in action in 2005

Maserati may be sitting pretty in the FIA GT Championship with two rounds to go - but the Italian make could be on the verge of keeping up its jinx in the major global sportscar series. Three MC12 crews - Andrea Bertolini/Karl Wendlinger, Michael Bartels/Timo Scheider and Fabio Babini/Thomas Biagi - are in the hunt going into the deciders in Dubai and Bahrain, but so too is Ferrari 550 Maranello driver Gabriele Gardel. And the Maseratis have been stung with a 40kg weight penalty. A repeat of 1957, when Maserati lost the World Sports Car Championship to Ferrari by five points?

Hatch made in heaven



Look at that little pattern on the left: it's been traced out on thousands of bedroom carpets since the 1960s, instantly recognisable as the Brands Hatch Grand Prix circuit.

Every British motor racing fan has special memories from events at Brands. It has an atmosphere all its own, whether you're watching the cars plunge around the amphitheatre of the Indy circuit or out into the trees beyond Surtees bend. And for whatever reason, great things seem to happen there.

Brands is going through a renaissance at the moment. It was fantastic to see the old place bursting at the seams for the recent A1 GP meeting, and now new owner Jonathan Palmer is trying to get rounds of the DTM and the World Touring Car Championship for 2006. After years of neglect since the end of the John Webb era, there's a real buzz about the place.

To celebrate, these are our 10 golden Brands moments to date, followed by an interview with Webb, the man whose vision made the venue great in the first place. We've also extracted Webb's and Palmer's five cherished Brands memories. If you disagree with our choices, we'll see you in the Kentagon next year to argue it out!

Judges David Addison, Rob Aherne, Simon Arron, Matt Burt, Paul Fearnley, Peter Foubister, Laurence Foster, Andrew Golby, Richard Heseltine, Henry Hope-Frost, Mark Hughes, Brian Jones, Bruce Jones, David Malsher, Nigel Roebuck, Jeremy Shaw, Marcus Simmons, Damien Smith, Simon Strang, Simon Taylor, David Tremayne, Gary Watkins



Sunshine, a packed crowd and F1: the 1986 British GP, with Piquet leading

Sutton

10

BRITISH TOURING CAR CHAMPIONSHIP, JULY 24 1988

Titans of the Sierra Cosworth era in one of the best tin-top battles of all time



Rouse leads Soper. There was a £5000 bonus on offer from Ford too...

The meeting was headlined by the World Sports-Prototype series, but Andy Rouse and Steve Soper stole the show with the most exciting race of the Ford Sierra Cosworth RS500 era.

Rouse was the acknowledged top dog of the BTCC, while Soper was returning to the UK from racing on the international scene for a limited programme in his home series.

Soper's RS500, run by the Swiss Eggenberger Racing squad, had taken the honours on their only previous BTCC encounter to date, but Rouse's self-prepared machine was armed with a tweaked engine for this encounter on the revised Brands Hatch Grand Prix circuit.

This was the first event to be held using the reprofiled – and faster – Westfield and the new Dingle Dell chicane. In first qualifying Rouse had the upper hand but the second session was wet, so Soper had no reply.

Rouse sprinted ahead at the start. Time and again Soper would pass him on the Indy circuit but lose out when they blasted onto the fast stuff into the woods. On the last lap Soper tried a dramatic move at Surtees, cutting inside Rouse to retake the lead, but Andy had the right line for the following Hawthorns.

"It was a good race and everyone came up and said, 'Fantastic, fantastic', but all I thought about was that I'd lost!" says Soper. "It seemed that Andy had another 75bhp on me, and that as soon as he got on to the straight he'd press a button, turn a knob and off he went.

"Eggenberger built bullet-proof engines for long-distance races; Andy built good sprint engines, and because it was his company he would pull them apart afterwards. As well as that you had a very good driver like Andy – he pedalled it well and you couldn't beat him, just make a nuisance of yourself." **MS**

9

BRITISH GRAND PRIX, JULY 20 1968

Lotus couldn't win with its works cars, so step forward Jo Siffert and Rob Walker


An elated 'Seppi' scored his first GP win – and Walker's first for seven years

As British fans massed at Brands they had plenty to cheer for: Graham Hill was ahead on title points; Lotus had already taken three wins with the 49; and privateer Rob Walker had obtained the latest-spec 49B for Jo Siffert. It had been a near thing: while being repaired at Lotus, Walker's first 49 was destroyed in a workshop fire. But there was a bond between the teams, as Lotus works mechanic Dick Scammell recalls: "We were pleased to have someone of that calibre running one of our cars." So Colin Chapman supplied a fresh chassis. "Our cars were always evolving," says Scammell, "so Rob's wasn't exactly like ours..."

Yet Siffert had put the blue-liveried machine fourth on the grid, only Chris Amon's Ferrari splitting him from the works 49s of Hill and Jackie Oliver.

At the start Oliver jumped Hill, but only for a couple of laps, while Siffert headed Amon. The Lotus trio dominated, harried by Amon. Then on lap 27 Hill suddenly turned into the slip road behind the pits, his right rear wheel at a drunken angle. A CV joint had broken – a long-running problem, says Scammell.

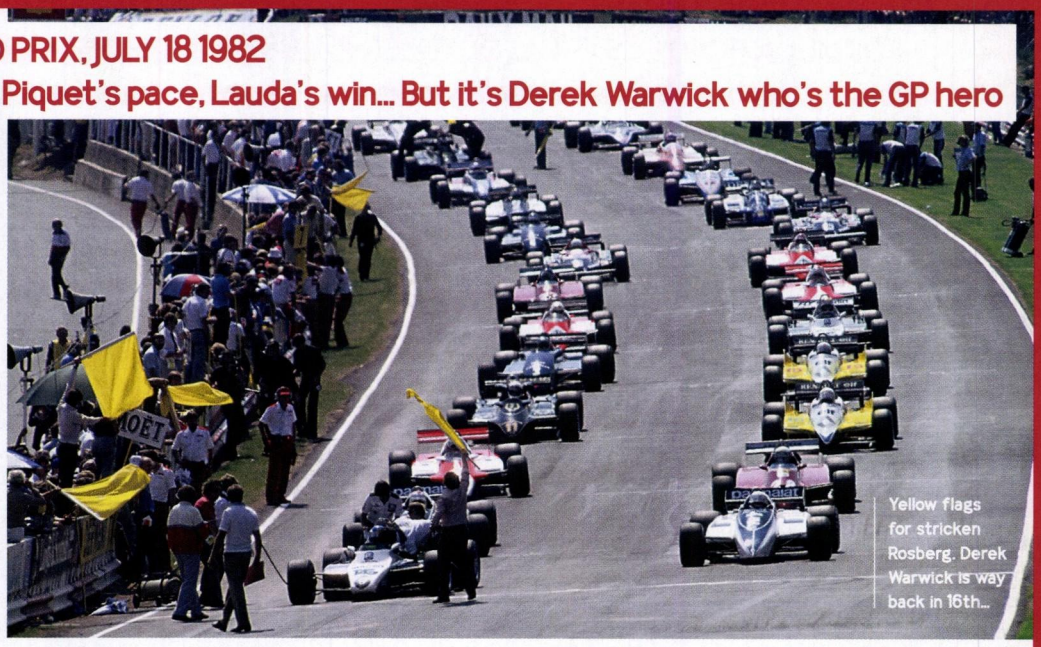
So Oliver led, while Siffert and Amon fought a nailbiting battle for second. First the New Zealander, then Siffert set new lap records. 'Seppi' had just repassed the Ferrari when, as Oliver swept uphill through South Bank Corner, a puff of oil smoke announced that his final drive had gone. As he coasted onto the grass, Siffert flashed into the lead.

Amon wasn't giving up: he could smell a victory at last. But Jackie Stewart, running sixth in his Matra, proved crucial. With four to go Siffert lapped him, but Amon took half a tour to pass. That clinched it; a first victory for 'the Crazy Swiss', and against a Ferrari too. Despite their defeat, the works Lotus boys cheered too. "We wanted to win, of course," says Scammell, "but if we couldn't we were delighted that Rob and Jo did." **GC**

8

BRITISH GRAND PRIX, JULY 18 1982

Rosberg's pole, Piquet's pace, Lauda's win... But it's Derek Warwick who's the GP hero



Yellow flags for stricken Rosberg. Derek Warwick is way back in 16th...

That move. Derek Warwick bravely sitting it out into Paddock during the 1982 British Grand Prix, impudently stealing second place from Didier Pironi's Ferrari in his Toleman TG181 tugger.

A classic of its kind, the position change shouldn't have happened. But it did, as everyone who was there remembers. Not least the Hampshireman himself: "It felt fantastic, I can tell you. Normally you're not aware of the crowd but I recall people jumping to their feet, cheering. I must admit I allowed myself a little cheer in the cockpit too!" Of course it couldn't last...

The weekend began with a typically ballsy qualifying drive from Keke Rosberg, the Williams man plonking himself on pole. Come the race the FW08's Cosworth V8 vapourised its fuel on the grid, meaning he had to chase from the back. So it was Nelson Piquet who took the lead as Brabham team-mate Riccardo Patrese stalled. Plans to use the Italian as a hare were in tatters and he trashed the car on lap seven after a grassy exit. By lap ten Piquet was out after his BMW engine died (so much for the team's tactic to reintroduce planned pit-stops to F1), leaving McLaren's Niki Lauda in front to win at a track that hitherto seemed jinxed to him.

But it was Warwick who was the man of the day. Yet after jumping the Ferrari on lap 25, he knew his efforts flattered to deceive: "We hadn't had a good year. We lacked decent mechanical and aerodynamic grip, and had all sort of failures during the season. Nobody in the team expected the car to last so we didn't fuel it up. Thing is, the new Pirellis were working really well and the car felt so much better than before: I think we shot ourselves in the foot with our tactics. But it was a wonderful moment nonetheless." **RH**

7

FORMULA FORD FESTIVAL, OCTOBER 28 1990

Dave Coyne's rehabilitation from arch-villain of British motorsport to folk legend



Coyne (44) buried in the semi, with Sascha Maassen (181), Jason Pollock (32), Bobby Verdon-Roe (28) and Vivion Daly (43)

Ten years after his first crack at the Formula Ford Festival, and six years after he had won the major British FF1600 titles, Dave Coyne finally triumphed in the event he'd always been desperate to win.

But what made his 1990 success pass into legend was the manner in which he did it. Coyne had driven for Swift since 1986, shortly after long-time racer Frank Bradley had – on the advice of a fortune teller! – invested his funds into setting up the European arm of what was a very successful junior single-seater constructor in the USA.

Coyne was made to start his heat from the back of the grid with a 10-second penalty. "They did me for going over the kerbs at the bottom of Paddock in the wet in qualifying," he says. "At that time Frank was in quite a lot of trouble [financially] with Swift. He just looked at me with tears in his eyes and said, 'Dave, what have you done? That's it – we're finished.' I said, 'Sorry mate, but come on, let's think about it – I'm sure I can get in there and qualify.'"

Coyne fought through to seventh in his heat, then his progress stalled in the quarter-final, when he could only rise from 13th on the grid to ninth. But, in a damp semi-final, he stormed through from 18th to take a sensational win by 1.15sec from 1989 victor Niko Palhares.

In the dry final, and with an under-par engine, he clung on to win thanks to a brilliant display of racecraft – his fastest lap of the race was bettered by 14 other drivers.

"To me the semi was easy; soaking up the pressure in the final was hardest. You've got to think, 'If I was behind, what would I be doing to get past?' and position yourself. It felt like it was 100 laps; like it was never going to end!" **MS**

LAT Schlegelmilch

6

FORMULA FORD FESTIVAL, OCTOBER 27 1985

Johnny Herbert was already an underdog. Then he binned it...

No wonder he was distraught. The man with what George W Bush would later call 'Big Mo' had surely thrown away his big chance. Johnny Herbert's Formula Ford Festival campaign had picked up 'big momentum' through mid-week testing, but now his Quest lay tangled in the Paddock Hill Bend catch-fencing. Worse still, he hadn't even set a qualifying time.

"I thought it was all over," says Herbert, who had been caught out by the slippery track conditions on his first flying lap. "I knew you had to do three laps to qualify, so for me it was finished."

Not quite. Herbert and the works Quest FF85 could still take up a place in the first of eight heats required for the giant field that had turned up for the end-of-season FF1600 extravaganza. But by practising out of session – "they put me in with the pre-74s" – he would have to start from the back. Worse still, he would do so 10 seconds after everyone else had charged off towards Paddock Hill Bend. So began a fightback that has entered British motorsport folklore.

A distant sixth in his heat put Herbert 12th on the grid for the first quarter-final. From there he fought his way up to fourth and then on to second in the first semi. Crucially, that gave him the favourable outside berth on the front row of the grid for the final.

Herbert converted third on the grid into the lead of the race. He never relinquished it, but nor did he eke out any breathing space over the course of 20 frenetic laps around the Indy circuit.

Jonathan Bancroft's Racefax Van Diemen was glued to his gearbox throughout and even made a couple of feints down the inside of the leader into Paddock. But there was no stopping Herbert – it was a hugely popular win.

"It was good to come from the back," says Herbert. "Other people went on to do it [Dave Coyne in 1990 and Jan Magnussen in '92], but I can say I was the first." **GW**



Herbert runs third in semi-final, from Allan Seedhouse and Steve Robertson

5

BRITISH GRAND PRIX, JULY 20 1978

Lauda loses out to Reutemann - and blames it all on Giacomelli

Bruno Giacomelli claimed a pole position and led a grand prix for Alfa Romeo; he was a champion in Formula Three and broke the wins record in Formula Two. Yet for fans in Britain he'll always be remembered as the man who influenced the outcome of the 1978 British Grand Prix. That's not fair and nor, reckons the Italian, is the criticism he received after Niki Lauda got caught up behind his McLaren, handing an unexpected victory to Carlos Reutemann.

Read the magazine reports of the race more than a quarter of a century on and you're left in no doubt that Giacomelli, who was driving in only his third grand prix, was firmly to blame. Yet he reckons no one from the press, nor Lauda for that matter, sought him out to get his explanation of the incident.

The facts are clear: with the dominant Lotuses out, Lauda's Brabham-Alfa BT46 enjoyed a diminishing lead of a second and a half over Reutemann when he crossed the line for the 59th time; next time around the Ferrari 312T3 was mere inches ahead.

Less clear is exactly what happened at Clearways on that lap. And Giacomelli's interpretation of the incident doesn't help matters.

"I saw them coming, moved over to the inside and raised my left arm to show them where to overtake," explains Giacomelli. "We got to the corner and I started to move back out across the track. I couldn't help it; I had slowed down but not by enough to hug the kerb all the way around the inside."

Lauda momentarily lifted, while Reutemann nipped down the inside and raced away into a clear lead. The Brabham driver fought back, but was a second behind at the chequered flag – and still fuming at the behaviour of the 25-year-old in the third works M26.

"Lauda wasn't concentrating," says Giacomelli. "He made the mistake, but I got the blame." **GW**





4 BRITISH GRAND PRIX, JULY 18 1976

Hunt beats Lauda in gripping duel; crowd gets dangerous...

'People power' at the British Grand Prix is not a phenomenon discovered by Nigel Mansell in the mid-80s. Far from it, for rarely has there been a display of crowd unrest to match that at Brands Hatch in 1976.

When James Hunt was the unwitting victim of a first-corner shunt, he drove his broken McLaren back into the paddock via the 'back door' on Bottom Straight, then waited anxiously while it was repaired.

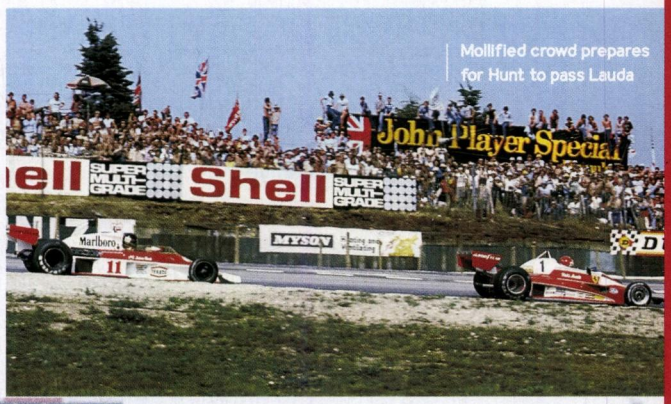
There then followed a long delay while officials decided whether Hunt should be allowed to take the restart. The crowd responded to each negative morsel of news with slow handclaps and foot stamping, while main trackside commentator Anthony Marsh exhorted them to stay calm.

Out in the country, at Westfield Bend, was second commentator Brian Jones, along with RAC steward Keith Douglas.

"Keith came into his own at this point," recalls Jones. "Armed with his Yellow Book [the international rules of racing], he began to feed me with reasons why Hunt should be allowed to start, all of which I fed to the public over the PA.

"As time passed it was noticeable that Anthony was getting more and more anxious. What Keith and I did not know was that the crowd were getting restless, noisy and hungry for a decision that permitted James to start. Empty beer cans were being thrown onto the circuit. It has been suggested to me that the reason he was allowed to start may well in some way have been down to anxiety over the crowd if he was denied. I hope we were not instrumental in stirring up possibly the first evidence of crowd power in motor racing!"

Hey Brian – we're not pointing any fingers! But Hunt *did* restart, chased down Niki Lauda's Ferrari and won, only for the victory to be taken away two months later. **MS**



Mollified crowd prepares for Hunt to pass Lauda



Lauda gives vain chase to Reutemann, but can't catch the Argentinian



Team chiefs Max Mosley (foreground) and Bernie Ecclestone (to right of pic): how they must have hated the pitlane politics

Schlegelmilch Sutton LAT

Ford GT Ferrari 575M Lamborghini Gallardo Aston Martin Vanquish Lamborghini Murcielago Aston Martin DB9 Volante Ferrari 360 Challenge Stradale Bentley Arnage T Ferrari F430 Spider Aston Martin Vanquish S Ferrari F430 Aston Martin DB9 Ferrari 360 Spider Bentley Continental GT Mercedes SL55 AMG 'Blast from the past?' bo Cabriolet Ferrari 360 Modena Porsche 996 Turbo Porsche 911 GT2 Maserati GranSport Mercedes SL500 Maserati Quattroporte Porsche 997 Carrera S Vantage Porsche 997



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3

BRITISH GRAND PRIX, JULY 13 1986

Mansell wins gripping battle with team-mate Piquet after Laffite's startline shunt

Brands spectators were spoiled in the early 1980s, when the Kent circuit hosted Formula One races for five consecutive years, in 1982-86. The final event of that run also turned out to be the last grand prix held at the venue, and for that reason alone it deserves a place in our list. But it was made even more memorable by an epic contest between Williams team-mates Nigel Mansell and Nelson Piquet.

"They were certainly very different characters," recalls Patrick Head, who had to keep things running smoothly after Frank Williams was sidelined by his road accident. "What was most tricky was that Frank had done the deal with Nelson at the Austrian GP in 1985, and at that point Nigel hadn't won any races. I'm sure that Nelson's understanding was that he was going to be a clear number one..."

Mansell had other ideas. After winning the last two races of 1985, he began '86 with victories at Spa, Montréal and Paul Ricard. Piquet was fast, but prior to Brands his only win with his new team had come in the season-opener at Rio.

Their fight at the British GP was made more interesting after Nigel suffered a driveshaft failure at the start. He was handed a second chance – in the 'difficult' spare car – after Jacques Laffite's accident stopped the race. Poleman Piquet held the initial advantage, but Mansell hunted him down and won in a contest that previewed an even more memorable encounter at Silverstone the following year.

"Brands was a great place to race, in that you could see so much of what was going on," says Head. "It's certainly a very challenging track. I remember it was a helluva race and there were only really two cars in it, and those were Nelson and Nigel. Lap by lap there were new lap records. I remember Frank and I having a discussion about whether we should be slowing the cars down, but basically Nelson considered himself the number one driver and we didn't think that if we gave any instructions to them that they would be followed anyway!

"Generally it's not a good principle to give an instruction that you know isn't going to be followed. Apart from establishing with Honda that the engines were being run within a fairly safe regime in terms of boost level, and making sure that we knew that both cars were being run to the same boost, there were no instructions at all." **AC**







Top: Mansell and Piquet get ready for pitlane exit to open. Centre: Brands vs Silverstone row was in full swing - Kent track would lose GP for good. This pic: aftermath of Laffite's first-start shunt

Schlegelmilch Sutton LAT

2

EUROPEAN GRAND PRIX, OCTOBER 6 1985

First win for Mansell after Piquet and Rosberg clash - and Senna is 'nobbled' by Keke

As a Formula One driver there is only one thing that can top winning a grand prix on home soil – and that is scoring your *first* grand prix win on home soil.

For Nigel Mansell that special double came in the 1985 European Grand Prix on a day that would mark the arrival of 'Our Nige'. Before that October afternoon, Mansell was just another British driver. By that night he had become a nation's favourite.

"To win your first grand prix on home turf is probably the most special memory that you can have," he remembers. "In the turbo days when you were coming past the start-finish line at 192mph, which is what we were doing there, and going into Paddock Hill, it was an awesome experience. The fans just made it for me."

Mansell did not have an easy time *en route* to the win. He ran fourth in the early stages, on the back of a tight train led by poleman Ayrton Senna's Lotus, Williams-Honda team-mate Keke Rosberg and Brabham's Nelson Piquet.

"Wow, yeah that was tough," recalls Mansell. "There was a lot of fighting at the front. We were all challenging and going for it."

Everything changed on lap seven, though, when Rosberg challenged Senna for the lead at Surtees and spun, collecting Piquet in the process. That left Mansell free to challenge Senna, and when Rosberg rejoined right in front of this lead battle after a pitstop to replace a punctured tyre, a bit of uncooperative driving from the Finn gave Mansell the chance to seize the lead on lap nine.

From there Mansell had to push hard, never feeling that he was able to relax until he finally crossed the line more than 20sec clear of Senna, to the delight of the home fans who had been counting down the laps for him. "I was driving hell for leather all the way through – but in the end it was just wonderful to do it on home soil."

Two decades on, Mansell says that the accolade of the fans was not the only cherished memory he has of that day. He remembers some kind words from his team-mate too.

"For me, to be congratulated by Keke and told what a great job I did – it meant a lot," adds Mansell. "I also remember I got pole position in the next race in South Africa and Keke saw the lap on television. Even to this day he says, 'You were absolutely mad!'" **JN**



After Keke Rosberg and Nelson Piquet had tangled while battling for the lead (inset pic), Nigel Mansell scored his first GP win. Oh and by the way, Alain Prost clinched the world championship

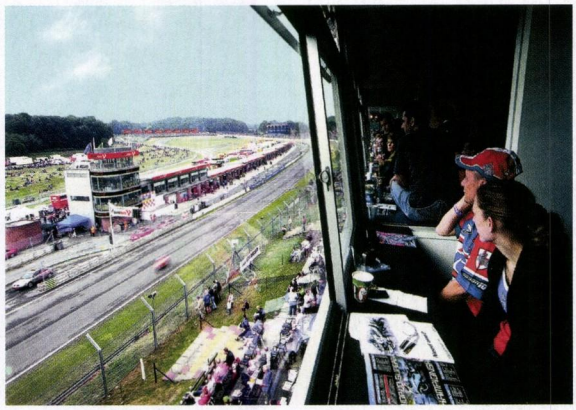
LAT

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BrandsHatch

1 BOAC 1000, APRIL 12 1970
Rodríguez: from "idiot" to superman

They were always going to win this one, weren't they? Pedro Rodríguez. Gulf Porsche 917. A sodden Brands Hatch 1000Km. Five-lap winning margin. It was a day on which the Mexican made everyone else look ordinary, not least his 'nominal' co-driver Leo Kinnunen, who understandably looks sheepish in the post-race photographs.

Once the flag dropped, Vic Elford splashed ahead in his Porsche 917K, followed by Jacky Ickx's Ferrari 512S. On the second tour the Belgian got ahead. Then the inevitable happened: an accident, the catalyst for Rodríguez's remarkable drive, one born of frustration at the only person at the meeting who was not impressed by his efforts – clerk of the course, Nick Syrett.

"There are things that you forget as you get older but I can remember that race like it was yesterday," laughs Syrett. "Barrie Smith had entered this old shed of a Lola T70 and managed to destroy it down the length of the front straight. So naturally the yellow flags came out and everyone slowed down. Apart from Pedro. I saw a marshal half-heartedly waving his flag, so ran down from the control tower, grabbed it from his feeble grasp and did the job myself. Then Pedro came past: couldn't have missed me by more than 18 inches. He just didn't lift. So I went storming down to see John Wyer and David Yorke and said, 'Bring him in now!' Anyway, the black flag went out and he ignored it for two laps before eventually coming in. I opened the car door and there he was, sitting meekly like a naughty schoolboy. I read him the riot act in no uncertain terms, then punched him on the shoulder three times – with some force – yelling, 'Don't do it again, you could have f**king killed me!' He nodded contritely, dialled in about 8000rpm, dumped the clutch and went out again. Yorke looked at me and said, 'You're right – he *is* an idiot!'"

A blisteringly fast idiot. During the commotion, Ickx remained in front but soon got into trouble among the backmarkers, stopping to reconfigure his wipers: it was now Elford ahead of Amon's Ferrari. Rodríguez swiftly got past two Matras and the Attwood/Herrmann Porsche and pounced on the leading pack, Amon losing out after tangling with Trevor Twaites's Chevron. Rodríguez then proceeded to pull away from Elford.

Staying out for another stint, Rodríguez continued to build on his lead, being concerned about handing the car over to the slower Kinnunen. He needn't have worried as the Finn later kept perfect station over the recovering Siffert/Redman 917, until the latter was forced off the road at Westfield by Amon. By the end of the race the rain had eased, but there was nothing anyone could do to reel in the leading Porsche. It was a virtuoso performance from the Mexican, although Syrett remained unmoved: "I was still giving him a bollocking during the victory parade!" **RH**





Main shot: Ferraris lead away as winning Porsche (car 10) is buried in pack. Below left: Rodríguez chases down Elford/Hulme 917. Bottom left: Pedro and Kinnunen bask in the glory



JOHN WEBB'S BRANDS TOP FIVE

Rodríguez winning 1970 BOAC 1000
Reutemann's win in 1978 British GP
Peter Gethin, 1973 Race of Champions
The Indycars visiting in 1978
Any Formula 5000 race, 1969-75



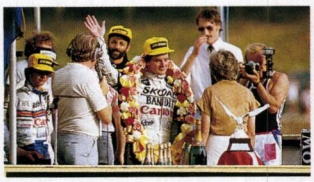
Rick Mears's Penske leads Indycar race

JONATHAN PALMER'S BRANDS TOP FIVE

My first drive on a circuit
"At 17 I took myself along to Brands for an 'Initial Trial' event. I had an instructor called Syd Fox - a big Formula Ford star to me! I still have the chit upon which he wrote, 'Too quick for first time but lots of potential'. He gave me 91 per cent."

Failing scrutineering with my Sprite
"My Frogeye Sprite was run on a student grant - even the brake pads came from scrapyards! In November I arrived at Brands for a Modsports race, and the scrutineer said the shell was so rusty it wouldn't pass an MoT."

My first ever grand prix
"By August 1983 I had clinched the European F2 title, and I was thrilled when Frank Williams said he was going to run a third car for me in the European GP. It was daunting. The Goodyear tyres were designed around 750bhp turbo demands, so were far too hard for our 550bhp Cosworth-engined FW08s. Keke Rosberg's exuberant style was perfect to generate heat, but Jacques Laffite and I found it hard work. Thank God I qualified, in 25th place, but poor Jacques joined the list of non-qualifiers."



Palmer, in RAM overalls, after 1000Km

Winning the 1984 Brands 1000Km
"Keith Greene was team manager of Richard Lloyd's beautiful Canon Porsche 956 and Jan Lammers was my team-mate. It was clear that at Brands, while one could crank on rear wing the limiting factor was the ability to balance it at the front. I said to Keith we should make a front wing and mount it on the front of the nose. We went out in Friday practice, when I told Keith to keep cranking up the angle until it made a difference. It worked! I put it on pole and Jan and I disappeared into the distance."

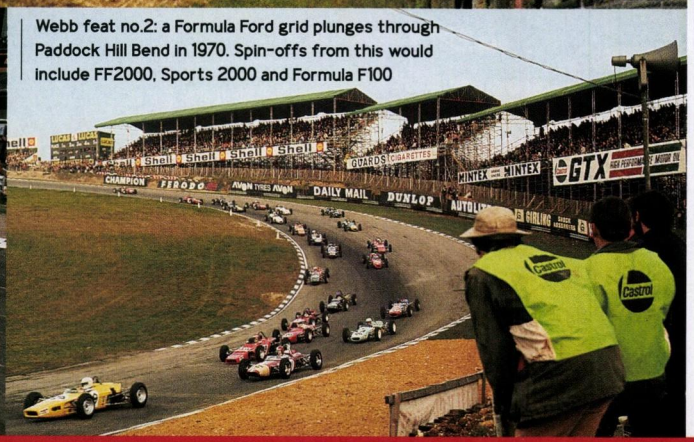
Buying Brands Hatch
"With my partners John Britten and Sir Peter Ogden we worked up a serious bid in 2003. I agreed a deal on Christmas Eve during a transatlantic call. On the 27th we met in London to go through contracts and nail the deal. Having worked through the night we signed at 8.30am on the 28th, and celebrated with bacon rolls and champagne! It was special standing in the middle of Brands, thinking how far things had come since those first laps 30 laps earlier."

LAT

Brands Hatch packed with customers: John Webb's biggest achievement



Webb feat no.1: Alan Rollinson (12) and Gijs van Lennep (9) get ready for an F5000 start in 1972



Webb feat no.2: a Formula Ford grid plunges through Paddock Hill Bend in 1970. Spin-offs from this would include FF2000, Sports 2000 and Formula F100

LAT

Webb sight

Brands Hatch thrived under racing's great promoter, John Webb. He talks to Simon Taylor

John Webb was one of the great motorsport visionaries. For 25 years, from 1964 to '89, he ruled Brands Hatch, grew the circuit into the most successful in the country, and went on to add Mallory Park, Snetterton and Oulton Park to his portfolio. He was determinedly commercial, consistently creative and frequently controversial. But he was always driven by a genuine enthusiasm for the sport and a clear understanding of what made it tick.

Webb's first contact with Brands was via his PR company. When he picked up the Kent circuit's account it was his introduction to motor racing. He competed for a while, scoring some wins in a Jensen 541.

Now based in Spain, Webb recalls: "One day in 1961 the Brands managing director, John Hall, rang me up. He had about 55 shareholders and they all hated each other. He wanted me to find someone to take it over." John found a property and investment company, Grovewood Securities, which was keen to diversify. Grovewood bought Brands Hatch for a bargain £112,000 and soon Webb was working there full time. Grovewood, pleased with its purchase, told him to look for more properties. In 1962 Reg Parnell tipped him off that Mallory Park could be bought, and it joined the Grovewood stable for £150,000. Later the same year Snetterton followed, for a mere £35,000. In '64 Webb bid £150,000 for Oulton Park, and eventually that too was accepted. By now he had replaced Hall as managing director.

And he had big ideas: "The RAC owned the sanctioning rights for the British Grand Prix. I found out Silverstone didn't pay them anything for running the race and Aintree was losing money on it. So I offered the RAC £5000 a year for five years, and from 1964 we took turns with Silverstone to run the race.

"With four circuits we had over 50 per cent of all motorsport in the UK and had the ability to make things happen. We could promote new championships and create new formulae."

The first of these was Formula Ford in 1967: "There wasn't much single-seater racing back then and I wanted to make it affordable for youngsters. I dreamed it up and then went to Ford to get their approval, because I wanted credibility – they gave us 50 engines. But it wasn't like the BMW and Renault formulae today – it wasn't controlled by the manufacturer. I think over 10,000 Formula Ford chassis have been built up to now.

"We tried a sportscar variant, Formula F100, and Sports 2000, and there was Formula Atlantic – our version of American Formula B. Then we did Formula 5000: that was my personal idea." With drivers like Peter Gethin, Mike Hailwood, David Hobbs and Frank Gardner, the big, fast, noisy V8 single-seaters provided sensational racing at much less than Formula One cost.

Webb showed he could make money out of club meetings too: "We got the attendances at ordinary clubbies up from around 1000 to an average of 5000, and when we tried gimmicks, like the events backed by Radio London, we got up to 20,000. Another time we gave away free tickets via *The Sun* and still made a profit on stand seats and catering." There were lots more ideas, such as the Grovewood Awards, the first scheme to identify and offer finance to star drivers of the future.

"We built up a good team. In 1972 I advertised in *Autosport* for a PA. A girl called Angela answered the ad. She loved motor racing – she'd been crawling under the fence at Brands for years – and she got the job. I married her a year later, and 32 years on we're still together."

Brands featured F1 every season with the Race of Champions, as well as the British GP every other year from 1964-86, and the European GP in 1983 and '85: "My relationship with Bernie [Ecclestone] was always very good – we never had anything in writing – but he was a different Bernie then."

Then a rumour did the rounds that Grovewood, now owned by Eagle Star, was going to sell Brands for housing or a supermarket: "It was nonsense. Grovewood didn't understand motor racing, but it gave me all the freedom I needed to run things my way. But I felt motor racing should own motor racing. So I went to the BARC [which owned Thruxton], the BRDC [Silverstone] and the BRSCC and suggested we worked together. The BARC and the BRSCC were all for it, but the BRDC blocked it and went behind my back to Grovewood and tried to buy my circuits. Grovewood told them to get lost, but that was the end of that idea.

"Then I made a proposition to Bernie and to computer tycoon John Foulston, suggesting they bought the circuits fifty-fifty. But John and Bernie couldn't get on, so John bought the property 100 per cent and took 80 per cent of the operational companies, leaving Angela and me with 20 per cent. A lot of people didn't get on with John because he had a big ego, but from my point of view he was superb. But in September 1987 he was killed testing at Silverstone. His widow Mary was chairman for a while, but then the daughter, Nicola, took over. We sold our 20 per cent, retired to Spain and watched from a distance as everything we'd built up was dismantled. We'd built up an excellent team of people, but one by one she fired them all."

'I retired and then watched as Nicola dismantled it all'

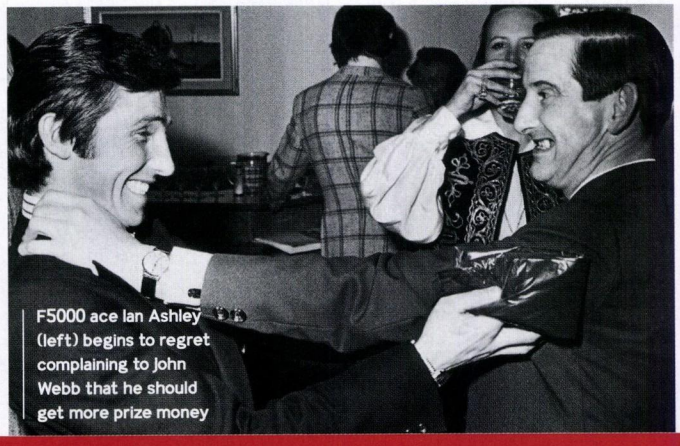
These days the circuits – now including Cadwell Park but minus Mallory Park – are with Jonathan Palmer's Motor Sport Vision group, which Webb welcomes as the start of a new era: "He's an entrepreneur, as I like to think I was. What I enjoyed was making things happen that otherwise wouldn't have happened. If you own a racing circuit you're like a theatre owner. Angela inaugurated air displays – the Red Arrows, the Harrier jump jet, Concorde coming over low. Circuits didn't do that before us. You have to put on a show which people will want to see.

"For the F1 dates, having Nigel Mansell or James Hunt on the programme didn't make a scrap of difference. Having the works Ferraris was much more important.

"For club meetings you needed Tony Lanfranchi, Gerry Marshall and Nick Whiting – at least two of them – fighting it out. And good female drivers always got a lot of columns in the general media, which was why we helped Desiré Wilson and Divina Galica. We ran an F1 Surtees for Divina: we bought it from John Surtees for £9000 at the start of the year, did a dozen Brit races and sold it at the end of the year for £7000. Divina even took the 3-litre British Land Speed Record with it. It was possible then to dream up things like that."

What about racing today? "I don't think a commercial promoter stands much chance of making a profit out of a grand prix nowadays – I wouldn't risk my money on it. And what appals me about amateur racing today is that the costs have been pushed up because every class and every series has its own administration and organisation, many with salaried officers – and they still can't muster full grids. I always felt it was important that circuits did it themselves – if you let someone else do any of it there's a danger they will turn out to be amateurs.

"In my day, if there was a problem we didn't wait for a meeting of the Circuit Owners' Association: I would sit down with Jimmy Brown [Silverstone], Sid Offord [Thruxton] and Tom Wheatcroft [Donington] and we would thrash it out. Now racing has got more commercial across the board. People have commercial loyalties to protect and friendships have become difficult. But Jonathan Palmer understands. He'll make it work, no question." M

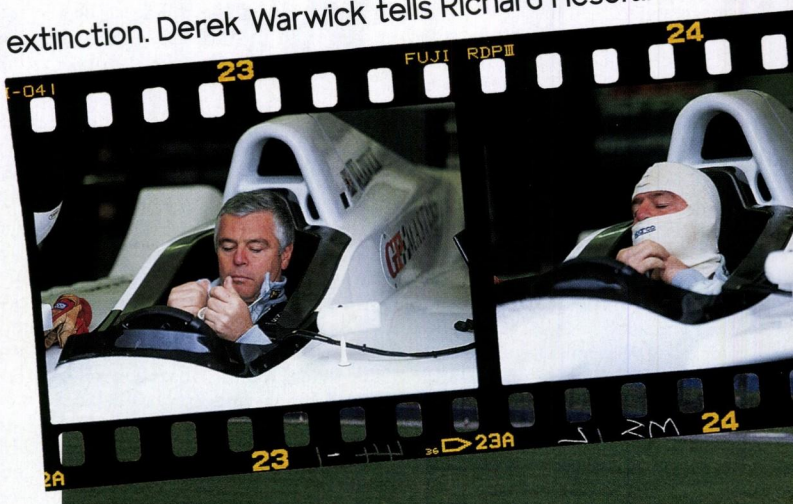


F5000 ace Ian Ashley (left) begins to regret complaining to John Webb that he should get more prize money

photography by James Mann

GP Masters has saved the stars' careers from extinction. Derek Warwick tells Richard Heseltine why

Jurassic Lark



"Are you the c**t who woke me up at two in the morning?" "Sorry. Didn't realise you were in Australia." "I'm just messing with you. My fault for leaving my mobile on. Anyway, nice to meet you. And don't call me Mr Warwick as it'll only confuse me. Nobody's called me that for years. It's Derek, all right?" "OK Derek, right you are."

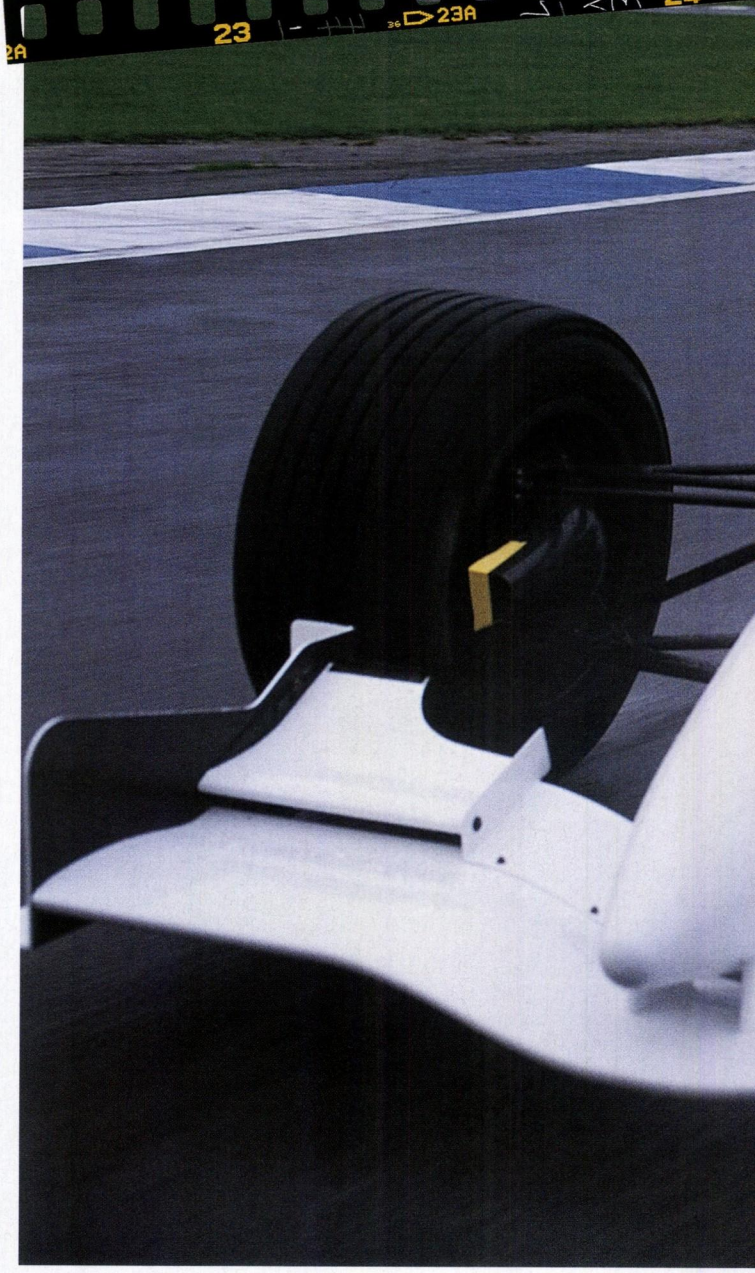
It seemed like a good idea at the time. The boys at GP Masters were laying on a car; all we needed was an ex-Formula One ace over the age of 45 to wring its neck. The sort of driver this slightly skewed take on historic racing is hoping to attract. So let's call Derek. Top bloke. Media friendly. Can string a coherent sentence together. Warwick may be sleeping off jetlag in a different hemisphere, yet he is still happy to play. What's more, within a couple of weeks of us contacting him, and despite not having sat in a single-seater since his final F1 year with Footwork in 1993, he's gone and signed up for the series anyway.

So here we sit in a motorhome, parked within Silverstone's South circuit on a wet Wednesday morning in October. Oh the glamour. As fellow GPM new (old?) boy Andrea de Cesaris reads his newspaper, Derek gets animated about his racing comeback: "To be honest, it's a bit surreal. I went for my seat fitting yesterday and it felt weird to be in overalls again, trying to get comfortable in a type of car I haven't sat in for 12 years. I don't know how I'm going to drive the thing! It seems so low, more so than most of the cars I raced. I suppose the closest comparison would be the low-line Brabham [BT55] I drove in '86. The problem with that car was that you used to sit like this [he tilts back almost horizontally for emphasis], which meant my chin was on my neck. I broke my nose a couple of times boxing so I couldn't breathe properly, which was a real problem. I'm saying all this before I've driven the car. I'm sure I'll get used to it."

First impressions? "I keep using the word because I can't think of a better one: 'wow'. The car looks fantastic, sounds fantastic and I think the proportions are spot on. It's got to look spectacular and with its long wheelbase it'll have a massive physical presence on the track. There's no traction control so these cars are going to be moving around a lot and will be quite hard work for us to drive, especially when you get to Kyalami with the altitude [the first race was due to take place at the South African track on November 12/13, after we'd gone to press].

"You know, the other great thing about this series is seeing your old rivals. What was really nice about yesterday was chatting to Patrick Tambay. Of course we used to race for Renault together but I hadn't seen him for a few years. Andrea made a point which is very true: the situation's different now. Whereas before you used to knife each other in the back and try and steal each other's drives, these days it's not so important. The pressure's off. I suppose it's going to be important down the road once we've got some mileage under our belts but I'm really only doing this for fun."

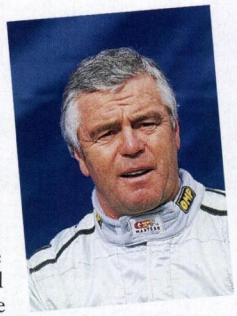
Fun? Just a little gentle competition, then? "Let me answer that," laughs GPM operations director Bob Berridge. "These guys, I promise you, will be racing each other from the airplane steps to the carousels to see whose bag comes off first." Warwick: "I've asked Bob a million questions and tried to catch him out over parity of »





Top sequence: Warwick about to try his first single-seater since his last F1 season with Footwork in '93. Main shot: Delta based the GPM-05 on '99 Reynard Champ Car

equipment. I am aware that there are a couple of high-profile drivers signed up and I would hate for them to get preferential treatment, if you like, but my mind has been put 100 per cent at rest. The enthusiasm from all those involved in the GP Masters project is fantastic. I've been taking the mickey out of myself, you know, about old timers having another go, and thought, 'I've got to stop doing this.' There won't be any more competitive people than us at Kyalami. There'll be some psyching going on by the time we're on the grid, I can assure you!"



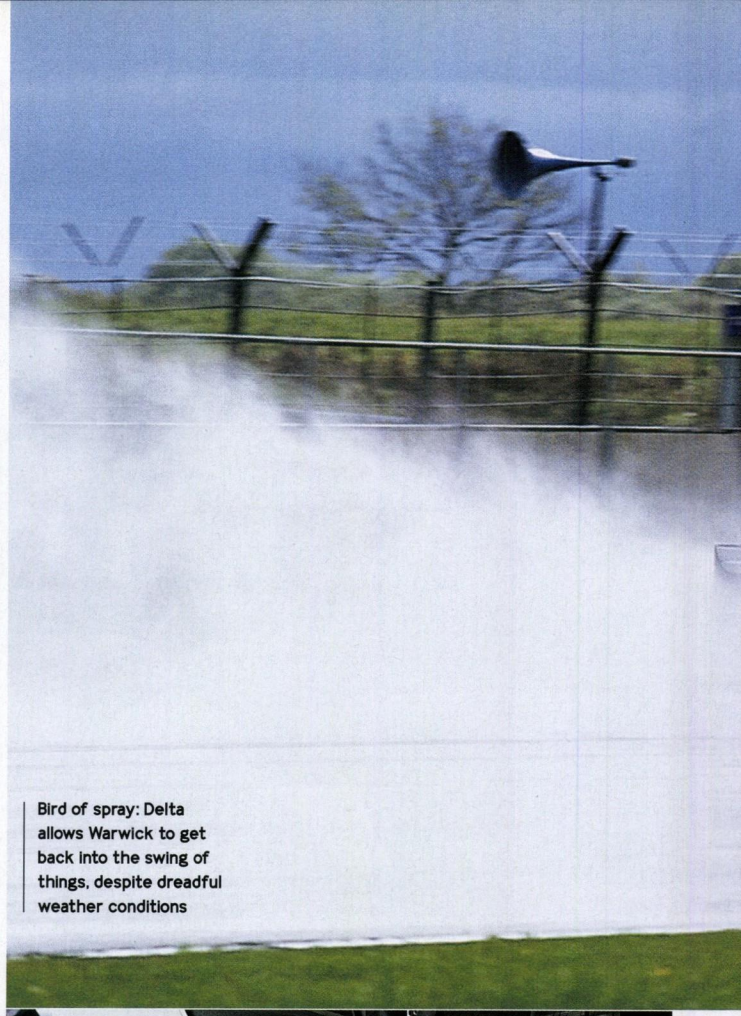
'There will be some psyching going on, I can assure everyone!'

It's already started. This 'seniors tour', by way of a lazy analogy, has in a very short period of time attracted some of the most victorious drivers in F1 history. And Christian Danner. The German found himself in the firing line from 1980 World Champion Alan Jones, who quipped: "The closest he ever got to a podium was when he passed it on the way to the toilet! Maybe if Christian starts the night before, he's in with half a chance." Keen for retribution, Danner has already done an Italian F3000 race at Misano as preparation – finishing eighth and scoring a point! It's getting personal.

"That shouldn't come as any great surprise," says Berridge. "These guys have lived it but maybe got disenchanted by having had the crap kicked out of them by the pressures of F1. The whole point of GP Masters is to reignite that flame and that's down to everything, from the circuits we'll visit to the car. When [sports entrepreneur] Scott Poulter first put together the project, there was a proposal to use a Formula Nippon chassis. Considering what they'd driven and walked away from, I suggested that it was highly unlikely that they'd want to get into a Nippon car. The best design philosophy would be for an Indycar-type single-seater with three bulkheads before the driver and a great big crash structure at the front. And, as some of the drivers will have been away for a while, a commodious cockpit. Delta Motorsport, which is largely ex-Reynard, designed the car to our brief: medium downforce, decent mechanical grip, wide tyres and 600bhp. We evaluated various options and the Nicholson-McLaren NME-V8 was perfect. It's a very mature evolution of an engine that goes back 20 years, so the bugs have been ironed out."

As the rain eases off, de Cesaris's car is ready. The Italian looks pensive. Minutes later he's kicking up rooster tails of spray on his installation lap as Warwick looks on, chided by Ian Harrison, his Triple Eight business partner and former Toleman spannerman. As Derek does his best 'I'm a little teapot' impression while cleaning the soles of his Sparcos, Harrison whips out his camera and takes a shot: "That's one for the guys in the factory. Lovely."

Warwick's car arrives just in time for another downpour. De Cesaris comes in and looks wide-eyed: "I'm confused! I'm lying down in the car like I'm in bed. I didn't think I would ever do this again. I can't believe I'm doing it again. I keep thinking what am I doing here? Then I drive the car and..." His voice trails off as he struggles for thought. "You know, when I did »



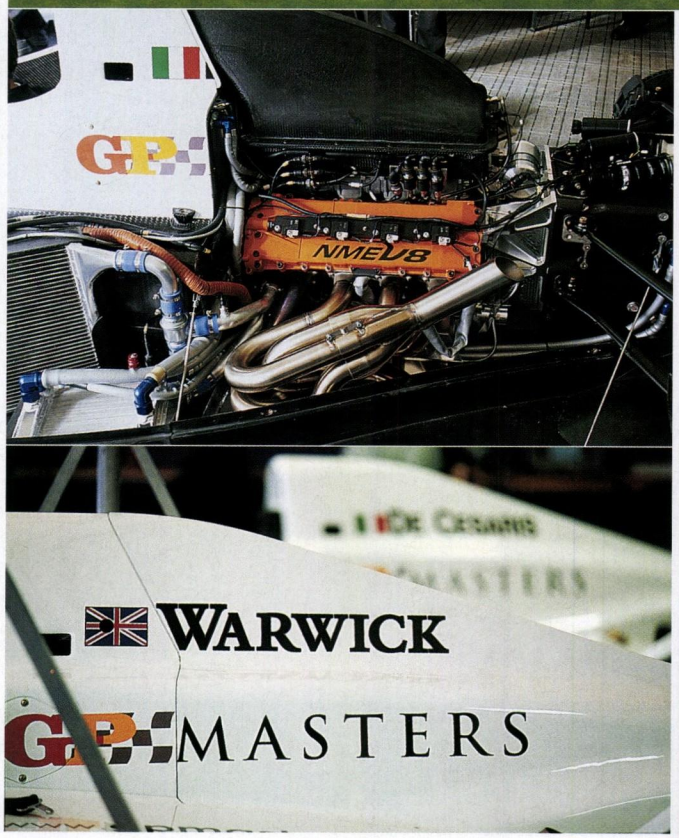
Bird of spray: Delta allows Warwick to get back into the swing of things, despite dreadful weather conditions

TECH SPEC
Delta GPM-05

CONSTRUCTION
Carbon-honeycomb monocoque with five lateral bulkheads down length of chassis **Suspension** fabricated steel aero-section wishbones and pushrods, fabricated steel uprights, Quantum three-way adjustable dampers, adjustable anti-roll bars front and rear. **Steering** rack and pinion, no power assistance

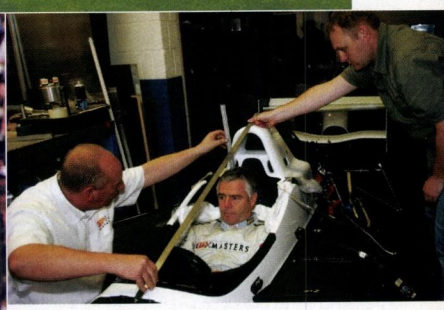
ENGINE
3.3-litre all-alloy 80-degree four-cam Nicholson-McLaren (Cosworth) NME-V8, Pectal SQ6 ECU
Max power approx 600bhp @10,800rpm
Transmission Ricardo longitudinal six-speed 'box with paddle shifts and foot clutch for take-off

DIMENSIONS/PERFORMANCE
Height 893mm
Length 4705mm
Width 2036mm
Track front/rear 1745mm/1628mm
Weight 610kg minus driver (including all fluids and 10 litres of fuel)
Top speed 170-200mph depending on gearing and aero package
0-100mph 4.5 seconds (estimated)



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Far left: Nicholson-McLaren NME-V8 engine is derived from proven Cosworth HB/XB unit. Left: Warwick and Alain Prost in 1983 - battle will be renewed. Above and below: seat fitting at the Delta Motorsport HQ - Derek's 1984-85 Renault team-mate Patrick Tambay looks on



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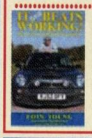
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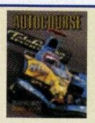
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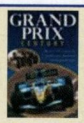
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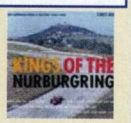
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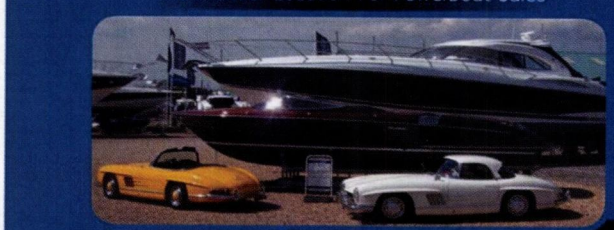
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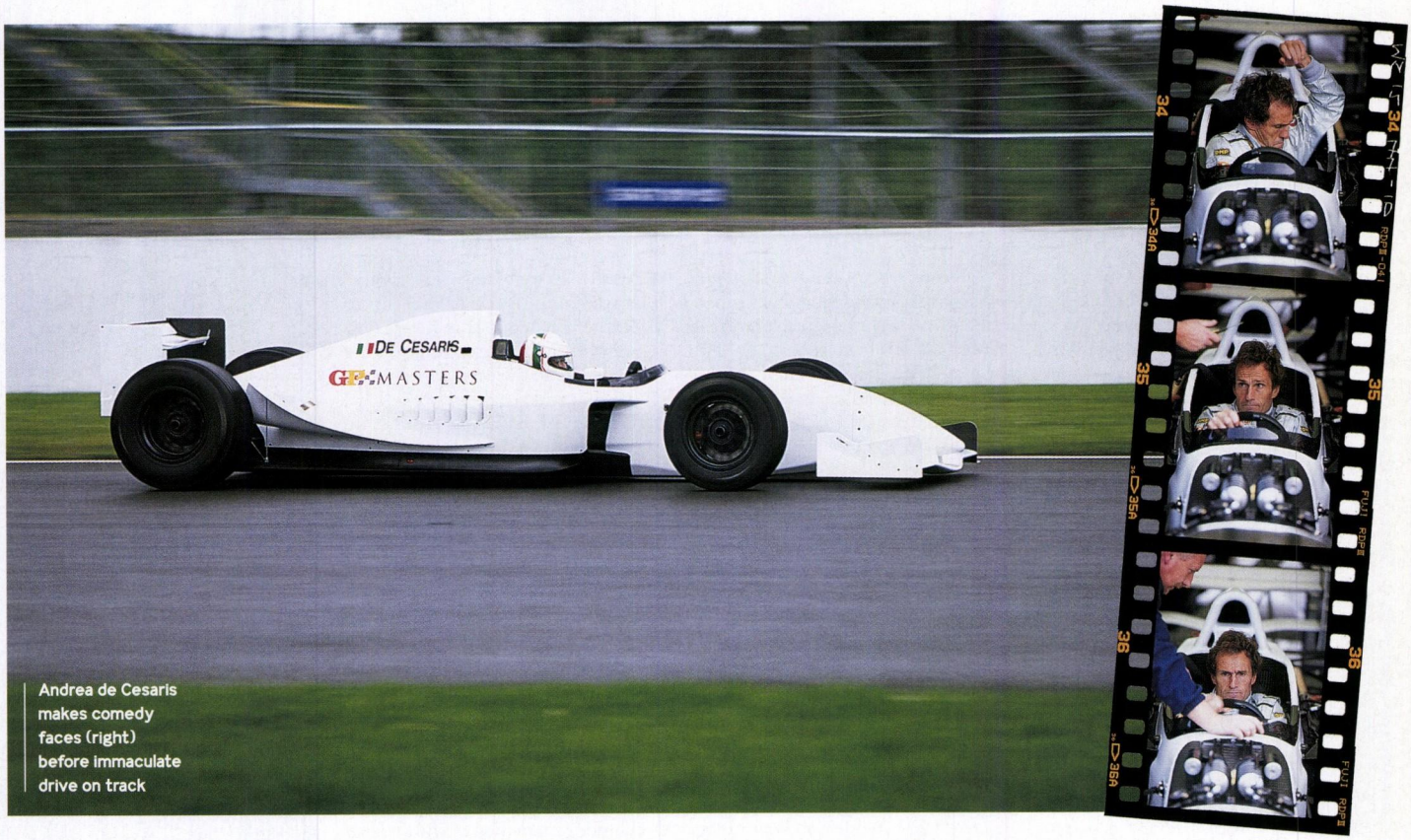
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Andrea de Cesaris makes comedy faces (right) before immaculate drive on track

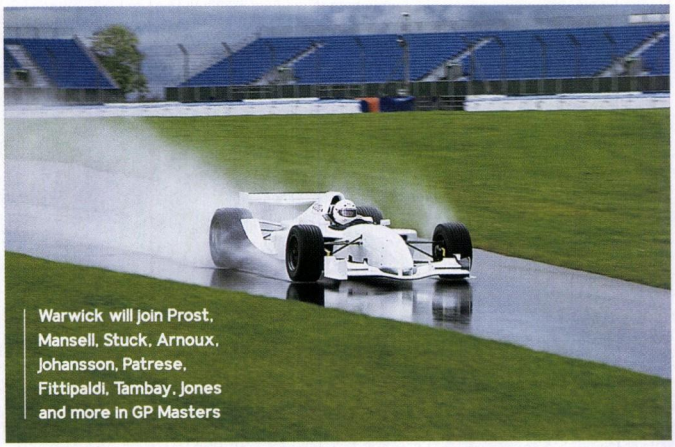
my last race for Sauber in 1994 I didn't want to come back. Now I'm really looking forward to Kyalami. It will be a day for sport rather than business. No sponsors to look after, no pressure. I'll be doing it for fun."

That word again. Warwick does a few laps and comes in, a few random expletives audible before he kills the engine: "F**king hell! Oversteer through the slow stuff. It won't go through Club." Regaining his composure: "These are very difficult conditions but I tell you, as soon as I went out I was grinning from ear to ear! Phew! The funny thing is, you lose any real idea of where the corners are because you're not used to sitting so low, and I've never driven the South circuit before. The car is well balanced, although we didn't get any heat into the tyres because of the amount of standing water. It's got oodles of power; I was spinning the rear wheels in sixth. The gearbox is a bit chunky but I'm not revving it hard enough. It's a very easy car to drive but it'll get harder once there's some grip."

Out again. This time much faster. De Cesaris is on track and catching. "They're racing each other!" yells Berridge. Warming to this theme, he allows a slow-burn smile before adding: "We've come in for a bit of criticism, you know, the stuff about how all these guys are past it. I'm sorry, but you can't tell me that guys like Prost, Mansell, Fittipaldi, Patrese and Arnoux can't get the job done anymore. You forget how talented these guys are. Did you see Derek going into Stowe? Commitment. That's why we brought him in and had a word! So far I've watched seven of the drivers who've signed up for GP Masters and they've all been absolutely on it. You should have seen Mansell at Pembrey. We've got the data, we know what the car will do. I swear, within 10 laps he was driving it at 99.99 per cent of its capabilities: he had that thing dancing."

Both cars back in. Warwick can't stop smiling: "It's still very dodgy out there, what with all the standing water. I spun it twice, which was a bit embarrassing, but at least it means I'm trying. It's just a question of confidence. You know, I had a few things on my mind before I drove the car; question marks over whether it would frighten me, tax me too much. There are no doubts now. I'm not too sure about the balance but we can work on that. I couldn't really push it any harder in these conditions but... The last proper racing I did was back in 1993. I know I did touring cars but back then I was employing over 200 people, working 12 hours a day and then expecting to compete with the top guys. I didn't take it seriously enough. The thing is, the mindset of a driver doesn't leave you. It filters through everything. Right now it feels like I've never been away."

> 'Did you see Derek going into Stowe? Commitment'



Warwick will join Prost, Mansell, Stuck, Arnoux, Johansson, Patrese, Fittipaldi, Tambay, Jones and more in GP Masters

The last thing motorsport needs in this era is yet another one-make series, but even as a devout cynic it's hard not to get swept away by the enthusiasm bubbling around GP Masters. Just watching Warwick and de Cesaris feeling their way back in, rediscovering their competitive mojo, is a joy. Contrived it may be, but the prospect of seeing some of the biggest names in motorsport history duke it out like it's the early 1980s all over again is a major draw [and how about a FISA/FOCA war or maybe a drivers' strike for added authenticity?].

As Delboy points out: "The cars have got enough power but not all that much aero, so there will be lots of overtaking and long braking distances. I think it'll be really good to watch. I don't know if I'll be quick enough to be at the front but then none of us do. It'll be fun finding out, though."

photography by Glenn Dunbar/LAT

French evolution

This unique Delage D6 proved itself at Le Mans *and* in grands prix during a lengthy career. Richard Heseltine tells its story - and goes for a drive

Speed is an optional extra. It's the Delage's civility that astounds. Push in the Scintilla key and you're rewarded with a little pop and fizz, then a raspy toned-down backbeat. Reach under the dash, find the handle and pull to engage forward drive. Flick the dainty lever into first on the column-mounted Cotal change, a few revs, and take off.

More speed – it does like to rev, which is surprising. Up, across the reverse-action gate and marvel at how smooth, swift and eerily silent the electric-shift action is. It's almost restful in here if you can ignore the Arctic breeze and abrasive hum from the tyres. The car feels unexpectedly taut and tied down, sky blue not being sent sky high with each asphalt ripple line. It's lovely, this.

Madame Richer-Delavau clearly thought so. On buying the Delage D6 in 1936, it became a *concours d'élégance* regular, taking in events at Le Touquet, Bois de Boulogne and, er, Eastbourne, where she received the faintly patronising award of 'smartest car owned by a lady'. All the more remarkable as the engine's high compression often resulted in flames being spat out in the judges' direction.

Except back then the car really was elegant, not the pared-back functionality you see here. Chassis 50688 originally wore a coupé body designed by Louis Delage and built by Joseph Figoni, this devilish red confection coming complete with rear-wheel spats and 'dickey' seat. Built to contest that year's Le Mans 24 Hours race, the car's 2984cc straight-six was prepared with a special bronze cylinder head and triple Solex carburettors set-up, only for the race to be cancelled due to industrial turmoil.

Once its preening career was over, the Delage was displayed in Walter Watney's Paris showroom, where it caught the attention of, ahem, colourful 'slot-machine king' Louis Gérard. Or rather his smitten nine-year-old son Jean-Yves, who coerced him into buying the car. Apocryphal, maybe, but legend has it that he paid in 20-centime coins.

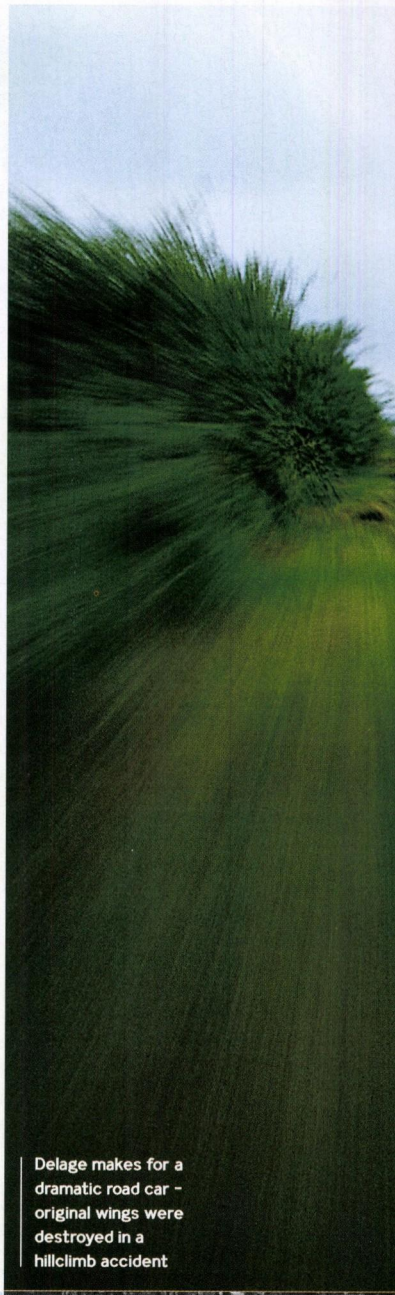
Despite no prior competition aspirations, Gérard was persuaded by Jacques de Valance that the car needed to be exercised – it was a racing car, after all – so they should team up for Le Mans. Thus, at the age of 38 he made his racing debut in the 1937 24 Hours, *diable rouge* (thanks to his bright red overalls) and de Valance finishing a remarkable fourth overall behind Jean-Pierre Wimille's wining Bugatti and the works Delahayes. What's more, they bagged 3-litre class honours.

After completing the rest of the season, the D6 underwent weight-saving surgery, the coupé bodywork being removed and transplanted onto a Delahaye 135 (that was later campaigned in rallies by Germaine Rousalt). With full factory support, Gérard commissioned Figoni to reclothe the chassis with a new open-configuration affair, saving some 156kg in the process.

'Legend has it that Gérard paid in 20-centime coins'

With its new look the Delage led an active 1938, Gérard finishing second in the Spa 24 Hours behind a supercharged Alfa Romeo 2900B. Undoubted highlight, though, was his storming drive in the RAC Tourist Trophy at Donington Park. Despite a 100mph spin he braved the appallingly wet conditions to score an emphatic win. But this would be his last season with the D6 before trading the car with the Hon Peter Aitken for a Maserati 6CL. Gérard would continue racing until 1951, taking runner-up spot at Le Mans in 1939 and second in the 1950 GP de Paris. He died in May 2000 at the impressive age of 101.

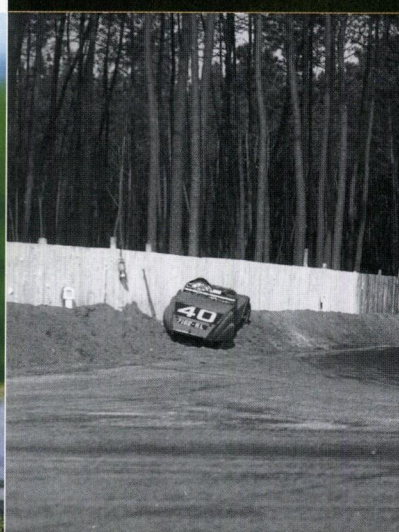
Under Aitken (better known later as Lord Beaverbrook, the moneyed newspaper mogul) there would be no more overall wins. During 1939 the car was raced at Brooklands and Crystal Palace, where he took class victory in the Plate Handicap, before the arrival of WWII saw the end of play. But not the end of the car's career. Once the conflict was over, the Delage was spotted for sale at Robert Arbuthnot's High Speed Motors by Pat Garland. The impressively moustachioed former motorcycle racer had long harboured ambitions to switch to four wheels and, backed by a post-war inheritance, had the means to do so. Originally he'd been interested »



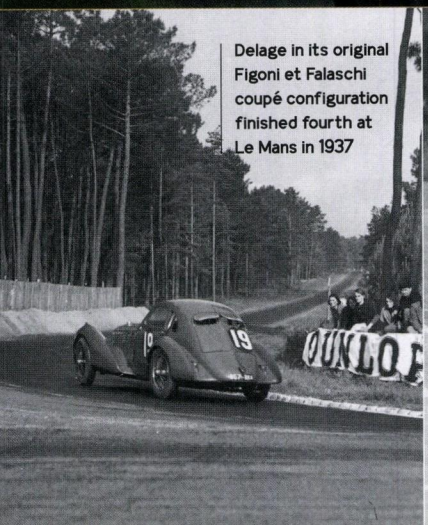
Delage makes for a dramatic road car – original wings were destroyed in a hillclimb accident



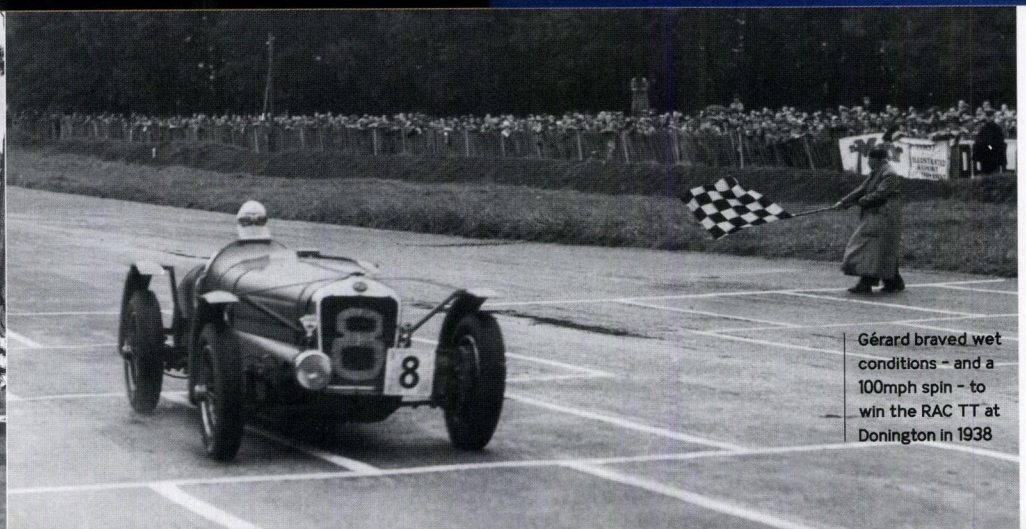
Delage D6 was stolen in 1951 – by a bloke in his thirties wearing a flat cap?







Delage in its original Figoni et Falaschi coupé configuration finished fourth at Le Mans in 1937



Gérard braved wet conditions – and a 100mph spin – to win the RAC TT at Donington in 1938

LAT

in an Alfa 8C35 but concluded that he'd likely kill himself with it. Also in the Paddington showroom was the D6, which seemed more user-friendly. With a paucity of available racing cars, it came with a hefty price premium: Garland forked out £2000 for a car which had cost £900 new. What's more, it wasn't even ready to race.

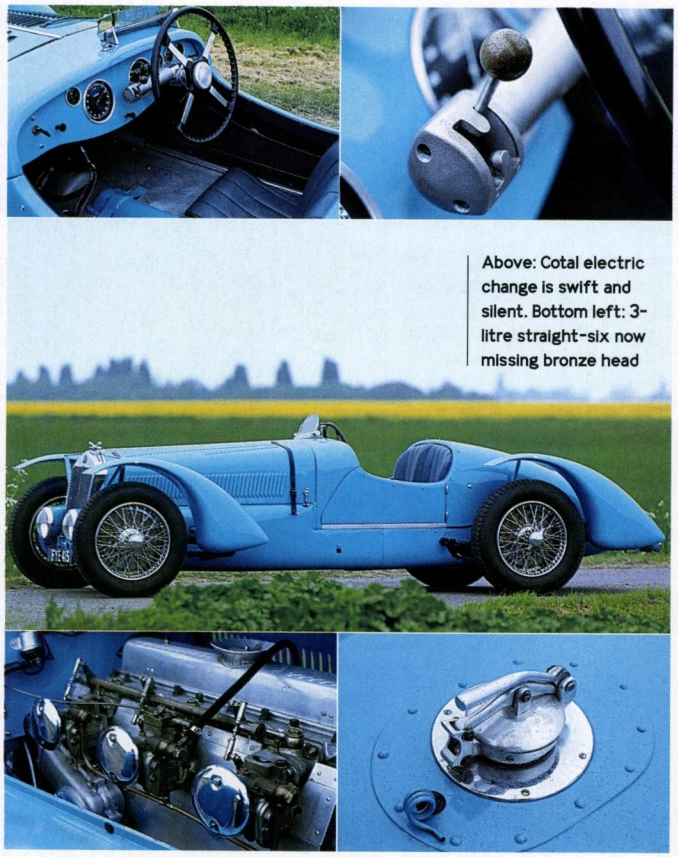
After rebuilding the engine's top end and fettling the brakes, the former Ricardo apprentice made his competition debut at Prescott on May 19 1946. Then came Shelsley Walsh. And disaster. On spinning off in the wet, he ploughed down a recently planted sapling before connecting with the timing gear.

Having developed an aversion to hillclimbing, Garland's first race was at that year's Belgian Grand Prix. With Spa closed, the event was staged around the Bois de la Cambre. Despite his lack of experience, Garland held on around the 3km street circuit to finish a creditable sixth overall.

His effort didn't go unnoticed – the organisers of several French races offered Garland starting money. But there was one proviso: he had to paint the car green so as to give their grids a more 'nationalistic' feel. His next outing was at Nantes, where the inherent dangers involved were bought into sharp focus. Against a backdrop of deep ditches either side of the road, Garland passed Robert Mazaud's upturned Maserati, the French ace having apparently being punted off by one Louis Gérard. The Delage ran its big ends before the finish of a race in which even leader Wimille withdrew while leading, presumably without too much regret.

By now relocated to Paris, Garland ordered one of the first Talbot-Lago T26Cs, but continued delays with its arrival meant the Delage raced on into the late '40s. Competing at Chimay, Lille and Montlhéry – where he co-drove in the 12 Heures de Paris with John Gordon, future instigator of the Gordon-Keeble road car – Garland picked up minor places: at the same banked circuit he finished sixth in the May '48 Grand Prix de Paris.

Failing health ultimately forced Garland to give up motorsport (if only for a while: he was still entering sprints in his eighties), the Delage and Talbot being put into storage in Kingston-upon-Thames. The garage was burgled in 1951 and the cars stolen; police investigations failed to uncover any leads, the Delage disappearing from view until discovery by Anthony Blight in the early '80s. Semi-derelict and missing its bronze cylinder head, the car's identity was nonetheless in no doubt. Eventually Colin Crabbe saved 50688 for a customer, a two-year restoration seeing the D6 returned to former glory. Much of the original bodywork was saved, Rod Jolley replicating the wings destroyed during Garland's off-road excursion at Shelsley.



Above: Cotal electric change is swift and silent. Bottom left: 3-litre straight-six now missing bronze head

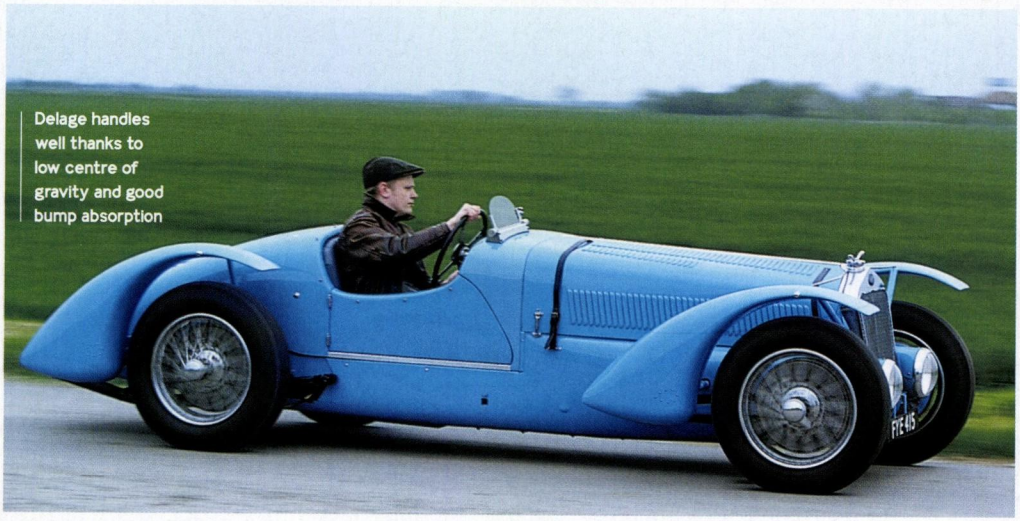
'Garland forked out £2000 – it cost £900 new'

And it's those swept-back wings that lend the Delage such an air of individuality, even if unwanted reference points with Kougar kit cars tend to blight the picture. Though not as attractive as many period rivals, there's a slightly awkward grace that captivates; the flashy chrome-wire wheels a constant through the car's competition career. It really is very special.

With useful half doors, it's easy to clamber aboard, though the size of the steering wheel and close proximity of the dashboard encroach on knee room, a situation not helped by the closeness of the throttle and brake pedals. Yet once comfortable, or at least in a close approximation, there's much to love, not least the view across that louvred acreage of bonnet; the winged radiator cowling mascot was a Garland addition.

With around 130bhp the initial acceleration is immediate, the Cotal change proving a doddle with familiarity. You expect to be all fingers and thumbs, but there's nothing to it. The changes are near seamless, providing a sense of refinement alien to many competition cars of the period. The steering, too, is responsive, without the expected kickback. Though the underpinnings are prosaic – a box-section frame with independent front suspension, beam rear axle on semi-elliptics, friction dampers all round – the D6 doesn't try to throw you off the road with each camber change or second-guess your resolve when cornering.

Considering it was a racer, the Delage makes for a convincing road car. You can just picture Pat Garland loading his suitcases and tool boxes onto his boot rack and setting off for the races, moustache billowing in the airstream. That he used the D6 as everyday transport for much of his ownership comes as no surprise. In coupé form, the car was a *gran turismo* before the term had even been coined. Letting in daylight didn't change that. M

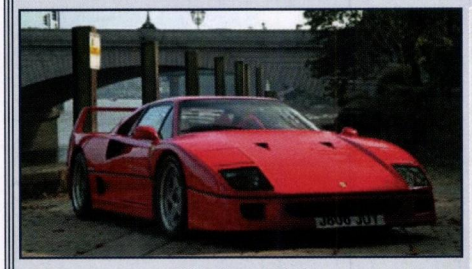


Delage handles well thanks to low centre of gravity and good bump absorption

Thanks to Peter Jacobs for historical information; www.delage-world.co.uk

GREGOR FISKEN

Fine Historic Automobiles



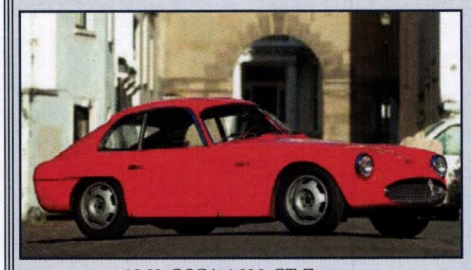
1991 Ferrari F40

One of the most iconic of all the Ferrari models, the F40 was a celebration of forty years of the marque and indeed Enzo's great swansong. With the latest in technology the F40 combined steel and composite structural materials made up of Kevlar and carbon fibre to produce a very lightweight bodyshell.
This immaculate, European supplied catalytic example has been fully serviced by Ferrari and shows only 13000 kms. In many ways the ultimate race car developed for use on the public road!



1952 Ferrari 340 America

Chassis 0196A, a Scuderia Ferrari works car, clothed with a lightweight Spyder body by Vignale was assigned to Pierre Taruffi, a veteran of the Mille Miglia to act as a pacemaker to the other works cars. This Ferrari was then prepared for the Grand Prix de Berne before heading to Le Mans to be driven by Rosier and Trintignant, the latter winning the event for Ferrari in 1954. This 340 has undergone a complete restoration by leading Ferrari specialists DK Engineering and has recently competed on the Mille Miglia and both the Monterey and Monaco Historic's.



1963 OSCA 1600 GT Zagato

OSCA, established by the Maserati brothers, performed magnificently throughout the fifties in international competition. This OSCA 1600GT, chassis number 0080 was raced in period by Italian driver Gian Pietro Contro in hill climb events. An extensive restoration was carried out in 1995 and 0080 has been used sparingly since. This, one of the shapes penned by the genius of Zagato stylist Ercole Spada is finished in stunning red with black interior and has an extensive history file.

GREGOR FISKEN

CURRENT STOCK

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1964 AC Cobra 289 (competition car)

1964 Austin-Healey 3000 (Works Car)

1953 Bentley R-Type Continental (manual)

1965 Bizzarrini 5300GT (7 litre engine)

1964 Brabham BT8

1952 Ferrari 340 America

1952 Ferrari 212 Coupé

1958 Ferrari 250 Tour de France

1991 Ferrari F40

1934 Mercedes-Benz 500K

1954 Moretti 750 GS

1963 OSCA 1600 GT

1968 Porsche 910

1985 Porsche 962C

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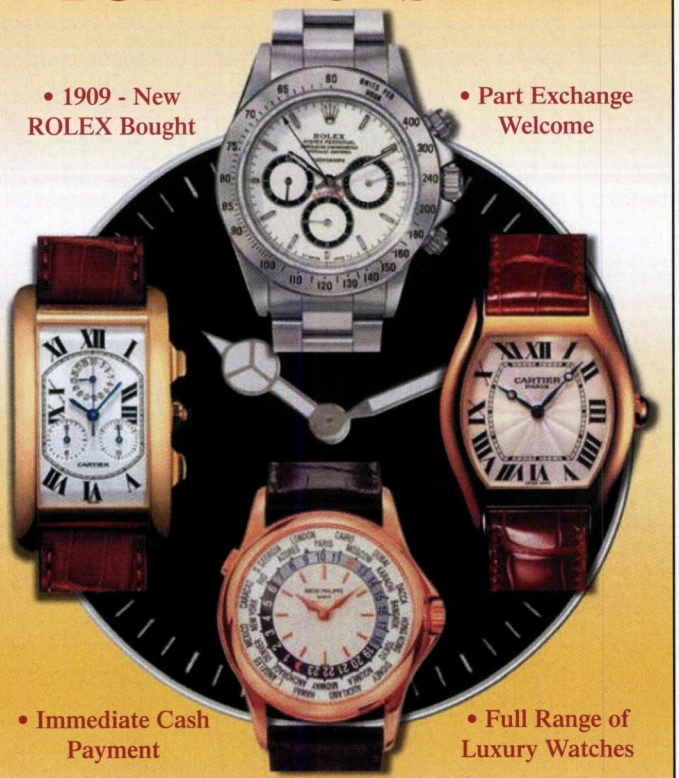
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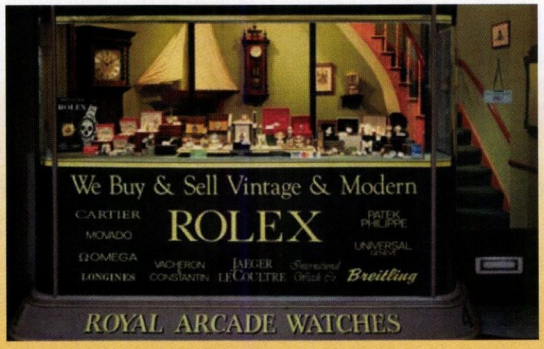
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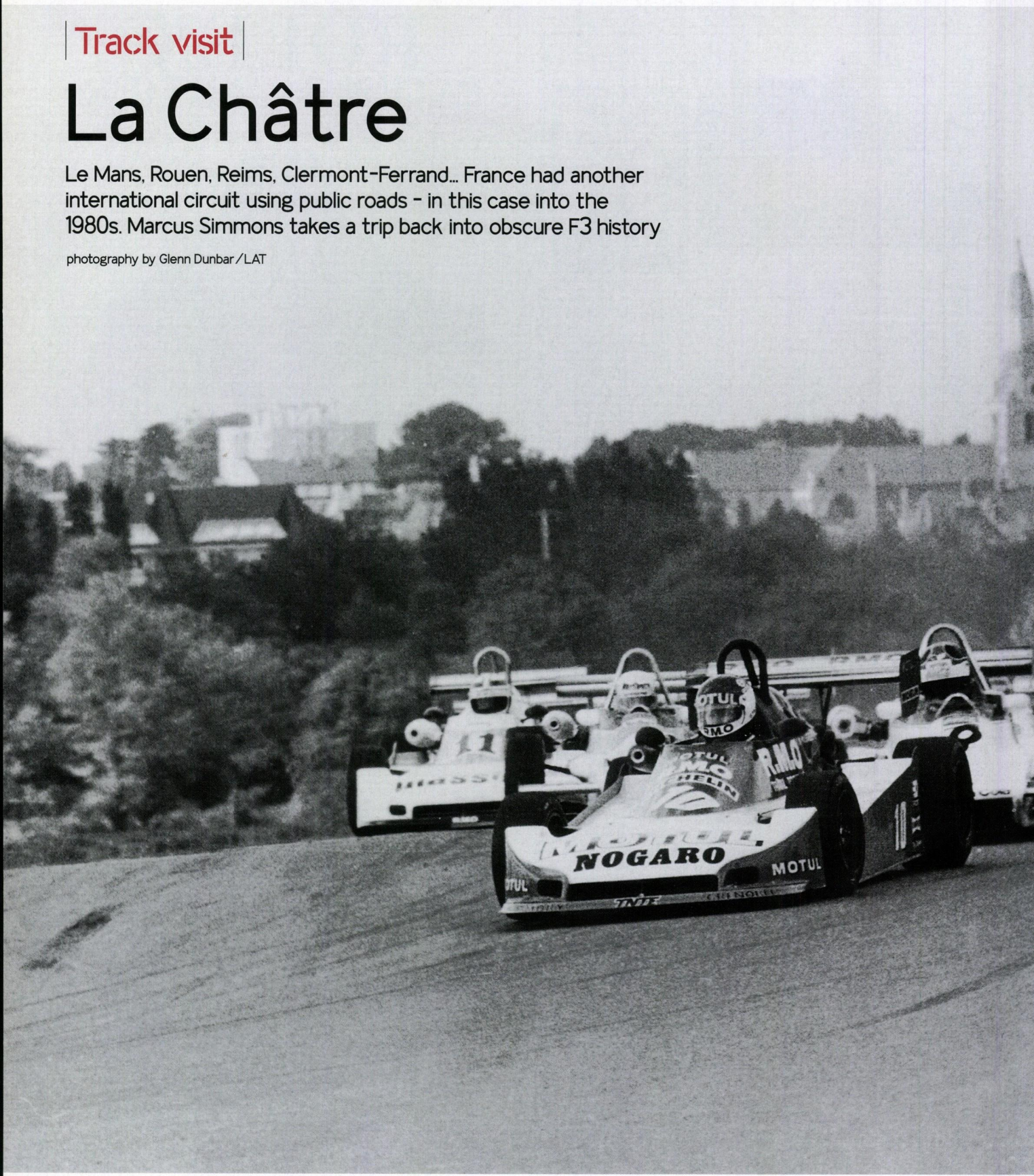
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Track visit

La Châtre

Le Mans, Rouen, Reims, Clermont-Ferrand... France had another international circuit using public roads - in this case into the 1980s. Marcus Simmons takes a trip back into obscure F3 history

photography by Glenn Dunbar/LAT





Philippe Streiff leads Oscar Larrauri, Mauro Baldi and Pascal Fabre over crest in 1981. Scene is similar 24 years on

Leaning over the barriers, the team personnel could hardly believe it. Ten laps into this European Formula Three round and the entire field were still swarming around in a single bunch. Out of sight they went once more as they headed over a crest. Ears strained to listen out for any crunching noises from the ridiculously tight hairpin at the far end of the course. But all anyone could hear was tyres locking up. A few seconds later the bemused onlookers turned around to see the field – still intact – flashing past on the D940, reaching the highest speeds they were ever going to attain around this real scratcher's track.

This was the sixth round of the 1980 European F3 Championship and its first-ever visit to La Châtre. While average lap speeds at the Osterreichring a few weeks earlier had nudged 120mph, this weekend Kurt Thiim's heroic pole lap in an updated three-year-old Chevron B38, around this tight-and-twisty little 1.44-mile French track, was a mere 81.01mph...

Thiim had to get through the heats first, for La Châtre, being such a tiny circuit, had a maximum grid capacity of just 16 cars. He was beaten by the Euroracing March of Corrado Fabi and would start the final from fourth, behind heat-two winner Thierry Boutsen's Martini, Fabi and the other Euroracing March of Michele Alboreto.

Boutsen was the man on form. The Belgian had been selected to emulate 1979 champion Alain Prost's successes for the ORECA Martini team, and had delivered by winning three of the first four races. Yep, it really looked like Boutsen was on his way to Formula One. At La Châtre he'd goofed in his heat, locking up his rear brakes into the tight hairpin just after the start and gifting the lead to team-mate Philippe Alliot, but Alliot had retired on the second lap with a broken gearbox. Boutsen went on to head home Alboreto, who was emerging as his closest title threat.

Everyone learns from their mistakes, so in the final Boutsen locked his *front* brakes into that hairpin, giving Alboreto the advantage. And it was with the Italian in front that the whole pack ducked and dived, looking to find the teensiest gap. Finally Fabi found one, brilliantly passing Boutsen at the 10-lap mark. With the Belgian suffering a slow puncture and holding up the field, the Italians were able to scamper clear. Alboreto won and ignited his title bid; Boutsen would fail to win any of the remaining eight rounds. La Châtre was a pivotal point: Alboreto won the championship and would make his grand prix debut the following May; Boutsen would be forced to wait another two years...

La Châtre, which had a mix of public road and permanent circuit roughly one mile to the east of the town, was now firmly on the European F3 calendar and would remain so until the series was axed after the 1984 season. Even then it carried on hosting rounds of the hotly-contested French F3 and Touring Car championships for a few more years and would carry on holding its annual meeting for club racers until the mid-90s.

So the circuit had a four-decade lifespan as a competition venue, but even before its first meeting in 1956 the area – slap-bang in the middle of France in the Montgivray commune, around 25 miles south of Châteauroux – had a competition history. In 1928 the first Course de la Côte d'Ars was held along the D943 to the north of the town (this road is at a right-angle to the D940, along which the later racing circuit »

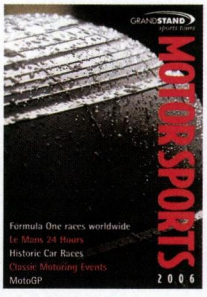
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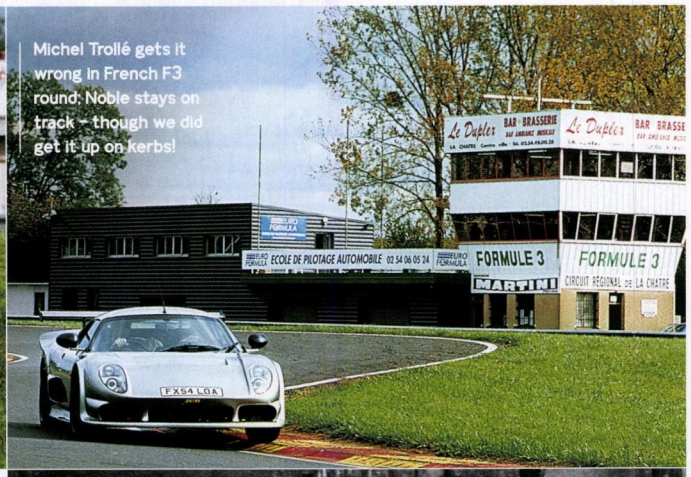
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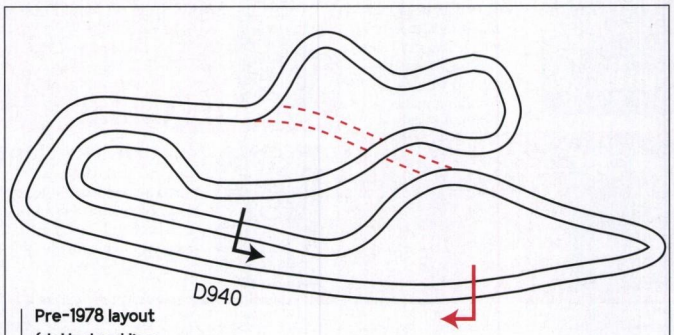
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Michel Trollé gets it wrong in French F3 round; Noble stays on track – though we did get it up on kerbs!



Pre-1978 layout (dotted red line; red start-finish arrow) gave way to new track



One-litre F3 battle goes wrong heading out onto D940. Many trees have made way for farmland

would run). This was a hillclimb along a road which was then unsealed, and in '32 would lead to the death of the celebrated André Boillot, brother of pre-WWI racing legend Georges, when he crashed a Peugeot sportscar in practice.

The hillclimb would continue up until 1954, when plans were made for a switch to circuit racing. This was to take place over an incredibly short layout measuring just 0.79 miles! The start-finish line was on the D940. Cars would head briefly towards the town before taking a 90-degree bend to the right onto a section of road built specially for racing. This was quickly followed by another, gentler right, a right-hand kink and then a plunge downhill to the 'Boutsen' hairpin, which took the cars back onto the D940.

In the early years the Grand Prix de La Châtre was to be held for 500cc F3 cars. The first event was supposed to be run in 1955, but it obviously takes a long time to prepare eight tenths of a mile of track and the venue didn't crackle into life until June 17 '56, when Swiss Harry Zweifel became the first winner of the event in his Cooper-Norton.

'Tony Brise set the lap record – at 35.7 seconds'

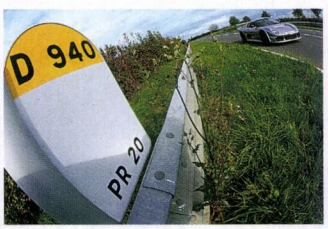
In 1960 the GP de La Châtre switched to Formula Junior regulations and for the first time a British driver won – Dennis Taylor in his Lola-BMC Mk2. The year after that, Rhodesian John Love triumphed in Ken Tyrrell's Cooper T56, but in '64 – the first year of the new 1-litre F3 – Tyrrell's latest young protégé would be famously defeated...

The headline in the June 19 1964 edition of *Autosport* says it all: JACKIE STEWART BEATEN! The wee Scot arrived at the little French track with a Cooper T72 and an unbeaten F3 record. But with a broken clutch he was defeated by local hero Eric Offenstadt, who had made the switch from motorcycles.

More and more international teams and drivers were being attracted to this eccentric venue, which in this guise was limited to just eight starters – meaning that to make the final you had to finish your heat in the top four! Jacques Laffite and Bob Wollek are just two of the famous names to have suffered La Châtre DNQs in their early careers.

The circuit would not be lengthened until 1978, but F3 effectively died in France between 1974-77, the early years of the 2-litre regulations. Therefore, the fastest F3 race lap around the 0.79-mile layout was set in '72 by Tony Brise's Brabham – although he was beaten to victory by Roger Williamson: Brise set the lap record at 35.7 sec (79.33mph). At the same meeting there was a sportscar race, and it is believed that Jean-Pierre Jabouille's lap in a Lola T290 at 34.7 sec (81.61mph) remains the outright record for this configuation.

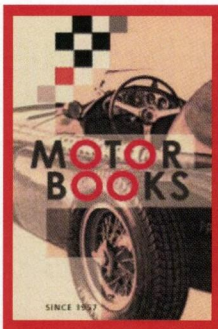
Reborn in '78 with its new extension, the circuit is still there in its entirety. Cramming a journalist and a photographer – both of whom clock in at over six feet – plus luggage into a Noble M400 for a sprint down to Dover and then southwards through France was not the easiest of propositions, but the journey went without a hitch.



The 3-litre, twin-turbo, V6 Roush-powered M400 turned heads when we arrived at the circuit. The permanent part of the course is still used by the EuroFormula racing school, and when we arrived a car dealership was holding a track day. The 'old' circuit we shot with no problem, though there were two locked green gates, one after the pre-78 Turn 2, one on the crest leading down to the hairpin. It took some negotiation in schoolboy French to get access to the modern part, but like all good Frenchmen they had a decent lunchbreak, during which they offered us 15 laps and a glass of white wine.

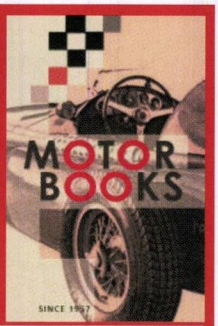
The 'new' layout veers to the left after the old Turn 2 into a third-gear S-bend, then straight into a long, slow, double-apex hairpin. Accelerate through right and left-hand sweepers, before dabbing the brakes for another third-gear S-bend, then slow right down for »

Maurice Louche Dominique Pascal

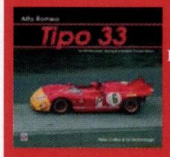


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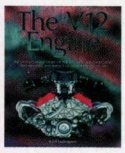
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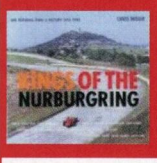
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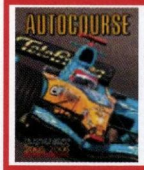
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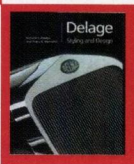
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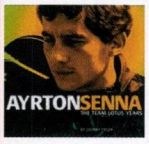
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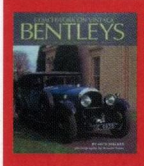
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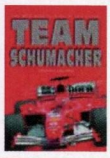
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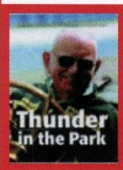
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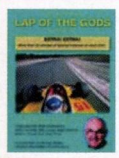
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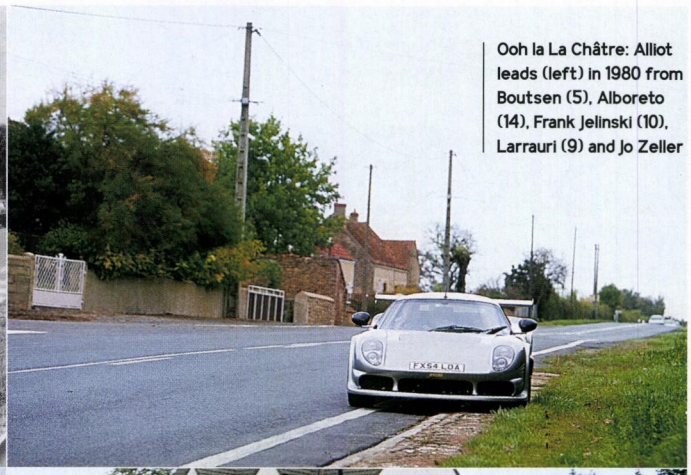
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Ooh la La Châtre: Alliot leads (left) in 1980 from Boutsen (5), Alboreto (14), Frank Jelinski (10), Larrauri (9) and Jo Zeller





Same hairpin, different view, as we try to get round as quickly as Emanuele Pirro's Martini in 1981

a tight second-gear left-hander onto the 'new' start-finish straight. Through a climbing left, then a blind right turn, bringing you back onto the original circuit and down towards the tight hairpin.

There is a pit lane by the start-finish line, but one of the beauties of La Châtre was that this was nowhere near sufficient to host the paddock. Even in its late years (including Jean Alesi's French F3 win in 1987), the cars were based in the town square. "We would start the cars up next to the fire station," remembers former mechanic Serge Saulnier, who now runs one of France's leading single-seater teams. "Then the driver would take the car along the main road to the track and the team would follow on in the van."

Engineer Andy Miller adds: "I played *boules* in the paddock with Gary Anderson, who was running the Anson team, and Tommy Byrne. There were a couple of hotels everyone used to stay in and there was a nightclub up the road we all used to go to. It was great fun. I remember once we actually managed to organise a test there, but we had to have a policeman at either end of the main-road section, stopping the traffic whenever our car came round."

Philippe Alliot proved to be the King of La Châtre. In 1978, the year it was lengthened, he won the Formula Renault race. Then in '81 and '82 he won the European F3 headliner. Roberto Ravaglia triumphed in 1983, while in '84 Ivan Capelli was the victor when he pipped Johnny Dumfries.

"It was a strange little place," says Dumfries, now known as Johnny Bute. "Quite an attractive little town and architecturally quite interesting. I was driving for Dave Price at the time and we were in a strong position in the British championship and the European. I couldn't make every round of the European – otherwise we might have won that as well.

"The weather at La Châtre was



'Police stopped the traffic when we came round!'

very changeable, pretty much the same as in England at that time of year [the '84 running was in May]. It was a bit wet when we went out for practice – and it's always tricky going out on a circuit like that, which is half public roads, when the weather's wet. The surface was really unpredictable, but anyway I don't remember throwing it into the Armco, so that was a good thing!"

Claudio Langes got pole, but on the eighth lap was caught out by Capelli and watched as Dumfries and John Nielsen also went past. Dumfries had to wait for Nielsen's engine to fail before he could attack Capelli. "Capelli pulled about two or three seconds out," says Johnny, "which on a short track like that seemed like a really big gap. Nielsen was a very aggressive driver – sort of hard but fair. I was distracted by him and extremely relieved when his engine blew! That gave me the space to stop watching my mirrors and get after Capelli again."

One of the great things about the European F3 Championship was that out-of-the-way, characterful circuits such as La Châtre and Knutstorp had a place on the international calendar with Silverstone and the Osterreichring. "Those circuits were really well suited to F3 cars," says Dumfries. "You could go somewhere like Silverstone or Thruxton, which were superfast and where you had to slipstream to overtake – that was real strategy racing. Then at La Châtre you'd tend to cram a lot of downforce on the car and then start winding it off, because you'd find it was bogging down on the straight – even though it was a very short straight!"

And it still is. Owing to the open-tyre regulations of European F3, Alain Ferté's 1982 first-heat fastest lap of 63.03sec was never beaten by the control-tyred French F3 of the late '80s. The time equates to a speed of just 82.51mph... "It was very slow, but the atmosphere was very funny and friendly," says Saulnier. "Everyone was happy to be there and the racing was very spectacular – there were a lot of incidents!"

LAT/Maurice Louche

X-ray spec

LSR 'BABS'

The phrase 'resurfaced' has never applied so literally to a car. Keith Howard explains why

John Godfrey Parry Thomas, holder of the Land Speed Record for nine months in 1926/7 (and 10 days in 1924), was cut from a very different cloth to his more famous contemporaries Segrave and Campbell. They were drivers only; Thomas designed, built and raced his own cars and was one of the finest automotive engineers of the era, as his luxurious Leyland Eight attested.

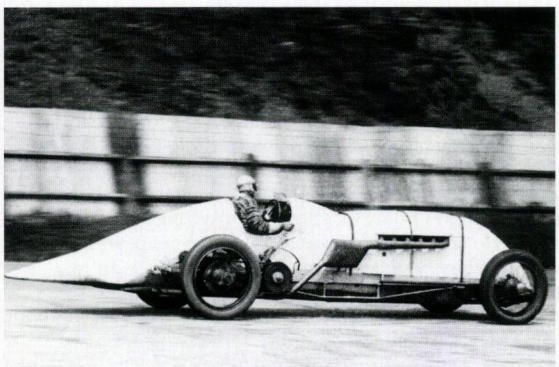
But it wasn't only engineering talent which distinguished Thomas. He lacked the cash and industry backing that would realise the Sunbeam 'Slug' for Segrave and a succession of Bluebirds for Campbell. Which explains how he came to campaign an LSR car that was, in engineering terms, beneath him.

Babs began life as the Higham Special, designed by Clive Gallop for Count Louis Zborowski, creator of Chitty Bang Bang. It was typical Brooklands fare: a lightweight but floppy twin-rail chassis with, in this case, a 27-litre Packard Liberty V12 aero engine. Despite its prodigious capacity the normally-aspirated 45-degree V12 delivered only 400 or perhaps 500hp after Parry Thomas's modifications (14.8-18.5hp per litre), but in a streamlined body it would be sufficient, the Welshman hoped, to approach 200mph – and do it quickly, before Segrave could put the record beyond his reach.

In April 1926, on home soil at Pendine Sands, Thomas wrested the record from Segrave, raising it by no less than 20mph to 170.624mph over the measured mile. The following February Campbell bettered him, but by less than 4mph. With Segrave's Daytona campaign imminent, Thomas took to Pendine's sands once again in March '27 after a bout of 'flu, determined to write his name in LSR history one last time.

He succeeded, but not in the way he intended. Nobody had died attempting the LSR before, but on Thursday March 3, just after entering the measured mile on another run, Babs slewed, cartwheeled, landed back on its wheels and caught fire. Rescuers found Parry Thomas still in the cockpit but partially decapitated. He was buried in Byfleet, close to Brooklands; Babs too was interred, behind the dunes at Pendine.

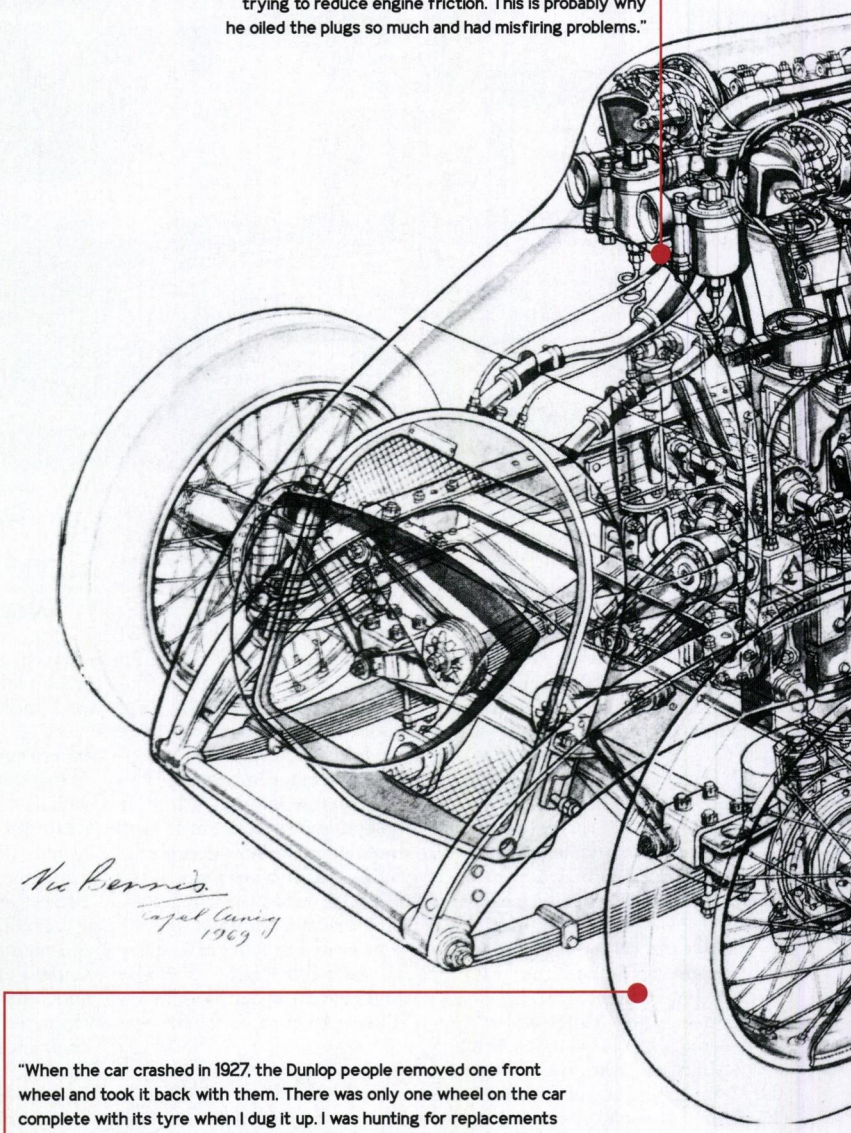
And there it would have stayed but for the determination of Owen Wyn Owen, an engineering lecturer at Bangor Technical College, to exhume it as a monument to Parry Thomas. He eventually did that in March 1969. He talks here both of the car and the controversial process of recovering and restoring it.



JG Parry Thomas demonstrates 'Babs' at Brooklands, his base and home

Ludvigsen NMM

"The Liberty aero engine had a very complex inlet manifold with two carburettors in the middle of the vee," says Owen Wyn Owen. "Parry Thomas changed that. He put in two long copper pipes with a [Zenith] carburettor at each end, so there were four carburettors, two at each end of the engine. He was trying to improve the engine's output, I suppose. He changed the pistons as well. He raised the compression, I think, because his pistons have a bit of a crown on them. I have them in the workshop. When I rebuilt the engine I put in Liberty tank engine pistons because they have conventional oil control rings. Parry Thomas's pistons had no oil control rings, I expect because he was trying to reduce engine friction. This is probably why he oiled the plugs so much and had misfiring problems."

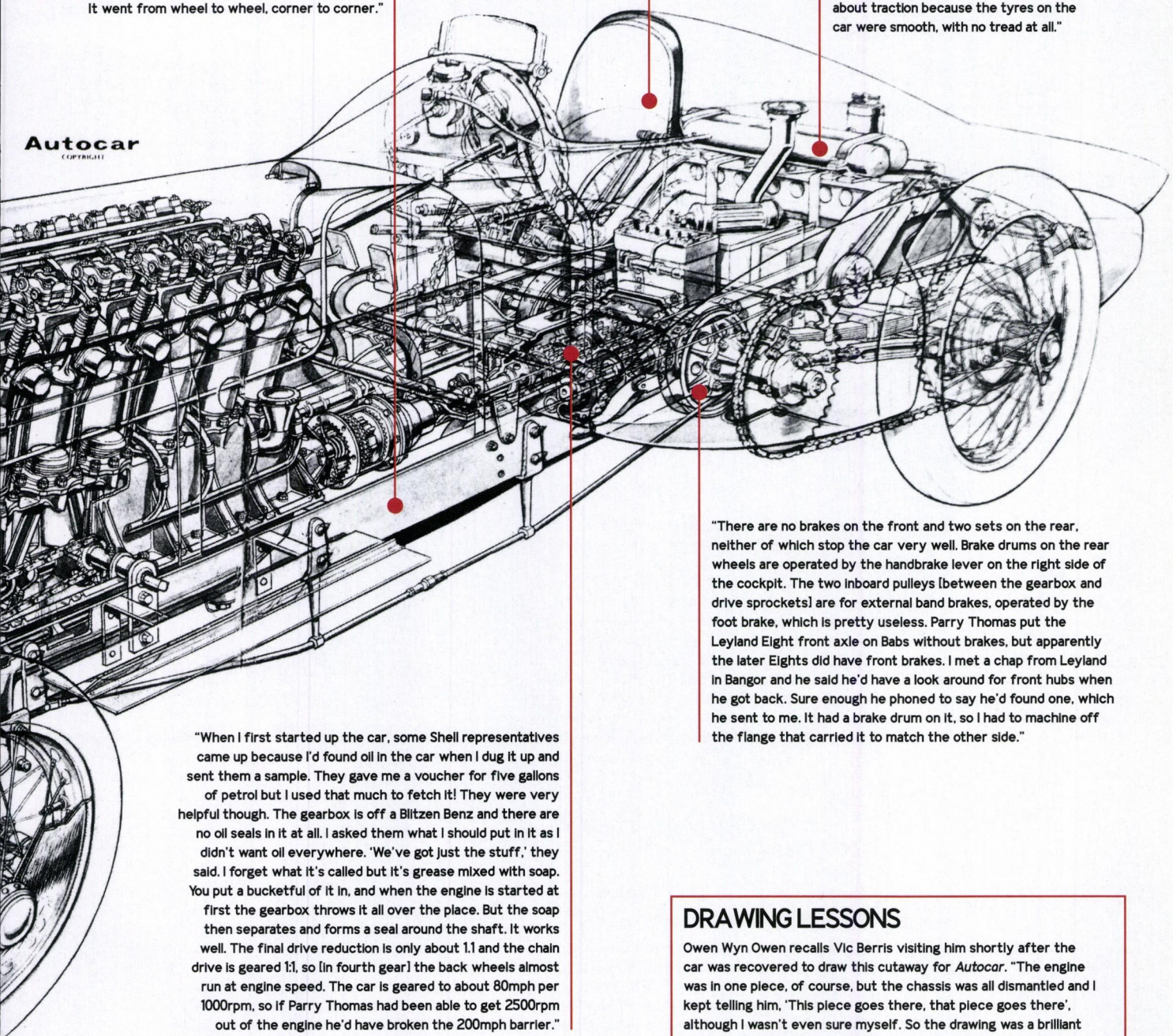


"When the car crashed in 1927, the Dunlop people removed one front wheel and took it back with them. There was only one wheel on the car complete with its tyre when I dug it up. I was hunting for replacements when I heard, through *Autosport* I think, that a firm in London rebuilt old wheels. They told me to send the original front wheel to them, which I did. It turned out that they had bought all Dunlop's old stock and they found a wheel which matched the one from Babs. They respoked it for me and it's back on the car. It is very possible that it's the wheel Dunlop took away with them from Pendine."

"The chassis is very light and had no torsional stiffness whatsoever, I should think. It has two side members and a few cross-members but no bracing of angles, so when the car crashed it buckled in all shapes. The front nearside was pushed to the offside and the rear went the same way, so it would appear that the car went end over end when it crashed, although it didn't smash the tail. It went from wheel to wheel, corner to corner."

"A lot of damage was done to the car before burial. The seat was slashed, the instruments smashed. Someone had bent the handle of the fuel tank air pressure pump. Maybe they took it out on the car because it killed him, then buried it to deter souvenir hunters."

"Weight distribution is about 50:50. Parry Thomas must have paid a lot of attention to this because alongside him in the single-seat cockpit was a box and behind him on top of the fuel tank were two long pipes, all of which were filled with lead sheet and shot. So I think he must have weighed each corner of the car carefully. I'm sure he worried about traction because the tyres on the car were smooth, with no tread at all."



"There are no brakes on the front and two sets on the rear, neither of which stop the car very well. Brake drums on the rear wheels are operated by the handbrake lever on the right side of the cockpit. The two inboard pulleys [between the gearbox and drive sprockets] are for external band brakes, operated by the foot brake, which is pretty useless. Parry Thomas put the Leyland Eight front axle on Babs without brakes, but apparently the later Eights did have front brakes. I met a chap from Leyland in Bangor and he said he'd have a look around for front hubs when he got back. Sure enough he phoned to say he'd found one, which he sent to me. It had a brake drum on it, so I had to machine off the flange that carried it to match the other side."

"When I first started up the car, some Shell representatives came up because I'd found oil in the car when I dug it up and sent them a sample. They gave me a voucher for five gallons of petrol but I used that much to fetch it! They were very helpful though. The gearbox is off a Blitzen Benz and there are no oil seals in it at all. I asked them what I should put in it as I didn't want oil everywhere. 'We've got just the stuff,' they said. I forget what it's called but it's grease mixed with soap. You put a bucketful of it in, and when the engine is started at first the gearbox throws it all over the place. But the soap then separates and forms a seal around the shaft. It works well. The final drive reduction is only about 1.1 and the chain drive is geared 1:1, so [in fourth gear] the back wheels almost run at engine speed. The car is geared to about 80mph per 1000rpm, so if Parry Thomas had been able to get 2500rpm out of the engine he'd have broken the 200mph barrier."

DRAWING LESSONS

Owen Wyn Owen recalls Vic Berris visiting him shortly after the car was recovered to draw this cutaway for *Autocar*. "The engine was in one piece, of course, but the chassis was all dismantled and I kept telling him, 'This piece goes there, that piece goes there', although I wasn't even sure myself. So the drawing was a brilliant piece of work. I was surprised at one error, though. The vee angle of the engine is 45 degrees – there were bulges in the front of the bonnet to accommodate it – but Vic Berris showed it as very much less. Also the rev counter drive is shown coming straight out the back whereas in the actual rev counter it follows aircraft practice and comes out at 90 degrees. He also shows the drive chains sloping down at an angle whereas in actual fact they are pretty horizontal. But those are minor mistakes in the circumstances."



One-hit wanderer

Richie Ginther managed just one GP win; a decade later the American was a nomadic hippy. Richard Heseltine tells the story of a man apart

Enigmatic doesn't come close. A loner, with long hair and Zapata moustache, spends a decade roaming North America, a nomad with a van and a compass but no clock as he doesn't want to be ruled by time. No provincial small-town boy here, though; he's learned, with a passion for archaeology and the plight of Native Americans. Someone who is constantly searching. Someone detached from his past.

Flashback 30 years earlier to a young, freckle-faced kid with a crew cut and toothy smile. Unwell as a small boy, he's resolute as an adult, acquiring an enviable reputation for spannering on racing cars. And for driving them. After a few years learning his trade, he follows his mentor to Europe, finds employment with some of the biggest names in Formula One and actually wins a grand prix. Then quits abruptly. To become an itinerant hippy.

Paul Richard Ginther was a contradiction. Which makes him all the more fascinating. By all accounts one of racing's good guys, he was perhaps the best test driver of his day, a natural number two in any team who was capable of making the leap to front-runner whenever the mood took him. A reputation that probably sells him short.

The youngest of three children, Ginther was born in Hollywood on August 5, 1930. As a boy he was small in stature, stricken with a heart murmur that ensured he was discouraged from participating in sports. Instead he discovered cars, becoming intent on learning every function of how they worked and how to make them go faster. Displaying an early entrepreneurial streak, young Richie sold copies of *Life* outside the gates of the Douglas Aircraft factory where his father was employed, receiving a one-cent profit on each magazine sold. By his early teens each summer was spent pumping gas, his enterprise earning enough money to buy his first car, a '32 Chevrolet coupe.

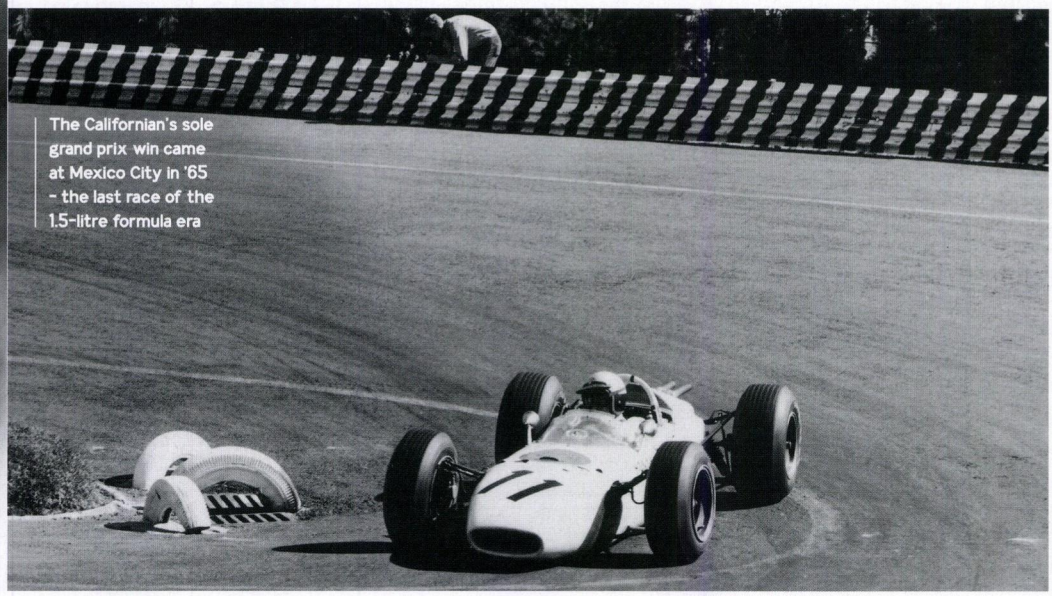
This in turn led to a Ford V8 of similar vintage that was soon pared down and 'rodded, swiftly replaced by a Dodge sedan that was less visible to Johnny Law. With graduation from high school in 1948 came employment at Douglas and an MG TC. After the Ginthers moved to Santa Monica, his love of cars from 'Yurup' became absolute thanks to a local hero who lived up the street...

'At 21 he joined the army and served in Korea'

"I can't say that I really knew him all that well at the time," recalls Phil Hill. "We belonged to the same fraternity at high school and I'd worked with his father at Douglas during the war, but that was it. I knew his brother better. Richie used to come over to the house while we worked on my Jaguar XK120 and then became part of the pit crew. He was three years younger than me. At that point in life three years is an age, so the friendship came later."

Nonetheless, Ginther followed Hill in working at International Motors, where he helped prepare Bill Cramer's racing cars. He also got to compete for the first time at the Sandberg Hillclimb Ridge Route in '51 aboard Cramer's Ford V8-powered MG TC '2-Junior'. His first race proper came later the same year at Pebble Beach, where he drove the Anglo-American special to second place behind Hill's Alfa Romeo 8C. It would be his last race as a driver until '55: on his 21st birthday Richie joined the army, serving a two-year stint as a helicopter mechanic at home and in Korea.

On leaving the service Ginther teamed up with Hill for the 1953 Carrera PanAmericana road race. This five-day marathon started in Tuxtla Gutiérrez, just north of the Guatemalan border, and wound »



The Californian's sole grand prix win came at Mexico City in '65 - the last race of the 1.5-litre formula era

McKlein LAT

Sparking up: Ginther was 'an easygoing kid before arriving in F1', according to his early mentor Phil Hill



Flashes of promise: Ginther drove like a hero at Monaco '61, keeping Moss honest to the flag

northwards along poorly paved Mexican back roads. On the second day's leg, from Pueblo to Mexico City, their 4.1-litre Ferrari rolled down a 20-foot embankment and came to rest on a bank of rocks. "Obviously we survived," says Hill. "Richie was a good passenger but that scared the hell out of him – out of both of us." But not enough to put off a return a year on when they finished second overall in Allen Guiberson's Ferrari 375, just 20 seconds behind Umberto Maglioli.

In 1955 Guiberson dispatched Ginther to Europe to act as mechanic for Hill, although the fateful events at Le Mans that year meant that their Ferrari never raced outside the US. Undeterred, Richie began campaigning his own Austin-Healey while spending his evenings tending to John von Neumann's stable of Porsches, his efforts earning him a drive at Santa Barbara in a 550 Spyder: he finished third behind Ken Miles's 'Flying Shingle' MG and von Neumann.

Over the following four seasons Ginther continued to race the German cars, interspersed with outings in Joe Lubin's 3-litre Aston Martin and John Edgar's Ferrari Testa Rossa. A first drive at Le Mans in '57 ended in retirement, but his talent hadn't gone unnoticed. Two years later he was the most successful Ferrari driver in the US and was offered a works drive for 1960.

He made an immediate impression, Carlo Chiti and other Ferrari insiders recognising his technical brilliance and rewarding him with his maiden grand prix ride for Monaco, where he finished sixth in a 246P. But it would be his drive in the following year's race that saw him truly arrive on the international stage. Armed with the new 'Sharknose' 156, Ginther placed

'He was the most succesful Ferrari driver in the US'

himself on the front row. Once Louis Chiron dropped the flag on the Sunday he beat everyone to the hairpin, only for Stirling Moss to slip past in his Rob Walker Lotus 18 on the 14th tour. As the race stabilised Phil Hill led the Ferrari chase, but carburation problems meant Moss was getting away. On the 78th lap team manager Romolo Tavoni gave the word and Ginther was let past. He would close down Moss, both regularly dipping under their qualifying times, but neither made a mistake and the Brit ace won. Ginther's performance in a virtually untested car (although Baghetti won at Naples on the same day in a similar one) was a revelation.

By the end of the year he was Bourne bound, BRM hoping that he would provide valuable engineering input from Ferrari. Sadly he never quite delivered. A testing accident left him badly burned and he convalesced at chief engineer Tony Rudd's home. Though well-liked and respected, Ginther never won for British Racing Motors during his three-year spell. There were podiums in '62 – third in the French GP and at Monza – and the following year he scored the greatest gross points haul of any American driver up to that point, with three seconds, two thirds, two fourths and a fifth, leaving him joint second (with Graham Hill) in the drivers' table, albeit some way behind Jim Clark. Showing typical consistency, he finished every championship round in 1964 – second again at Monaco and in the Austrian GP – but slipped to fourth overall.

»

Honda's first F1 driver

As Richie Ginther crossed the line in Mexico City in 1965 to score Honda's maiden victory, the Japanese team had extra reason to celebrate: back in fifth place was team-mate and fellow Californian Ronnie Bucknum in the sister car. It would be his first and last time worrying the points scorers.

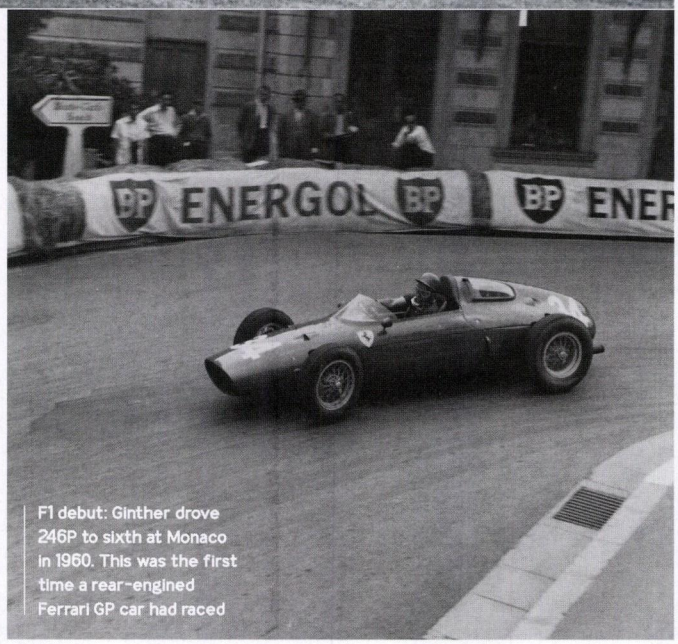
When Honda first appeared in F1 during the '64 German Grand Prix, the choice of driver was generally met with 'who?' In one of the most seemingly bizarre decisions in motorsport history, a team had wilfully picked a driver out of obscurity on the grounds that since the team had no experience, neither should the man behind the wheel. But then there was always the get-out clause that should the car underperform, there was a perfect scapegoat.

Yet for all his lack of 'pedigree', Bucknum wasn't without talent. Born in April 1936, the former construction surveyor became embroiled in West Coast road racing after a friend took him to a local meeting. He witnessed his second-ever event as a driver, winning on his debut at Pomona in 1956 aboard a Porsche 356 Speedster. From there he kept on winning, aside from a quick break on getting married. Armed with Rene Pellandini's AC Ace-Bristol, he scored well against the faster Porsche Carreras and then switched to a Doane Spencer-prepared Healey and later an MGB for Hollywood Sports Cars (Ginther having previously raced for the équipe). Occasional outings in Max Balchowsky's Ol' Yeller brought in more results, as did runs on the ovals in Modifieds.

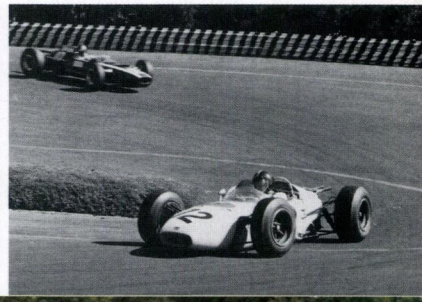
Soon after signing on with Carroll Shelby, Bucknum was approached by Honda in March '64. Shortly thereafter he was flown to Tokyo, where he drove the first formula car he'd ever sat in. He would make his F1 debut at the Nürburgring, where his race ended with steering failure at the Karussell! By the following round at Monza he was ninth fastest in qualifying but took off last. By the second tour he had caught and passed four cars, then picked off a few other stragglers before arriving on the main pack. He passed Bandini, Ginther, Brabham, Bonnier and Ireland, all in one lap. Then his brakes failed. By the end of the season he'd shown flashes of real promise. But then Ginther arrived for '65 and he was totally eclipsed.

In total Bucknum did just 11 grands prix (the final one being the '66 Mexican) before returning home to a successful stint in Trans-Am, Champ Cars (he won the '68 Michigan 250 in a Weinberger Homes Eagle) and sportscars, before gradually fading from the scene. He died in April '92, aged just 56. But the Bucknum names lives on in motorsport through his son Jeff, who made his Indy 500 debut this year.





F1 debut: Ginther drove 246P to sixth at Monaco in 1960. This was the first time a rear-engined Ferrari GP car had raced



McKlein LAT



Top: Bucknum's sole F1 points came in Mexico '65. Above: third at Le Mans '66 in GT40

But it was time to move on. Honda courted him for 1965, his technical nous undoubtedly helping the fledgling marque rise to prominence. The transverse V12-powered RA272 became increasingly competitive as the season went on, culminating in Ginther's only GP win, at Mexico City. It was also the first for Honda and Goodyear. It's likely that had the 1.5-litre formula continued into 1966, he would have been a title favourite – the Honda was seriously quick – but the new 3-litre regulations marked the beginning of the end for the American.

He drove a Cooper-Maserati T81 in the opening rounds of the '66 season until the RA273 was ready,

'Richie was never shy about speaking his mind'

but its debut at Monza ended after a tyre punctured on entering Curva Grande. He was lucky to survive, but disenchantment had already set in. Joining good friend Dan Gurney at All American Racers for '67, he was running second behind the boss in the Race of Champions only to retire. Then followed Monaco and a shock failure to qualify. Entered in the Indy 500, he abruptly chose to walk away although not, as has often been recorded, because he didn't make the cut. Gurney: "He decided to step out of the car during practice. Indianapolis wasn't his cup of tea: it had a very intimidating aspect to it in those days before wings. AAR's other driver Jerry Grant got in the same car and was up to speed very quickly."

Not that Ginther was completely done with motorsport. "He had a racing team and Porsche speed equipment business in Los Angeles, funded by Johnny von Neumann," recalls Gurney. Running 911s for Alan Johnson and Milt Minter, his équipe notched up several victories in the American Road Race of Champions series. He would also oversee Jo Siffert's Can-Am effort with the 917 before giving Elliott Forbes-Robinson a leg-up in Super Vee. Then he quit for good.

So what prompted him to drop out? Phil Hill is unsure: "About the time he stopped driving, I was busy getting married and starting a family. He was busy getting a divorce. We had a falling out so I didn't stay in touch with him much after that."

Gurney: "We stayed friends and had contact off and on in the '70s before he became a kind of recluse. There were some personal and possibly health problems, I think."

In later years he married again, relocating to San Diego, and seemed settled; but he died suddenly in mid-September 1989, a few weeks after a BRM reunion at Donington. He was barely 59. "I was shocked to learn of his death in France," says Gurney. "His former wife Jackie passed away a few years ago here in Southern California. His son [Brett] became a doctor."

During his early career Ginther is often pictured smiling beatifically. Later on, anything but. Did his time in Europe change him? "I don't think it changed his personality," claims Gurney. "He, like the rest of us, was serious when it counted but happy about his accomplishments with Ferrari and Honda."

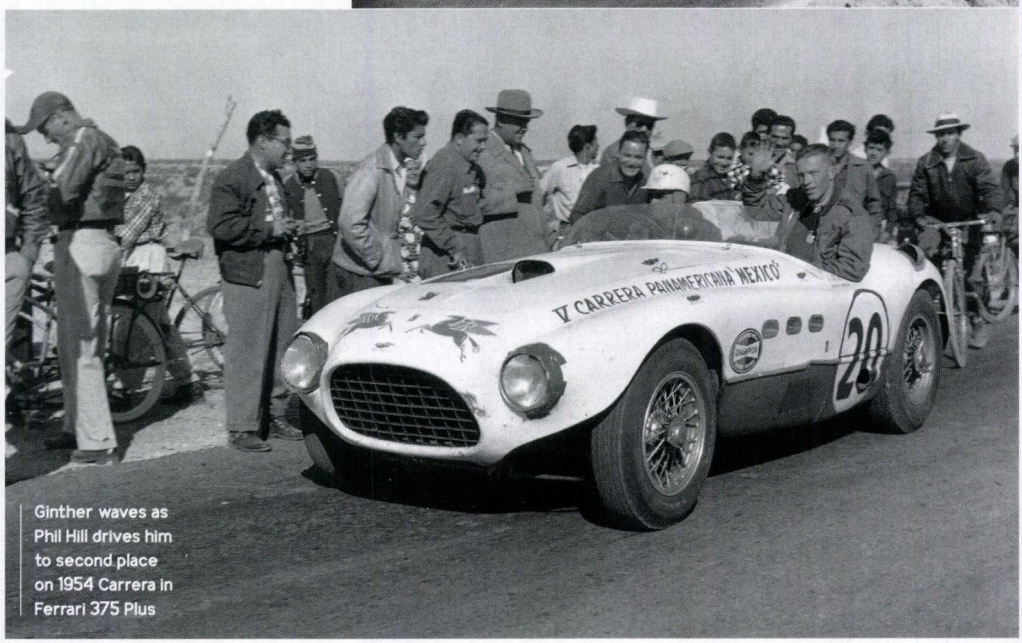
Hill concurs: "Richie was a nice, easy-going kid who became more serious once he got into Formula One. He wanted to project himself as being professional, so I suppose he became more assertive as time went on. Having said that, he was never shy about speaking his mind."

So, Richie Ginther; one-hit wonder turned hippy. Not much of an epitaph. You could argue that he was unlucky not to win more races. Hill: "No more than the rest of us! I think it's a bit unfair that he didn't win more. It's hard to say. He was certainly an underrated driver. He was a very good test driver and his technical knowledge helped him as a racer." Gurney: "Of course he was unlucky! Except the one he won in Mexico with me coming second in the Brabham!" M



En route to second in '63 Monaco GP in BRM P57 – he never won for the Bourne team

Sharing with Graham Hill, Ginther was seventh on the road at Le Mans '63 in Rover-BRM turbine car



Ginther waves as Phil Hill drives him to second place on 1954 Carrera in Ferrari 375 Plus

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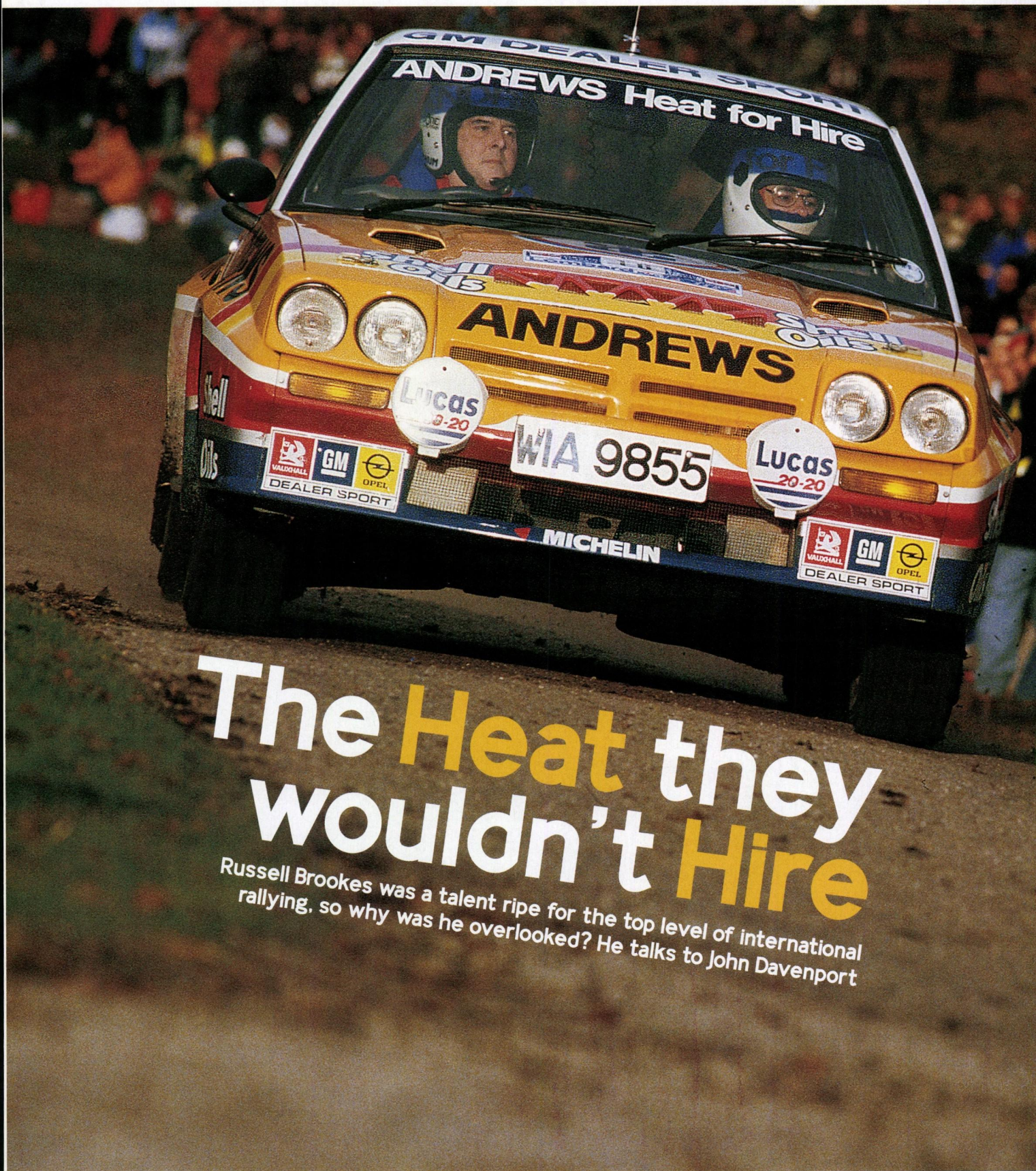
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The Heat they wouldn't Hire

Russell Brookes was a talent ripe for the top level of international rallying, so why was he overlooked? He talks to John Davenport



Brookes and co-driver Mike Broad head for fifth on 1984 RAC in Manta

Not too many British rally drivers can claim that their name qualifies under the definition of 'household', but Russell Brookes is certainly one of them. But although he was celebrated in his home country, his international career never took off as it should have done. In some ways he is the Chris Amon of British rallying, well known despite being one of the last victims of the Scandinavian invasions of the 1970s which meant that, just as his career was peaking, preference was given in British teams to Finns and Swedes – at the expense of home-grown talent.

That's ironic, seeing as Brookes's first contact with rallying was on a family holiday in Yugoslavia in 1961 – just a whisker after his 16th birthday, when he happened to see the Liège-Sofia-Liège – and his early rallying career took him abroad in preference to home events.

The son of a builder, Brookes was hooked by that chance holiday encounter with the sport. "I didn't have a technical interest in cars at that stage or an interest in motorsport," he says. "It was simply a matter of the pleasure to be derived from driving a car fast." He made his competition debut, still aged 16, on a production car trial driving a Renault Dauphine, and his first proper rally was at the wheel of his father's Austin A105 Westminster on the BUMC's Mermaid Rally, where he managed to invert the car on a very snowy event.

With no further family vehicles available, Brookes took to navigating in a Borgward Isabella Estate, but "I was usually car-sick." Russell's friend Roger Platt devised a way of rallying on the cheap which involved buying a car from the local car auction for £25 or less on a Thursday, preparing it for the weekend, doing the rally and then selling it back for about the same price the following Thursday: "A Vauxhall Velox was always a good bet. We even rallied an XK120 once but that cost £50." During the same period he hill-climbed and sprinted a Mini 850 and managed to capture a host of class records at a variety of venues.

Then his father died, and with him the family business. At that time Brookes was studying as a quantity surveyor and worked for his qualifications at a big company in the Midlands. Once qualified he left: "They insisted that I work Saturdays, which interfered with my rallying. I joined a smaller company but they soon found out what I was about and sacked me." After this he got a job that was less demanding of his spare time, as a technical correspondent »

John Colley

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with British Leyland: "I was the man who wrote to all the people with broken gearboxes and said, 'Dear Sir, You have been singularly unfortunate...' whereupon they would write back and say, 'I have been singularly unfortunate four times already.'"

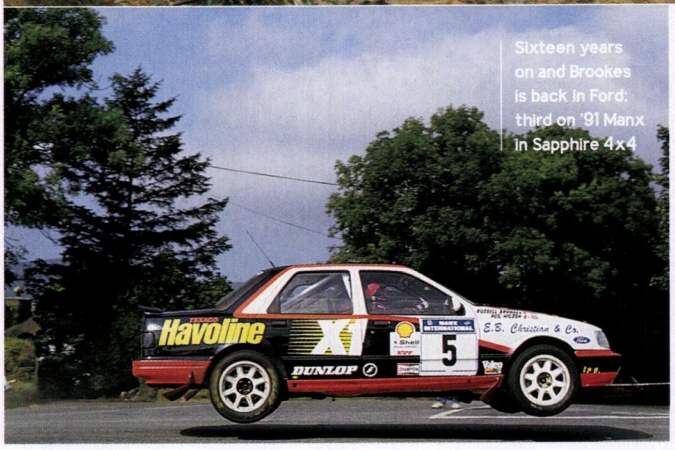
Brookes plunged into his rallying at the deep end with full special stage internationals. He shared the driving in Platt's Cooper S 1275 on the 1968 Gulf London and went straight from that to entering the RAC Rally that November in his own Mini 850. These outings were non-productive but the following year he did the Welsh, Scottish and RAC Rallies, winning his class in Wales and then taking third and second on the other two. When he won his class again on the 1970 Welsh, Skoda UK offered him a 1000MB for the Scottish: "It must be the worst rally car I have ever driven."

For 1971 Brookes picked up some sponsorship from Cal Withers, but it involved doing all the Castrol/*Motoring News* rounds as well as his favourite internationals: "Up to this point I'd really only done international rallies and I had got a bit spoilt. There were always good bonus payments to be picked up in the classes. In fact I was probably running at a profit, but it soon changed when I had to do the *MN* events as well. They had no bonus schemes and took as much out of the car as an international would. By the time the RAC came around I was practically broke." Desperate for some way of doing Britain's premier event, he scraped together everything he had, but then disaster struck – his engine tuner went bust and the receiver impounded Russell's own engine and gearbox: "I already knew Basil Wales at [Leyland] Special Tuning. He agreed to loan me a unit that was lying around. It was the last works engine to be built and had a full eight-port head plus four Amal carburettors. Not ideal for rallying as they were stuck out in front, where they proved susceptible to icing." But at least he could do the rally and it turned out to be a key event in his career.

Dotted throughout what turned out to be a very snowy forest rally were a number of tarmac stages. It was here that a certain Cooper S shone by setting times that even in such exalted company could not be ignored. Brookes and co-driver Ian Cooper got the car through all kinds of maladies: "We actually arrived at the Donington Park control out of time. But when we got to the finish we discovered that we were credited with being 66th overall. It wasn't until 20 years later that Les Needham [secretary of the RAC Rally] confessed that he had shuffled that time card out of the way to allow us to be classified as a finisher."



One for the log book: Brookes and John Brown failed to finish 1975 RAC Rally



Sixteen years on and Brookes is back in Ford: third on '91 Manx in Sapphire 4x4

'The hot-air balloon pilot was killed in a crash'

As far as Brookes was concerned that was it. He had done his best, spent his all and now he was retired. He even stopped taking *Motoring News* and was thus not aware that at the beginning of 1972 Ford had launched its Mexico Championship. This was designed to provide low-cost rallying as well as a level playing field on which future works drivers could be identified: "I was at home one night when there was a knock on the door and Mike and Keith Hill of Brooklyn Garages wanted to know if I would drive their Mexico. Apparently they had seen me in the Mini on Epynt and were suitably impressed." Naturally, the answer was an emphatic yes.

In its first year the Mexico Championship comprised mainly navigation rallies, so a Mini loaned by Tom Seal was brought out for the internationals, finally winning its class on the RAC Rally ahead of all the Skodas. Towards the end of the season the Mexico results started to improve and the Brooklyn car won two events overall, enough to put Russell sixth in the championship. The 1973 season was even better, making Brookes eligible for the first pair of prize drives offered by Ford. These were to be in works RS1600s on national events of the driver's choice. The first such outing was the Jim Clark Rally where, on his first event in the much more powerful Escort, Brookes kept a similarly mounted Roger Clark in sight, yielding a mere 26 secs to him in the Kielder complex and finishing a good second, despite a roll. This was the turning point: "I suddenly realised I could drive these cars as fast or faster than the rest."

The petrol crisis meant that the Mexico Championship lost two rounds and Russell his chance to win the Ford works drive on offer for 1974, but at least he won the Welsh Championship. Then he had some good luck: "I sent out a sponsorship letter to everyone I could think of. One such was Derek Hill [Midlands journalist and PR] who knew a company called Andrews Heat for Hire. They had thought of sponsoring a hot-air balloon as being highly appropriate to a company who supplied space heaters, but the pilot was killed in an accident. Derek suggested that perhaps they could achieve publicity for their 10th anniversary through rallying." At the time no-one had any idea that it was a deal – and a friendship with John Andrews – that would last 17 years.

At the wheel of a new Escort RS2000, Brookes won the Castrol/*MN* crown, collected the Group One title in the National Championship and finished second in that category in the British series. In 1975, Russell acquired an RS1800 as part of a loan deal from Ford, which supplied the parts to keep it going during the season. He took second on the Scottish, but a greater result came at the end of the year: at the Ford Motorsport press conference, journalist Martin Holmes asked what a British driver had to do to get a full works drive from the Blue Oval; Stuart Turner replied that if any British driver beat a Ford works pilot on an international rally in a straight fight that would do the trick.

So, after winning the Scottish Rally in 1976 from Clark and Ari Vatanen, Brookes became a full works driver in '77. Somewhat oddly he continued working at British Leyland for the first three »

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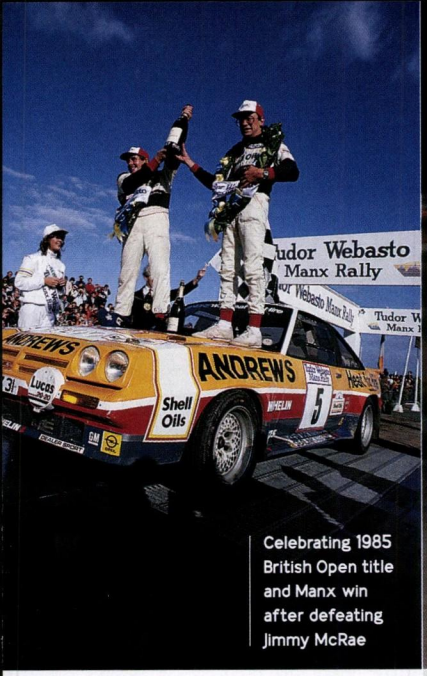
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Celebrating 1985 British Open title and Manx win after defeating Jimmy McRae

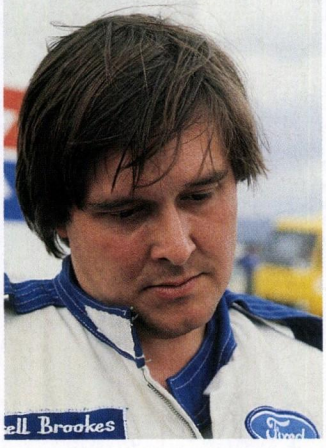


Brookes took fourth in Sunbeam-Lotus on '80 RAC - but Toivonen won

months of the year, as BL couldn't find a replacement to fill the position of assistant product planning manager: "It was brilliant. In my last pay packet from BL I had a pay rise backdated for one year!" He was able to retain his Andrews sponsorship, and the doorway to Europe was opened with ventures to the Arctic, the Tulip and the Tour of Corsica. A win on the Circuit of Ireland and a host of top-three finishes, including the RAC Rally, resulted in Brookes winning the British title.

In 1978 Brookes was runner-up to Hannu Mikkola in the British series, but more importantly he got to do more foreign rallies, winning the Tulip and the Motogard Rally in New Zealand. This event had temporarily lost its WRC status, but none of its difficulty. No British driver would win an international rally of that stature outside the UK until Colin McRae won the very same rally in '93, 15 years later.

At this point Brookes hoped that he could expect to have a programme for 1979 that included a fair proportion of WRC events, but it was not to be. Firstly Ford was determined to make a full-scale bid for the World Championship: Björn Waldegård became the first-ever World Rally Champion, and if that were not enough Clark, Vatanen and Pentti Airikkala were all driving Fords and being supported either fully or partially. Secondly, Ford Europe under Mike Kranefuss knew that it would be shutting down its competition activities at the end of the season to develop new cars and engines to make Ford competitive in the 1980s. Thus Russell found himself at the peak of his powers but in a limited programme which was ultimately to leave him bereft of a drive altogether.



'I was lucky - you could go rallying for little money'

Proving a point, he won the Manx and Ulster and was second on the RAC ahead of no fewer than four WRC champions-to-be (Timo Salonen, Vatanen, Waldegård and Walter Röhrl), as well as Markku Alén and Airikkala. He finished second in the British Championship to Airikkala by just four points, with Mikkola and Stig Blomqvist behind him. At least he had a good CV, and this was enough to get him an excellent offer from Des O'Dell at Chrysler well before the end of the season: Brookes was to do five WRC events and a British programme in a Sunbeam-Lotus that was just coming of age. But then Chrysler was no more; Talbot was the brand imposed by Peugeot and suddenly the French influence took over. Russell's 1980 programme became almost 100 per cent UK-based.

With Talbot on a roll it wanted to go for the WRC Manufacturers' title in 1981, and it was no surprise that this programme was entirely centred on Henri Toivonen and Guy Fréquelin. An approach to Audi UK from Russell had been well received towards the end of 1980: "I even went to Germany and tried the car and everyone seemed to be positive, but then it just dried up." So it was the UK again for the Andrews Lotus, with Brookes taking fifth in the British Championship and two national wins. With the end of the Sunbeam-Lotus programme – like Ford, Peugeot was starting to develop a new Group B car – a change was in the offing and this time it was to Vauxhall.

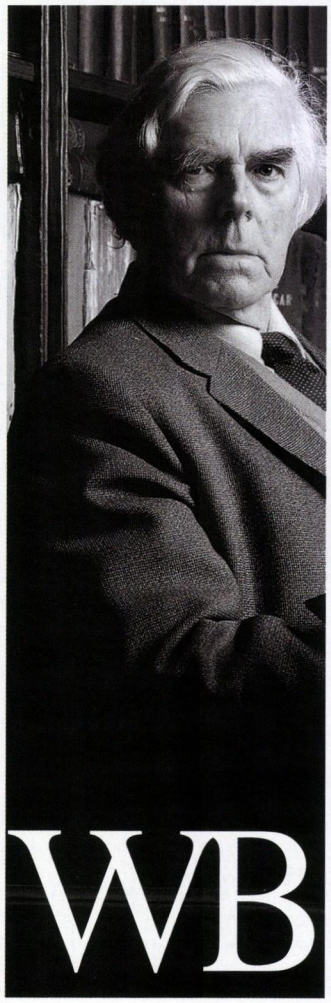
The car was the Chevette 2300 HSR run by Bill Blydenstein's DTV team at Shepreth. Despite being towards the end of its career, Russell found the Chevette and DTV much to his liking: "It was one of the happiest times of my life as a driver. I had spent two years in a car that failed more than it finished and now I spent two years in a car that failed to finish just once in some 30 rallies." The Chevette was still quick enough to win the Circuit of Ireland in 1983 and put him second overall to Stig Blomqvist's Quattro in the British Championship, but this was now the era of a new breed of rally cars. For '84 Russell finally got his hands on a Group B car, the Opel Manta 400, but this was neither turbocharged nor four-wheel drive. Nevertheless, in the four years that he drove for Dealer Opel Team he made it count and in '85 he won the British Championship again.

In the post-Group B period competitive cars were hard to come by. He persuaded Cesare Fiorio to lend him a Lancia Delta HF 4WD for the '87 RAC, but "my inexperience of left-hand drive contrived to put us a bit too far to the right on a muddy, three-ply descent in Kielder and the result was that, when I braked, we visited the ditch on a permanent basis."

There was a dearth of cars and programmes in the late-80s and it was only when Ford came back into the picture with first the two-wheel drive Sierra Cosworth, then the Sierra 4x4 and finally the Sierra RS Cosworth 4x4 that the British scene sprung once again to life. First with Mike Little and then with RED, Brookes drove them all and gave the RS 4x4 its first international win on the 1990 Manx Trophy. But Russell discovered that he was diabetic at the same time that the printing company that he had started back in '82 was in need of his full attention. Added to that the fact that he was 48 years old and was finding it hard to raise enthusiasm for yet another season of British Championship rallying and it becomes clear why '92 was his last fling.

Since then Russell has returned on occasions, driving a Porsche 911 in historic events, and is now contemplating becoming an organiser: "I feel that I was lucky, living at a time when you could go rallying for very little money. Now the technical and safety regulations mean that you need a lottery win just to start out. I would like to see someone providing proper entry-level rallying where young talented drivers don't get eclipsed by old guys like me in WRC cars." Watch this space... M

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WB



Despite second place on 1922 Targa Florio, Ballot stopped racing to build 2LTS, below

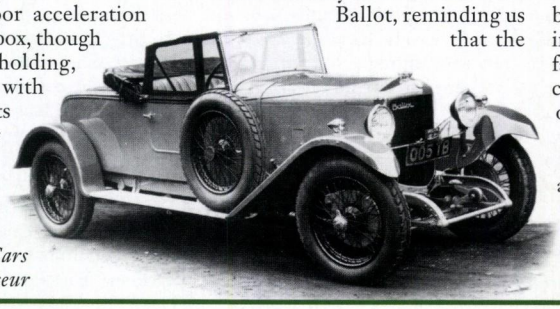
The enthusiast's Ballot

The French sports 2-litre Ballot is a car which deserves to be remembered. To confirm this I decided to check what other scribes had thought of it, before giving my own description. In the very first book about vintage cars by Cecil Clutton and John Stanford (Batsford, 1954) it is recognised as having really outstanding performance even with the big Weymann saloon bodies with rear trunks, when a top pace of just over 70mph is quoted.

But with poor acceleration and a slow gearbox, though excellent roadholding, he did not deal with it under Sports Cars but under Touring Cars.

However, J R Buckley writing in his later volume *Cars Of The Connoisseur* (Batsford, 1960) wrote of it as a most delightful motor car and recalled that in the early years of the VSCC Bruce Whitehouse had excellent service from quite a fleet of this make.

T R Nicholson, with his book on vintage cars (Batsford, 1966), affords the 2LTS only a few lines, and Lord Montagu in Volume 2 of his very comprehensive and intriguing *Lost Causes Of Motoring* (Cassell, 1971) has chapters on a dozen French makes but only some 34 words on Ballot, reminding us that the concern, whose showrooms were in Paris's Boulevard Brune, had sold only 100 cars in three years.



A Vintage Car Casebook by Peter Hull and Nigel Arnold-Forster (Batsford, 1976) has chapters on 17 makes but omits Ballot; however, in my little *Sports Car Pocket Book* (Batsford, 1961) I called the 2LTS "long-legged, comfortable and well-braked".

So let's get down to it. The Ballot's racing pedigree may have been a sales factor. Giving up making proprietary engines in his Paris factory, Ballot had gone into top-class racing with top-class drivers, obtaining the service of the then greatest designer in this field, Ernest Henry, whose revolutionary twin-cam multi-valve Peugeots had been unbeatable in the French GPs of 1912 and 1913. Henry produced the 5-litre straight-eight 32-valve Indy

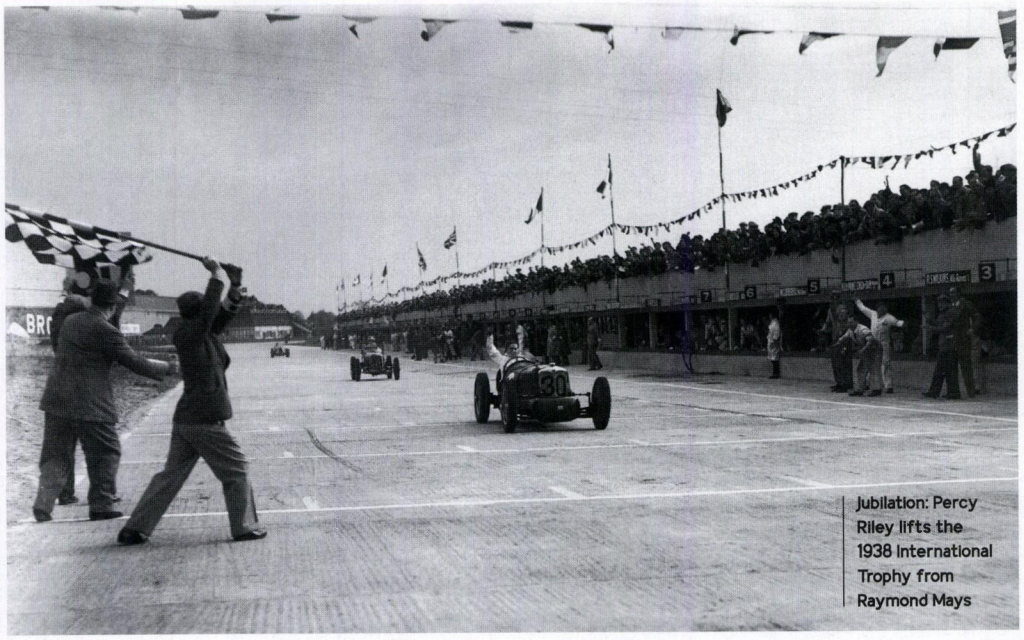
Ballot and a 3-litre GP version. After the Indianapolis disaster of 1919 (undersized tyres, Goux/Campari), successes included first and second in the 1921 Italian GP (Goux, Chassagne), second and third in the 1921 French GP (de Palma, Goux), and in 1922 second in the Targa Florio (Goux) and third in the Indy 500 (Hearne), with good results later in sportscar races. In later years Brooklands spectators would have seen these cars racing there from 1920 to 1934.

In 1922 Ballot gave up racing to make production cars, his first a very expensive 90mph 2-litre with its engine based on those of the racers. He must have realised that this was hardly profit-making and by 1923 had built the simplified 2LS with the same capacity 1995cc four-cylinder engine but with eight valves and a single overhead camshaft instead of 16 valves and twin camshafts. This acceptable fast tourer was joined in 1925 by a more sporting version, the 2LTS. The design was much the same but the valves were inclined at 110 degrees, operated as in the 2LT by an overhead camshaft driven by a slightly offset vertical shaft at the front of the engine so as to accept skew-gear drive, short light rockers operating the valves instead of the cams attacking the valves directly.

Tappet adjustment was by thimble and shim, as in racing engines, to ensure less likelihood of settings altering, with screw threads, but this was a time-waster for private owners. The valve cotters were split but as the valves were overhead these were, as I recall, easier to replace, especially with a special tool, than the same type on an Austin 7. The crankshaft ran in three plain bearings instead of the ball-races used for the now nearly defunct 16-valve sportscar.

Ballot engine performance was improved by machined and polished combustion chambers, valve overlap (exhaust valves closing 5mm after TDC), and the gear ratios were 12.0, 10.84, 8.8 and 4.7 to 1, with an optional 4.0 to 1 axle-ratio. A single Zenith triple-diffuser carburettor was used and the maximum speed of an open 2LTS was in the region of 80mph. The wheelbase was 10ft 2in, track 4ft 4in, with 30x5.77 tyres. The four-wheel brakes had a vacuum servo and there was easy adjustment of clutch pedal, steering box and brakes. The chassis price in 1927 was £495 (the 14/40 Delage cost £350). After 1928 Ballot concentrated on luxury straight-eights.

Altogether a notable enthusiast's car, with a handsome radiator, the ship's anchor badge and a mascot of a trumpet-blower.



Jubilation: Percy Riley lifts the 1938 International Trophy from Raymond Mays

I remember, I remember...

In 1941, when war made filling motor papers somewhat difficult, the editor of *Motor Cycling* had the bright idea of getting JJ (Jim) Hall to contribute his recollections of pre-war racing. He did this with some amusing items headed 'I Remember'. He was helped by 'Wackers' who was I think Rodney Walkerley, who became *The Motor's* sports editor, and I thought it an easy way of filling pages, which I now want to try myself.

So, I remember the excitement of seeing Percy Riley win the 1938 JCC International Trophy race by just 0.2mph from Raymond Mays's ERA, in the 1.7-litre Riley he had prepared himself, and the wonderful reception he got as he returned to the paddock, before he could drive off in his scruffy Riley 9 saloon.

I remember two rather close finishes at Brooklands, particularly that in the 1936 JCC race, in which the ERAs of Prince Bira and Raymond Mays fought a truly dramatic battle, Bira winning by one second, at 91.00mph to Mays's 90.99mph, with one of the ERA's rear tyres nearly finished. After which Bira was rushed to London in Prince Chula's Bentley just in time to appear on the BBC's 'Tonight' programme, still in oily overalls and with blackened face...

I remember those exciting 1930s LCC Relay races and how in 1931 the brave Morgan three-wheeler drivers had Lord Austin's works Austin 7s to contend with. I so wanted the crackling cyclecars to win, their hand-throttles held wide-open with rubber bands so that both hands could be on the steering wheels. But it was not to be; the A7 team won at a rousing 82.77mph.

Finally, for the time being, I recall driving my vintage A7 Mulliner coupé on a wet day and offering a girl a lift, as was not unusual in pre-war times. She accepted, and as I drove off she asked whether the price of two pairs of silk stockings was all right? A naïve person, I was both annoyed and slightly alarmed and said no, at which she demanded to be let out to resume her beat. I pulled up by a line of people waiting for a bus. As the prostitute left in anger she pulled the door of the A7 open so forcibly that it fell with a crash onto the pavement. The bus queue looked on astonished as I tried to get the door into the car without blocking my seat, and a dubious female went off muttering from what looked to them like a very unusual motor car...

The noble lord and the novelist

Did you know that after Lord de Clifford was the last peer to be tried in the House of Lords, in 1935, he brought a libel case against the writer Rose Macaulay, who had objected to the verdict in her column in *The Spectator*? He had faced a manslaughter charge resulting from the death of another driver after a crash when he was driving his Frazer Nash (which *MotorSport* described some time ago), but was acquitted. Macaulay lost, which cost her £600, after the paper had paid the main legal costs.

The novelist often wrote of her enjoyment of driving, at first in her second-hand Morris Ten, later changed for a Morris Eight. In America the Macaulays had long drives in a friend's Essex saloon; it shed a back wheel, water got into the carburettor and the radiator began to leak about a pint per mile when crossing the California desert *en route* for Texas. Rose also liked flying; after the usual joyride in 1932 she was taken up in a Klemm monoplane from Heston some time around 1934.



Novelist Rose Macaulay: motoring writer

LAT:NMM



Durability (and ground clearance) meant that the Model-T travelled round the world

In defence of the Model-T

I am puzzled by the critical comments about the Model-T Ford, following a Greenpeace ad in *The Times*, noting that it did 25mpg or better than the 13mpg from Ford's Range Rover Sport, offering thus a sarcastic congratulation to Ford for having made no progress in lowering emissions in 80 years.

This stupid comparison brought forth a surprising attack on the Model-T from Steve Cropley, Editor-in-Chief of *Autocar*, who said that although it could give 20bhp from 2.9 litres, in a 30mph accident it probably slaughtered all its occupants, that a trip of more than 20 miles in one was an ordeal, that its top speed was below 40mph, that its toxic fumes were probably 50 times more than those from today's five-seater Fords, and that the Model-T could never survive today's road conditions.

Cropley owns a Model-T and claims to enjoy it, so I can only think he was joking, like when he interviewed me for *Autocar* and I confused him by talking too much.

What Tucket Bros, who deal exclusively in Ford Model-Ts and are, I am told, doing quite nicely, thought of this I shudder to think.

The Model-T was an enormous tribute to Henry Ford as the most inexpensive car, yet made of top materials for durability with an epicyclic gearbox, which those used to horse or mule or even camel propulsion could cope with, and a high ground clearance to suit the prevailing post-1906 roads and tracks. That the T sold over 15 million is proof of this.

I have driven a number, lent to me for rallies, and admit you should be stone-cold sober and composed to be able to understand what the three pedals do, that low speed of the two speeds available means crawling up hills, but I remember a 1926 saloon that was unexpectedly quiet – at about 45mph on level going. So a wonderful car in its day, which Henry had the sense to replace by 1927 with the Models A and B. Why, a T would even sometimes caress its owner while he was cranking it up against a wall and the gear bands were in the mood for forward thrust.

The Trojan was in much the same idiom but was, maybe, a shade too late. The Ford-T Register and a dozen VSCC members are addicted to Ts and will know I am right. A Ford T climbed Ben Nevis in 1911 and others won races or served as ambulances in WWI, etc, and two made a run across frozen Sweden in 1925 to celebrate the sale of 30,000 there. That feat was repeated this year by a Model-T, which survived, as reported by Sophie Campbell in *Talkback*, Ford of Europe's magazine, with no more trouble than "losing a bearing from one of the connector rods" and a puncture. The black-radiator tourer's top speed is quoted as about 30mph, when a good T was in fact somewhat faster.

The Welsh – a VSCC institution

The VSCC's Welsh Trial on October 9/10 was regarded by the club as "an institution". It reminds me that this event has to date had some 3000 entrants, around 8000 bouncer-passengers, has involved 5000 marshals and officials, some serving more than once, and that only 50 farmers/landowners have been involved.

The very historic Radnorshire Arms hotel in Presteigne is the trial HQ, and in 2003 it presented to the club the Judges Gavel, which is named after the famous Judges' Lodgings in the town, and which is awarded for the best performance by a lady competitor; the town also flies a VSCC-badged flag while the event is there and its high street is filled with ancient motor cars, which have become an annual attraction for the residents and visitors.

This being the case, it seems a good idea, to me anyway, to see how the event started back in 1938, when the VSCC catered for the enthusiasm of sporting motors made before 1931, with a special class for pre-1915 machines. Popular Tim Carson was then the Club Secretary; he lived in Basingstoke and I believe thought Wales a long way to go. But he knew a fellow publican at Presteigne, so he suggested that town, only just over the Welsh border, as the finish point. The winner was to be the entrant who came furthest, start and turning points established by telegram (now, no telegrams so petrol receipts from garages are used, relying on participants' honesty).

In March 1938 23 cars started, ranging from J Bradshaw's 1906 9½-litre Daimler to J Prince's 1925 Austin 7, including E Buck's 1929 Alvis. The local post office was overwhelmed, as 66 telegrams came in, some including amusing reports. Snow was experienced from the 9am starting-time. Clive Windsor-Richards was running his 30/98 Vauxhall on racing fuel. Anthony Heal had no screen on the big 1906 Renault, nor had John Seth-Smith, bravely coping with the difficult 1908 single-cylinder Sizaire-Naudin. R Caesar had only taken delivery of his 1912 Belsize the night before. David Fitzpatrick had a supercharger on his 1926 Phantom I Rolls-Royce. Forrest Lycett was driving the 1914 Alfonso Hispano-Suiza, and John Mills actually did 100 miles on a 1901 Benz, his telegram arriving after his last four miles, all of them late in any case. Carson relied on a 1922 Bentley, it was first time out for W Worthington and his 5-litre Martini of 1903, Joan Richmond was in her 1928 Lancia Lambda, and J Boswell used a 4½-litre Bentley. The only car to retire from the event was the 1928 Austro-Daimler of W Peck.





2005: Barwell family's 30/98 and Everett Ulster could have been entries on first Welsh

In this adventurous event (which was organised by John Swainson, helped by Tom Rolt) Col. Clutton, Cecil Clutton's father, covered the greatest Edwardian distance, 227 miles, on the 1910 Fafnir, the big Daimler only 11 miles behind.

H Dakin's 1931(!) Talbot won the Associate section, Windsor-Richards's 30/98 the Vintage class. First-class awards were won by the Fafnir and Joan's Lancia. After this the Edwardians indulged in a half-mile 1 in 10/1 in 6 hillclimb on the Sunday, Heal quickest in the Renault (86sec), and the more modern cars did a hilly trial won by the 30/98, Joan second, on the Harry Bowler marking system. After which Hitler caused a bit of a pause.

In the 2005 'Welsh', with drivers endeavouring to clean sections such as Smatcher, Lloyds, Cwm Hay, Railway and Cwm Whitton's three gradients, after a 100-mile road run to confirm that all the cars were legal and more or less normal, awards were as follows: Harry Bowler Trophy: Dr Geraint Owen (1930 Morris-JAP Special); Judge's Gavel: Ben Cox (1923 Bugatti Brescia); Presteigne Trophy: Craig Collings (1925 Bentley 3/4½). Road Rally – Talyllyn Trophy: John Potter (1927 12/50 Alvis).

South Downs speed - and the Ner-a-Car

Books covering the story of one-venue racing are now available for many hillclimb and speed trial courses. The most recent is Jeremy Wood's *Speed on the South Downs - Lewes Speed Trials 1924-1939* (ISBN 0-9522766-1-5, £22.50, published by JWFA Books, 95 High Street, Billinghurst, West Sussex RH14 9QX). The large colour picture on the front of the dust jacket of RGJ (Dick) Nash getting ready to start in his Union Special for the last time before war stopped the Lewes events in 1939, Dick having competed there since 1927, whets the appetite. The 67 rare pictures in the 199 pages bear this out, as do the reports, a chapter for every year. All 66 of the fixtures at this pleasant and popular course are covered, with class winners and their times, backed up with lists of the 16 drivers who took under 20sec, with dates of the meetings and details of all the cars and drivers who took part, plus a good index and bibliography.

So one of the very best books of its kind, about a place where Malcolm Campbell's Bugatti made record time (21.8sec) in 1927 and the all-time record was that by the late Peter Monkhouse (ERA) in 18.27sec, and GNs and Specials added to the variety. I enjoyed it immensely and hope Jeremy will proceed with his idea of a book about all the seaside speed-trials.

BOOK NEWS

Ken Philip has written a very good account of the Ner-a-Car, that motorcycle of the vintage years which was intended to be safer and to keep its riders cleaner than did the conventional machine. This A4-sized book is full of rare pictures of an often forgotten make (one of which *MotorSport* road-tested some 79 years ago), made famous by pioneer lady motorbikers. It is a private work, available for £24.95 post-free from 31 Ravensthorpe Drive, Loughborough, Leics LE11 4FU.

The Rolls-Royce Heritage Trust has gone to a large format for its latest publication in its Technical series, No7 being *Rocket Development with Liquid Propellants*, translated from Dr J C Kelly's original by W H J Reichel. One for boffins outside motor racing, perhaps, but a serious study for anyone interested in such science, with details and illustrations of rocket-propelled racing cars. ISBN 1 872922 32 5, available to non-members for £20 from the R-RHT, PO Box 31, Derby DE24 8BJ.

Mrs Elizabeth Bennett, who edits the VCC's literature, has compiled a book to celebrate the club's 75th anniversary. It uses a small typeface which may find older readers reaching for magnifying glasses, but this enables a wealth of past *Gazette* articles to be packed into its 176 modest-sized pages, together with cartoons and masses of nostalgic pictures, etc. Aimed also at prospective members of the club, it is available from VCC, Jessamine Court, 15 High Street, Ashwell, Herts SG7 5NL, or call 01462 742818.

Honours for Segrave

Did you know that after Major Segrave had raised the LSR to over 200mph at Daytona Beach in America in 1927 with the twin-engined Sunbeam (which is now in the National Motor Museum at Beaulieu) he wanted to make another attempt but was advised not to as a brake was faulty? It was stated the the Dunlop tyre had grown by 1½in, which could have raised the axle ratio and given more speed. But maybe Norman Freeman, Dunlop's expert, demurred.

From 2am that morning a crowd estimated at 15,000 had begun to block the roads to the beach. The Sunbeam had been kept in the Clarendon Garage, from which it was pushed at 9am, and prepared for the record bid at 10am. Just before the event Segrave received a good-luck telegram from Mrs Segrave.

Segrave was honoured at a banquet given by the Chamber of Commerce at the Hotel Williams before he returned home in the liner Berengaria. He had also for a time attended a dinner for his mechanics, with Tommy Harrison in the chair and Alex Broome, Bill Perkins, Jack Ridley, Ernie Lavender, Steve McDonald and Dick Pater said to have been present. In London the *Evening News*, which had talked to Segrave after the run, printed a special edition which sold 800,000 copies.



A household name after his first LSR, Segrave's fame spread further with Golden Arrow

It was reported that John D Rockefeller got his chauffeur to ask Segrave to come out of the hotel to see him in his car; the oil baron said he gave a dime to those he liked, and he gave Segrave four. The mayor of Winter Park returned to Segrave the 10-dollar bond he had received, presumably for speeding in the 3-litre twin-cam Sunbeam he had taken out with him. He sold that car to Gar Wood, the speedboat champion, before he left.

Ninety-five policemen, some mounted, had controlled the beach and some were given souvenirs such as Segrave's goggles, helmet and belt, etc. Officials who checked the record included Gar Wood, Indianapolis Speedway manager T E Wood, Otis Porter (in charge of timing), and chief calculator J W Galliard. Segrave was presented with a picture of the beach and a 12in high silver loving cup by the local Chamber of Commerce. Soon after the record films of it were shown in Daytona's Vivian Theatre.

Just another piece of history...

MONEY ON THE TOP SHELF

You will have wondered why, last month, I coupled my obituary for Leonard Setright with my association with a pornographic magazine. A paragraph was omitted, as follows:

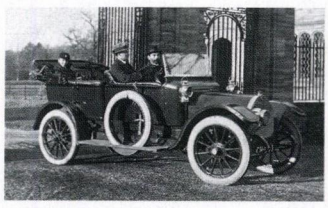
One fond memory I have of LJKS is of going out with him in a new Ford at a press launch at Torquay. He was driving at the time; when we had stopped at a red light I asked, "Leonard, does it embarrass you that you write about cars for *Playboy* magazine?" While he pondered a carefully-phrased reply the lights turned green and those behind us began hooting. "I do the same for *Mayfair* (circulation 330,866), delivered of course in a plain envelope," I told him. "Why do you do that?" he asked, as we eventually moved off. "For the money, I answered. "That is my reason," LJS then admitted.

Peculiar choices

A puzzle impossible to solve is why obscure makes of car sold in place of well-known, frequently encountered and recommended ones in the 1920s. Why a Hurtu or a Ruston-Hornsby or an Arrol-Johnson instead of an Austin, a Waverley or Storey rather than a Humber or a Rover, a British Ensign and not a Rolls-Royce? Yet such were obviously sold new, as ads for used ones prove.

In a few cases the convenience of a local supplier with service facilities was probably the cause, or maybe wives saw a car they liked and no other would do! Perhaps a family member had owned the chosen make, too long ago for its reputation to be discussed. In a few instances a visit to Brooklands may have resulted in a particularly striking racer being the cause of a rare-make sale, or a profitable bet with 'Long Tom' giving the same result, and never mind that the car never won again...

I have always thought that efficient agents in Cardiff and other Welsh towns were responsible for the considerable numbers of Chevrolets and Overlands to be seen on South Wales's roads soon after the end of the Kaiser War. But why did Trumbull, Motobloc, Oryx, Marshall-Arter, Krit and so many other rare cars find buyers? If you have any ideas, do let me know.



Why choose a rare make like a Motobloc?



The picnic-like VSCC event at Madresfield Court, with driving tests on the long drive of the house which inspired Evelyn Waugh when writing *Brideshead Revisited* (can we have a rerun of the TV version, please?) and where speed trials once took place was an enjoyable occasion in September. Michael Crehan in his 1922 5-litre Fiat made best performance, with a loss of only 43 points, and that well-known competitor Maggie Shapland with her 1925 10/23 Talbot won the Ladies' Trophy with a loss of 88 points. Commendably, with a loss of only 15 points, John Brydon on his 1896 Salveson steam cart took the Montagu Trophy.

One thing I missed in life for many years, until I bought a 1929 Sunbeam, was substantial running-boards. They are quite comfortable to sit on at picnics when the supply of chairs is inadequate, they can be used to carry a tin of spare petrol (if this is not now illegal) and a piece of extra luggage if you can secure it. They can sometimes fend off minor side bumps by careless cyclists, and as you get older they provide an extra step when alighting. Also, if at a race or sports meeting the crowd is in your line of vision, you can walk round to the other side of your parked car and stand on them to see over the heads of those in front. How on earth do owners of modern cars do without them?

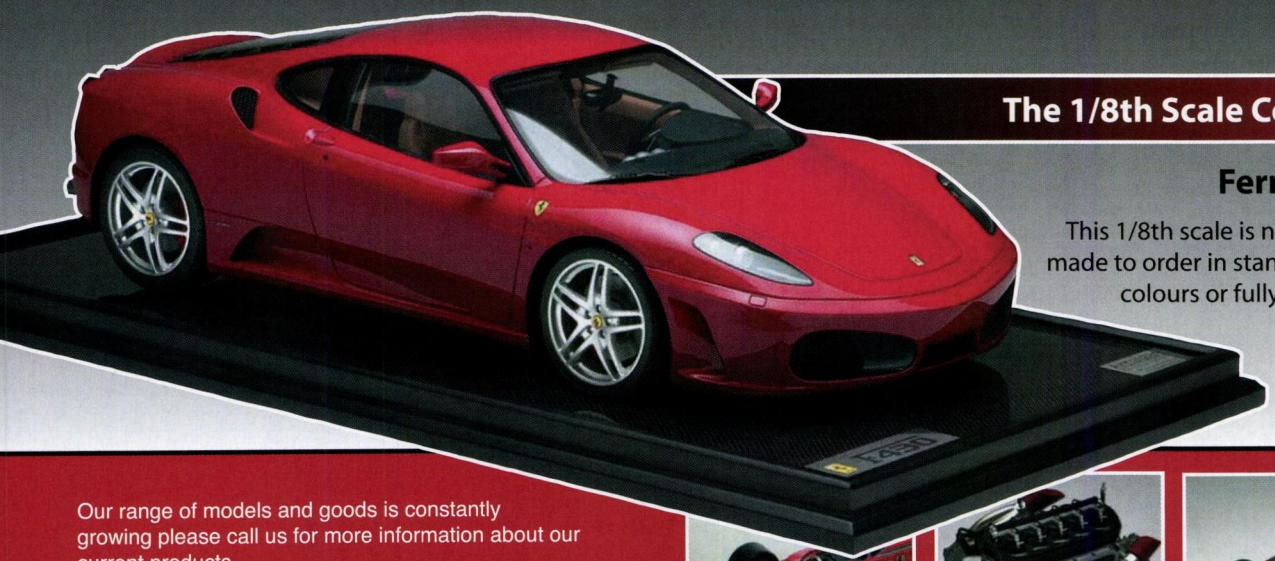
The New Year's Day meet of the BMW OC will take place on January 1, 2006 at the Royal Oak Inn at Much Marcle near Ledbury. Last year it was attended by 800 people. The club's meetings continue at the Trumpet Inn on the last Thursday of the month.

Once upon a time I used to do a 'Cars in Books' item, at first in fiction, trying to identify the makes of cars authors had disguised, but then finding real cars in biographies and autobiography of more interest. I have just found a very apposite reference in the biography of Sir Patrick Hastings (Heineman, 1948). The famous advocate and Attorney-General tells of the big open mahogany-bodied Hispano-Suiza he had, which attracted so much attention that he parked it round the corner from his residence in Shepherd's Market in London, outside Michael Arlen's flat. This annoyed Arlen, who, in revenge, said that this was why he made a fearsome Hispano the hero of his book *The Green Hat*.

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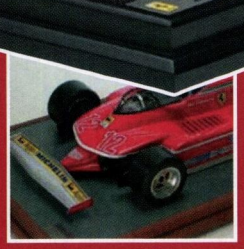
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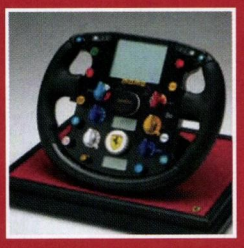












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MotorSport



The 5th Monaco Grand Prix Historique

In May 2006, just one week before the Formula One Grand Prix takes place, Monaco will host the 5th Grand Prix Historique.

This biennial event is the highlight of the historic racing year and is a spectacular recreation of the golden ages of motor racing. The race takes place on the famous street circuit of Monaco using the roads of the principality that have changed little since the first Grand Prix on 14th April 1929.

It's a showcase of the best classic and vintage machinery. The sight of pre-war cars racing flat out through the tight, tortuous streets, round the two hairpin bends, through the chicane and Casino Square is simply stunning.

You can enjoy two full days of racing excellence on our three or four night holidays staying in Monaco. There's a choice of hotel in all categories.

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Watch as the cars come up the hill from Ste Devote, through Massenet and into Casino Square - an experience you will remember for years to come.

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Edited by Paul Lawrence

FAST TIMES
KEEP TRACK OF ALL THE ACTION



Now or never: Ian Gray makes his winning bid over Richard Kendle

Action-packed finale

HSCC: Silverstone October 15

Though all bar one of the HSCC's championships were settled ahead of the final meeting of the year at Silverstone, packed grids and very close racing wrapped up the season in fine style.

The one title up for grabs was the Historic FF1600 Championship, which went down to the wire in spectacular fashion.

Things looked bleak for Neil Fowler when his Lola's engine let go in qualifying, but team-mate David Wild sportingly offered his similar car for the race. Having qualified the replacement T200 out of session, Fowler started from the back as his title rival Nelson Rowe (Crosslé 20F) stormed away at the head of the pack. But Fowler's progress was sensational and in less than four laps he was into the required third place. Not satisfied with that, Fowler battled mightily with Ben Simms (March 708) to take second and the crown. "One of the best races I've ever driven," admitted Fowler after winning his fifth title in a row.

"What more could I do?" asked a dejected Rowe after his win.

Steve Maxted (Argo JM6) and Neil Dunkel (Argo JM3) had a great battle over Classic F3 spoils. The result was in doubt until Maxted hit the finish line 0.06sec ahead after a tremendously sporting contest.

Another fantastic battle was for second place in the 70s Roadsports race. Although Richard Thorne (Morgan +8) drew clear, father and son Charles and Julian Barter fought tooth and nail. Youth prevailed – just – as TVR 3000M pipped Datsun 240Z.



Pole and victory weren't enough for Rowe

Frank Lyons added another win to his Derek Bell Trophy tally with his Lola T332. As Ian Jacobs faded in second with an increasingly ailing March 742, James Diffey charged through to take the place in Irvine Laidlaw's Lotus 69 as Stuart Tilley (Modus M1) challenged.

It took a deep breath from Ian Gray before he scored his second race win at the wheel of his ex-John Watson Brabham BT30 in Classic Racing Cars. On the final lap Gray retook first place from Richard Kendle (Brabham BT21B) by going around the outside at Brooklands. "I knew that it was now or never," admitted Gray.

Other victories fell to Richard Oldworth (Elva Mk8), Nigel Webb (XK120), Nigel Vaulkhard's Ford Mustang and Graeme Dodd in an XK120 instead of his Mk2 saloon.

VSCC: Goodwood Sprint October 15

AUTUMN LEAVES RECORDS IN TATTERS

Ideal conditions led to records taking a battering when the Vintage Sports-Car Club paid its annual visit to Goodwood for the season-closing Autumn Sprint. Top of the pile was Spike Milligan, whose inch-perfect style in his 3.4-litre HWM-Jaguar sports-racing car brought an FTD time of 101.05sec, a couple of seconds below his own 2004 benchmark.

While a truly eclectic mix of around 100 cars graced the West Sussex circuit, without doubt the most nostalgic machine present was Paul Richardson's ERA R14B, this being the car in which the late Bob Gerard set Goodwood's first outright lap record at the opening meeting in September 1948.

VSCC championship leader Pete Candy was one of around 15 drivers who got their name into the record book, the Riley Falcon Special driver pruning his own 2004 mark by just over a second.

Among those demolishing records was Richard Ashford (Austin Ulster), who took a full nine seconds off Graham Beckett's 2003 benchmark.

While Simon Williamson (Land Speed Record Delage) couldn't match his own two-year-old mark in Class 16, he still took class honours with a display of opposite-lock driving that made him a firm favourite with onlookers.

BRDC Historic Sports: Silverstone November 6

WATER HAZE AT WALTER HAYES

Torrential rain and a partially flooded track forced the abandonment of the non-championship race for BRDC Historic Sports Cars during the Walter Hayes Trophy meeting at Silverstone.

In a very wet qualifying session Simon Ham claimed pole in his Lister-Jaguar, with Barrie Williams right behind in the Tojeiro-Jaguar. Revelling in the conditions, Jamie McIntyre headed the smaller cars in his Rejo. But the race was a casualty of some horrible weather.

Other races on the programme did go ahead, including the Secretary's Trophy for BRDC members. While Harry Handkammer's modern BMW M3 won the race, David Yates bagged second in his Ford Mustang and touring car star Robert Huff took his MGB to sixth place.

Charlie Wooding

Smith's rock-solid title

BHRC: Historic Somerset Stages
October 29

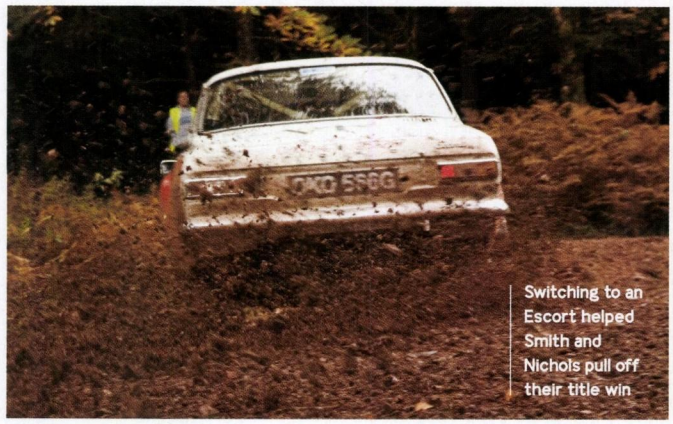
The contest for the Armajaro MSA British Historic Rally Championship went down to the wire on the final event of the season in Somerset (round nine). It was a 'winner take all' decider as Steven Smith/John Nichols and David Stokes/Ian Oakey slugged it out in Post-historic Mk1 Ford Escort BDAs.

Realising that the only way to pip Stokes to the title was to beat him on this event, Smith switched from his regular Porsche 911 to an Escort borrowed from Chris Browne. It was a bold gamble that ultimately paid off: he won the rally and the championship.

But it was nip and tuck all day as they fought it out over the Porlock Toll Road and the Croydon forest complex. Never split by more than a few seconds, the result was decided on the last stage when Stokes could not avoid a big rock. With a damaged propshaft, he had to limp out of the stage to make sure of finishing the event. "David was a really worthy adversary," said Smith at the end of a sporting contest.

In the Historic division BRDC chairman Stuart Rolt and Richard Pomfret set a good pace in their Porsche 911 until a loose distributor lost them a lot of time. Meanwhile, Patrick Watts/Elgan Davies powered ahead in their Sunbeam Tiger.

The Classic category provided a clear victory for Martin Freestone/Joanne Lockwood (Escort RS1800).



Switching to an Escort helped Smith and Nichols pull off their title win

Tour of Spain November 2-6

BELLM ADDS TOUR TO SEASON TALLY

Ray Bellm added victory in the Tour of Spain to his ever-growing list of success with his Ford GT40 in classic events.

After four days of races and timed stages on closed public roads, Bellm beat off the challenge of 2004 winner John Sheldon.

Although never far adrift of the storming GT40, Sheldon's Lotus Elan was forced to settle for second as generally dry roads played into the hands of Bellm. Third place in the pre-1966 category fell to the TVR Griffith of Rafael Ferratosa, while the post-1966 division was won by the Porsche 911 of Carlos Cruz.

The parallel regularity event produced success for Bob Linwood (Porsche 911RS) in the Super Sport division and Guillermo Velasco (Lancia Fulvia) in the Sport class.

Trackrod Historic Cup October 8

STOKES GRABS TITLE LEAD IN YORKSHIRE

David Stokes and Ian Oakey swept back into the role of title favourites with victory on the penultimate round of the Armajaro MSA British Historic Rally Championship. Their Ford Escort Mk1 stormed the fast Yorkshire forest stages to take a convincing win, seeing off Ernie Graham and Robin Kellard by 55sec.

"We pulled out time in the dry morning stages," said Stokes who, like his rivals, found the final run over Langdale very slippery as heavy rain arrived.

Although Peter Slights/Joyce Champion (Escort Mk2) romped to the Classic category spoils on their home event, second among the Classics was enough to secure the HRCR Classic title for Gareth Lloyd/Ryland James in their similar car. A fantastic effort by their service crew, who changed a gearbox in 12 minutes, made their success possible.

Steven Smith/John Nichols went out with an engine trauma in their Porsche 911, and it was the similar car of Stuart Rolt/Richard Pomfret that topped the Historic category.

TGP and Group C: Estoril
October 8/9

GLASEL BEST OF THOROUGHBREDS

As expected, Christian Gläsel secured the FIA Thoroughbred Grand Prix title in the final race of the season at Estoril. Although he only needed to finish the race to settle matters, he powered his Brabham BT49D to a resounding victory in very wet conditions.

His task was eased when Richard Eyre (Williams FW08) and Dan Collins (Lotus 91) tangled on the opening lap, so it was Steve Hartley (Arrows A6) who beat Joaquin Folch (Williams FW08) to second.

Eyre made up for his TGP dramas in the final pair of Group C/GTP races by winning twice in his Jaguar XJR-16. Once again Gläsel was a major rival and started the first race from pole only to be sidelined by a puncture.

Having scored his maiden Group C win in the first race, Eyre later completed a double in the slightly less wet race two. Having gone from the pitlane to second in the opening race, Dave Mercer led much of race two in his Spice SE90C. However, when he got caught in traffic, Eyre dived ahead for his second win.



Glasel makes sure of title with Estoril win

Historic Formula Junior: Oulton Park
October 8

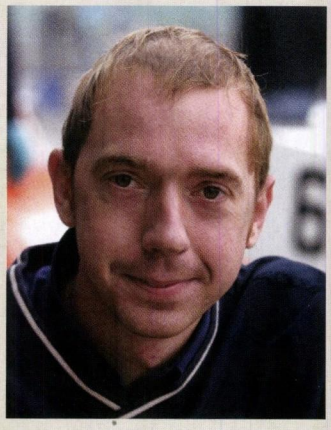
WALKER TAKES TERRIER TO PARK

Horrible conditions prompted a shortened race for the final round of the Millers Oils Historic FJ Championship at Oulton Park, and it was circuit expert Derek Walker who dominated and won overall in his front-engined Terrier MkIV.

Back at the scene of many of his race wins, Walker was never headed as the sure-footed Terrier made light of the conditions. While Barry Westmoreland (Lotus 22) fell away as the race developed, Stuart Roach secured the overall championship title by forcing his Alexis Mk2 into second after a good battle with Steve Smith (Cooper T59). Fourth was another Oulton expert, Nigel Bancroft, in a rare Formula Junior outing aboard a borrowed Lotus 20. M

Mike Hally, Jim Houlgrave, Charlie Wooding

Inside line



MATTHEW WATTS
HSCC Classic Racing Cars

How has 2005 gone?
A brilliant year. It started with a win at Donington Park and I had a good race with Steve Worrad at Silverstone. But the definite highlight of the year was beating Edwin Jowsey fair and square at Brands Hatch. That was superb!

What's the history of your car?
It was Brabham's works F2 car in 1965: a BT16. Then John Watson fitted a Lotus twin-cam, which is its current form, right down to the colour. Racing a piece of history in this championship is superb. It's that power-to-grip-to-performance ratio: 195bhp with a car that weighs 420kg on treaded tyres is exciting.

You prepare other cars too, don't you?
My father Peter has been running the Retro Track and Air business for 20 years and I've been in it for 10. We currently have 15 cars on the go and take anything up to seven at a time to race meetings. We've got a great team and we're extremely busy. We're seeing particular interest in sportscars. People are looking for value for money and time is at a premium, so they want more track time at an event once they've got away from business commitments.

What are you planning for 2006?
Maybe I'll just step back a little from Classic Racing Cars next year and look at what other things fit in with the work schedule. I've also driven a FJunior Lola Mk5A at Spa for David Brown, and a Chevron B6 and an Elva Mk7. I probably won't chase a championship next year. Although that wasn't really the plan for this year. It just sort of happened!

MotorSport

Winning Spirit

Silverstone 'Finals' day in October is the traditional climax of the HSCC calendar. Blessed with sunny weather, the chase for championship position brought together a packed entry of 280 cars. The HSCC brand of historic racing continues to grow apace. Everywhere you looked drivers were really enjoying their last meeting of the year. After racing ended the paddock emptied very slowly as chins wagged and competitors made their slow goodbyes. Having shared ten race weekends, the general view was "can't wait for next April".

Good spirits were also in evidence on the track. As they went out for qualifying for the Legends Historic Formula Ford race, both Nelson Rowe and Neil Fowler were in with a chance of a championship win. Needing third place or better to clinch it, Fowler edged fastest lap but arrived back in the pits with a blown engine. In an extraordinary act of generosity, top ten qualifier David Wild surrendered his opportunity to race and lent Fowler his Lola. In the race Rowe disappeared in to the distance to take a clear win whilst in a breathtaking drive from the back of the grid Fowler drove through to take second and the championship. He owes David Wild a big drink.

Just as exciting was the Classic F3 race. Grids have grown through the year and with the prospect of half a dozen cars joining in 2006 the future looks very good. As he accelerated off the grid Steve Maxted (Argo) had the opportunity of ending a perfect season, winning every round. In the end he did it, but it was quite some battle. After a furious dice he beat Neil Dunkel by six hundredths of a second. In Historic Roadsports Andy Shepherd finished down the field but did enough to secure class and overall championship honours.

John Thomason is a competitive and committed driver. He drives his race Spitfire to the circuit attached to a small trailer in which he carries tools and spares. Driving the race car to the circuit earns him extra points. He has even been known to use the car as a hotel. No extra points for that. At Silverstone John won his class and sealed a great championship year. His highpoint of the season was probably winning the small capacity 70s race at the Oulton Park Gold Cup.

Dan Cox won the Historic Racing Saloons championship in his Ford Anglia. Saloons have had some wonderful races in 2005 and Dan's Anglia is a real crowd pleaser, frequently carrying off the coveted 'Marshals Man of Meeting Award'. In Classic Sports Cars, Simon Ashworth held on to his crown (driving the same car his dad won with in 2001) even though he missed the 'Finals' meeting with engine problems.

Retro Track and Air man Mathew Watts won the Classic Racing Car Championship despite sitting out the Silverstone race. In his absence Ian Gray (BT30) and Richard Kendle (BT21B) had a tremendous dice with Ian edging it by two tenths. Frank Lyons took the last Derek Bell race of the year in his F5000 Lola. Frank will have good memories of 2005. Unselfishly, he helped a band of New Zealanders to travel across the world with their F5000 cars. He worked ceaselessly to encourage local owners to refurbish and race their cars. The result was that he motivated Britain's biggest ever grid of F5000s at the Brands 'Superprix' and Silverstone 'Classic'. The wall of sound as they leapt from the grid was awesome.

All round it has been a very good year and next year should be even better. If you like the appeal of this club's spirit, why not consider racing with the HSCC in 2006?

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



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Gläsel shows them who's Bosch

2005 REVIEW
PART ONE: THE SINGLE-SEATERS



John Bosch's ex-Villeneuve Ferrari finished runner-up in the overall standings

FIA Thoroughbred Grand Prix

Only when his engine cut out at the Lausitzring did Christian Gläsel fail to win during a crushing season in the FIA TGP.

The German's Brabham BT49D, tended by Fredy Kumschick's crew, flew to victory in nine of the 10 races it started and duly took the most prestigious title in historic single-seater racing.

Gläsel started his campaign by winning on home ground at Hockenheim – and just kept on winning. Round by round he forged ahead, as challengers came and went. Even starting the second Lausitzring race from the back of the grid after retiring from the opener failed to keep him from the top of the podium.

Mid-year, Gläsel allowed himself to miss the Silverstone encounter – and then stormed to the crown with five straight wins over the closing races. However, it wasn't always as easy as the bare results suggest.

In the rain of Zandvoort Gläsel and Hubertus Bahlsen (Arrows A4) led – and spun twice in worsening conditions – before Gläsel took the chequered flag.

At Brands in September Richard Eyre used all his local knowledge of the GP circuit to take the fight to Gläsel in his Williams FW08. Earlier, things had gone badly for Gläsel in a damp qualifying session; the Brabham snapped into a wild spin and was collected by the ex-Gilles Villeneuve Ferrari 312T3 of John Bosch.

Ironically, Dutchman Bosch and his Maranello machine had become the major rival to Gläsel in the overall title stakes thanks to a cracking season in Class B. Both cars were repaired for the back-to-back races at Brands, and Gläsel won twice to move closer to the title.

Bosch thrilled fans across Europe by running hard in the Ferrari and well deserved his runner-up slot in the championship, even pushing the flat-12 into a podium position at Lausitzring against the newer cars.

Third of the big three points-scorers was Class D champion Steve Hartley aboard his Arrows A6. The Lancastrian never stopped trying and showed his pace by claiming three podium places to finish well clear of Terry Sayles (Osella FA1) in the points.

Bahlsen may be a biscuit tycoon, but fortune cookies were not on his menu this season as a string of disasters struck. When things were going right the Swiss racer was a match for most and a potential race winner, but losing an engine in the season-opener at Hockenheim was a portent of more bad luck to come. At Monza, second place faded along with his fuel pressure, and at the Lausitzring, having won the first race, he clobbered the wall in the Sunday warm-up and had to start the second race from the back of the grid alongside Gläsel. Another qualifying off at Brands further hindered his progress.

Two drivers with the pace to stop Gläsel winning only made occasional appearances: Duncan Dayton (Williams FW07) and Joaquin Folch (FW08) battled for victory at Silverstone in Gläsel's absence and chased the Brabham hard in the heat of Monza.

But this was Gläsel's season and his FIA crown was richly deserved.

Peter and his Wolf lead the GP pack

Grand Prix Masters

German racer Peter Wuensch had never won a race for F1 cars. Until late June. By September, armed with a Wolf WR1 engineered by Hall & Hall, he'd racked up four victories to make himself the most successful driver of the Grand Prix Masters season.

The second year of this series for pre-ground effect 3-litre cars offered a seven-weekend, 14-race programme. Le Mans aside, grids were good, but some of the top runners did tend to dip in and out as other racing commitments dictated.

However, Wuensch was a faithful supporter and was rewarded with victories at Dijon, Zolder and Le Mans (twice). He was a regular podium finisher elsewhere.

Inevitably Frank Sytner was mighty when he wheeled his Penske PC3 to the grid and he took a fine double at Silverstone against some impressively determined opposition. Duncan Dayton, meanwhile, showed his Pau prowess by winning twice in his Brabham BT33 despite a strong challenge from Rob Hall's BRM P201.

But the revelation of the season was former touring car dicer James Hanson. Having never raced anything like a 1970s F1 car before, he ran a Surtees TS9B that was up for sale through his Speedmaster Cars business. "It's got about 200bhp more than anything I've ever driven," said Hanson. Victory at Zolder and a double success at Spa demonstrated a prodigious talent.

John Crowson (Ensign N177) and Peter Williams (March 761) both had a hefty share of misfortune, while Chris Perkins (Surtees TS16) and Joaquin Folch (McLaren M23) shared the wins at the Nürburgring Oldtimer Festival.





New boy Hanson leads at Silverstone; (top) Dayton scored a memorable double at Pau



PACEY GALORE FOR MAJZUB

Vintage Sports Car Club

Julian Majzub was in sparkling form as he bagged three major trophies in the Bentley Pacey-Hassan (above). He started his campaign by winning the Itala Trophy for the third time at Silverstone. He added the Boulogne Trophy as the club made a successful return to Oulton Park before wrapping up with a commanding win in the Vintage Seaman Trophy at Donington.

Anthony Hancock oversteered Neil Twyman's Cooper T45 to the Rothschild Trophy at Silverstone, but the Coopers had no answer to Philip Walker's Lotus 16 when it came to the Flockhart Memorial Race at Donington.

Mark Gillies won the Patrick Lindsay Trophy at Silverstone and a poorly supported Hawthorn Memorial Trophy at Oulton Park aboard Rodney Smith's ERA R3A. But Mac Hulbert blasted R4D to the Shuttleworth and Nuffield Trophies race at Cadwell Park. However, the Historic Seaman Trophy, run as part of the SeeRed event at Donington Park, went to R11B for the 16th time, David Morris keeping up the fine work of his father Martin.

Schryver's Lotus 18 is streets ahead

Historic Grand Prix Cars Association

Entering its second quarter-century, the HGPCA continued at the forefront of racing for pre-1966 GP cars with an excellent series of races at major European events.

For Michael Schryver it was a magnificent season in his ex-Surtees Lotus 18, capped by street-race victories at Pau and Porto. In France he diced with team-mate Simon Hadfield (Brabham BT7A), while in Portugal it was Barry Cannell who headed the chase in a Cooper T53.

Despite struggling to find rubber to fit the 18, Schryver added double wins at the Nürburgring Oldtimer and at Silverstone, where a monstrous grid covered both pre- and post-war cars. Cannell again led the opposition to the Lotus.

However, even Schryver's ability couldn't always fend off the more modern Brabhams, Danny Wright making a fine impression in a debut HGPCA season in Philip Walker's BT11. Victory at Brands followed a fabulous Oulton Park scrap with the BT4 of Jason Minshaw. Racing his father Alan's car for the first time, Minshaw used all of his local knowledge to win.

Meanwhile, John Harper's BT4 prevailed at Donington Park under fierce pressure from Schryver.

Among the older cars Stefan Schollwoeck (Maserati 6CM), Mac Hulbert (ERA R4D), Nick Wigley (Connaught), Paul Grant (Cooper-Bristol) and Charles Dean (Bugatti T51) were the front runners.



Sweet 18: Lotus star Michael Schryver hangs it out at a wet Brands Hatch

Jim Hoolgrave, Charlie Wooding

Maximum F3 attack for Maxted

Classic Formula 3 Championship

"I just love that car," said Steve Maxted of the Argo JM6 that he had used to dominate the Classic F3 Championship. Eight wins from eight starts was his record – plus a second place at Pau.

He started the season as he meant to go on, winning in the damp of Donington at Easter. He was never beaten in Britain, although several drivers came close, including Neil Dunkel (Argo JM3) and Richard Trott (Ralt RT1). Early in the season young Alex Ames was a major threat in his Chevron B38, but a detonated engine brought his campaign to a premature halt. Ames did win at Silverstone, however, while Maxted was concentrating on Pau.

Five podium finishes for Trott, two decades on from his F3 debut, was enough to make him the series runner-up, while Keith White's ex-De Angelis Ralt RT1 was third from Julian Baldwin (March 783).

Dunkel only really tackled the second half of the season and came within a few hundredths of beating Maxted in the Silverstone finale.

Adam Ormandy headed the invitation class for period FF2000s in his Reynard SF78, but veteran Jan Langdon ran him extremely close in a similar car.



Maxted rushes to yet another F3 victory

HADFIELD GOES LIKE THE CLAPPERS

HSCC Derek Bell Trophy

This series of races for 1970s single-seaters was an unpredictable affair: events like the Silverstone Classic drew mammoth 60-car entries, while 15 cars was a good turnout at the less fashionable tracks.

The back-to-back weekends at Brands Hatch and Silverstone in late July were clearly the seasonal highlights for the *MotorSport*-backed series, with a monstrous entry boosted by a contingent of nine Formula 5000s shipped from New Zealand. With two dozen F5000s on the grid, the Silverstone race was a glorious affair, with Simon Hadfield predictably cleaning up in his ex-Gethin Chevron B37. Mike Wrigley (Lola T332) twice chased the Chevron as John Crawford (McRae GM1) headed the tourists.

The result had been much the same at Brands a week earlier, with Frank Lyons (Lola T332) third and the hard-charging Ian Jacobs pushing his ex-Purley March 742 up among the 5-litre monsters.

At Oulton Park Hadfield played his part in the Chevron celebrations by winning twice from Euro F2 ace Christian Fischer (March 772).

Hadfield had been on form at the season-opener too, winning at Donington from Ian Giles (Eagle FA74).

Lyons won three times, twice in the F5000 Lola and once in a Hesketh 308. However, he was toppled at Thruxton by Jacobs as F5000s graced the track for the first time since the 1970s.



Thunder from Down Under: John Crawford's McRae GM1 finished in third at Silverstone



Turning point: Fowler and Rowe battle it out at Oulton Park. Fowler won

Famous five for Fowler

Legends Historic FF1600

Having won the title four times on the trot, Neil Fowler didn't set out to lift the HSCC's Historic FF1600 title again in 2005. In fact he missed three of the first four races. But by mid-year he realised that the crown was within his reach again.

In the meantime Nelson Rowe was clocking up the points in his Crosslé 20F, despite racing with a shoulder injury picked in spring. The contest turned at Oulton Park in August when Rowe lost his race engine at the end of a tremendous battle with Fowler. Then a niggling misfire wrecked Rowe's Thruxton race – and, suddenly, it would go down to the wire at Silverstone.

A blown engine during qualifying seemed to have dashed Fowler's hopes, but he borrowed a car, started from the back and grabbed the title with a stirring drive to second as Rowe won convincingly.

Rowe deserved better fortune, running the car with help from his father, but his decision to miss Croft and the loss of two late-season results cost him the crown.

The victory at Croft went to the hard-charging Nigel Bancroft (Crosslé 20F), who claimed third in the points from John Goldsmith (Macon MR8).



Watts vaults The Mountain at Cadwell Park

Watts wins as Brabhams dominate

HSCC Classic Racing Cars

There was no stopping Matthew Watts as he romped to the Classic Racing Cars title in his ex-works F2 Brabham BT16. Car and driver were on mighty form and a string of victories settled the title well before the end of the season. He also took away the Retro Track and Air Trophy, which was presented by his family's business!

For some of those races Watts had little opposition at the head of the race, but on three occasions young Edwin Jowsey took time out of his ARP Formula 3 single-seater programme to race his father's Brabham BT28. Twice he got the upper hand, but Watts drove out of his skin on the Brands Hatch GP circuit to overcome a power disadvantage and win famously.

Watts' team-mate Ian Gray repeated his 2004 Silverstone end-of-season win in his ex-Watson Brabham BT30, but it was the splendid 1-litre March 703 of John Counsell that finished the year second in the overall standings after a run of class wins.

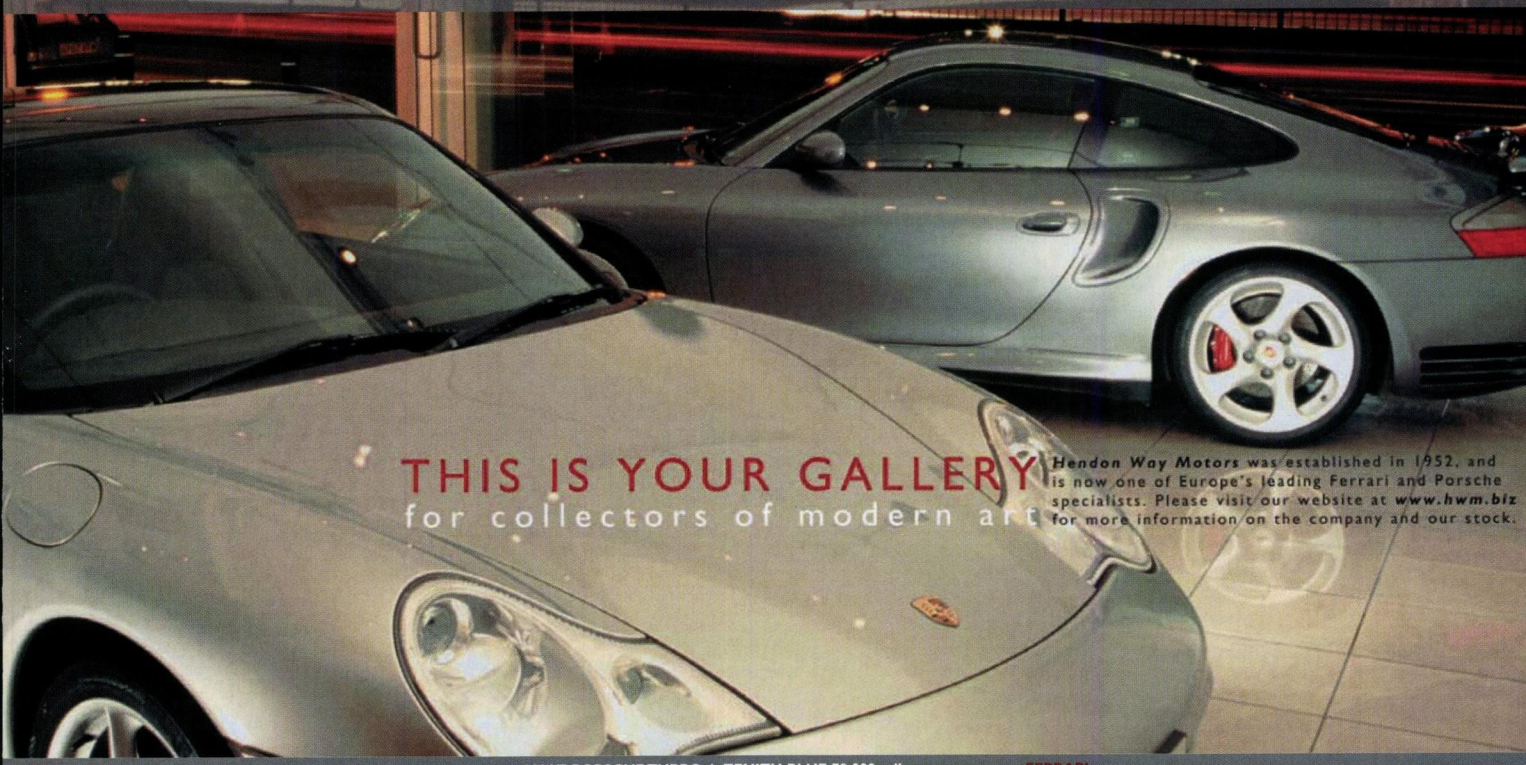
Third went to David Wild in his Neil Fowler-run Lola T200, who scored consistently well in the invitation class for Historic FF1600 cars.

Jim Holdgrave, Charlie Wooding

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PORSCHE 911

MODEL TYPES 997 / 996 / 993 / 964

2004/5 PORSCHE 997 C2S COUPE SEAL GREY 8000 miles
Black leather, heated seats, SAT NAV, park assist, 19" classic alloys, tracker

2003/4 PORSCHE C4S CAB MANUAL SEAL GREY 11000 miles
Black leather, heated seats, BOSE, ali pack, sat nav, sportsexhaust, 1 owner

2004 PORSCHE 996 CAB SEAL GREY 10000 miles
Black leather, PSM, computer, BOSE, park assist, litronic lights, heated seats

2003 PORSCHE 996 C4S TIP BASALT BLACK 20000 miles
Light grey lthr, PCM2, PSM, white dials, s/roof, lit lights, park assist, heated mem seats

2003 PORSCHE TURBO BASALT BLACK, TIPTRONIC 13,000 miles
Black lthr, ali tip lever/h brake, CD, cruise control, heated seats, PCM, park assist

2002/03 PORSCHE 996 TURBO SEAL GREY 7000 miles
Black leather, mem seats, al pack, sunroof, BOSE, SAT NAV, PSM, CD

2002 PORSCHE 996 TURBO ARCTIC SILVER 15000 miles
Black leather, PCM, PSM, white dials, litronic lights, heated and mem seats

2001/02 PORSCHE 996 TURBO BASALT BLACK 20000 miles
Black leather, sport seats, climate, ali pack, BOSE, SAT NAV, red callipers

2002/03 PORSCHE GT2 BASALT BLACK 12000 miles
Black leather, full al pack, yellow callipers, CD, sports seats

2003 PORSCHE GT2 MIDNIGHT 7000 miles
Black leather, al pack, yell callipers, uprated CD, sports seats, litronic lights

2003 PORSCHE 996 GT3 MkII ARCTIC SILVER 9000 miles
Black leather, ceramic brakes, carbon pack, litronic lights, climate control

2000 PORSCHE 996 GT3 OCEAN BLUE 37000 miles
Black leather, climate control, white dials, red calipers

2000 PORSCHE C4 COUPE MANUAL OCEAN BLUE 46,000 miles
Grey leather, climate control, s/roof, mem seats, air bags, PSM, 18" turbo alloys

1999 PORSCHE C4 COUPE MANUAL ARCTIC SILVER 43,000 miles
Black leather, climate control, air bags, ali pack, PSM, 18" Turb alloys, FPSH

1999 PORSCHE CARRERA COUPE TIP ARCTIC SILVER 58,000 miles
Metropole ruffled leather, climate control, air bags, 18" turbo alloys

1999/00 PORSCHE 996 CAB TIP OCEAN BLUE 30000 miles
Metropole leather, mem seats, al pack, litronic lights, PSM, SAT NAV, 6CD

1999 PORSCHE 996 CAB POLAR SILVER 51000 miles
Blue leather, electric seats, climate, GT3 alloys, 6CD, al pack, wind def

2003 PORSCHE 996 C2 COUPE SEAL GREY 20000 miles
Black leather, 18" wheels, uprated radio/CD, computer

1997 PORSCHE 993 TURBO 4 430bhp ARCTIC SILVER 27000 miles
Grey leather, sunroof, 18" alloys, red brake, calipers, climate, uprated CD

1996/7 PORSCHE TURBO 4 ZENITH BLUE 78,000 miles
Stone leather, climate control, s/roof, air bags, cd system, sat nav,

1997 PORSCHE 993 C2S ARCTIC SILVER 20000 miles
Blue leather, sports seats, climate control, uprated radio/CD

1997 PORSCHE 993 C2S ARCTIC SILVER 45000 miles
Blue leather, sports seats, sunroof, white dials, 4S suspen, 18" alloys, CD

1997 PORSCHE 993 TARGA TIPTRONIC MIDNIGHT BLUE 16,000 miles
Ruffled leather, a/c, computer, air bags, Full service history,

1997 PORSCHE 993 TARGA TIP SILVER 38000 miles
Blue leather, 17" split rim alloys, alarm / immobiliser, remote locking, CD

1995 PORSCHE 993 COUPE TIP ADVENTURA 62,000 miles
Savannah leather, climate control, comp, sunroof

1995 PORSCHE 993 C2 COUPE TIP POLAR SILVER 57000 miles
Black leather, sunroof, climate control, uprated radio/CD

1994/5 PORSCHE 993 C2 COUPE TIP MET BLACK 54000 miles
Grey leather, climate, computer, uprated radio/CD, immob, sunroof

1995/96 PORSCHE 993 RS 3.8 LW MIDNIGHT BLUE 25000 miles
Original UK supplied with full cup aerokit, one of only 48 RHD examples

1995 PORSCHE 993 CAB MIDNIGHT BLUE 55000 miles
Grey leather, sport seats, wind de?ector, 17" alloys, 6CD stacker

1994/5 PORSCHE 993 CABRIOLET Aventura 60000 miles
Grey leather, sport seats, air bags, alarm / immobiliser, CD

1993/94 PORSCHE 964 CAB METALLIC BLACK 73000 miles
Linen leather trim, sport seats, excellent service record

1990 PORSCHE 964 CAB RED 56000 miles
Linen leather, sports seats, electric roof, CD, 17" alloys, remote locking

PORSCHE BOXSTER

MODEL TYPES 2.5 / 2.7 / S 3.2

2004 PORSCHE BOXSTER S ATLAS GREY 7000 miles
Light grey leather, 18" alloys, litronic lights, ally pack, BOSE, heated seats

2002 PORSCHE BOXSTER S ARCTIC SILVER 9000 miles
Red leather, SAT NAV, PSM, al pack, air bags, red callipers, CD, hardtop

2001 PORSCHE BOXSTER S ARCTIC SILVER 14000 miles
Metropole leather, climate, wind def, CD, 2 owners, stunning example

2000/01 PORSCHE BOXSTER S LAPIS BLUE 25000 miles
Metropole leather, wind def, white dials, air bags, GT3 alloys, red callipers

2000 PORSCHE BOXSTER 2.7 OCEAN BLUE 28000 miles
Grey leather, climate control, on-board computer, air bags, 17" alloys

FERRARI

ALL MODELS

2003 FERRARI 360 F1 ROSSO RED 4000 miles
Tan leather, xenon lights, SAT NAV & bluetooth, radar, red callipers, 6CD

2001/2 FERRARI 360 SPIDER MET SILVER BLUE 9000 miles
Blue leather, litronic lights, challenge grill, suspension mode

2001 FERRARI 360 MODENA ROSSO RED 20000 miles
Black leather, uprated CD, badges, suspension switch

1999 FERRARI MARANELLO 550 SILVER 13000 miles
Full leather trim, electric seats, suspension switch, Ferrari service, 6CD

1998 FERRARI 355 SPIDER ROSSO RED 26000 miles
Crema leather, climate suspension switch, CD, stunning condition

1994 FERRARI 512 TR ROSSO RED 10600 miles
Crema leather, red carpet, climate, alarm, CD, excellent service history

1992 FERRARI 348TS Black 9000 miles
Black leather interior, climate, alarm, 2 owners, excellent service history

1991/02 FERRARI 348 TS ROSSO RED 23000 miles
Crema leather, red carpets, climate, el mirrors, excellent service, MOTs

1991 FERRARI TESTAROSSA ROSSO RED 17000 miles
Black leather, CD, climate, electric mirrors, adjustable steering, 16" alloys

1991 FERRARI TESTAROSSA RED 5500 miles
Crema leather, climate, 18" alloys, central locking, 10CD

1986 FERRARI GTS ROSSO RED 26,000 miles
Rosso red with Crema hide, red carpets, full service history

1985/6 FERRARI MONDIAL COUPE QV RED 54000 miles
Crema leather, climate, sunroof, excellent history, last QV Mondial built

1985 FERRARI MONDIAL COUPE QV ROSSO RED 36000 miles
Black leather, 3 owners, excellent full Maranello service history

1967 FERRARI 275 GTB4 Red 27,000 miles
Stunning rosso red coachwork with unmarked crema hide interior

1955 FERRARI 750 MONZA ROSSO CORSA
Raced Le Mans in 1955, driven by Mike Sparken, test report in Octane (15)

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Lotus racer is senior Junior - again

FIA Lurani Trophy

Few historic categories can match the enduring appeal of Formula Junior. More than 40 years after the single-seater class was supplanted by F3, the Juniors continue to regularly deliver the biggest grids and the best racing at many historic race meetings. In all, over 80 drivers scored points in cars from over 25 manufacturers.

The FIA's pan-European championship, named in honour of class creator Johnny Lurani, featured seven rounds, from Monza in the south to Anderstorp in the north.

For the second year running the title fell to Kevin Musson after an exemplary campaign in his Lotus 18 from the class for the earlier rear-engined cars. Though he missed the opener at Hockenheim, he finished in the top three of his class in the next six races, winning at Dijon, Anderstorp and the Nürburgring.

Musson's major rival was Robin Longdon in a front-engined Lola Mk2. A non-finish at the Nürburgring, followed by absences from Anderstorp and Spa, was too much of a penalty for Longdon to recover. But four class wins left him series runner-up and a class victor over Duncan Rabagliati's Alexis HF1. The latter would have finished higher had he not been sidelined in Sweden by a broken throttle cable.

At the head of the races the Class E pack of rear-engined, disc-braked cars made the pace – but no one came through to dominate and only Giampaolo Benedini won twice in his 1963 Branca. Denis Welch (Merlyn Mk5), Bruno Schaffner (Lotus 20/22), Jurgen Carlsson (Merlyn Mk3), Urs Eberhardt (Lotus 27), and Robert Goodwin (Lotus 22) all won races in a very open season.



Musson (1) took the overall spoils in his Lotus. He is led here by Spence's Elva



Roach's Alexis looks good, goes very well

JUNIOR ALEXIS RUNS AMOC

AMOC Millers Oils UK Historic Formula Junior Championship

Stuart Roach mounted a fine campaign in his front-engined Alexis Mk2 to win the UK Formula Junior title with room to spare.

Roach pressed hard all season, often humbling some of the rear-engined cars with his speed, and won his class nine times in the 10 races he contested. Only in the soaking wet final at Oulton Park was he headed in class as Derek Walker's local expertise in the Terrier paid dividends.

Barry Westmoreland had a great season too, winning four times in his Lotus 22 to ensure top slot among the rear-engined cars, and second overall.

Michael Hibberd also won four times in his Lotus 27, but missed too many races to be a serious title contender.

STRETTON ON THE MARCH AGAIN

FIA Jochen Rindt Trophy

Back under the wing of Fredy Kumschick, the Jochen Rindt Formula 2 Trophy remained the most competitive series for the earlier 1.6-litre cars - but support was still patchy at times.

With six of the 10 races run on French soil Robert Simac looked strong in his ex-Jean-Pierre Jaussaud March 712, but Martin Stretton had other ideas in his similar ex-Tom Walkinshaw chassis. Aside from interloper Duncan Dayton (Brabham BT35) at Pau, Simac and Stretton shared the wins and a strong double-header victory at Magny-Cours in early September was the pivotal result for Stretton. A win in the opening race at Spa then sealed the title for this versatile ace.

Former German motorbike racing champion Walter Hoffmann arrived mid-season in a March 712 and took over the chase of the title contenders before ending his season on a high with victory in the second Spa race.

Tim Barrington urged his Lola T240 into fourth to break up the March domination, while the supremely rapid Martin O'Connell cleaned up the Formula Atlantic class in Sandy Watson's Lotus 69.

Unold lands title ahead of Fischer

European F2 Club

Centred on the 2-litre F2 era, the European Formula 2 Club season covered 11 rounds at six events and delivered a runaway champion in Hermann Unold aboard his Lotus 69 in the Formula Atlantic category. Only British lass Amanda Whitaker (Chevron B34) had the measure of Unold, but engine dramas interrupted her campaign.

Up at the head of the races the quicker 2-litre F2 cars looked and sounded the part but, as ever, numbers were modest. The prodigious talent of Christian Fischer took his March 772 well clear of the pack, although he was chased hard by Chris Alford (March 762). And had Frenchmen Philip Harper (Ralt RT1) and Jacques Colibert (Martini Mk19) contested more rounds, life would surely have been much, much tougher for Fischer.

The class for 1600cc F2 cars never matched the competitiveness of the Jochen Rindt series, as Walter Nef (March 712) took the class from Mark Linstone (Tecno).



King Fischer: March 772 set the F2 pace

POINTS TABLES

FIA THOROUGHBRED GRAND PRIX CHAMPIONSHIP

1	Christian Gläsel (Brabham BT49D)	97
2	John Bosch (Ferrari 312T3)	87
3	Steve Hartley (Arrows A6)	71
4	Terry Sayles (Osella FA1)	44
5	Hubertus Bahlsen (Arrows A4)	42
6	John Delane (Tyrrell 001)	41



Gläsel's Brabham BT49D ruled TGP roost

CLASSIC FORMULA 3 CHAMPIONSHIP

1	Steve Maxted (Argo JM6)	125
2	Richard Trott (Ralt RT1)	70
3	Keith White (Ralt RT1)	69

LEGENDS RACING HISTORIC FF1600 CHAMPIONSHIP

1	Neil Fowler (Lola T200)	165
2	Nelson Rowe (Crosslé 20F)	160
3	Nigel Bancroft (Crosslé 20F)	137

HSCC CLASSIC RACING CARS CHAMPIONSHIP

1	Matthew Watts (Brabham BT16)	81
2	John Counsell (March 703)	57
3	David Wild (Lola T200)	43

EUROPEAN F2 CLUB TROPHY

1	Hermann Unold (Lotus 69)	216
2	Christian Fischer (March 772)	154
3	Walter Nef (March 712)	138

JOCHEN RINDT FORMULA 2 TROPHY

1	Martin Stretton (March 712M)	174
2	Robert Simac (March 712M)	157
3	Martin O'Connell (Lotus 69)	113



Stretton's March won Jochen Rindt Trophy

FIA LURANI TROPHY

1	Kevin Musson (Lotus 18)	52
2	Robin Longdon (Lola Mk2)	41
3	Giampaolo Benedini (Branca 63)	35

AMOC/MILLERS OILS UK HISTORIC FORMULA JUNIOR CHAMPIONSHIP

1	Stuart Roach (Alexis Mk2)	98
2	Barry Westmoreland (Lotus 22)	64
3	Michael Hibberd (Lotus 27)	52

Jim Houlgrave, Charlie Wooding, Steve Jones

RACING REVIEW

Group C
GTP Racing



FORTY RACE CARS IN 2005!

A total of 40 cars took part in the season including Porsche 962s (7), Jaguar XJR (6), Spice (5), Tiga (4), Argo (3), Ecosse (3) Nissan (2), single entries from ALD, Aston Martin, Bardon, EMKA, Gebhardt, March and Rondeau and invitation class cars from Harrier, Porsche and Prosport.

We did six independent race weekends in Europe, each with an individual format but typically including two 30 to 40 minute races over two days, giving people the chance to share cars.

Monza - Furnace-like weather!

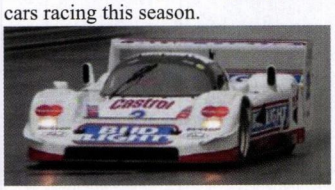
The first race of the season took us to the wonderfully fast Monza, allowing the cars to stretch their legs! The air temperature was 38° and track 58° so we were in for some hot laps and Charlie Agg obliged with his Nissan in 1'45.454 at 123.6mph! Welcome newcomers, Christian Gläsel and Aaron Hsu (Jaguar XJR8/9), Peter McLaughlin (Spice SE90), Lorenzo Prandina (Rondeau M382), which won Monza 1000km in 1982 and Carlo del Conte in his ALD C289 BMW. Nigel James (Porsche 962), David Mercer (Spice SE90) and Nick Rini (Jaguar XJR12D) honours R1. Agg, Mercer and James in R2. Classes: Edwards (Argo), del Conte, Prandina.

Nurburgring - first of the rains

Our second race weekend again took us to mainland Europe and the Nurburgring with its characteristic rainfall! R1 saw Nigel James (Porsche 962) lead, chased by David Mercer (Spice SE90), Michael Schuster (Argo Judd), newcomer Jenna Brorsson in Claes Wahlund's Porsche 962, Mullen (Spice GTP) and the pack! Also chasing was another newcomer, Klaus Frers with his Porsche 962. The three newcomers did brilliantly, Brorsson and Frers claiming 2nd and 5th in their first outings in the cars and the other newcomer Matt Manderson, in Nick Atkin's Tiga, winning class 4. In R2 Mercer, James, Mullen took the spoils.

Brands Hatch - Yet more rain!

With 24 cars entered for the Grand Prix Circuit race prospects were good with the ever competitive group of cars racing this season.



Newcomer: Richard Eyre in his Jaguar XJR16 had a fine 4th place in race one. David Mercer took pole in his Spice SE90C in a stunning 1:20.459, an average of just over 115mph (outright record until the A1GP boys came along!), a time praised by Jonathan Palmer when recounting his early days competing with David in Sprites and Midgets, as a Medical Student! Great racing at Brands on a wet/dry track on Sunday producing two fine wins for Mercer, two second places for Pearson (the 2nd by a mere 0.155s) and a third each for James and Law. Class wins for Peter Schleifer (March Chevrolet), M Christopher (Prosport).

Silverstone Classic - 26 entries!

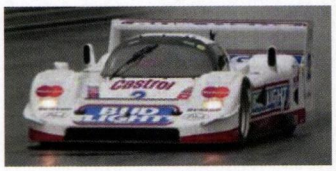
Charlie Agg took pole 1:36.169 with Pearson just 0.4s behind, so a great race was in prospect. Agg and Pearson swapped places for 11 laps, then Pearson took the lead to pip Agg by just 3.5 seconds! Just what the crowd had come to see! Without Agg in R2 Law, Mercer, Pullan and Mullen chased Pearson and Mercer got to within 10s, followed by Pullan (Porsche 962). Newcomer Janine Payne (Porsche 962) gained extra turbo boost to claim 5th. The two Ecosse cars of newcomers Andrew Smith and Alasdair McCaig ran together (both class winners) and McKay (Bardon) and Batemen (Tiga) keeping each other honest! Other winners: Harvey Cooke (Spice SE88C), Ian Stinton (Harrier).

Donington - VSCC SEERED

Everyone commented on the spectacle and the clean, competitive, nature of the racing, which went right through the field. Great to see returnees Paul Whight (AMR 1) and Alvin Powell (Tiga) back after their overseas sorties. Henry Pearman (Porsche 962), posted a time faster than in the Jaguar XJR11 in which he won at Donington last year!! R1 - Gary Pearson (Jaguar XJR11) set the pace but dropped out, leaving Mercer (Spice), Justin Law in Rini's XJR12, Randall (Nissan), and Pullan, (Porsche 962) who had started from the back chasing hard. Result: Mercer, Law and Pullan. In R2 Mercer dictated the pace chased by Pullan, Mullen (Spice), James (Spice), Whight, Rini, Graham (Porsche), Oddie (Argo). Class wins: Alvin Powell, Andrew Smith. Alasdair McCaig borrowed 'Postman Pat', which Barry Wood bought, much to Hugh McCaig's delight!! Great to see newcomer Richard Chester complete his first race in the Tiga Buick.

Estoril - Eyre's Maiden Double

After three days of glorious weather, the first race started with a very wet track. Christian Gläsel Jaguar XJR8/9 sat on pole just in front of Law, Mercer, Eyre, Agg, Whight, Pullan and Mullen. Richard Eyre in his



Jaguar XJR16 passed Law to take the lead and a maiden win in Group C/ GTP Racing, chased by Mercer, Pullan and Mullen. Class win: Duncan McKay (Bardon). R2 - A fabulous drive from David Mercer took him into the lead on lap 2 until back markers slowed him and Richard Eyre took the lead for his 2nd win of the day. Law was third followed by Gläsel and Frers (Porsche 962). A great joy to see newcomer Martyn Eyre in (Gebhardt) get his first finish in eighth place. Class wins: James, Edwards and Bateman.

Great racing with three groups of very competitive racers all down the field, a characteristic of the Group C/GTP Racing's races in 2005.

End of term BBQ.

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Lancashire united: DFV of Blackburn's Keith Duckworth bolted into a chassis made in Bolton

DFV Chevron runs again

Bolton one-off roars again after 22-year silence. 2006 race programme beckons

The unique DFV-powered Chevron B23 returned to the track in November – after 22 years of storage. It was driven by Earl Goddard, whose father Fred has owned the car since the early 1980s and who completed its rebuild in 2005.

Chassis 21 was built in 1973 for Chevron's Italian agent Eris Tondelli, but may never have raced under DFV power. It was later shipped over to South Africa and fitted with a Mazda rotary engine. "When we put the Mazda unit in, we didn't cut anything out," said Goddard Snr.

Its last major race was the 1982 Kyalami Nine Hours when it was driven by Graham Duxbury, Ian Harrower and Bernard Tilanus. Fred raced it again in 1983, but then shipped the car back to the UK.

"We started to rebuild it this spring. It is unique and extremely original," says Fred.

He'd initially hoped to have the car ready for the Chevron 40th anniversary meeting at Oulton Park in August. However, it was finally finished in time for a brief run at Silverstone in early November, although a misfire in soaking wet conditions prevented it from racing in the BRDC Members' race.

On hand to see it was marque founder Derek Bennett's right-hand man Paul Owens, who recalled helping to weld engine mountings onto the chassis to suit the DFV.

"A lot of people have helped us," said Fred, "including John Nicholson, who supplied the DFV."

Earl hopes to race the car next season and could be seen out in World Sportscar Masters events. "My first impressions of the car are very good," he said after a shake down test.

Daly driver, garaged for over 20 years

A Tyrrell 010 that hasn't raced since 1981 could be back on the grid in Thoroughbred Grand Prix races next season.

Chassis 3 is being offered for sale by German racer Ralph Moog, who believes it could be a rival to the Williams FW07s in Class C.

The car was raced during 1980 and '81 by Michele Alboreto, Derek Daly and Mike Thackwell. It was then rebuilt by the Tyrrell Racing Organisation and went on display in the Donington GP Collection.

Following Ken Tyrrell's death, it was acquired by Paul Stoddart and was later sold to Moog.

"It's never been used in between and has a complete history," said Moog, who has had the car updated to race-ready specification in line with current FIA regulations. "The only time that the car has run since its 1981 rebuild was for an engine installation at Zolder."



Michele Alboreto and his year-old chassis 03 at Jarama in 1981. They, er, failed to qualify

The 010's design drew heavily from the FW07 – but, as Moog points out, will cost considerably less than a Williams.

MONACO LINE-UP

Pre-1979 3-litre GP cars will headline next year's Monaco Historique during its fifth running over the weekend of May 20/21.

The six-race programme is largely given over to single-seaters, with four races for GP cars covering the 1920s through to 1979. There will also be events for rear-engined Formula Juniors and for pre-1953 sportscars.

The oldest machines will contest a race for pre-1947 Voiturette and Grand Prix cars, with other grids for pre-1961 front-engined cars and pre-1966 rear-engined GP cars.

The entries selected for the event will be confirmed at the end of February.

2-LITRE TIN-TOPS

Carol Spagg will launch a new race series in 2006 for 2-litre FIA-spec touring cars. Having handed the reins of her Gentleman Drivers series to the Masters organisation of Ron Maydon, Spagg has created a calendar for 1963-65 saloons.

U2TC is for cars of the type that raced in the ETCC in period and which comply with FIA Appendix K.

"I never thought it would strike such a chord," says Spagg, who has been swamped with interest. She is planning four or five two-driver races in 2006, with dates already pencilled in for Pau and Dijon.

"The dream would be a three-hour race at Brno!" she concluded.

F5000 NZ NEW YEAR

A contingent of British-based Formula 5000s is being shipped Down Under to contest rounds of the New Zealand F5000 series in the New Year.

Although the five-event series starts in mid-November at Manfeild, it is the events at Pukekohe, Ruapuna and Teretonga in early 2006 that will benefit from UK representation.

Around half a dozen cars are expected to make the trip - Simon Hadfield is hoping to take two or three - and will contest three races in four weeks during January and February. Hadfield plans to take his Chevron B37 and a Trojan for Michael Schryver.

Also set to contest the races alongside the F5000s is the ex-Denis Hulme F1 McLaren M23, chassis 01, now owned by Phil Mauger.

SAFARI REUNION

Former world rally champions Björn Waldegård and Juha Kankkunen will compete against each other on the East African Safari Rally in December.

Once team-mates at Toyota in the 1980s, Waldegård and Kankkunen will drive a Porsche 911 and Datsun 240Z respectively on the nine-day, 4200km event for historic cars.

Between them the two Scandinavians have won the challenging African event

911 FOR McRAE SENIOR ON RAC

Jimmy McRae has been confirmed as a star entry for the Roger Albert Clark Rally, which runs for four days from November 19. He will drive a Porsche 911RS built by Prepfab Motorsport. He will be co-driven by Campbell Roy.

Rumours persisted through the summer that Colin McRae would drive the car, but increasing commitments in the World Rally Championship ruled him out of the historic event.

"It will be like going back to the old days of the Lombard RAC Rally," said Jimmy, a five-time British champion. "I'm sure the Porsche will be a good car. Colin drove it recently and has given me good feedback."

Among McRae's rivals will be current BRC champion Mark Higgins, who has arranged a late deal to enter an Escort Mk1 prepped by Historic Rallysport. It will be his first serious competition outing in an Escort.

Leading the 50-strong field away from the city centre start in Sheffield will be the 2004 winners Stig Blomqvist/Ana Goni (Ford Escort Mk2), followed by Higgins, co-driven by Peter Martin, and the fabulous Lancia Stratos of Steve Perez/Steve Harris.

McRae will start at number five behind 2004 runners-up Jeremy Easson and Alun Cook (Escort Mk1).



Jimmy McRae is looking forward to a return to old-style rallying on the upcoming RAC

an incredible seven times.

"Juha came to the Safari when I was already established," said Waldegård. "He was just a youngster! It will be good fun to be with him again."

Waldegård will drive the 911 of David Cavanagh, which was built by the factory for the London-Sydney Marathon.

F3 LOTUS UK RETURN

The Lotus 69 F3 car first raced by Harald Ertl has returned to racing in the hands of Albert Clements. Having acquired the car from Europe, Clements entrusted it to Rex Hart, the man who built it in 1971, for a complete winter rebuild.

Lotus enthusiast Clements, who also races an early FFord Lotus 51, received the 69 in time for a shakedown at Silverstone in October.

"It's only done five or six races in the last 12 years," said Clements.

BRIT TOUR REVAMP

Five races at four tracks will feature in the 2006 Tour Britannia, which will start the Tuesday after the Goodwood Revival Meeting in September.

Organiser Fred Gallagher has outlined two races at Silverstone plus races at Cadwell Park, Donington Park and Mallory Park for the second running of the four-day event. Several hillclimbs and other timed stages will complete the route.

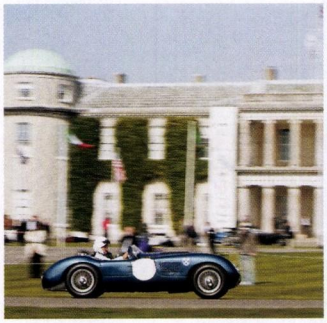
Gallagher has switched the tour to a new base at the Coombe Abbey Hotel in Warwickshire, and has pledged that the road mileage will be reduced by 200, while competitive mileage will be increased by a third.

GOODWOOD DATES

Goodwood has confirmed its dates for 2006: the Festival of Speed will run from July 7-9; the Revival Meeting will be held over September 1-3.

They have been scheduled so as not to clash with a Formula One GP.

And as before, both will be all-ticket.



June date for wonderful Festival of Speed

NEWS IN BRIEF

Among the entries for the Roger Albert Clark Rally is an ex-Clark Ford Escort Mk1. The car registered FEV 5H is now owned by Dave Watkins, who has returned it to Clark's 1970 livery in honour of the British ace. Watkins and Neil Duncan will fulfil lifetime ambitions by taking part in the event.

The UK Formula Junior Championship will be organised by the HSCC next year. The series has been run by the Aston Martin Owners' Club in recent years, but it is hoped that the switch will allow the Juniors to race more often.

The Killarney Historic Stages Rally will switch to a two-day format for the first time when the 2005 event runs over the weekend of December 3-4. The biggest historic special stage rally in Ireland will feature two test in darkness on Saturday evening followed by a further nine closed-road stages on Sunday.

Portuguese racer José Albuquerque has added an ex-Tasman Brabham BT11 to his stable for 2006 and plans to run the car regularly in HGPCA races. He gave the Martin Stretton-tended car a shakedown race at Silverstone in October. He also uses a Maserati 250F in earlier HGPCA events.

Frank Lyons has agreed to buy the AAR Eagle FA74 Formula 5000 from Ian Giles, who purchased it seven years ago and has raced it regularly since. Giles is now planning a return to sportscar racing and is eager to compete in the Le Mans Classic next July.

Admission prices for the Silverstone Classic have been confirmed at £15, when booked in advance. The event will growing to a full three days in 2006, running from July 28-30. A three-day pass is £40. A two-hour sportscar race on Saturday evening is one of the developments planned for the second running of the event. Tickets can be booked at www.silverstoneclassic.com

A total of 450 stands are expected for the third International Historic Motorsport Show at Stoneleigh on February 24/26. Live action will again be provided by the 'Slowly Sideways' Group B rally car movement.

Warwick Banks was reunited recently with the famous 'Tatty Turner' for the first time in over 40 years at the BRDC Members' Race at Silverstone. He last drove it in 1964 and was invited to race it again by its new owners following a major restoration in recent months.

HAMMER DOWN

Racers that are going, going, gone



As we went to press, Coys' Auto Moto D'Epoca sale at Fiero di Padova in Italy saw a mixed bag of competition cars go under the hammer, including an ex-works 1982 Lancia LC1 *barchetta*. This distinctive 1.4-litre machine won that year's Nürburgring 1000Km driven by Riccardo Patrese, Michele Alboreto, Teo Fabi and Rolf Stommelen. No estimate was released.

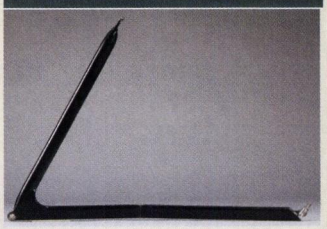
In the same sale was the 1983 Lancia 037 that won the 1985 Italian rally title (with Fabrizio Tabaton), an ex-Alex Caffi 1988 Dallara F188 (above) and a 1977 Osella PA69 sports/hillclimber.

Bonham's sale at Williams Grand Prix Engineering on December 4 promises a number of F1 racers. Star lots include the ex-Jacques Laffite FW09B rolling chassis (estimate £20-30k), the (engine-less FW10) that Nigel Mansell used to score his maiden GP win at Brands in 1985 (estimate £50-70k), an ex-Mansell 1992 FW14B rolling chassis driven to six victories that season (estimate £80-120k) and ex-Juan Pablo Montoya FW24 (below) expected to reach £20-30k.

Among the more unusual cars in the sale will be an MG Metro 6R4 (the GpB rally weapon developed by Williams) and the first-ever Renault Clio Williams hot hatch, yours for around £7000.

The sale will also include 100 other lots of factory parts and memorabilia, including the damaged wishbone (bottom) from Damon Hill's famous clash with Michael Schumacher in the 1994 Australian GP. Prix.





Jeff Bloxham, LAT, McKlein



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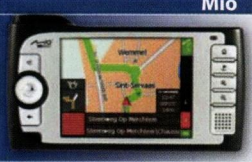
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MAWP hails Cooper's forthcoming 60th year and ponders the current plethora of historic motorsport meetings



John (left) and Charlie Cooper appear at Prescott hillclimb in 1946 with their unconventional - and underpowered - little 500cc special

July 2006 The Cooper Car Co's almost unparalleled contribution to motorsport and to Great Britain's production racing car industry is sure to be in the spotlight at next summer's star-studded events.

Justly so, for in July it will be 60 years since the prototype Mark I '500' – built around the front ends of two Fiat Topolinos which John gas-axed out of wrecks – made its debut at Prescott hillclimb.

To mark the occasion the Bugatti Owners' Club, which runs the wonderfully scenic Cheltenham venue, is organising classes for Coopers of all types at its event on July 23, the week of the anniversary. Aside from the frantic bids against the clock, a marque reunion and a cavalcade of cars are planned. It promises to be very special.

I've had a thing about 500s since I built one of those fine Merit kits of a Mk9 as a teenager; more so since Pete Wright allowed me to compete in his splendid ex-Ecurie Richmond Mk5 at Wiscombe Park in the early '90s. What an eye-opener that was.

Would that my feeble ability with a tool kit could sustain one, for the little cars remain the most affordable way into Goodwood's Revival. If you are handy with spanners, and not fazed by motorcycle engines or greasy sprockets, then you should contact registrar Richard Neale at the 500 Owners' Association (woody@coopercars.org). You've nothing to lose but your chains!

September 2006 Fixture clashes are nothing new in motorsport, and with the ever-increasing popularity of historic racing spawning more meetings, with more countries wanting to join in, the situation is getting worse. Indeed, early signs suggest that 2006 will be a logistical nightmare for competitors privileged to enjoy the pick of the crop.

The even years are always going to be difficult, since the Automobile Club de Monaco's Grand Prix Historique (May 20-21) and the Le Mans Classic are arriving on their alternate-seasonal orbits. But the latter's forward leap to July 7-9 is bound to impact on availability for Goodwood's Festival of Speed.

Also scheduled to fit a gap in the Formula One calendar, thus open the possibility of enticing some more stars onto the hallowed track, Goodwood's own Revival Meeting is earlier too, on September 1-3.

That won't have delighted the Vintage Sports-Car Club, whose SeeRed event at Donington has traditionally been there. Celebrating 100 years of grand prix racing, which dovetails beautifully with 83-year-old circuit owner Tom Wheatcroft's magnificent resident car collection, it's going back to September 23-24, I hear, bumping the Spa Six Hours monster to the end of the month.

Of course, a change in the FIA World Championship's schedule could yet throw the entire shebang into turmoil, and leave European promoters with another frantic round of snakes and ladders just to pick up the crumbs. Little wonder that Americans do their own thing.

Which reminds me, I must make every effort to experience the Monterey spectacular for the first time during next August. It comes highly recommended.



Busman's holiday: Bruce McLaren chats to Wally Wilmott at '64 NZ GP during Tasman era

Winter 2006 Given the apparently endless flood of events between March and October, I am intrigued that it took so long for promulgators of the major international championships to notice that four months still remained fallow. That's one third of the year unexplored.

Sheikh Maktoum's A1 Grand Prix initiative – which inspired an unusually large number of enthusiasts to vacate their armchairs when it kicked off at Brands in September – identified the opportunity. It is currently on its world tour, enthusing new markets with its innovative product and marketing.

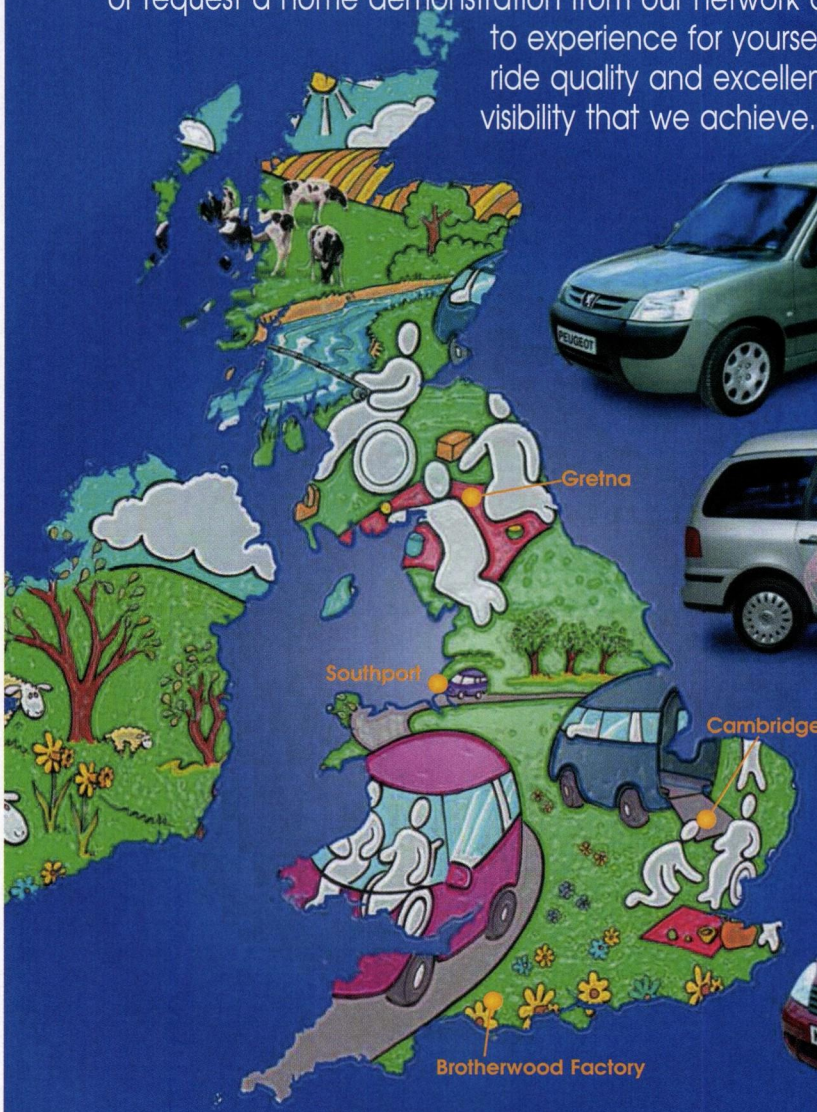
Back in the 1950s and early '60s, well before the extreme pressures of commercialism were brought to bear, racing was a year-round deal for F1 stars. Many looked forward to wintering in Australia and New Zealand, as much for the pace of life which the events, formalised into the Tasman Cup series from '64, afforded as a holiday in the sun. M

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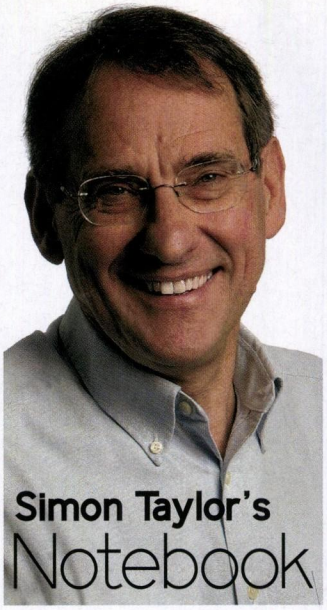
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Motability



Simon Taylor's Notebook

Today's F1 drivers just do F1. Fifty years ago a working driver would drive anything, for a fee, and still try to win



En route to his Gold Cup, Moss fixes radiator blanking to the Sunbeam Alpine

At the recent NEC Classic Motor Show, the Sunbeam Talbot Alpine Register mounted an impressive display of four ex-works rally cars of the 1950s: three Alpines and a 90 saloon. Also on its stand was a trophy cabinet which included a small plain cup, rather unprepossessing to look at – except that it was evidently made of gold. Through the glass I could see Stirling Moss's name on it, and I knew at once that this was a *Coupe des Alpes d'Or*. Only three Gold Cups were ever awarded in the 60-year history of that most gruelling of rallies, the *Critérium International des Alpes*.

While the idea of Michael or Jenson or Kimi whiling away a quiet weekend with a bit of rallying strains the imagination somewhat, half a century ago an F1 driver would take whatever came along, especially if a fee was involved. In 1952 Norman Garrad had the tricky job of promoting the products of the Rootes Group, of which he was competitions manager. The bread-and-butter Hillman Minx and the lumbering Humber Hawk and Super Snipe had little potential, but the Sunbeam-Talbot was billed as a performance car, despite its weight, long-stroke engine and vague steering-column gearchange. Garrad's determination, and his ability to persuade top drivers into his team, eventually provided this unlikely car with a glittering rally pedigree.

Back in 1952 Garrad persuaded Stirling Moss, who'd never done a rally in his life, to do the Monte. His fee was £50. Crewed by John Cooper (the journalist, not the racing car manufacturer) and Desmond Scannell of the BRDC, Moss got the Sunbeam through thick snow to arrive in Monte Carlo without penalty, one of only 15 cars out of a huge entry to do so. After the final tests they ended up second overall, just 4sec adrift of winner Sydney Allard in an Allard. It was an extraordinary rallying debut.

The other event which Garrad took seriously was the Alpine Rally. But this was in July, when racing drivers were rather busy. However, Stirling had a few clear days in his diary between the Reims sportscar race and the British GP, so he duly took the bait of another £50 – and even persuaded Mike Hawthorn to do the same and drive another of the Sunbeams.

The Alpine was really tough on car and crew, tracing mountain pass after mountain pass through France, Switzerland, Italy and Austria, many of them on loose surfaces. Any car which managed to complete the entire rally without losing a single point, while still fully roadworthy, qualified for a coveted *Coupe des Alpes*: and, in the almost unimaginable event of a driver winning three *Coupe des Alpes* three years running, a Gold Cup was awarded.

In 1952 Moss duly won a *Coupe des Alpes* for finishing 'clean' (as did Hawthorn). For the 1953 event Sunbeam produced a two-seater version of the 90, called the Alpine. Another GP driver, Peter Collins, joined in but was destined to retire. Moss, with his regular navigator John Cutts, was allocated MKV 21, and once again finished without penalty: so now this had become serious. If he could complete the 1954 event without losing a mark he would win a *Coupe d'Or*, and that had only been done once before, by Ian and Pat Appleyard in their Jaguar XK120 in 1950/51/52. (The third *Coupe d'Or* recipient was Frenchman Jean Vinatier in 1971, by which time the rules had been altered somewhat.)

'For the only time in my life... I burst into tears'

Despite the July date, the conditions in 1954 were appalling, with thick snow closing several of the passes. Stirling, in MKV 21 once again, had to drive on the absolute limit. As he recounts in *My Cars, My Career*, "I tried so desperately hard to stay unpenalised that we covered the last few miles utterly flat-out downhill, with John Cutts counting off the time beside me. For the first and only time in my life the release of tension after driving that hard overwhelmed me. I burst into tears."

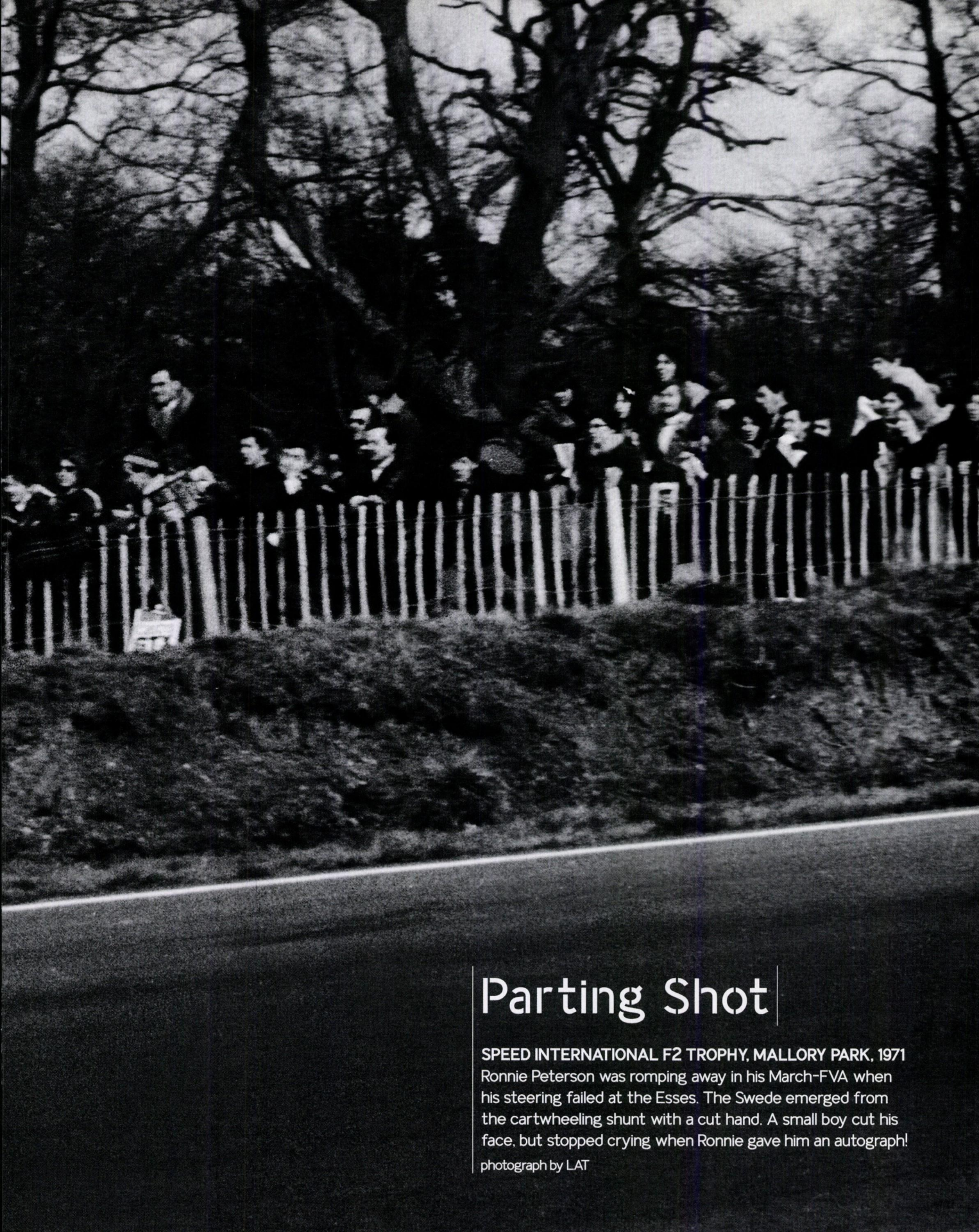
By now the Sunbeam was on its last legs, and bottom and top gears had gone. A rival tipped off the organisers, and a scrutineer asked to sit beside Stirling to see if everything was still working. Providing a running commentary for the scrutineer's benefit, Stirling drew away in second gear. "*Le premier!*" He then waggled the steering-column gearchange while surreptitiously engaging overdrive second. "*Voilà! Deuxième.*" Then direct third. And finally, with more waggling, overdrive third. "*Voilà! Quatrième.*" The scrutineer was satisfied, and Stirling had his third penalty-free Alpine, and thus his *Coupe d'Or*. It was, says Stirling, the only time he remembers cheating: "But I felt I'd earned that bloody cup."

Not that he got his hands on it. Garrad's deal with his drivers was either they got the trophies, or they got the £50. Stirling, of course, took the cash. Years later, as the Rootes Group slithered into Chrysler and then Simca ownership, the contents of the factory trophy cabinet were thrown in a skip. Miraculously the *Coupe d'Or* with Stirling's name on it was rescued and reunited with MKV 21, which now belongs to Leon Gibbs.

Alongside the achievements of the 1955 Mille Miglia, or Aintree, or Monaco, or seven TTs, Stirling's efforts in those lumbering Sunbeams are usually forgotten. But, as he always did, he'd given his all. M

LAT Bourne Photographic

30
30
SWOC
SWOC



Parting Shot

SPEED INTERNATIONAL F2 TROPHY, MALLORY PARK, 1971
Ronnie Peterson was romping away in his March-FVA when his steering failed at the Esses. The Swede emerged from the cartwheeling shunt with a cut hand. A small boy cut his face, but stopped crying when Ronnie gave him an autograph!
photograph by LAT

MotorSport 2005 "The Year in Historic Racing

2005 saw the recent resurgence of interest in historic motorsport continue in spectacular fashion. As current series become less and less accessible for spectators whilst growing ever costlier to attend, historic events have proven their magnetic attraction by packing in the crowds and providing stellar fields of unique and invigorating cars. This success can be observed from the marquee events such as the Concours D'Elegance, and Goodwood Festival of Speed and Revival (which now sells out months in advance), to the fantastic historic series run by the VSCC, HSCC, and Top Hat Racing to name a few. All in all, the historic racing fan is fast becoming spoilt for choice by the number of high-quality events available across the year.

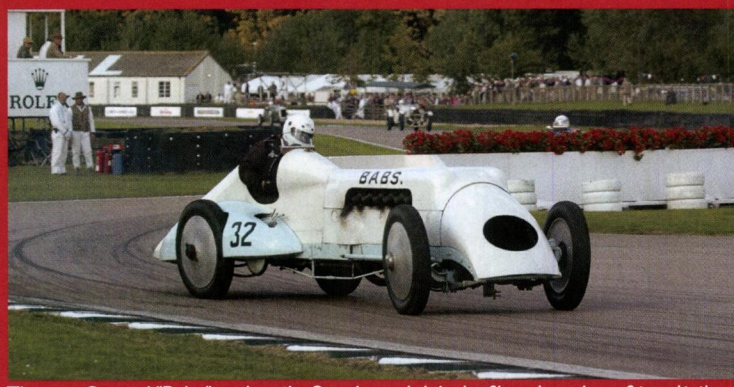
This year in particular marked a number of significant milestones in the motorsport calendar. Shelsley Walsh celebrated its Centenary in fantastic style, with many drivers and cars coming out of retirement to take part.



Johnny Herbert gives it some opposite lock at the BRDC's Silverstone Historic Sports Cars



Sir Jackie Stewart's grandson makes some last minute steering adjustments to his Tyrrell-Ford



Thomas Special "Babs" makes its Goodwood debut after decades of inactivity.



Nose-to-Tail action in Goodwood's Glover Trophy

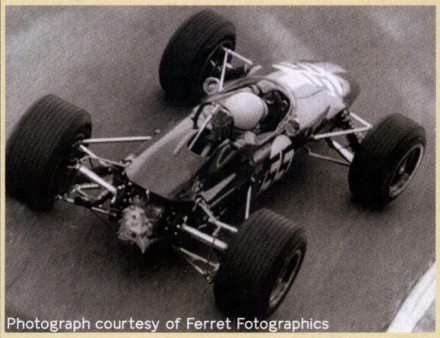
With another 100 years secured on the lease, th event should continue to shine upon futur generations. Another centenary was celebrated on th Isle of Man, where the RAC Tourist Trophy for moto cars was commemorated with an exhibit at the Hous of Manannan. The commemorations on the Isle shou stretch on to the 100th anniversary of the Motorcycl TT in 2007, which promises to be a great event.

Another highlight of 2005, was the revival of the ol Boavista circuit in the inaugural Grande Prémi Histórico do Porto. The reintroduction o formula and sports car racing to the streets of Port met with unbridled success, providing 3 days o spectacular action. The demandin circuit asseverated the respect required to drive with several practice session incidents, and driver describing the circuit as 'terrifying' o 'trepidacious'. The weekend was hailed as magnificent and well-organised event, enjoyable fo both its on and off-track activities.

MotorSport magazine wishes to congratulate all those who raced, prepared, restored, and otherwise contributed to the success and popularity of historic racing in 2005.

The Past

What a fantastic 40 years it has been for Chevron Racing Cars and this year the celebrations have been a fitting tribute to this great marque. Ed Swart organised some superb events in the USA particularly the 24 Chevron Sports Racers at Monterey.

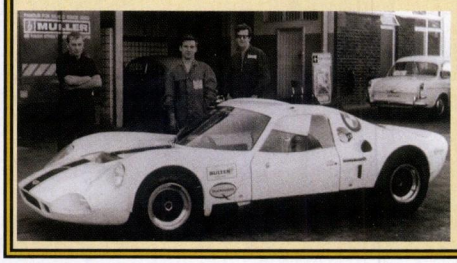


Photograph courtesy of Ferret Fotographics

Of course, many Chevrons were at Oulton Park with owners, engineers and drivers past and present. This was such a lovely weekend with everyone taking part and honouring the genius of Derek Bennett. There were so many highlights, from seeing the Chevrons sweep down the hill at the start of the Laguna Seca race, all the happy faces at Oulton Park - with a great reunion of the Bolton workforce, virtually all the drivers who had ever raced a B1 or B2 together for the first time including Howard Heerey from Australia, Brian Redman racing the B16 again at its home circuit, Teddy Pilette, Geoff Lees, the sound of Kent Abrahamsson's B16 firing its way up Shelsley Walsh Hillclimb to the beautiful weather at Spa and the enthusiasm of the drivers taking part. I am sure everyone will have their own special memories.



Remembering too all the superb wins for Chevron in single seaters and sportcars throughout the world. The majority of Formula 1 drivers in the 1980's had driven a Chevron at some stage in their career. The rollercoaster ride that is motorsport ridden by every one of the Chevron family to success in those 40 years.



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The Present

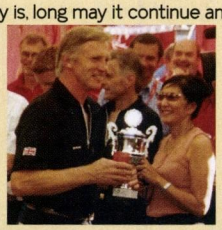
Chevron still dominates the Historic Racing scene, the cars so driver friendly and a joy to race. Here at the Chevron Racing Cars Raceshop within the Vin Malkie Racing Group we are proud to have taken our drivers to win many Championships including over the years Mike Wilds in Richard Budge's Chevron B19 and also B36 and now an unprecedented 6 Championship wins in the Orwell Supersports Cup Championships. Competing all over Europe, the Team have been successful with our talented Champions; John Burton (Chevron B26) 1995 & 2004, Jonas Qvarnstrom (Chevron B19) 2000, John Grant (Chevron B19) 2001 & 2002, and in 2005 Richard Piper (McLaren M8F).

Surely the first Championship win for a McLaren for how many years.....?!



Every race has been hard fought and hours of preparation go into each car to make sure every driver has an enjoyable and competitive weekend. Each Works Driver whether in a Chevron or Lola or Brabham treated with the same attention to detail. Of course, in between, there have been many individual wins and personal triumphs for every member of the wider Chevron group who we support, whether it be in Hillclimbs, on track, single seaters or sportscars. Advice and components, from a nut and bolt to a complete car are only a call way.

All we can say is, long may it continue and Good Luck for 2006.



The Future



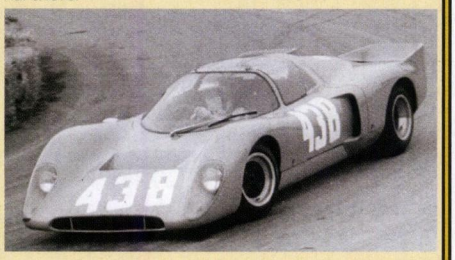
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We can't go without thanking so many people who helped to make things happen this year - the HSCC, Motorsport Vision, Steve Earl, Ed & Sally Swart, Roger Thomas at MAC, World Sportscar Masters, Teenage Cancer Trust, Tony Martin, Paul Owens, all our Raceshop Manufacturing Team, Race Engineers past and present and not forgetting our Supplier Partners.



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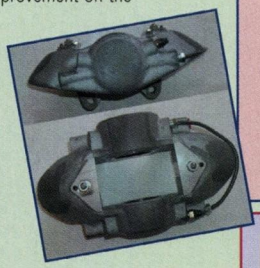
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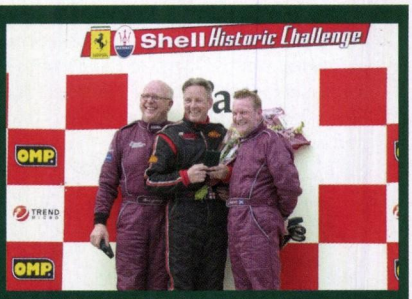
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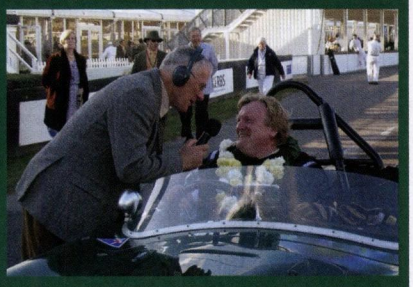
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The IN Racing Team Congratulates its Drivers on their success in 2005









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2005 has been another busy and successful year for the GTO Engineering team, running in all the premier events and tours with a wonderful selection of exotic cars.

There is not space here to fully chronicle our activities but, as always, we really commenced at Tour Auto in April running 6 cars including the beautiful 250LM #5909 fresh from our complete rebuild, plus several 250SWB's and 275GTB's. We then swiftly moved on to the Mille Miglia supporting Ferrari 250 Monza's, Le Mans winning Alfa 2300, Aston Martin DB3S etc.

After the Goodwood Festival of Speed, Shell Ferrari challenge rounds, we visited the USA for the Monterey week running 250LM #5909, 275 GTB-C and the 312PB freshly prepared by ourselves. We also had several USA test sessions in the summer and then the Goodwood Revival was upon us where we ran 250SWB, ERA R7B, Alfa Romeo P3, Ferrari 750 Monza, AC Cobra and, of course, the TT winning lightweight E type 4WPD.

The day after the Revival triumph, Kevin and Lee travelled to the Italia Classica providing support for a number of our customers on this popular event. Meanwhile, the team at our base were busy preparing 250LM #6105 after its total rebuild for the final round of the Shell challenge where we were also running a Ferrari 750 Monza and 340MM.

After this successful event, our final event for 2005 was the Tour de Espana and then on to 2006....

Some of these cars are captured in our 2006 'emmissione due' calendar - copies are still available. Please telephone us for an order form.

Please call us early for any requirements you may have for 2006.







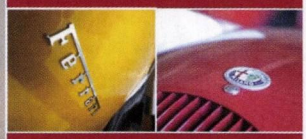
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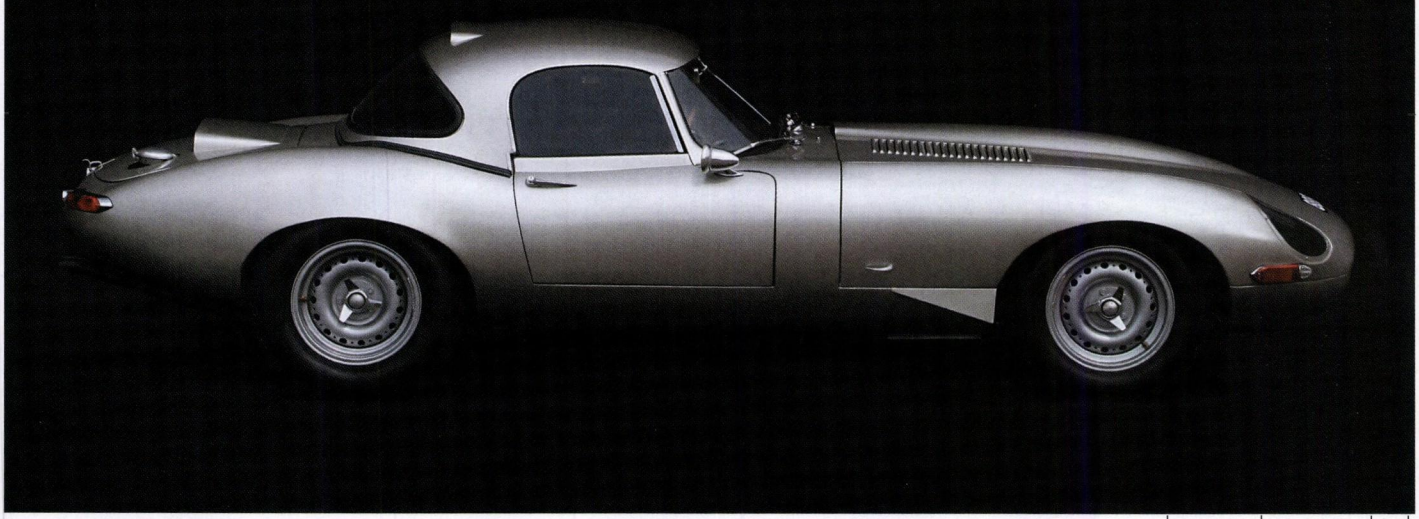
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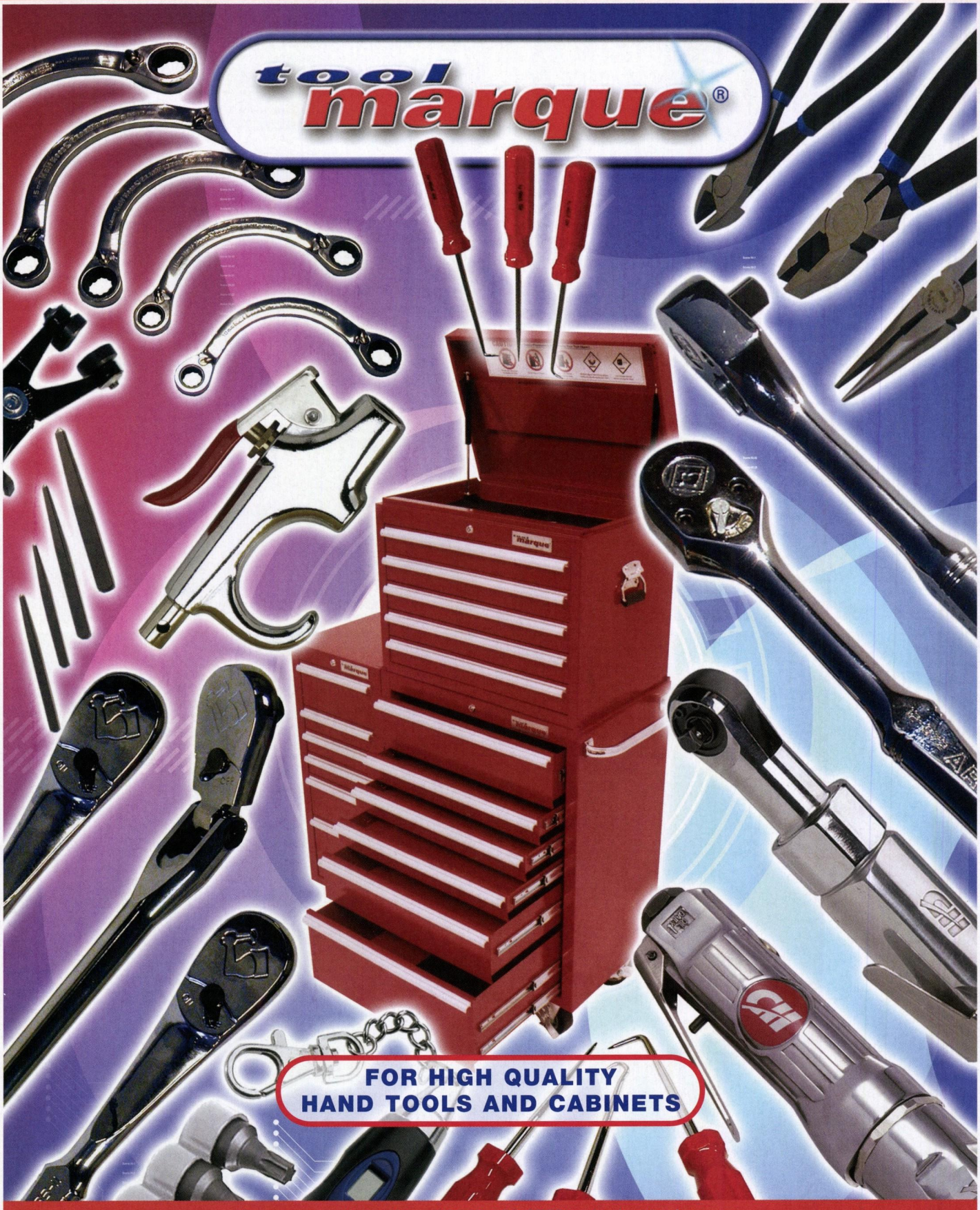
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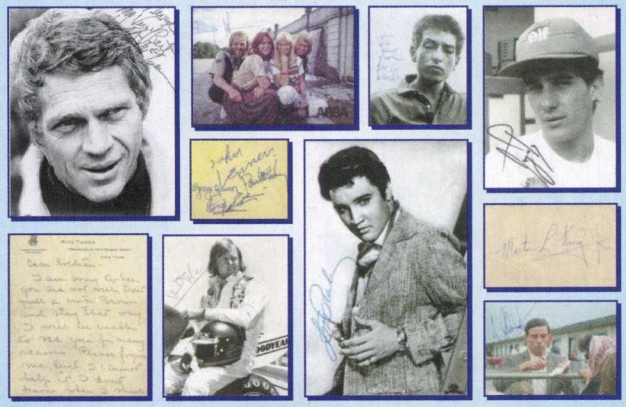
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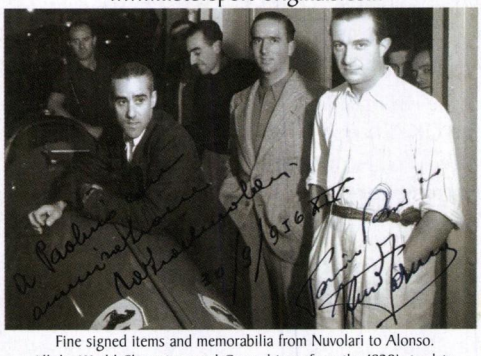


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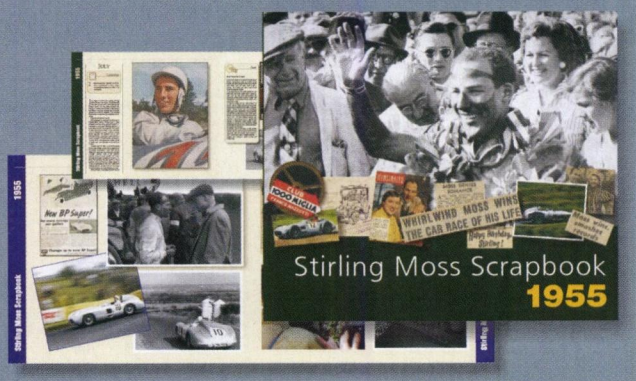
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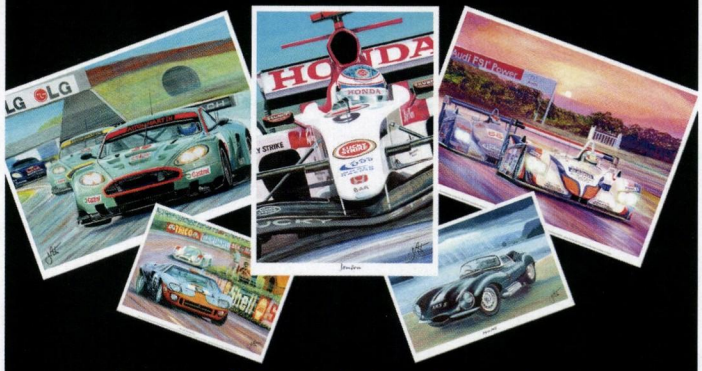
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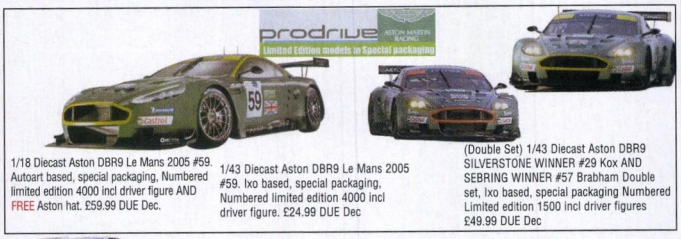
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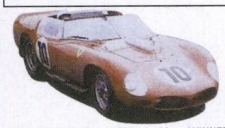
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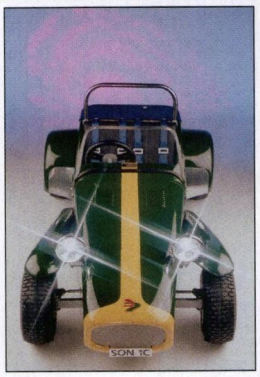
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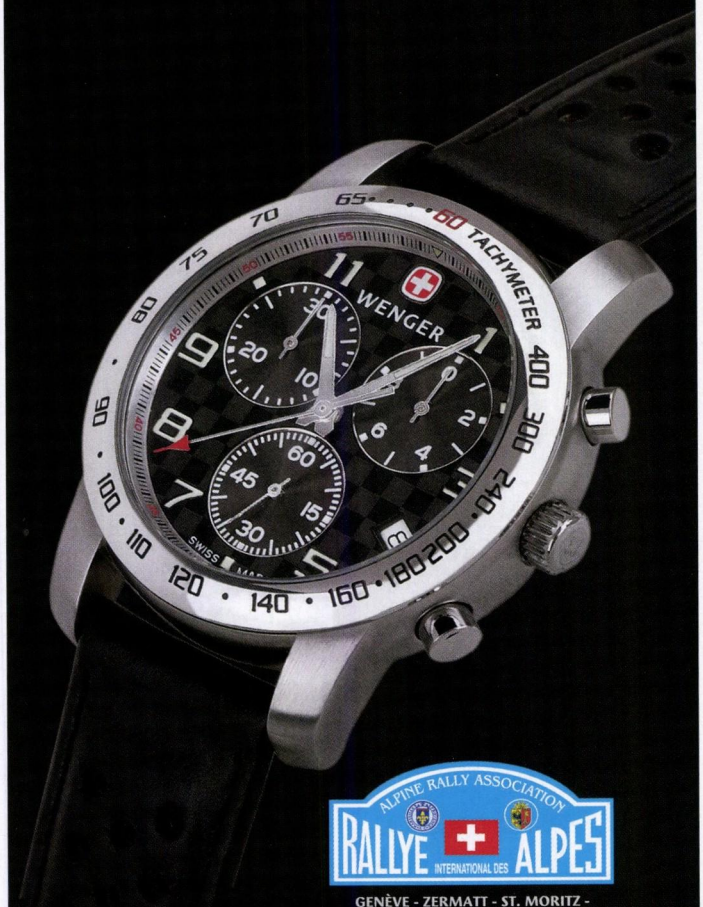
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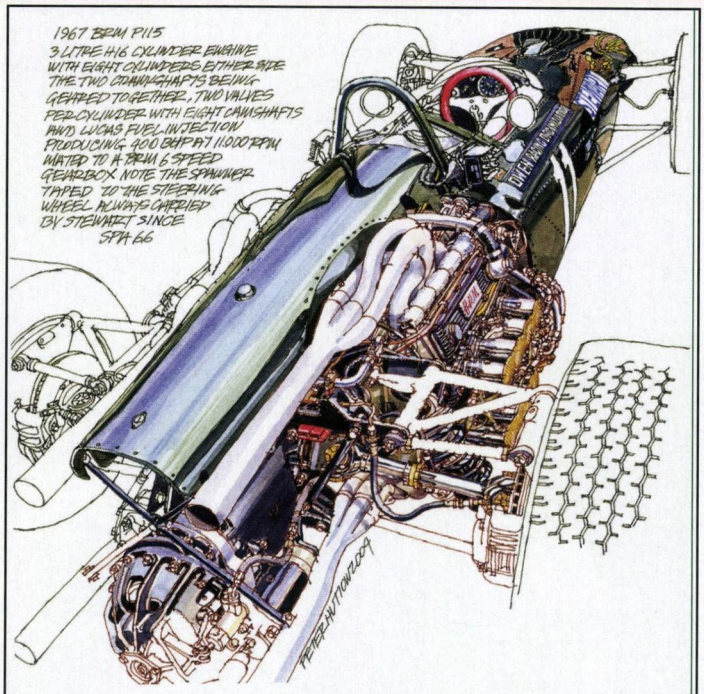


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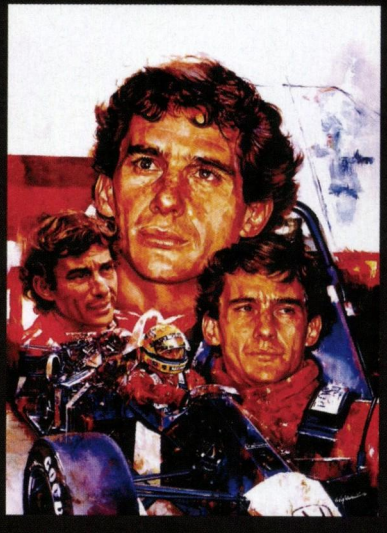
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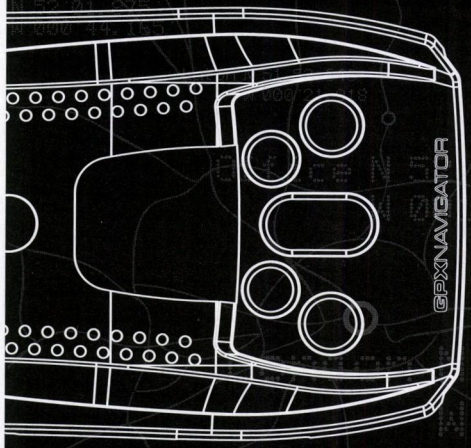
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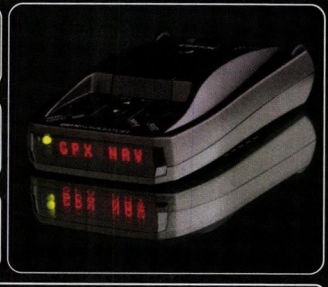
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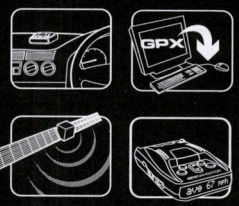
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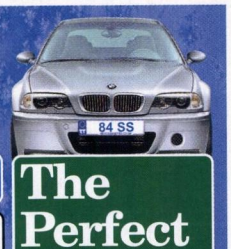
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DBJ	DPG 682	EF 2	I2 FDM	
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DBN	DRA 698	EFH 264	9 FER	
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DDF I	DS 9095	EGV I	I FGM	
DDN 36	8 DSA	333 EGX	FGS 400	
DDT 471	8 DSB	5404 EH	FH 2	
DEB 10	7 DSC	7 EH	2 FH	
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		I EHY	FIL 26	
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		EJ 999	FJS 5	
		2 EJF	FK 7401	
		2 EJH	FKB 10	
		EJS 222	FKK 427	
		383 EJW	FKL I	
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		EJZ 91	FL 59	
		EK 3	FLA 8	
		50 EKF	849 FLB	
		I EKS	6 FLE	
		100 EKU	872 FLF	
		6400 EL	8 FLM	
		EL 6	FLN 378	
		EL I602	FLY	
		EL I607	FM 7	
		EL I702	I5 FM	
		EL I802	FMA 637	
		EL I902	FMB 67	
		3 ELF	56 FME	
		2 ELG	FMM	
		3 ELL	FMR 77	
		8 ELN	FMS 972	
		8 ENB	8 FN	
		ENN 67	FNP	
		3 ENP	FNZ I	
		3 NVY	FO 7545	
		ENZ 5555	FO 7548	
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		EP 6	FP J	
		8 EPC	FPR 796	
		8 ER	FPS 2	
		ERC 251	FR 10	
		ERG I	FRG 788	
		ERP 42	2 FRK	
		ERS	2 FRL	
		24 ES	2 FRR	
		ESA I	2 FRU	
		ESJ I	5555 FS	
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		ESL 496	FSE I	
		617 ESM	FSJ 2	
		I ESR	FSL 957	
		ESU 942	FSR	
		ESW 5	FSS I6	
		6 ET	FSU I9	
		I0 ETA	FSW 600	
		I ETH	F TF	
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		7 EUM	FUJ I	
		EUR I	FV I0	
		3 VAN	FVA 2	
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		EWH 9	FY 5233	
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		EWN 9	FZ 4	
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		9 EX	2 GAO	
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		5 FAC	5 GAY	
		2I FAE	GAZ I23	
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		8 FAJ	GB II	
		FAM 42	GB 352	
		FAS 3	I GBA	
		FAY 6	I GBG	
		FAZ I0	GBK 3	
		2 FB	I GBM	
		FB 2I	I GBO	
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		I FC	GCA	
		I0 FCH	GCD 7I	
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I EBA

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6 DJA	2 EAN	
DJS 464	2 EAP	
DJS I4I	34 RTH	
4 DJV	3 EAT	
DJZ II	45 OK	
DK 2	336 DKA	
73 DKB	943 DKF	
8I DKM	DKP I	

I ECR

872 DKR	37I EBM	
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DL 30	5 EBS	
DL 0I	I EBU	
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DLS 4	I EBY	
DLT 9I0	2 EC	
I DLV	I EC6	
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DM 88	66 ECH	
DMB II	2 ECJ	
DMJ 7I	5 ECK	
DMP I8	ECL 767	

I EDK

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4 DNB	8 EDA	
DNG 98	EDD 500	
DNH 44	26 EDE	
906 DNK	EDJ 370	
I DNL	EDK	
DNO 147	EDP I2	
DNZ II	EDZ I3	
I48 DOC	EE 3	
DOG I47	EEC 771	
DOI I	EEH 7	
40 DON	EEL	
DOO I	EEM I	
I DOT	5 EEP	

I EEL

772 HBH	484 HXM	
HBJ I	I HXN	
I HBM	I HYA	
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6 HBR	6 HYL	
I HBU	I HYS	
267 HBW	267 HYY	
HC A	III 8	
69 IL	III 4	
IUI 5	IL 20	
I VON	27I AR	
I VPN	602 JOE	
J 9	535 JOJ	
786 JA	2 JOO	
6 JAC	I7 JON	
	I JOO	
	60 JOY	
	29 JP	
	206 JPJ	
	I JPJ	
	JPO	
	JPS 786	
	JR 377	
	JR 72	
	JR 922	
	II JRG	
	JRH 76	
	JS 36	
	JS 7I46	
	JSB 35I	
	JSE 5	
	3 JSF	
	4 JSJ	
	7 JSK	
	JSL 513	
	JSO 133	
	JSU 480	
	53 JT	
	JT 75	
	383 JTA	
	7 JTG	
	492 JTJ	
	JTK 349	
	JTK I	
	5 JTL	
	I92 JTT	
	278 JTV	
	JTY 715	
	JUJ I7	
	JUN 4I	
	747 JUO	
	JUX 83	
	JVD I	
	JVS 2	
	45 JW	
	JWA 74	
	5 JWB	
	JWG 304	
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	8357 K	
	KA 0I0	
	7 KAA	
	6 KAE	
	I40 KAF	
	LBG 7	
	8 LBH	
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	9 LBP	
	6 LCE	
	I LCA	
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	LCD 3	
	LCF I	
	630 LCG	
	LCM I	
	LCR 52	
	LCT 3	
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	I LDK	
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	LDR 95I	
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	LDT	
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	LEK 3I6	
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	LFE I23	
	LFH 809	
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	I LFH	
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II EAD	JAN 800	
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7 HEY	I5 JAV	
44 HF	7 JAW	
HFB 52I	JAZ 29	
HFT 7	JB	
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I ESC

HGG 772	JBG I5	
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I38 HWC	5 JLJ	
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	5 KTS	
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	LVR 655	
	LVS 43I	
	LVV 60	
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	LWL 945	
	LWS 8	
	LWT 59I	
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MO 585	NLD I	
MO 8	NLJ 66I	
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4 PAK	PHV 6	
37 PAM	PHW 8	
2 PAP	PK 2	
5 PAS	PKC	
95I PAU	PKE	
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PAZ 5	PKK	
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PBC	PL 2	
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PZU 6	5 RSE	
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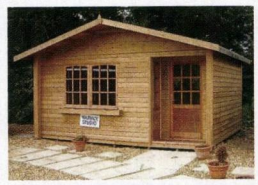
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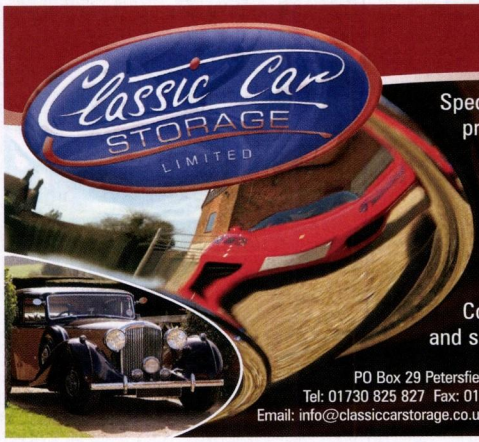
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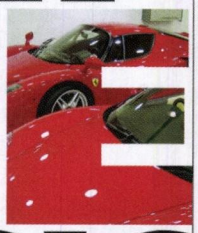


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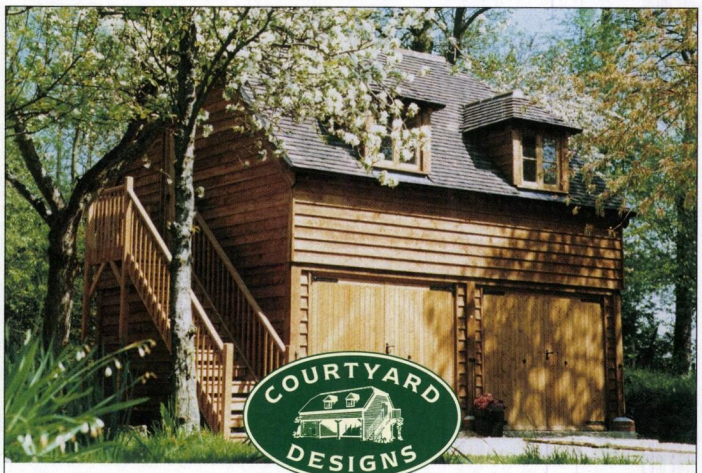


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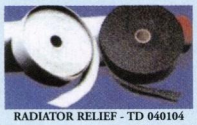
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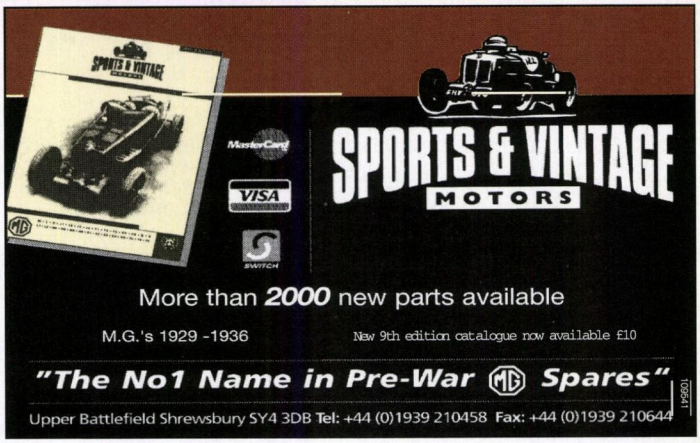
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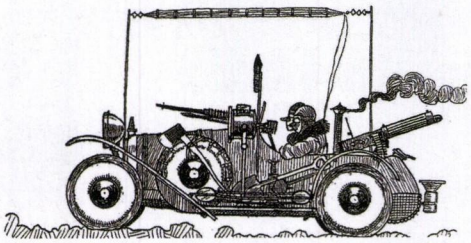
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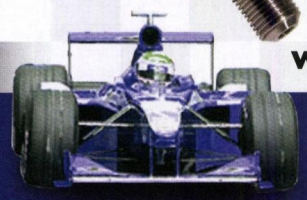
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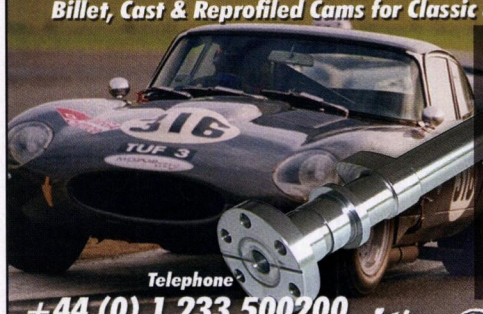
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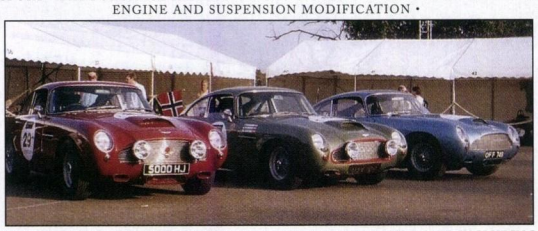
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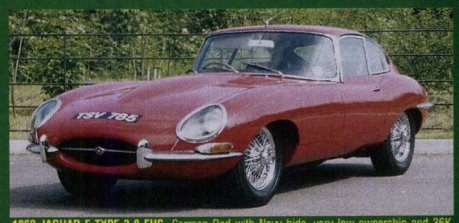
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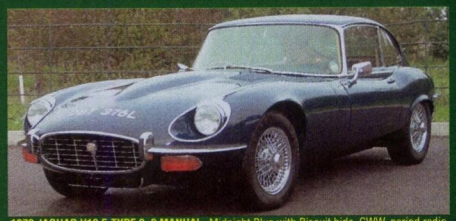
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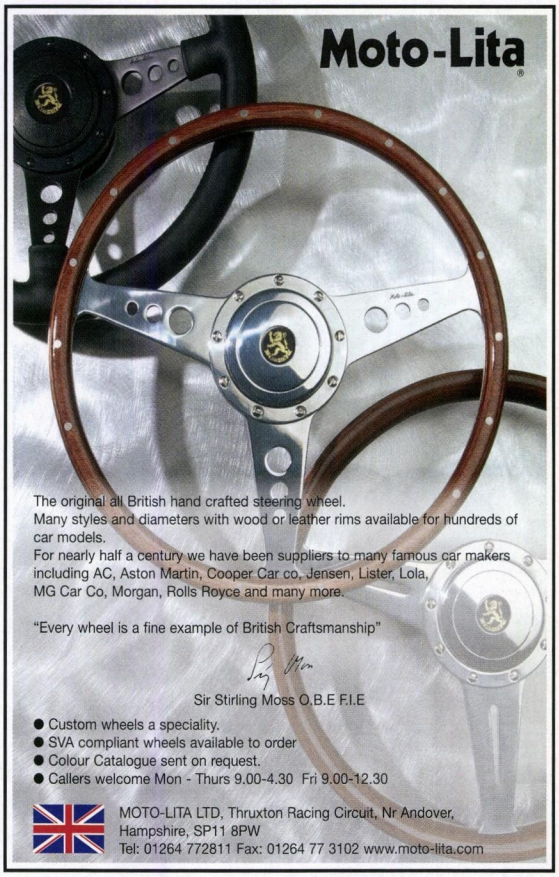
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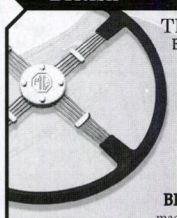
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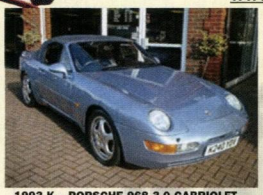
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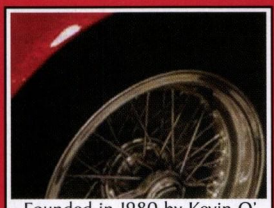


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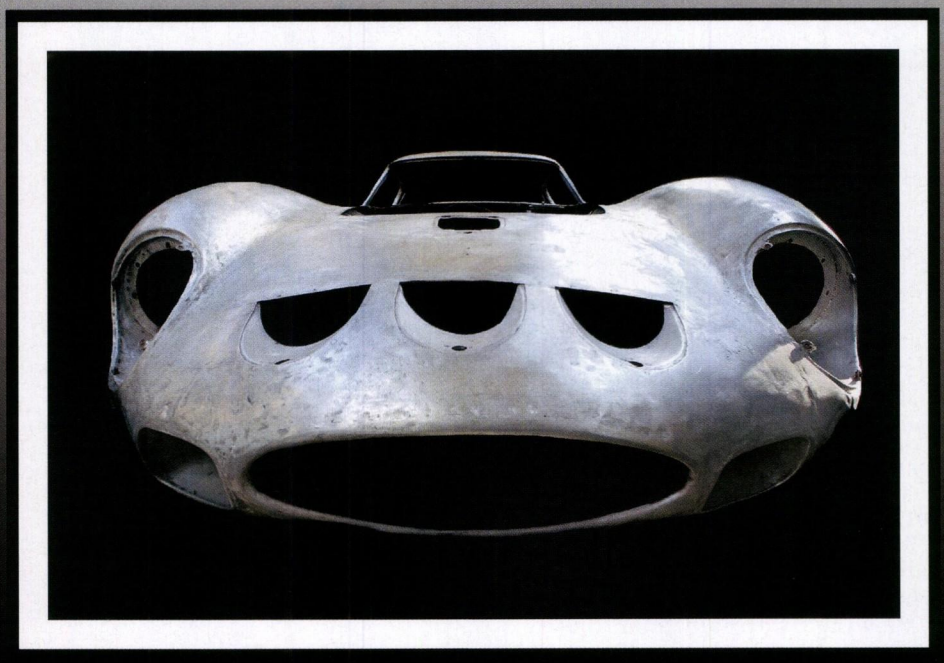
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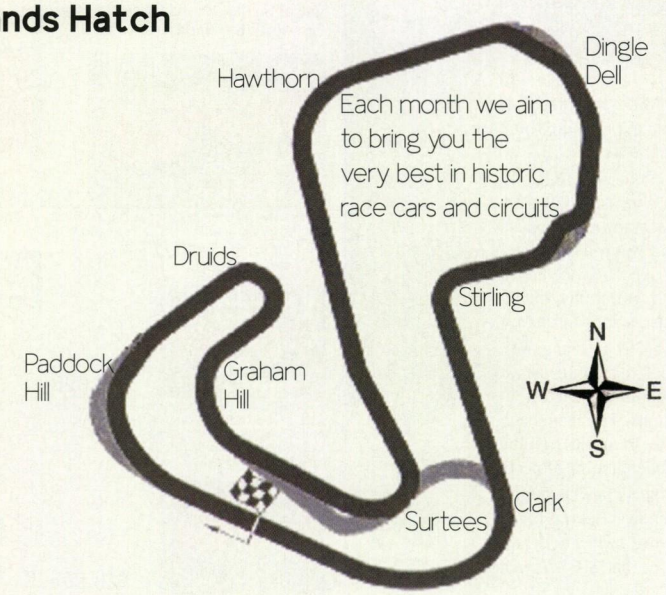


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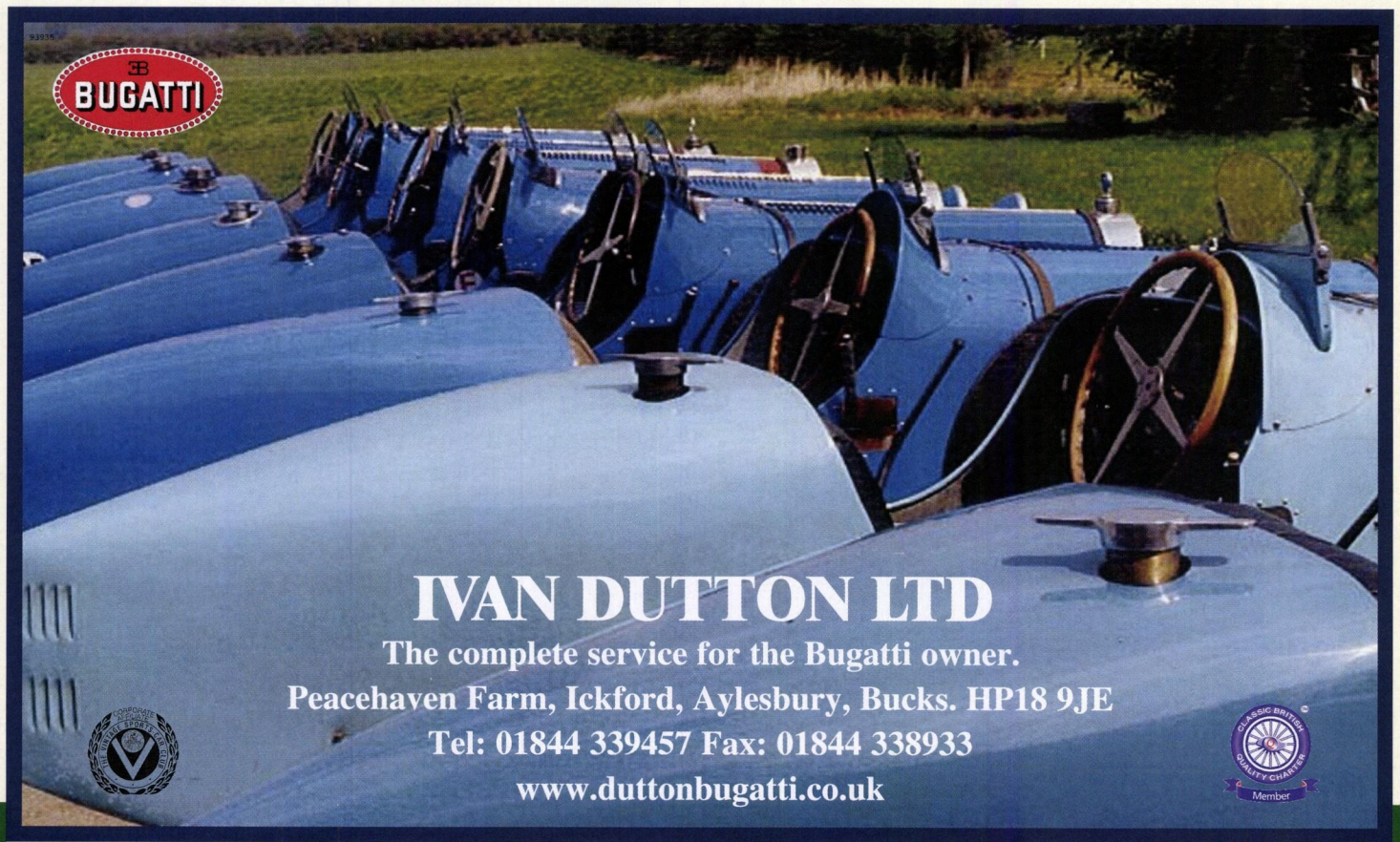


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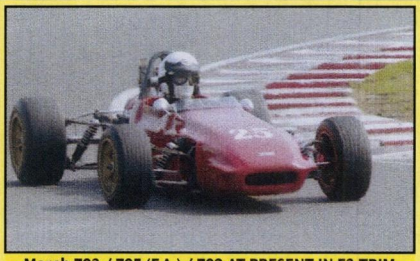


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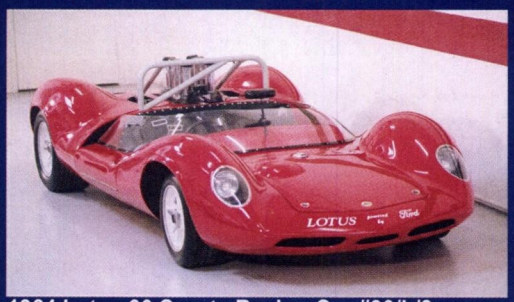
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1973 Formula One Brabham BT42-6



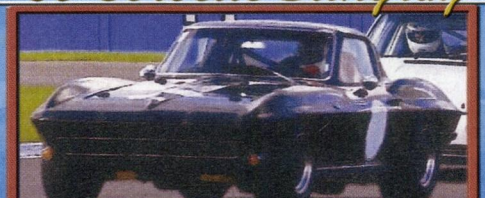
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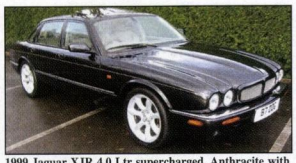
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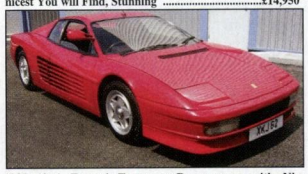
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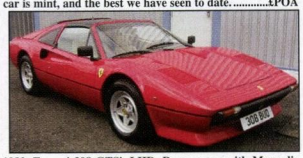
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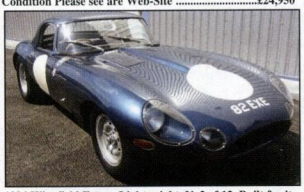
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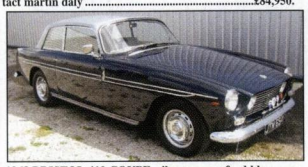
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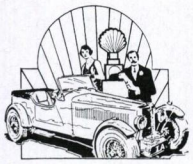
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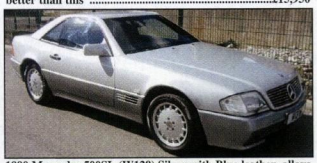


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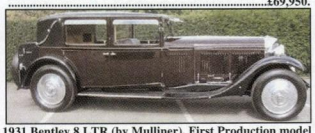
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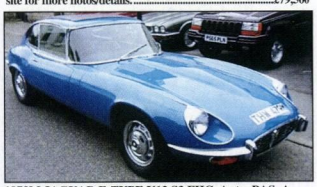
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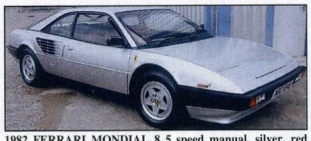


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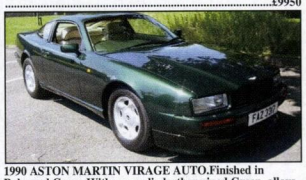
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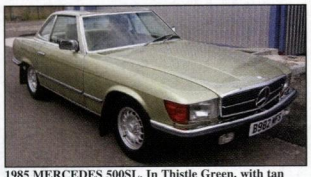
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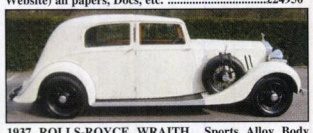
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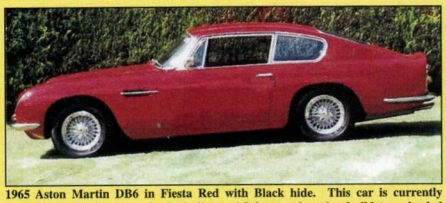
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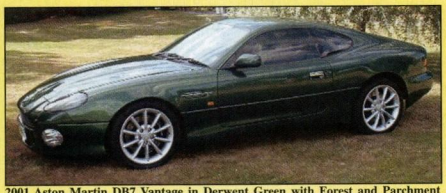
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1965 Aston Martin DB6 in Fiesta Red with Black hide. This car is currently undergoing various upgrades including a 4.2 fast road engine build to unleaded specification. It is fitted with chrome wire wheels and 5 speed ZF gearbox. It is in excellent condition throughout. Please enquire for more details.



2001 Aston Martin DB7 Vantage in Derwent Green with Forest and Parchment hide. Immaculate condition with three previous owners and has covered only 37,000 miles with total Aston Martin service history. Fitted with all usual refinements including air conditioning, electric windows and Tiptronic 5 speed gearbox. Sensibly priced at £48,950



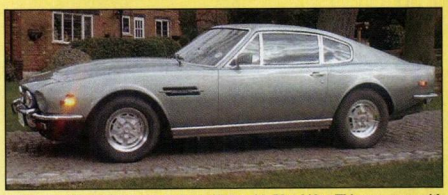
1982 Aston Martin V8 in Dubonnet Rosso with Biscuit hide. Finished with Burgundy carpets and fitted with automatic transmission, power steering, CD player, electric mirrors and windows, leather headlining, BBS alloys and enlarged AP callipers. Very nice example and excellent history. Sensibly priced at £26,500



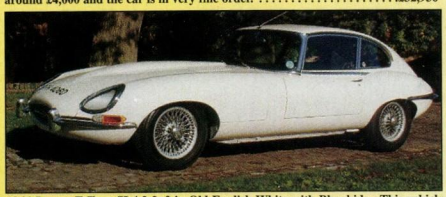
1980 Aston Martin V8 Oscar India in Chichester Blue with Beige hide. For the last four years, this car has been the property of an enthusiastic AMOC member and has been fastidiously kept. There are recent servicing accounts with the car totalling around £4,000 and the car is in very fine order. £32,950



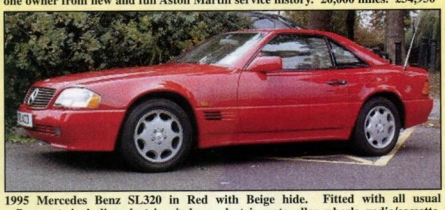
2001 V Aston Martin DB7 Vantage Volante in Mendip Blue with Cream hide piped Blue. Fitted with premium audio system, heated front screen, wind deflector, burr elm dash, sports steering wheel, Blue leather dash and doors. Excellent condition, one owner from new and full Aston Martin service history. 20,000 miles. £54,950



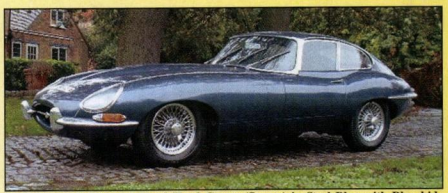
1980 Aston Martin V8 Oscar India in Silver with Blue hide. This car comes with considerable history and is a 3 owner car. Recent works include refurbished alloy wheels and a full service. £26,950



1966 Jaguar E Type SI 4.2 2+2 in Old English White with Blue hide. This vehicle comes complete with a comprehensive history file, valuation certificate, MOT certificates dating back to 1981, since when this car has covered a total of 16,000 miles. It is in excellent condition throughout and is sensibly priced at ...£14,950



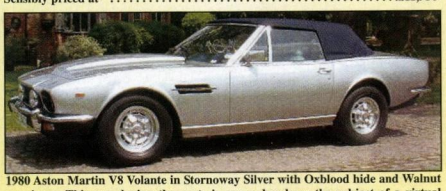
1995 Mercedes Benz SL320 in Red with Beige hide. Fitted with all usual refinements including electric windows, electric seats, alloy wheels, radio/cassette, cruise control, hard top and electric soft top. This car is in extremely good condition and has completed only 78,000 miles and has an excellent service history. Sensibly priced at £11,950



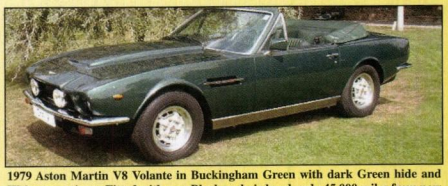
1966 Jaguar E Type 4.2 Fixed Head Coupe (Sports) in Steel Blue with Blue hide interior. This is a very nice example having had over £10,000 spent on it over the last 5 years. It would benefit from minor cosmetic refurbishment hence, very sensibly priced at .....£18,950.



1957 Aston Martin DB 2/4 Mk II in Blue with Blue hide. Fabulous throughout. Only 8,000 (eight thousand) miles. This car is unique. Please telephone for more information.



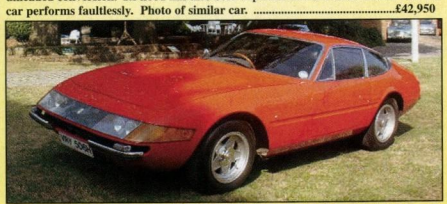
1980 Aston Martin V8 Volante in Stornoway Silver with Oxblood hide and Walnut cappings. This car, during the past six years, has been the subject of a virtual rebuild in that it has been re-trimmed, re-painted and the engine has had an unleaded conversion. Its hood has also been replaced in Dark Blue mohair and the car performs faultlessly. Photo of similar car. £42,950



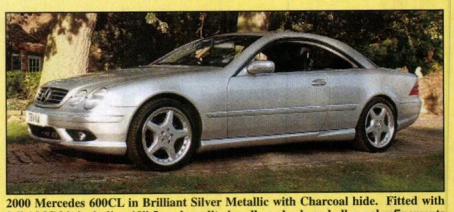
1979 Aston Martin V8 Volante in Buckingham Green with dark Green hide and Walnut cappings. Fitted with new Black mohair hood, only 45,000 miles from new and has been stored since 1990. Original GKN alloy wheels, Avon turbospeed radials, automatic transmission and new chrome. Beautiful throughout. £42,950



1999 Aston Martin DB7 Vantage in Pentland Green with Olive and Parchment hide interior and Burr Walnut finishings. Fitted with all usual refinements including air conditioning, 18" alloy wheels, electric heated seats. It has covered only 25,000 miles with full Aston Martin service history. Sensibly priced at £44,950



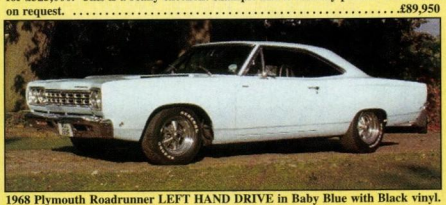
1970 Ferrari 365 GTB Daytona Plexiglass. This is a completely immaculate example totally restored in 1987/88 to an extremely high standard. Completely re-painted, re-trimmed, engine completely rebuilt, suspension rebuilt and advertised in 1989 for £325,000. This is a really excellent example and is sensibly priced. Full details on request. £89,950



2000 Mercedes 600CL in Brilliant Silver Metallic with Charcoal hide. Fitted with full AMG kit including 19" 5-spoke split rim alloy wheels and all usual refinements including automatic transmission, Sat Nav, climate control, integrated telephone system, multi-functional steering wheel, electric heated memory seats, electric glass sunroof, CD player and parking distance control. 55,000 miles with total Mercedes service history. £31,000



2002 02 Aston Martin DB7 Vantage Volante in Antrim Blue with Pacific and Parchment hide. Fitted with Sat Nav, 18" alloys, automatic transmission, heated front screen and leather hood cover. Has a complete service with the Aston Martin factory. Sensibly priced at £57,950



1968 Plymouth Roadrunner LEFT HAND DRIVE in Baby Blue with Black vinyl. Based on the Belvedere, the Roadrunner comes with beefed-up suspension, brakes etc and is fitted with a standard 383ci (6.3 litre) V8 engine and is quoted as developing 335bhp and 425lbs per foot of torque. This car can also be used for road use or would make an excellent basis for a race car to run in the pre-1969 HSCC Historic Road Sports Series and many others and would be very competitive. 137,538km and very sensibly priced at £12,950



1968 Aston Martin DB6 in pale metallic Blue with original Black leather interior. An extremely nice example and has been in its present ownership since 1998 during which time it has had £15,000 spent on maintenance and improvements. The chassis has been completely rust proofed and undersealed and an unleaded conversion added. Fitted with chrome wire wheels and 3 eared spinners. £42,950

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The two cars are to be sold in one lot and as a team.
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1935 Bentley 3 1/2 Litre Drophead Coupé by Park Ward (for restoration)
Estimate: £10,000-15,000 *(top right)*

One of six built, two of which remain
1930 FIAT 214 MM Two Seater
Estimate: £20,000-30,000 *(bottom left)*

1939 Atalanta V12 Drophead Coupé by Abbott
Estimate: £45,000-55,000 *(bottom right)*

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6 December

Viewing
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