MotorSport

ebruary 2005 £4.30

TOURING CARS SPECIAL ISSUE

TOP 20 TIN-TOP SUPERSTARS

WHO IS THE GREATEST SALOON CAR DRIVER OF THEM ALL?

Check our definitive list on page 38

PLUS



SIERRA COSWORTH VERSUS BMW M3

On track with the racers that fought for the world title

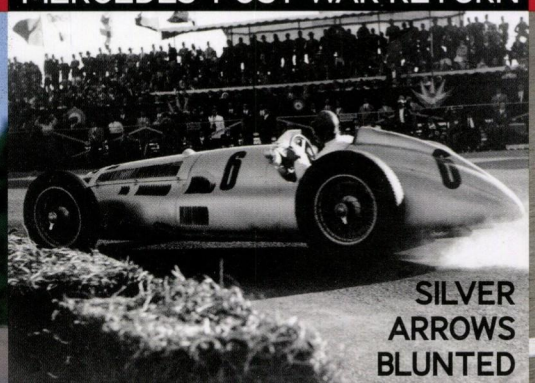
02
9 770027 201155
haymarket

CHUMACHER IN SPORTSCARS

ALENTED, YES BUT NOT THE EXT BIG THING?



MERCEDES' POST-WAR RETURN



SILVER ARROWS BLUNTED

MANSELL'S LOTUS POSITION

THE UPS AND DOWNS OF CHAPMAN'S PROTEGE



Coys Auction
March 05 at the RHH

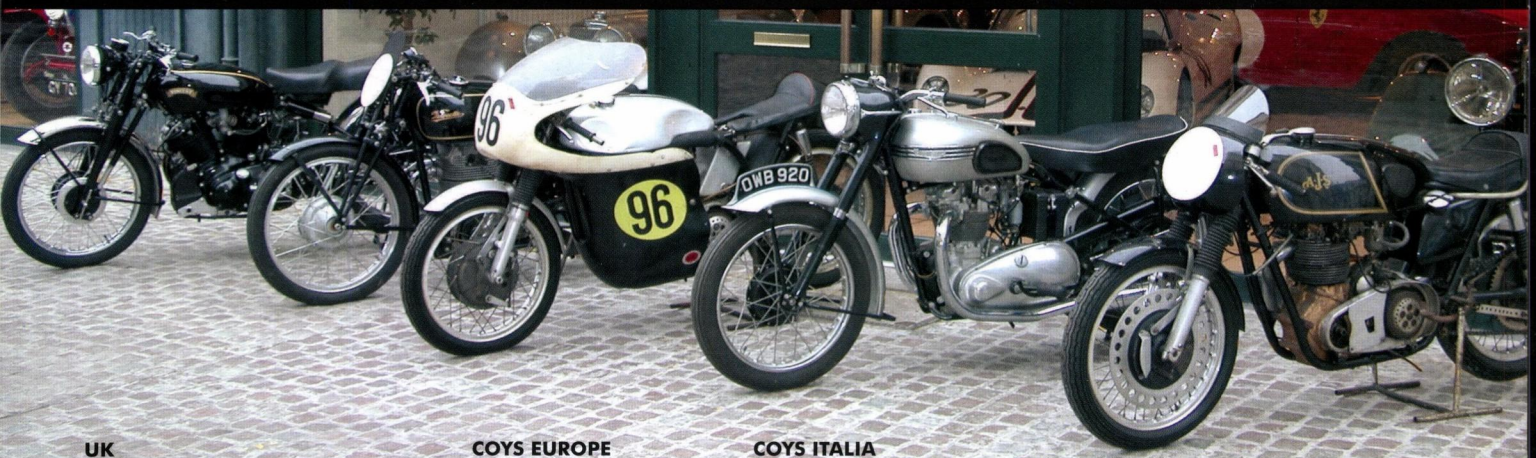
March 2nd & 3rd 2005 - London

An Important Auction of British & Continental Sports & Touring Cars, Motorcycles & Collectors Items to include the Keeler Collection of British Racing Motorcycles

at the Royal Horticultural Hall, Vincent Square, Westminster, London SW1

ENTRIES ARE INVITED

Featured below The Keeler Collection of British Racing Motorcycles to include: From left to right - 1955 Vincent Rapide, 1950 Velocette KTT Mk8 1954 Manx-Norton Double Knocker, 1952 Triumph T100, 1956 AJS 7R



UK
Anthony Godin, Edward Bridger-Stille,
Nick Wiles, Rupert Hamilton-Walker
Queen's Gate Mews,
London SW7 5QJ,
United Kingdom
Tel: +44/(0)20 7584 7444
Fax: +44/(0)20 7584 2733
www.coys.co.uk auctions@coys.co.uk

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

COYS ITALIA
Peter Wallman
Via Spartaco 38
Milan 20135, Italy
Tel: +39 328 107 2055
peter-w@libero.it

COYS
Founded 1919
LONDON

'Team Lotus Sings' 7in single recorded in 1972 by JPS mechanics



When Emerson's Lotus 72 spun at 45rpm

It deserves to be the biggest novelty single of all time. But it didn't even make *Top of the Pops*. Shame.

'Team Lotus Sings' (oh the irony) was recorded to celebrate Emerson Fittipaldi's 1972 world title. A rousing choir of mechanics belt out *The Champions* (in tune would have been nice). The flipside is a groovy little rocker called *Workin' al' nighter*, charting the sorry plight of the overworked racing mechanic.

One of the fine voices belongs to team manager Peter Warr. "We had a buyer called Mike Watson, known universally as 'Luke'," he says. "He was a way-out character who was into music. Football teams were doing songs, so he came up with the idea that we should do one. Luke wrote the songs, organised a studio session; then we went down, had a few beers and a laugh." Sounds like they drank more than a few...

A notable absentee was Colin Chapman. "I don't think he knew about it until the record appeared," says Warr. "But anything that made a few extra quid and went into the kitty was welcome!"

'Colin didn't know about it... anything that made a few quid for the kitty was welcome!'

LAT

MotorSport Feb 2005 | MotorSport incorporating Speed and The Brooklands Gazette | Vol LXXXI No 2

30-Second Board 3
When Team Lotus committed a crime against vinyl

Letter from the Editor 7
Overlooked touring car hero Sir John Whitmore

P1 A JOSTLING PACK OF NEWS, VIEWS AND COMMENT

Monte entry hits record low / My Hero 8
Just 34 cars line up for WRC opener / Stuart Turner

Obituaries / Mystery Car Competition 10
Offy man John Drake and US sportscar star Milt Minter

GP Masters postponed / The Day I Beat... 12
Veterans' single-seater series hits the rocks / Rick Morris

Event of the Month: Exeter Trial 14
70-plus gold medals awarded on 77th running

Nigel Roebuck's Legends / 15 Minutes of Fame 16
Ferrari P4 / Lamborghini 291. 1991 San Marino GP

My Only Grand Prix / My Only WRC Win 19
Stéphane Sarrazin / Pentti Airikkala

Track Back / Adam Cooper's Track Forward 20
Saab's Arctic Rally surprise / F1's new rules

Book reviews 22
Subscriptions 24
Letters 27
Porsche 935 K3; Zandvoort memories; Dunboyne

You Were There... 31
Long Beach GP, RAC Rally and Riverside Can-Am

In the Hot Seat: Gerry Marshall 34
British saloon car maestro answers your questions

Next Month 37
Niki Lauda's first F1 title; Chevron track test; Best liveries

SPEED OUR IN-DEPTH FEATURES SECTION

Top 20 tin-top stars 38
Our panel votes for best-ever touring car driver

Steve Soper / Paul Fearnley 46
British hero who went from Minis to BMW prototypes

RS500 vs BMW M3 / Ian Flux 50
Ford monster meets refined Bavarian racer

Competition 56
Win a dream trip to Italy to watch the Mille Miglia

Monsanto Park / Richard Heseltine 58
MotorSport retraces 1959 Portuguese GP venue

X-Ray Spec: Thunderbolt / Keith Howard 62
Thrust SSC's designers discuss Eyston's LSR titan

Swede Savage / Joe Scalzo 64
Dan Gurney protégé who died young at Indianapolis

Crosslé 9S / Richard Heseltine 68
Rebirth of an Irish sportscar classic; John Crosslé speaks

Mercedes at the Temporada / Tony Watson 74
How the Silver Arrows stuttered on initial post-war return

Nigel Mansell at Lotus / Damien Smith 78
The long apprenticeship of a British grand prix great

Michael Schumacher at Sauber / Gary Watkins 86
How a 'rough diamond' began to show his sparkle

Bill Boddy... 90
...on pre-WWI grand prix racers converted for road use

WHEEL TO WHEEL

News 100
Jonathan Palmer's Oulton historic plans

2004 Season Review 104
Part Two: historic sportscars, GTs and saloons

Feature / Paul Lawrence 111
MotorSport Brooklands Memorial Trophy winner

Simon Taylor's Notebook 113
The addiction of hoarding automotive magazines

Parting Shot 114
Matras head for home, Spa-Francorchamps, 1970



50
Tiptop tin-tops: RS500 and M3 go head to head



78
Mansell at Lotus: wilderness years or the making of an F1 champion?

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

cover photography
Schlegelmilch, David Shepherd, Suttons, DaimlerChrysler, LAT





86
Before he was famous: Schuey's learning years in sportscar racing

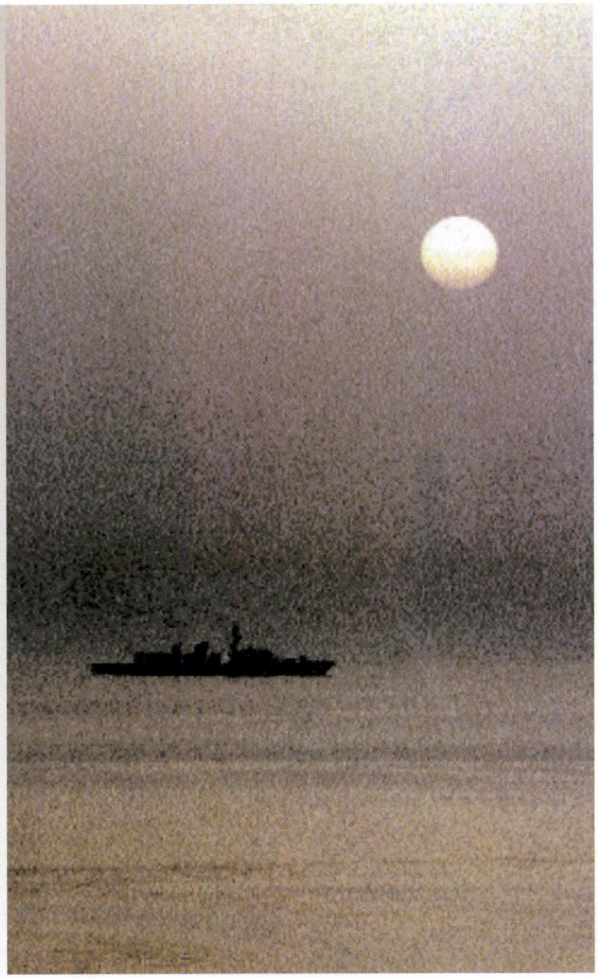
68
Crosslé is alive and kicking. We drive its revived 9S sports-racer



David Shepherd Sutton

ROYAL NAVY

RESERVES



Type 23 Frigate off Umm Qasr during Operation TELIC - Photographer - LA(Phot) Angie Pearce (Crown copyright)

Please Quote Motorsport when enquiring

Fancy a change of scenery?

Why not be paid in your spare time?

royalnavy.mod.uk/rnr
08456 07 55 55

The MOD has introduced a policy of routine notification of reserve service to civilian employers. You will be required to provide full details of your employer on joining the reserve forces and you will then be expected to inform them of your reserve liability. Recruits are normally aged between 16 and 40 (45 for ex-RN), male or female and physically fit. Nationality - you must be a British, Irish or Commonwealth citizen to join the RNR. A number of career paths however, are only available to British Citizens. Certain posts may also require CRB disclsoure clearance.

MotorSport

Somerset House, Somerset Road, Teddington, Middlesex, TW11 8RT, United Kingdom

EDITORIAL DEPARTMENT
tel 020 8267 5255 fax 020 8267 5222
e-mail motorsport@haynet.com
editor Paul Fearnley (ext 5258)
founder editor Bill Boddy, MBE
deputy editor Gordon Cruickshank (ext 5259)
managing editor Damien Smith (ext 5255)
features editor Richard Heseltine (ext 5308)
art editor Faye Morrison (ext 5257)
picture editor Ian Marshall (ext 5303)
news editor Paul Lawrence
editor at large Simon Taylor
secretary Alex Goodchild (020 8 251 3000)
special contributors Nigel Roebuck, Adam Cooper, John Davenport, Alan Henry, Keith Howard, Mark Hughes, Andrew Frankel, Gary Watkins
picture library LAT Photographic (020 8251 3000)
subscriptions 08456 777819
back issues 01235 534323

ADVERTISING DEPARTMENT
tel 020 8267 5251 fax 020 8267 5360
advertising manager Richard Rowe
assistant advertising manager Richard Lavers
sales executives Hannah Sheedy, Simon Grayson Gavin Williams
group rep Lawrence Horne
special projects manager John Deverell
subscriptions executive Chris Heyes
publishing executive Alice Springate
production Ailsa Donovan, Aileen McKaig
syndication manager Hugo Mabbott
syndication enquiries 020 8267 5661
licensing enquiries 020 8267 5078, tim.bulley@haynet.com

PUBLISHING DEPARTMENT
publisher Stuart Forrest
publishing director Jo Biggs
sales director Derek Redfern

Subscription rates: 12 issues UK £49.40; Europe & Eire £55.99; Airmail: Middle East, Africa, India £82.99; rest of the world £95.45. Postage is free. Payment may be made by VISA, Mastercard or Amex to: ***MotorSport* Subscriptions, *MotorSport*, Haymarket Magazines Ltd, PO Box 568, Haywards Heath, RH16 3XQ.** Tel 08456 777819. Fax 08456 775555. e-mail motorsport.subs@QSS-UK.com
USA: (airfreight) per annum $72. Second-class postage paid at Berkeley Heights, NJ, and additional mailing offices. USPS 698570 POSTMASTER: Send address corrections to: **EWA, 205 Highway 22 East, Green Brook, NJ 08812.** Tel 732 424 7811. Fax 732 424 7814. e-mail subs@britmags.com
Back issues: From £5.75 including p&p - subject to availability - from: **Haymarket Back Issues, PO Box 568, Haywards Heath, W Sussex, RH16 3XQ.** Tel 08456 777820. Fax 08456 775555
Distribution: UK Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambridgeshire, PE1 2TR. Tel 01733 555161
Colour origination: Colour Systems Limited. **Printing:** St Ives plc

We take every care when compiling the contents of this magazine but can assume no responsibility for any effects arising therefrom. Manuscripts submitted entirely at owners' risk. Advertisements are accepted by us in good faith as correct at the time of going to press. No part of this publication may be reproduced in any form without the written permission of the Publisher. **Copyright © 2003 Haymarket Magazines Limited**, all rights reserved

MotorSport is published by Haymarket Motoring
www.haymarketgroup.com
group editorial director Mel Nichols
group design director Paul Harpin
joint chairmen Simon Daukes, Tony Schulp
group chairman Eric Verdon-Roe

haymarket



'He was very dramatic, lots of tyre smoke, but when I started to check his lap times, he was very consistent'

Paul Fearnley's

Off the line

WOT, NO WHITMORE?

We catch a little flak for our Top 20, 50, 100 lists: how can you compare this with that, etc? I perfectly understand that viewpoint. But from my experience, if any enthusiasts gather for any length of time, it's not long before you overhear: 'Joe Sideways? Nah, Harry Flatters was far better.' For even the purest of the purists have their personal favourites, be it driver, car, race, circuit, livery, engine noise, corner, championship, etc, and though they tend to rubbish the concept in general terms, they can't help but bristle over the omission of Jean-Pierre Trésvitesse, etc.

And again I perfectly understand. While compiling this month's list, it dawned on me that one saloon-atic I considered a surefire certainty to be included was being consistently overlooked by our jury. There was a flourish of support as the voting closure date loomed... but still he missed out: Sir John Whitmore, the 1965 European touring car champ, wound up 22nd on our 'definitive' list. I bristled at his omission.

Alan Mann, his team boss during the Cortina heyday of 1964-66, was more sanguine about it – the mark of a good team boss, I guess. But he was effusive in his praise of Whitmore.

Given the opportunity by Walter Hayes to run two Lotus-Cortinas in the 1964 ETCC, Mann didn't hesitate: Whitmore was his man. "I'd seen him racing Minis. He was dramatic, lots of tyre smoke, but when I started to check his lap times, he was very consistent. I reckoned he was one of those drivers with the extra bit of ability that allows them to do the impossible."

In 1964 Whitmore was victorious at Karlskoga and at the hillclimbs (an ETCC quirk) of St Ursanne and Timmelsjoch. In '65 he won his class at every round bar Monza – winning outright at Mont Ventoux, Nürburgring, Zolder, Olympia, Snetterton and St Ursanne. By '66 Alfa's GTA stepped up, yet Whitmore won at Aspern, Zolder, Mont Ventoux and Eigental, another hillclimb.

But it was Whitmore's drive in the non-ETCC 1964 Spa 24 Hours that sticks in Mann's mind. Not expecting the Lotus-Cortinas to go the distance, Whitmore agreed to act as the hare and take the fight to Eügen Böhringer's Mercedes 300SE. True to his word he clung on for the first few hours. It was impressive, but Mann was taken aback when the grandstand rose as one as Whitmore climbed out at his pitstop.

"I thought the guy on the PA was getting a bit overexcited," says the non-French-speaking Mann. "But then Böhringer wandered down the pitlane and shook John by the hand. It turned out that they had been passing and repassing five or six times per lap, out of our sight."



Whitmore tweaked up in a Cortina while fending off a GTA - saloon car nirvana

Subscription hotline 08456 777819

LAT



Monte: a shadow of its old self

Modern rally features lowest entry ever as Historic event booms

This year's Monte Carlo Rally had just 34 entrants – an all-time low. This year's Monte Carlo Historic Rally, which will run on January 27-February 3, has attracted 351 entries – exactly the same number as contested the 1962 Monte.

Just two British drivers – WRC Junior rising stars Guy Wilks and Chris Meeke – and five co-drivers tackled the 2005 WRC-opener, whereas 19 British crews have entered the Historic counterpart. Both figures, however, are dwarfed by the UK's 1962 Monte stats: there were 20 works entries among the 119 British crews.

Should we be worried by these figures? Yes and no.

There has been much concern expressed about the rising costs of contesting the WRC and attempts are under way to reduce them. Despite the modern rally being run over a mere 850 miles, of which 219 miles are special stages, the cost of tackling it is far too high to attract the several hundred privateers of yore. Costs would have to be dramatically slashed to lure them back – if they are wanted, that is.

With just 34 entry fees rattling in its tin, the AC de Monaco can't be making a great deal of profit on its WRC event. In stark contrast the Historic Rally's cash register must be ringing a joyful tune, especially as this 1440-mile regularity event requires fewer doctors, safety crews, marshals, *gendarmes*, radio links and helicopters.

The whole thrust of the WRC in the last 10 years has been to create a standardised package for every event on the calendar to make the sport easier to televise. The rallies of the past, week-long adventures that stretched over most of Europe, were definitely not TV-friendly. But has the WRC gone too far the other way?

FACT FILE
Comparing Montes old and new

Event	Entrants	Mileage
Monte 1962	351	2527
Monte 2004	43	987.5
Monte 2005	34	850
Historic 2005	351	1440

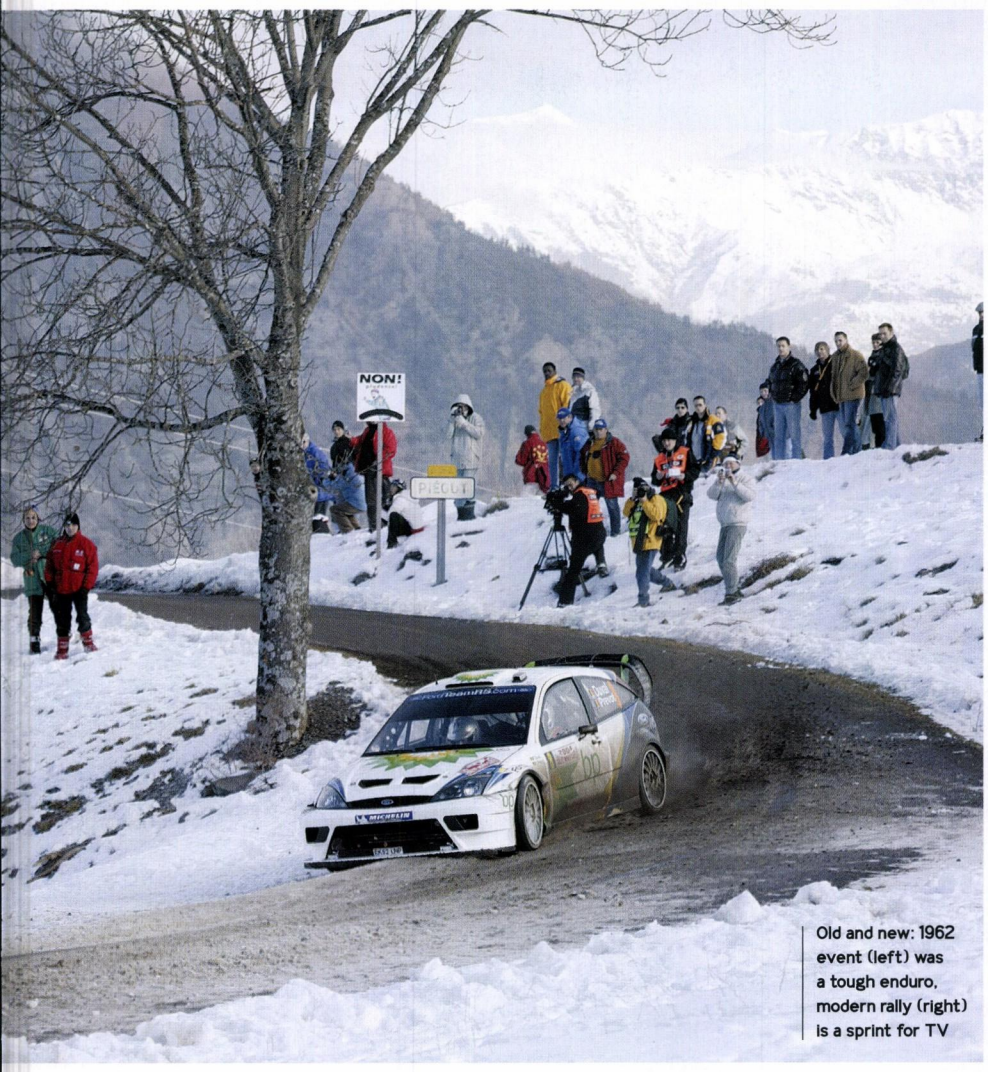
The 2005 Monte uses one piece of road to generate seven of its 15 stages so that cars regularly pass cameras during the three days. Add in-car cameras, helicopters picking up live images, satellite tracking and high-tech computerised presentation of stages, and the sport now fits in your living room.

A consequence of this change is a reduction in the size of the entry. It's not just costs that are discouraging the privateers, there is an element of logistics to this: it's impossible to send 350 cars through a stage twice on the same day. To this end the FIA has made a conscious effort to reduce entry sizes. There is a cogent argument behind this: a TV programme can only feature a handful of the field and these are inevitably factory cars with star drivers.

But this scenario creates a list of losers: event organisers have to look to other forms of income, spectators see fewer cars and possibly have to pay for the privilege, and private owners, even if they can afford it, may not be allocated an entry.

The good news, however, is that the marketplace finds its own level. The privateers have voted with their feet and switched to the historic event, where they can find all the fun, bonhomie and most of the excitement generated by the Montes of the 1960s.

The hope is that both sides of rallying have reached their optimum levels and can now consolidate. **JD**



Old and new: 1962 event (left) was a tough enduro, modern rally (right) is a sprint for TV



Top: Fall's Mini in 1968. Below: Waldegård charges in 1970. Bottom: Andersson, '71





WHAT THE VETERANS THINK

TONY FALL tackled the Monte during the 1960s and '70s for BMC, Lancia and Datsun. He plans to contest this year's Historic event.

"What this all means is that one is a real rally and the other is nothing more than a circus act. I think they should be charged for calling the modern Monte a rally; it's wrecking our sport to pass these TV specials off as proper rallies. When we used to do a Monte we would start on the Friday night, and you knew you'd taken part in a rally if you reached the finish the following Thursday morning."

BJÖRN WALDEGÅRD won the Monte Carlo Rally in 1969 and 1970 at the wheel of a Porsche 911.

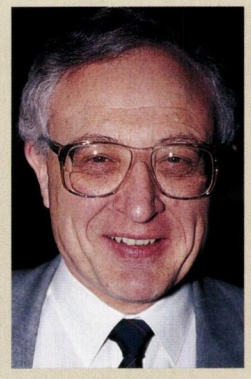
"It's worrying that Ford were so close to pulling out of the WRC, and that Citröen and Peugeot will pull out at the end of this year. Modern rallying and historic rallying are so different but it looks as if the biggest interest in rallying is in the way it used to be. I think the sport's old style still attracts people more than the sprint type. But TV is king and we just have to accept that situation."

OVE ANDERSSON won the Monte for Alpine Renault in 1971 and oversaw three Toyota victories on the event.

"There's something really wrong with the WRC at the moment. They are trying to make it like F1 and that doesn't work. Rallying's nature is to have elements of distance and endurance. But today the benefits for the manufacturer, competitor and spectator are getting smaller. It doesn't surprise me that historic rallies are so popular."

My hero

by Stuart Turner



There's only one: Stirling Moss. He was making the headlines when I started out in this sport and I also had the privilege of watching him from behind the fences at Aintree when he beat Fangio in 1955.

The thing about him is that he had the ability to race *and* rally; even without his racing record, his rallying stands up on merit. I got to know him through navigating for his sister Pat, and the things I have always liked about him are his energy and enthusiasm; the fact that he has never sounded like he has been coached to say the right thing like so many others; and his great sense of humour, something his wife Suzie shares. I remember seeing him drive a sportscar at Oulton Park in the '50s and to show how he felt about the car he made hand movements to suggest pulling a toilet chain! Of course, the crowd loved it.

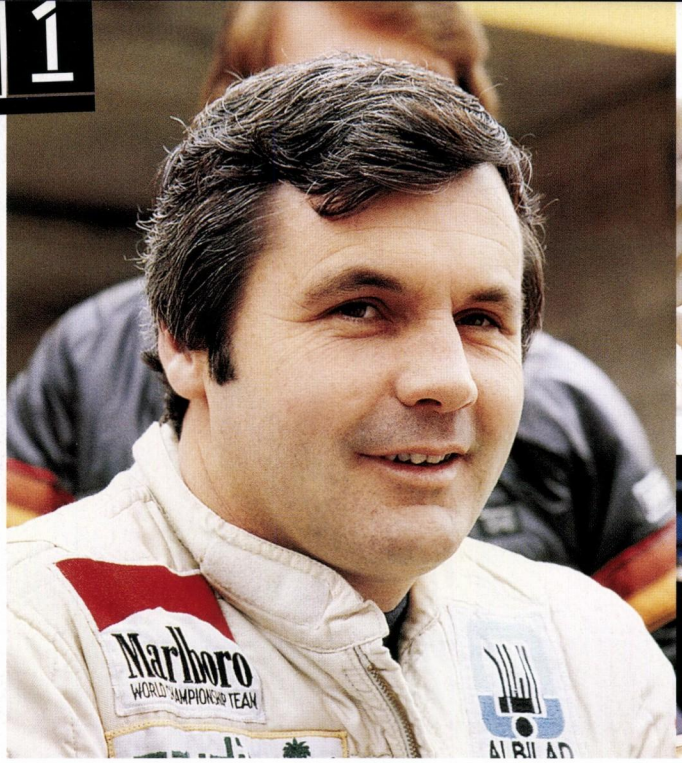
&favourite road car

I'm sorry to be boring but I'd say my current Ford Focus Estate – to make it worse, it's a diesel, too! Everything about it – the engine, the handling – is superb. I live in the Cotswolds where there are some glorious roads; the Focus is the perfect car in which to enjoy them. I'd say it even handles them better than my Dellow trials car. Yes, I've driven lots of road cars but I've never been interested in owning a Porsche or anything like that. I just want a car that can do the job. I switched from a Mondeo to the Focus and now I would not go back to anything bigger.



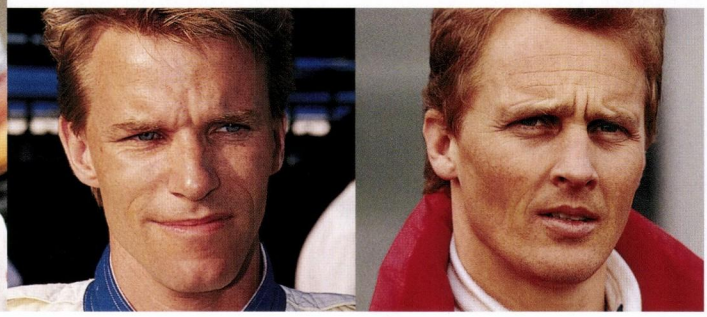
all LAT

Ford Focus Estate: hardly charismatic, but Turner loves it





GP Masters on hold: (clockwise from left) Jones, Arnoux, Danner, Herbert and Johansson



GP Masters postponed until 2006

Ex-F1 drivers forced to wait as new single-seater series changes tack

Plans are still alive for the creation of a one-make single-seater championship for grand prix stars of the past despite a decision to postpone the introduction of the series.

Grand Prix Masters was due to kick-off during the winter of 2005-06 with races in South Africa and in the Middle East. Former world champion Alan Jones had signed up to take part, as had fellow F1 old boys Johnny Herbert, René Arnoux, Stefan Johansson and Christian Danner. But they will now have to wait until later next year to race the Zytek chassis, which is powered by a 600bhp 3.6-litre V8.

Scott Poulter, the founder of GP Masters, denied that a financial shortfall will force the cancellation of the concept. He is now focusing on a relaunch based at European circuits in 2006.

"There are two reasons for the postponement," Poulter said. "The main interest was emanating from Europe, which is understandable, so rolling it out as a winter series was impossible with a European bias because of the weather. Also, it became clear that to create a quality programme we would need a longer lead-in time."

More former F1 aces, including one other world champion, are said to be in discussion with GP Masters, which has been influenced by the huge success of senior tours in golf and tennis.

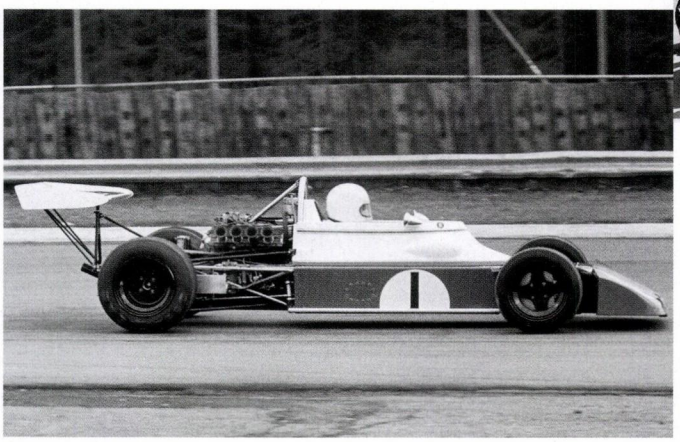
If GP Masters does make it onto the tracks, it will be the first time that full grids of former grand prix drivers have been lured to take part in a bespoke single-seater series. The best example of past masters returning to do battle is a one-off event held in 1984 to mark the opening of the Nürburgring's new grand prix circuit. A grid of F1 drivers past and present, including the likes of Sir Stirling Moss, Sir Jack Brabham, Niki Lauda and Alain Prost raced identical Mercedes 190Es. They were all upstaged by an F1 newcomer: Ayrton Senna.

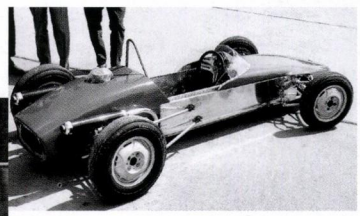
Mystery car competition

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 February 7. 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
Somerset House,
Somerset Road
Teddington, Middlesex
United Kingdom, TW11 8RT
Fax: 00 44 (0)20 8267 5222
E-mail: motorsport@haynet.com





Last month: Prinoth Steyr-Puch
Where & when: Germany, July 1963
Winner: Austrian Ernesto Prinoth built this car for the new 'Formula Baby-Junior' series created in the wake of increasing costs and professionalism in F Junior. It was 'powered' by a 500cc Steyr-Puch air-cooled flat twin engine, tuned for all of 35bhp! But as this month's winner **Anders W Bonde** points out, the Prinoth was still good for 105mph. Formula Baby-Junior petered out in 1965.

all LAT



Entered:
1961 Jaguar E-Type 3.8 Fixed Head Competition Coupe
- The Original CUT 7
- Ex Dick Protheroe
- Fourth E-type built

Europe's ***premier*** motorsport auction



The 2005 International Historic Motorsport Show

25 – 27 February 2005, Stoneleigh Park, Coventry

Further entries our now invited for this forthcoming auction of fine historic motorcars, motorcycles and automobilia.

As Europe's leading specialist classic car auctioneers, we are proud once again to be holding another outstanding auction at this major international historic motorsport event.

To enter your motorcar, motorcycle or automobilia into this spectacular sale, please call 01925 730630.

We deliver:

- **World record breaking prices**
- **An 80% sales record**
- **5% sellers commission on cars**
- **Full marketing of your vehicle/item**
- **Detailed website listings**
- **20,000 hits per week on website**
- **Secure Clients Account**
- **Fast payment in 8 working days**

Pictured above, left to right:
1972 Surtees TS11 Formula 5000
1959 Jaguar XK150S Drophead Coupe
1937 H.R.G. 1.5 Litre Open Sports
1938 Delahaye 135M Drophead Coupe by Chapron
5000 hour restoration by marque specialist.
1958 Cooper F2 Single Seat Racecar

Also entered:
1990 Aston Martin Virage Coupe
1971 Ferrari 365 GTB4 Daytona
1972 Ford Escort Special
1955 Jaguar XK150 Drophead Coupe
1954 Lotus Six Sports Car
1989 Porsche 962 IMSA GTP Group 3 Racecar
The 'Alucraft' Car. Great condition and history including 4th overall at Daytona 1990
1984 Proteus C-Type Replica

FINAL CALL FOR QUALITY ENTRIES.

Plus:
A superb automobilia sale, featuring a private collection of over 3,000 obsolete models.

FOR FURTHER INFORMATION, VISIT OUR WEBSITE...

www.classic-auctions.com

H&H Classic Auctions Ltd, Whitegate Farm, Hatton Lane, Hatton, Cheshire WA4 4BZ
Tel: +44 (0)1925 730630 Fax: +44 (0)1925 730830 info@classic-auctions.co.uk

CLASSIC H&H AUCTIONS

The day I beat...

AYRTON SENNA



RICK MORRIS: RAC FF1600, Silverstone, June 1981

Ayrton had a great pedigree in karts but this was his first year with cars. I only started racing when I was 24 and by this point I had been competing for about six seasons. It was an amazing year, with some great battles: Van Diemen was fielding three cars for Senna, Alfonso Toledano and Enrique Mansilla, and I was with Royale.

I found that I had the edge on fast corners and lost out in the slow stuff. I also had trouble getting the car off the line. At the start the Van Diemens disappeared: I must have been about 200 yards back by the first corner, with Ayrton leading the way. I then spent most of the race clawing back the deficit.

I think it must have been the penultimate lap when I made a challenge on Ayrton. He moved over and put me on the grass. Then a lap later, approaching the Woodcote Chicane, I went for the inside and Senna blocked so I went around him on the outside, bumping over the kerbs, and then chopped across his nose. He raised his fist at me and was fuming afterwards although we later became quite good friends.

I've raced against 20 drivers who made it to F1 and he was the best by far. I keep a painting of this race by Andy Kitson as a reminder of our battles.

Obituaries

- Porsche hard charger
- Renowned Indy engine builder

Milt Minter

One of North America's most popular road-racing talents died on December 23 after losing his battle with cancer. He was 71.

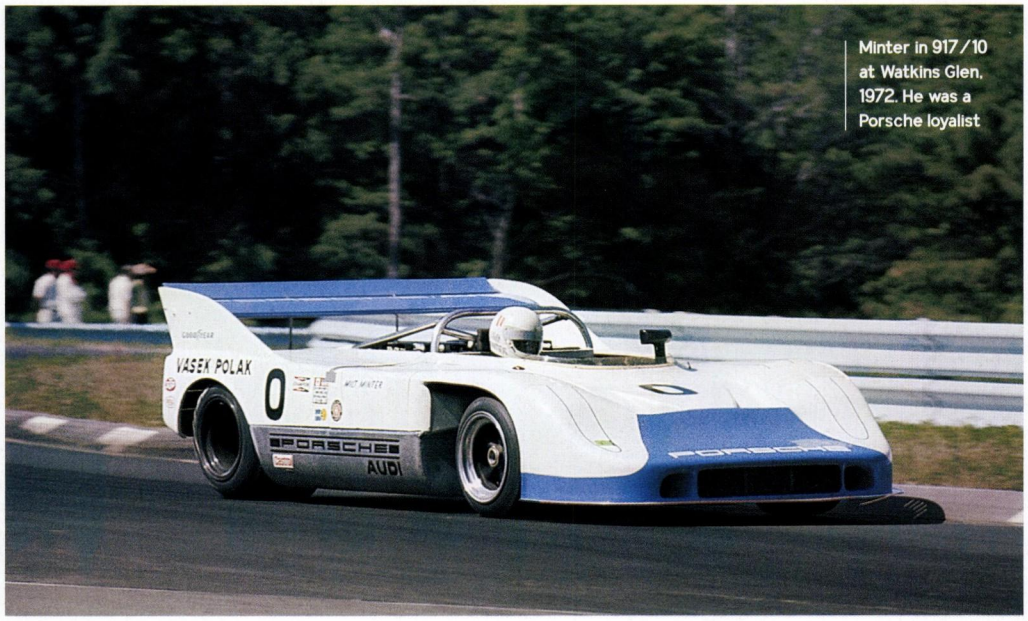
Minter was a professional driver for much of the past 50 years. Born and raised in Sanger, California, he served as a radio-man in the US Navy for four years before he began racing in 1957: the consummate all-rounder, he would go on to compete in every conceivable event from the Baja 1000 to the Le Mans 24 Hours.

It was with Porsche that 'Uncle Milty' (or 'Donkey Bop' as he was often known) became inextricably linked, driving for Ted Field's Interscope squad, Vasek Polak and Al Holbert among others, campaigning the 917/10 monsters and assorted 934/935 variants during the 1970s and early '80s. Renowned as a hard charger, he was awarded the Pedro Rodriguez Award in 1973 by the Porsche factory as the 'most aggressive driver of the season'.

Minter was also a semi-regular Trans-Am driver, competing in 55 races from 1967 to '82, often starring in outdated privateer equipment. He took three victories and placed second in the 1972 drivers' championship to George Follmer.

In recent years Minter remained active through coaching, running driver schools and occasionally sharing a 911 GT1 with Gunnar Jeannette and Chad (son of Steve) McQueen.

A racer to the end, Minter was cremated wearing his driving suit.



Minter in 917/10 at Watkins Glen, 1972. He was a Porsche loyalist

John Drake

The last link with America's legendary Offenhauser dynasty died of a heart attack on November 15.

It was Drake Engineering that continued development of the twin-cam Offy 'four' which dated back to the 1920s and the partnership of Harry Miller, Fred Offenhauser and Leo Goossen.

When Miller lurched into bankruptcy in 1933 Offenhauser revived the engine design, but by 1946 the business had been taken over by Lou Meyer and Dale Drake.

John joined his father in the business as a machinist and engine builder in the mid-50s.

The engine's age-defying success in Champ Cars as well as in dirt-oval Sprint cars was down to Drake Jnr's engineering nous and technical direction. Once Meyer left for Ford in 1965 the Drake family bought his share of the business, with John assuming overall control in 1972.

Remarkably he would push the venerable engine to a further four Indy 500 victories.

Drake closed his business in the mid-1990s but his retirement was short-lived: he soon joined Stuart van Dyne to assist in Offy engine rebuilds for historic oval racing.



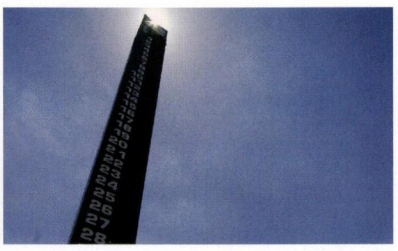
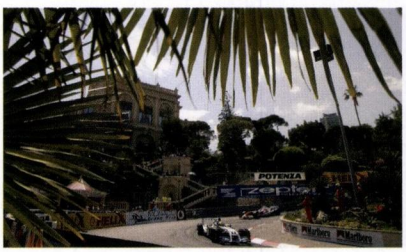
Bobby Unser at Indy's Victory Lane, 1968. Offy engine lived on via Drake's efforts

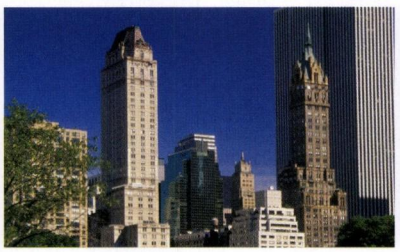
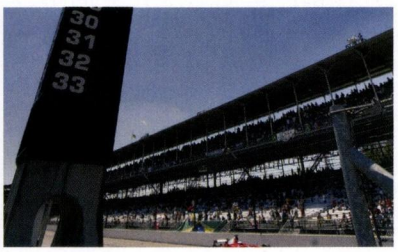
LAT Sutton

PAGE &MOY

For Motor Sport - Travel With The Experts



Our 2005 Motor Racing Holidays brochure is out now! Call for your copy on 08700 106 392
It's packed full of holidays to Formula One races around the globe, sportscar races in Daytona and Le Mans, the Indianapolis 500 and a selection of NASCAR races in the USA.

Formula One



The Formula One calendar is now confirmed and the French and British Grand Prix have retained their Summer dates of 3 and 10 July! The German Grand Prix at Hockenheim is on 24 July to round off a superb month of Grand Prix action.

Throughout the year there are many opportunities to combine your favourite sport with a few days on a beach so call now for your brochure. It's all you need! There are 19 races for 2005 and from March to October you can follow the teams to four continents. New for this year is the **Turkish Grand Prix**. In the middle of August it's going to be hot.

Monaco is always a highlight of the year and our choice of tours to this event is still second-to-none. With an amazing choice of hotels and race tickets and plenty of flights from regional airports our arrangements are more flexible than ever. The season opens in **Australia** with Mark Webber at the wheel of a Williams. A weekend in Melbourne is never dull but this could be a real humdinger.

Our long distance races also include **Malaysia, Bahrain, China, Japan, Canada,** the **US** and **Brazil**. Our holidays have been carefully selected to show you some of the sights in the countries we visit whether for relaxing on a beach or sightseeing but if you have another destination in mind let us know and we'll do our best to arrange it for you.

Indy 500

The race is back in our brochure. If you can't make Indianapolis for the Grand Prix then join the razzamatazz for the Indycar race of the year.

NASCAR Racing

Stock Car racing American style and we're featuring four of the best races on the calendar. Huge grids on tight ovals, multiple shunts and constant leader changes attract massive crowds in the US. You have to see it to believe it. Travel with us to Daytona, Talladega and Charlotte and join the good'ol boys for some real action. Tour prices start at just £649* for 5 nights in Orlando.

Le Mans 24 Hours

There's still nowhere else to be in the middle of June! Whether you set up camp at the track , stay in one of our hotels in and around Le Mans or travel with us by coach or air it's a memorable weekend. Prices start from just £115*

Don't trust your travel arrangements to anyone else

•We have been taking people to motor races for well over 40 years. •Our reservations staff have been to most of the destinations and race circuits and can advise you.•On tour you will be well looked after by our teams of experienced staff and tour leaders.•Our credentials are impeccable and your money is safe

All our holidays by coach and air are accompanied by experienced Page & Moy representatives who are available to assist and advise you throughout.
All your transfers are included between airports and hotels and from your hotel to the circuit. We do the work so you can enjoy yourself!
N.B. If you have travelled with us this year or have received our brochure you need not reapply. It will automatically be sent to you.

*excluding race tickets and insurance

Page & Moy International Motor Racing Tours,136-140 London Road, Leicester LE2 1EN.
Tel: 08700 106 393 (+44 8700 106 393) Fax: 08700 106 465 (+44 8700 106 465) e-mail: gprix@pagemoy.com
Visit our website www.1st4F1.com

ABTA V6345 Member

PACEL PROTECTED Bonded

H00346/840

The 77th EXETER

More than 70 crews claim gold as this famous trial's toughest hills fail to claim their quota of expected victims. Report by Paul Lawrence

Photography by Charlie Wooding

"Yippee!" shrieked July Phillips from the passenger seat of Adrian Dommett's Wolseley Hornet as they conquered one of trialling's most feared hills. Their joy was shared by a surprising number of crews who reached the Simms summit for the first time as the 77th running of the Exeter Trial got the season off to a flying start.

As ever, the Motor Cycling Club attracted a capacity field of 300 competitors for the Exeter, the youngest of the club's three classic trials with a lineage back to 1910. More than 200 cars joined the two-wheeled contingent for the first salvoes of serious competition in the early hours of Saturday morning.

Eleven hills lay in wait before crews arrived at Exeter Services for a breakfast halt. It was a wild and windy night as gales hit Somerset and South Devon. "We've had rain and wind, but we've not seen any snow yet," said Morgan Plus 4 pilot Phil Whatmough, while John Bennett recorded a "horrible night" in his perpendicular Renault 8.

However, as they regrouped at Exeter, the crews knew that the big challenges were still to come as the route headed deeper into Devon through the daylight of Saturday before the finish at Torquay.

Like many competitors, Gerald and Trish Burridge arrived at Exeter still unpenalised in their MG PB. "We are clean so far, so it's going well," said Burridge, part of a three-car pre-war MG equipe.

Lying in wait immediately after the halt was the notoriously rocky Tillerton. A stop and restart for cars in Classes 7 and 8 added to the challenge and the restart line was critically positioned just above a bare slab of rock. However, the hill offered a surprising amount of grip and fewer cars than normal failed to climb the narrow and rocky track.

Any hopes of a gold medal, the coveted reward for cleaning all 17 hills, went out of the window for Pete and Carlie Hart (in one of the many Marlins) when their engine died on the Tillerton restart. The fuel pump switch had been knocked off as the car bounced up the hill. Frustratingly, they then drove out of the climb once the engine was up and running cleanly again.

The classic but relatively straightforward Fingle Bridge test followed before crews headed for Simms, the tough hill that everyone fears. A savage test of man and machine near Ilsington, it has a deserved reputation for stopping all but the most skilled triallers.

Perhaps more than any other hill on the classic trials schedule, Simms is the one that everyone wants to conquer, but in previous years few have reached its summit. However, the need to maintain the hill had led the MCC to fill in some of the larger holes in the run-up to the event. This helped an unprecedented number of teams to successfully attack the 200 yards of unfriendly steep and rocky hillside.

Yet this was still no easy cruise to the summit. Murray Montgomery-Smith blew the exhaust manifold off his Marlin and Peter Mountain's Dellow broke its axle frame. Bill Rosten sent the front wheels of his Hillman Imp high off the ground as he bounced off the bank during his climb, the grin on his face ever bigger as he realised that his car was going all the way. Mark Tooth catapulted his VW Beetle to the top, while Dave Sargeant did likewise in a similar car, the driver working furiously to maintain his precious momentum. As expected, front-wheel-drive expert David Haizelden threw his VW Golf up the hill and moments later Michael Collins did the same to a round of applause from the large crowd. A gold medal awaited them – and 70 other triallists – as Simms again proved the pivotal challenge of a classic event.









Left: Jonathan Ellwood's Marlin gets bounced at Tillerton restart. Above: John Bennett and Peter Hornby finished the event in this Renault 8. Right: Jonathan Elliott and Adrian Fawcett press on in *the* classic trials car – a Dellow. Below: Greg Warren and Nigel Saunders commune with nature in their modded Ford Anglia 105E









Clockwise from above: Nigel Kendall and Glenn Pascoe's Marlin heads the queue before Tillerton ascent; Roger and Julia Bricknell churn up the mud on their way to the Tillerton summit in their rare Vincent MPH; the popular 'Half Crackers' MG squad enjoyed a clean sweep on the event with all members claiming the coveted Gold awards; John Wilton and Christopher Rolf exit from a rain sodden Slippery Sam in their trusty Trojan





Nigel Roebuck's Legends

Ferrari's P4 was both beautiful and effective – and Chris Amon said it made its Ford MkII rival feel like a truck

P4. Two syllables to send shivers down your spine – or mine, anyway. In a debate about the best-looking sports-racing car of all time, my choice would lie between the 1956 Maserati 300S and... of course, Ferrari's 1967 masterpiece.

To my eyes, the 330P4 is perfection, and I can still remember seeing it for the first time in the news pages of *Autosport*, following its first test, at Daytona in December 1966. The P3 had been not unattractive, but this was a different thing altogether.

It had the same effect on Chris Amon, who joined Ferrari at just that time. "It was a great car, the P4," he said, "and a lovely thing to drive. Daytona was my first test with Ferrari, and [Eugenio] Dragoni was still in charge. I was the new boy, and I got the impression I was to be treated as such! There were four drivers there – Lorenzo [Bandini], 'Lulu' [Scarfiotti], Mike [Parkes] and me – and I was fourth out. The other drivers were friendly, but whereas Bandini was warm from the start, I got the impression Parkes and Scarfiotti were worried about me.

"Anyway, they all trundled around for a while, but none of them had been to Daytona before, whereas I'd done thousands of miles there. They finally let me get in the car, and I immediately went four or five seconds a lap quicker, which I think rather shattered them...

"We were preparing for the 24 Hours, of course, and using the road circuit, which uses part of the banking and then dives off into the infield. Lorenzo kept talking about the full oval, and just before the end of the test, instead of braking for the infield section, he kept his boot in, went between the cones, and headed off to Turn One! Can't remember what speed he did, but it was *way* quicker than the NASCAR guys were running at the time..."

Amon, self-deprecating as ever, said he got a reality check when the team returned to Europe. "We did some running at Monza – mostly on the short circuit, as there was ice at the Lesmos – and try as I might, I couldn't go quite as fast as Bandini."

In February the team was back at Daytona, and there stunned the American audience by annihilating the factory Fords. Amon/Bandini beat Parkes and Scarfiotti by three laps, with the NART P3/4 of Pedro Rodriguez and Jean Guichet third. Henry Ford II was not amused.

"I don't suppose I helped the situation," grinned Amon. "I'd won Le Mans for Ford the year before, and when someone at the press conference asked me to compare the MkII with the P4, I said it was the difference between a thoroughbred and a truck! Didn't go down well, apparently, but too bad. When Bruce [McLaren] and I had won Le Mans, we'd been promised a Mustang each, but they never materialised..."

Ferrari skipped Sebring, but in late April Amon and Bandini were victorious again, this time in the Monza 1000Km, with Parkes and Scarfiotti again second. "By then," said Chris, "it was becoming very much Lorenzo and me against Mike and Lulu, largely because of the F1 situation. Lorenzo was pushing very hard for me to be his team-mate, and of course the other two didn't like it. Couldn't blame them, either. It really wasn't a very pleasant situation, but that was the Old Man's way."

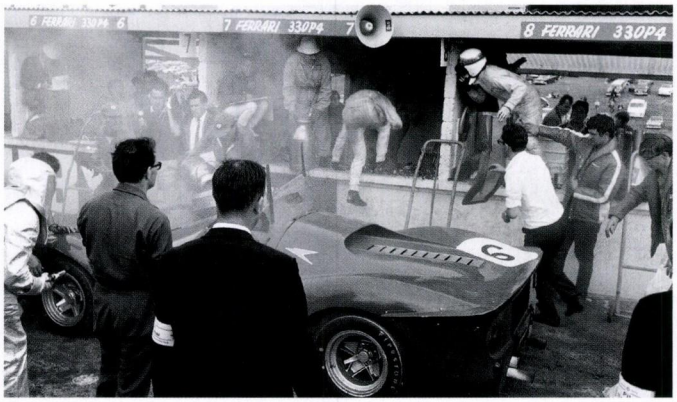
Two weeks later Amon duly made his Ferrari F1 debut at Monaco, and finished third, but all in the team were devastated by an appalling accident to Bandini, who suffered burns from which he died three days later.

"He was a wonderful bloke," said Amon, "and it was some time before I got over his death. At the Le Mans test weekend he'd been quickest, and we really were keen to win that race. Just before it, I got a letter from his widow Margherita saying, 'Please try to win Le Mans for Lorenzo...' Unfortunately, it was not to be.

"Maybe, if we'd had both the cars running towards the end of the race, we might have had a shot at beating the Fords, but once [Nino] Vaccarella and I had dropped out, that was it, really. And the Fords simply steamrollered



Amon/Vaccarella P4 heads P3 of Rodriguez/Baghetti at Mulsanne Corner



Amon dives over the counter as Stewart jumps in to clinch 1967 title at Guards Trophy

'The Ferrari P4 was a great car, and a lovely thing to drive'

everyone on power. I remember sitting with Parkes in the caravan on the Sunday morning. He'd noticed how the winning average went up by about the same amount every year and he had his slide rule out. He reckoned it was going to take an average of about 128mph – well, at that point, the leading Ford was averaging nearly 140! 'They can't do it, they can't do it,' he kept saying, and it was about the only time he was ever wrong. Didn't help, of course, that Scarfiotti was ill, being sick constantly, and losing all the time that Mike was making up…"

Amon himself had been put out by a puncture – but there was a little more to it than that. At the Esses he realised he had a tyre going down and pulled off, thinking to change the wheel. "As I raised Ferrari's wonderful hammer, the head flew off! There was nothing for it but to set off – very slowly – down Mulsanne. I could hear the tyre flapping around, but what I didn't realise was that the upright was scraping on the road. There were sparks from the magnesium – and the whole lot went up. At that point I abandoned ship, and hid behind some hay bales – I thought it was going to blow itself to pieces. It quickly became an inferno, and when the marshals finally put it out, they looked in the cockpit, and found no driver! When I appeared, they nearly fell over; I guess they thought I had been consumed by the flames…"

So to Brands Hatch for the BOAC 500, the final race of the World Sports Car Championship. Ford's interest had been only in the two American races, plus Le Mans, but neither had Ferrari taken part in the whole campaign. Thus Porsche was in a position to beat them to the manufacturers' championship, and Ferrari brought in Jackie Stewart to partner Amon.

"The Chaparral was quicker than we were, but we finished second and that was enough for the championship," Amon says. "Actually, the car was awful at Brands – we had a damping problem, which was very disappointing because I'd expected the car to work pretty well there. That was the last time it raced."

Not, though, the last time Amon was to drive it. By 1975 the P4 which had won at Daytona and Monza had been bought by a wealthy Englishman who wished to see it driven in anger once more. Amon was only too happy to oblige, and spent a blissful day in June, hammering it round Oulton Park. After he had given the P4's owner some idea of his car's abilities, I was invited to climb aboard for half a dozen unforgettable laps.

It has ever been said of Chris Amon that he was the unluckiest driver in the sport's history, that never was so great a talent so ill rewarded, and I would take no issue with that. His throttle control amounted to artistry. He could steer a car as readily with his foot as with his hands, and Old Hall Corner was a particular favourite. Crammed into a passenger seat never intended for actual use, I watched each lap as he eased the car into the turn, then went to work with the throttle, his hands barely moving, beyond applying just the right touch of opposite lock. Every time round the left-rear wheel would kiss the grass at the exit, power hard on now, and Amon would glance across at me, as if to say, "How was that? Was that OK?"

Afterwards he looked at the car affectionately. "Wonderful," he said. "Like being back with an old girlfriend for a few hours…" M

15 minutes of fame

Lamborghini 291

San Marino Grand Prix, 1991

The driver could see the chequered flag, but he could hear why he was not going to get there. The V12 wail that had provided the soundtrack to a sensational grand prix debut had suddenly turned hoarse and then he couldn't hear it – it disappeared altogether.

Eric van de Poele remembers being "not too upset" when he ran out of fuel within metres of the finish-line at Imola in 1991. His reaction might have been different had he known that the San Marino GP would be the highlight of both his career at the sport's pinnacle and Lamborghini's short-lived stint as a Formula One constructor.

The Chrysler-owned supercar marque had been commissioned by GLAS, a Mexican consortium, to build a chassis for the V12 engine it had already supplied to Larrousse and Lotus. When the promised pesos didn't materialise Italian industrialist Carlo Patrucco took over the project, and Team Modena Lamborghini was born.

Van de Poele had been a test driver for the new factory-run team along with fellow Formula 3000 front runner Marco Apicella during 1990. The pair then went head-to-head for the second seat alongside Italian Nicola Larini. The Belgian, runner-up in the 1990 F3000 season, won the day, but the drive didn't turn out to be quite what it seemed. "It was great to do the testing and I didn't have to bring much money," he remembers, "but the chassis wasn't up to date."

Van de Poele failed to make it through pre-qualifying at either Phoenix or Interlagos, but Imola proved well-suited to the Mauro Forghieri-designed Lamborghini 291. "It was a power track at that time," Eric says, "and our engine was pretty good."

The sole Lamborghini qualified 21st, but rain on raceday allowed wet-weather expert van de Poele to make quick progress. "In 10 laps, I was up to ninth," he explains. "I switched to slicks at the right time and in the final laps I was holding Mika Hakkinen's Lotus for fifth.

"I realised something was wrong at the Variente Alta on the last lap – I had no fuel pressure. I radioed to my engineer Dave Morgan, shouting, 'What can I do?' His reply was: 'All you can do, Eric, is cry.'

"I wasn't disappointed because I knew I had driven a good race."

Imola turned out to be a false dawn. Van de Poele never qualified again and the promise of a drive for 1992 proved worthless. The team closed its doors at the end of the season after just six grands prix. **GW**



Van de Poele's Lambo charge is about to come to a fuel stop

LAT DPPI

Simply pick up the phone for competitive classic car insurance



THE BEST JUST GOT BETTER

The RH Specialist Car Insurance scheme has been designed by experts with a quarter of a century's experience in vintage and classic car insurance.

The most competitive and comprehensive policy

BENEFITS INCLUDE

- **Cherished salvage** return clause available on all vehicles over 20 years old (free of charge)
- **Breakdown & recovery service** All policies include vehicle recovery across Europe
- **Agreed value** policies issued without additional cost (according to age of vehicle)
- **Instalments** spread over 10 months by direct debit facilities
- **Unlimited windscreen cover** Nationwide replacement windscreen service (subject to £50 excess)
- **Uninsured losses** – legal assistance cover up to £50,000
- **Personal accident cover** up to £5000 while travelling in any vehicle
- **Rallies cover** Automatic cover included for club rallies (excluding racing, pacemaking and speed testing)
- **Dismantled parts cover**

Typical premiums for mileage up to 5000

1985	Porsche 928 S2	£4,500	£165
1992	Jaguar XJ-S	£1,500	£150
1970	Jensen Interceptor	£5,500	£121
1971	Aston Martin DBS	£10,000	£154

Ring now for an immediate quote 01277 206911

RH Specialist Car Division, Freepost, Library House, New Road, Brentwood, Essex, CM14 4ZP

RH Specialist Car Division – a member of the Willis Group. Authorised and regulated by the Financial Services Authority

SPECIALIST RH CAR DIVISION



Sarrazin got the call for his GP debut to step in for an injured Luca Badoer

My only grand prix

1999 Brazilian at Interlagos
by Stéphane Sarrazin

How did you hear about the Minardi drive at Interlagos?
I was at Barcelona testing for Prost. Alain Prost called to tell me that Luca Badoer was injured and that Minardi wanted me. I didn't get a chance to test before Brazil. Prost said, 'Don't worry, as the Minardi is slow you'll be at the back. There's no pressure, just try to learn.'

How did things go when you arrived?
I didn't know the car or the circuit. Immediately in the wet first practice I think I was 14th and quite fast compared with my team-mate Marc Gené. I'm not tall, but it was a small car and I wasn't very comfortable. Before the first session the mechanics didn't move much, but after it they changed everything for me!

You had quite a spectacular race. What do you remember?
My start from 17th was very good and on the second lap I passed Alex Zanardi in the Williams, but went straight on. After that I passed a few people, including Gené. Later I was just behind Jacques Villeneuve in the BAR and I was faster than him. Then after the last slow left-hander my front wing collapsed and at the fast corner before the pits I went straight on. Inside the car it was okay, but on TV it looked bad! I was 11th at the time, Prost's Olivier Panis was 12th or 13th – he finished sixth.

What happened afterwards?
The team was very happy with my race. [Team owner] Gabriele Rumi asked me to continue, but it wasn't possible because Prost didn't want it; I was test driver for him and raced in his F3000 junior team. Alain said, 'Continue with that and next year you will race with me.'

And that didn't happen...
That's life – F1 is like that. In 1999 I was second in F3000 behind Nick Heidfeld until Spa, but in the last two races I dropped to fourth. In 2000 I tested for Prost and raced in F3000 with McLaren, but it was a difficult year. I tested for Prost again in 2001, then left to become a test driver for Toyota.

Did you ever come close to another racing opportunity?
No. Nothing really happened and a lot of drivers arrived in F1 with a lot of money, so it was quite difficult.

And now you're in the WRC...
It was not a difficult choice – it was my dream to drive in rallies. I didn't hesitate when Subaru and the French federation made the offer.

How hard is it to make the change?
It's quite hard, like starting again. You need to work with the co-driver and it's a different style of driving. F1 is incredible, very fast and exciting. But rallying changes all the time; narrow, bumpy, slow, then fast, grip and then no grip. You have to concentrate at every corner. **AC**

My only WRC win

1989 RAC Rally
by Pentti Airikkala

How did you come to be entered ?
All year I drove a Group N Mitsubishi in the British championship and we won the category, but I had no prospect for the RAC. Then Mikael Ericsson, who had won the 1000 Lakes for Mitsubishi, agreed to drive a Lancia for the RAC. So just before entries closed they offered me the drive. Mikael never drove the RAC because Lancia pulled out a week before to get ready for the Monte Carlo.

Did you get a chance to try the car before the rally ?
Sure, we went to Wales. But I was very much reminded that I was number two in the team; Ari Vatanen did most of the driving and I only got a chance towards the end when we were driving round in the dark. But I knew from the Group N car that the Galant needed more front grip so I persuaded them to take the front anti-roll bar off my car. They didn't like that. They wanted to leave it on in case I changed my mind during the event. I told them that one thing I'd learned in 20 years of rallying was to be open-minded, so they let me keep it off.

Were there any surprises ?
Unusually for the RAC, the weather was pretty dry. We had two possible tyres, the Michelin F and the M: the latter was for wet mud, so the choice would have been for the F. But there didn't seem to be enough of them so I ran nearly all the rally on the M pattern.

How did things go from the start?
Pretty good. We had a low start number, 17 cars behind Ari, but the times were good and we kept the four Toyotas in sight. But then in Wales we got some low-octane petrol in the tank and on the long stage in Dovey the pinking was terrible. You could hear it over the intercom! After that the car burnt quite a bit of oil. Towards the end in Yorkshire we had to carry a can of oil in the car and top it up before the start of each stage. On the long Dalby Forest stage we had the oil light come on five miles from the end. I decided to risk it and keep going. When they stripped the engine after the finish at scrutineering there were turbo blades missing and the piston rings were completely knackered.

When did you think there might be a chance to win ?
When we got to Nottingham at the end of the first day we were re-seeded, so I was now fourth on the road behind the three Toyotas of Carlos Sainz, Juha Kankkunen and Kenneth Eriksson. That was much better. At Carlisle we decided to lower the rear suspension by half a centimetre. This worked well, and after Juha and Kenneth had problems, I was second, only half a minute behind Carlos. I was sure that we could go for it.

But something happened...
Yes, we had a service leaving Newcastle and a long run south on main roads. The car felt okay but as soon as we hit the forests I knew something was wrong; the car was just awful. Somehow we got through to service and when we checked the toe-in on the front wheels, it was way out. With that fixed everything was all right, but I could not catch Carlos. Then he broke a propshaft with just three stages to go and his one-minute lead became a two-minute deficit. Everyone said he was unlucky, but our list of problems was much longer – and still we won 22 of the 55 stages, twice as many as anyone else! **JD**

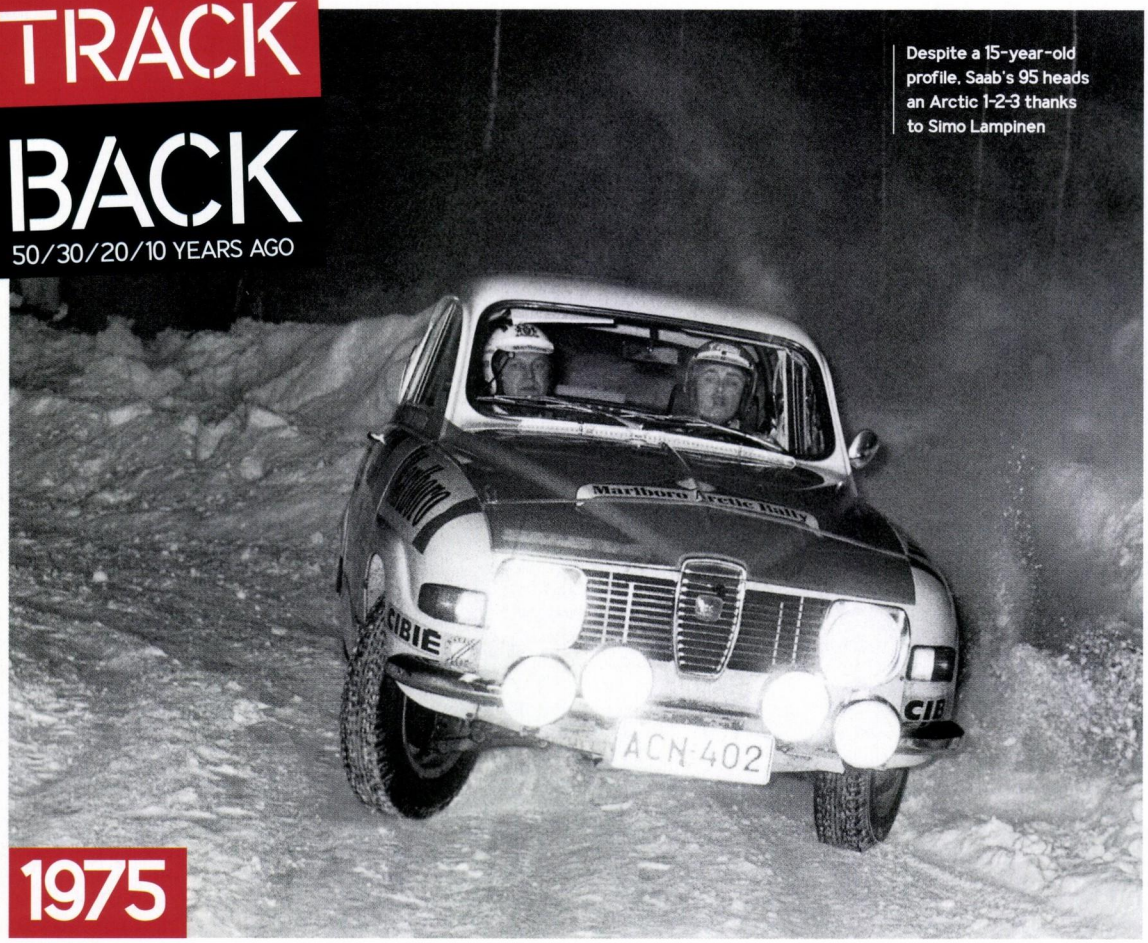


Airikkala's chase of Carlos Sainz's Toyota paid off just three stages from the finish

all LAT

TRACK BACK

50/30/20/10 YEARS AGO



Despite a 15-year-old profile, Saab's 95 heads an Arctic 1-2-3 thanks to Simo Lampinen

1975

Saabs upstage Ford's effort

Gruelling Arctic conditions prove rallying isn't simply about horsepower

Sometimes it's the softly-softly approach which works. Against two works Ford Escorts and a pair of factory Fiats, Saab Finland pulled off an unexpected victory in the Arctic Rally with its ageing V4-engined 95, and rubbed it home by making it a 1-2-3. Simo Lampinen/Juohni Markkanen finally triumphed despite Stig Blomqvist's string of fastest stage times in a Saab run by the Swedish factory. A couple of time-wasting offs dropped Blomqvist to 10th and meant he had to drive furiously to recover, but he fell just shy of Lampinen. Jari Vilkas/Juhanni Soini completed the 1-2-3.

Saab's strongest rivals in the tough Finnish event should have been Timo Mäkinen (Escort) and the Fiat 124 Abarths of Markku Alén/Illka Kivimäki and Hannu Mikkola/Jean Todt. But as Alén cleared a brow at the end of a long straight he discovered it was not 'flat' but a sharp right turn. His Fiat cleared the snow bank and disappeared so far into the drifts that he and Kivimäki abandoned it and walked out of the stage. Mikkola, meanwhile, was trying to recover from the effects of an electrics problem which forced him to drive the first serious night-time stage on sidelights only. But on stage 13 he wedged the Fiat sideways across the road and had to be pushed out of the way by a following competitor. Mikkola was not happy with the Fiat's handling, and a succession of little difficulties meant that he never figured in the running.

Blomqvist took an early lead, but after two offs on successive stages, found he had given his car rear-wheel steering. So at the first rest halt it was the favourite, Mäkinen, leading, but not far behind were the Saabs of previous year's winner Tapio Rainio and Lampinen. Coming man Ari Vatanen, already dubbed 'the new Flying Finn', was struggling with gearbox problems but had lifted his Opel Ascona up to an impressive fourth. He would later roll out of the rally.

Against the odds Rainio overhauled Mäkinen shortly after the restart, only for his overstressed V4 to break a camshaft. But Mäkinen's restoration was not to last: smoke from the Escort's engine bay signalled a terminal fire. So in short order Lampinen had jumped to the top spot, and he never let it go. Behind him, Stig was caning his car to close the gap: on one stage he went off three times and drove the last few miles on a flat tyre, yet only lost 5sec to Lampinen. It wasn't enough, though, and as the four-day event came to a close in the little town of Rovaniemi, the Swede had to accept that though he'd shown speed enough to win the event, the price of leaving the road several times was to be runner-up.

Down in Group 1, Pentti Airikkala was going well in the new DTV Vauxhall Magnum until he buried it in deep snow and lost minutes digging it out, allowing Kyösti Hämäläinen through to take class honours and fourth overall in his Chrysler Avenger.

Against its modern square-cut rivals the taper-tailed Saab 95 may have looked impossibly antiquated, but over the Arctic's narrow, rutted roads it proved yet again that in snowy conditions less power and front-wheel drive could still do the business.

all LAT

ALSO THIS MONTH IN '75

TITLE FIGHT

For the first time in the championship's history, Le Mans will not be part of the world sportscar series. After the ACO sets its own rules for the 24-hour event, featuring GTs rather than prototypes, the CSI deepens the feud by dropping the famous race from its listing.

'STONE BUILD

Silverstone circuit begins work on a new pits complex. The £120,000 project should result in one of the most advanced facilities in the world, says manager George Smith, and should cope with all demands for the next 10 years.



SKIER JUMPS



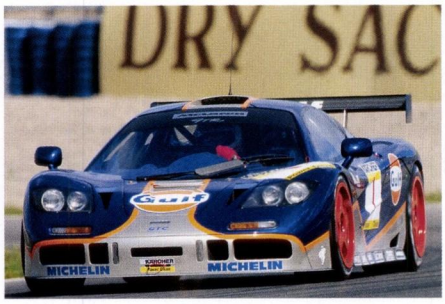
British ski champion Divina Galica announces she is going motor racing professionally. Having shown promise in races in 1974, she will drive a 1.8-litre BDA Escort in Special Saloons. John Webb, her patron, says he wants to see her in F5000 by 1976.

'THE BIKE' QUITS



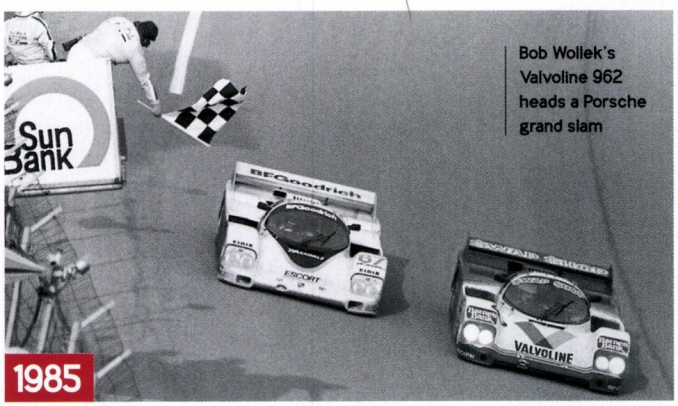
Mike Hailwood retires from motorsport. The 'bike star had been the 1972 European F2 champion with Surtees but was winless with the squad's F1 team, and with McLaren, too. He was lying fourth in the '74 title chase when he crashed at the 'Ring. His decision to stop follows protracted leg surgery.

1995 McLaren powers to a debut victory in the Global GT Endurance race at Jerez. Three F1 GTRs enter, top the grid, and lead the early stages of the four-hour mini-enduro. But a series of misfortunes almost gifts victory to a GT2 Porsche running in the GT1 class.



Despite a spin Ray Bellm was mighty in McLaren at Jerez

Former British F3 runner-up Maurizio Sandro Sala, sharing one Gulf GTR with '80s C2 star Ray Bellm, has handling problems during his stint, so the lead is handed to the Wollek/Bouchut/Jarier 911 as the other Gulf F1 loses a wheel. At the restart, Bellm retakes the lead but spins, prompting a scorching double stint which finally bags a 16sec win. "I think it was the performance of my life," he claims later.



Bob Wollek's Valvoline 962 heads a Porsche grand slam

1985 IMSA-spec Porsche 962s achieve a 1-2-3-4 sweep as the Daytona 24 Hours opens the US sports-racing season. Bob Tullius' Jaguar XJR-5 keeps pressure on the favourite Al Holbert/Derek Bell/Al Unser Jnr 962, but all bets are soon off. Two hot-rodded Marches (one on pole with 800 Buick horses) lead early on, but break; then the Group 44 Jag erupts in flames when a tyre bursts, sending Tullius into a huge shunt; he is lucky to escape with minor burns, and the pace car is out for 45min. This allows Bob Wollek/Thierry Boutsen/Al Unser Snr/A J Foyt to inherit the chase in Preston Henn's 962, but the Holbert car builds a healthy cushion during the night.

As midday approaches, Bell takes over from Holbert – but the car won't start. It takes 3min to fire, and once on the circuit it cuts again – four times, once when Bell is at the top of the banking. "It felt very lonely up there, all alone with no power," says the Brit ace afterwards. Steadily his lead evaporates as the fault comes and goes, and with only half an hour to go Wollek in the Valvoline Porsche passes its faltering rival 962 to claim victory.

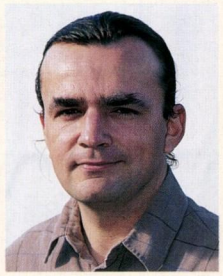
1955



Adam Cooper's

Trackforward

More headaches for Formula One's boffins in 2005



As an overall package the F1 rule changes for 2005 represent the biggest shake-up since 1998 when grooved tyres and narrow-track suspension forced designers into a major rethink.

We've got used to them now, but most people were not impressed by the odd-looking cars that subsequently appeared. This time around there will be a similar effect thanks to aero restrictions intended to trim back downforce by 20 per cent; the clumsy high front wings of the new generation of cars aren't pretty.

Winding back technology is never easy. Teams will struggle in '05

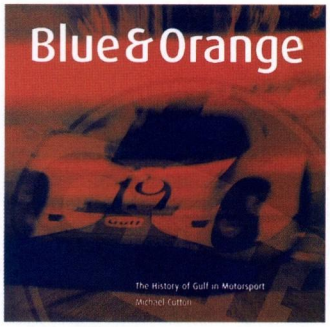
However, the biggest changes won't be so obvious. Last year the engine men had to make their V10s last for a whole race weekend, and that's been doubled to two meetings. It's a much greater challenge, not least because they will also be diverting precious resources into developing 2.4-litre V8s for 2006.

Even that is not as significant as the requirement to run the same set of tyres for the whole race. True, that's how it was in the past, but winding technology back is never easy. Teams will struggle to find a consistent performance as the tyres are used up, with the temperature drop-off created by pitstops not aiding matters. Sauber has left Bridgestone: only Jordan and Minardi are still with Ferrari's supplier. It's unclear whether Michelin's commitment to the seven teams will accelerate or hamper its development.

Will all these alterations help the opposition to catch Ferrari? One theory is that since everyone has had to go back to basics, the others have as much chance as Rory Byrne and his crew of getting the key areas right. The other view is that Ferrari is stronger, full stop, and will inevitably do a better job of covering all the options. The bottom line is that this might just prove to be a fascinating season.



Reviews



Blue and Orange: The History of Gulf in Motorsport, by Michael Cotton
ISBN 1902351207
Published by Coterie Press, £39.95

Few sponsor-driven racing liveries are as evocative. John Player Special black and gold on Lotus GP cars maybe, but for racing fans of a certain age the blue and orange of Gulf Oil triggers more. It's only a surprise that it has taken so long for a book on the subject to be published.

It is true that the circular symbol represented more than just another marketing campaign, which is why this story is worth telling. When Gulf vice-president Grady Davis shook on a deal with John Wyer in 1966, it transcended simple sponsorship arrangements. Not that the crude commercial benefits should be played down; being synonymous with the iconic Ford GT40 and Porsche 917 is still paying off today.

Thus, Gulf commissioned this work and chose the right man to tell its story. Former *Motoring News* editor Michael Cotton is a primary source himself: he reported on the great endurance races in which JW Automotive made history, continued into the Mirage years of the 1970s and was still filing copy when Gulf came back to sportscars in the 1990s. Cotton's seen it all.

Well, not quite. The story begins with Gulf's first forays into motorsport during the 1930s, specifically maverick genius Harry Miller's unusual mid-engined Indycars.

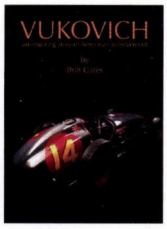
In contrast, the 'Wyer years' are much more familiar. But it is never a chore to revisit a golden era, especially when the likes of Derek Bell, Brian Redman, Richard Attwood, Jacky Ickx, Jackie Oliver and David Piper add their voices.

A special chapter on the filming of Steve McQueen's *Le Mans* movie was a must, given its importance in the building of the Gulf 917 legend. Here Cotton delivers insight with a welcome dry wit.

Gulf's partnership with Bruce McLaren has its own chapter, too, while the shift into the 1990s for Gulf's return to Le Mans, the GTC McLaren F1 supercars and Stefan Johansson's Audi R8 campaign is quite rightly given plenty of space.

Blue and orange looks so good on racing cars; sadly, it doesn't work in book design – at least in this case. The use of Gulf's corporate blue – more 1994 Kremer K8 than washed-out 917 – is unfortunate, and curve-cornered orange boxes as photograph frames do nothing for the images. Stylistically, it misses.

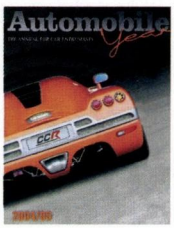
A shame for a work that hits so many other targets. **DS**



Vukovich: an Inspiring Story of American Achievement, by Bob Gates
ISBN 1891390171
Published by Witness Productions, $27.50

For some Bill 'The Mad Russian' Vukovich was the greatest driver ever to race at Indy during the roadster era, the press-baiting ace dying in a crash during the 1955 500 as he aimed for a hat-trick of wins. Gates has spoken to many of those close to the publicity-shy Vukovich for a three-dimensional view of the man. If anything, it's the fortunes of Bill Jr and the tragic Bill III – both Indy rookies of the year – that engender even more pathos. Poor repro aside, this is well worth a punt.

Call (001) 765 597 2487. **RH**

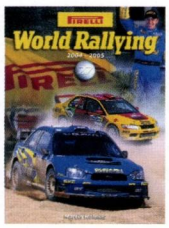


Automobile Year: the Annual for Car Enthusiasts 2004/05
ISBN 2 88324 072 8
Published by Editions J-R Piccard, £35

Another year, another eclectic mix of stories in this typically strange annual. Mixing features on the usual run of new models, concept cars, comic book art from the likes of Jean Graton and Gilbert Shelton, and a profile of Giotto Bizzarini, there's enough to satisfy most enthusiasts, whatever their tastes.

Of more interest to the competition crowd is a well-researched piece on the birth of F3 and a review of last year's F1 season, along with extensive articles on world rallying, touring cars, sportscars and GTs.

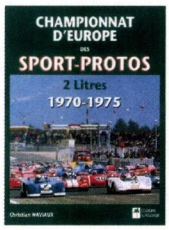
This is a real mixed bag and the publishers have perhaps tried a bit too hard to be all-encompassing. Still, it is easy to lose yourself for a few hours by dipping into this hefty hardback. *Automobile Year* remains an appealing constant. Roll on next year's. **RH**



Pirelli World Rallying 2004-2005
by Martin Holmes
ISBN 0 954543319, Published by Martin Holmes Rallying, £24.95

Another in a long line of Holmes' rally annuals. As usual it is full of gen on last year's WRC with blow-by-blow accounts of each round and info on the various junior classes and the drivers. National titles also get overviews. There's a wealth of information here, yet it's easy to digest and long-time collaborator Maurice Selden's images are typically impressive.

Even if you're not a fan of modern rallying, and find the current crop of cars utterly hideous, there's still plenty to like. The extraordinary motoring heritage of Czech city Zlin makes for cracking reading, in particular the secret Desna circuit initiated by Audi during the 1980s, where the prototype mid-engined Quattro Group B monsters were tested away from the gaze of the international press. **RH**

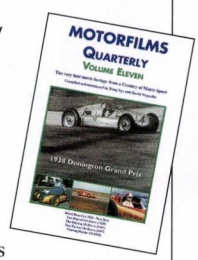


Championnat D'Europe des Sports-Protos 2 Litres 1970-1975, by Christian Naviaux
ISBN 2 91492039 3
Editions du Palmier, €40

This unpretentious hardback charts the rise and fall of the much-mourned Group 6 series with race-by-race accounts, comprehensive results tables and gen on the various cars. And not just the obvious ones. Aside from Lola, Chevron and Abarth, minnows such as Dulon, Taydec, Grac and Cheetah also get a look in. There's even a list of driver aliases and their birth names in case you were wondering who 'Pogo' or 'Pam' were in reality.

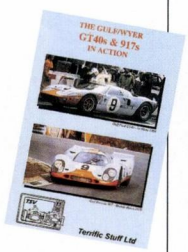
This is a joy just to flick through: marvel at Derek Bell drifting his Abarth-Osella SE021 at a sodden Salzburgring, the aftermath of a collision between Chris Craft's Chevron and Claude Swietlik's Lola and the magnificence of Jim Busby's sideburns. French text only, but still highly recommended.

Visit www.editions-palmier.fr **RH**



Motorfilms Quarterly Volume 11
Compiled by David Weguelin and Doug Nye, David Weguelin Productions
£19.99

Worth buying for the 23 minutes of colour footage of the Cummins Diesel making its presence felt in the 1952 Indy 500. Also included is a Standard-Triumph film of the 1963 Sebring 12 Hours and black-and-white amateur footage of Mercedes W154s and D-type Auto Unions at the 1938 GP de l'ACF and Donington GP. Total running time: 1hr 25mins.



The Gulf / Wyer GT40s and 917s In Action
Terrific Stuff Ltd
£17.99

A film made by Ferodo to promote its brake linings, *Never Start Something You Can't Stop* centres on the 1968 Le Mans 24 Hours and kicks off with Stirling Moss commentating on a hot lap. *A Year To Remember* is a record of the team's 1970 season. John Wyer, Pedro Rodriguez and Jo Siffert all feature.

ARTCURIAL

BRIEST . POULAIN . LE FUR



1



2


3



4

1
LANCIA
Martini LC1, 1982
Ex: Alboretto et
Ex: Ghinzani

2
LOLA
SL 160 Can Am #07
1968

3
Mc LAREN
M8 C, 1969
Ex: Chris CRAFT
and Trevor TAYLOR

4
LOTUS
F1 93 T, 1983
Ex: de Angelis

IMPORTANT AUCTION
CLASSIC & RACING CARS

Sunday 13th of February 2005 at 8.00 p.m.
Blue Hall of the Palais des Congrès - Paris

COLLECTION DU PILOTE JEAN BLATON « BEURLYS »:

ARROWS FORD F1 - **BENTLEY** Mulsanne, 1990 - **DINO** 246 GTS - **FERRARI** 328 GTS - **FERRARI** 308 GTS QV - **FERRARI** 512 BB
FERRARI 512 TR - **FERRARI** 348 TB Francorchamps - **FORD** GT40 Replica DAX - **JORDAN** 192#03 - **JORDAN** 191#06 - **LANCIA** Martini LC1 - **LOLA** SL 160 Can Am #07
LOTUS 93T Renault - **MARCH** 847 - **MARCH** Indy - **MARCH / ILMOR** 911B-03 - **Mc LAREN** M28 F1 #1 - **Mc LAREN** M8 C - **OSELLA** PA6 - **PORSCHE** Almeras
PROTOTYPE JEAN BLATON F40 Engine - **TIGA** BMW

COLLECTION RENÉ MAURIÈS:

HOTCHKISS Type AM2, 1929 - **CHEVROLET** Camaro, 1971 - **LANCIA** Aurélia GT B20S, 1958 - **LANCIA** 037 Stradale, 1986

AND OTHERS:

ASTON MARTIN DB4 - **ASTON MARTIN** V8 Volante vantage - **ALFA ROMÉO** 2500 SS Villa d'Este - **BENTLEY** Continental R Type - **FERRARI** Enzo
FERRARI 330 GT2+2 - **FERRARI** 330 GTC - **FERRARI** 250 GT Coupé Pininfarina - **JAGUAR** XK 120 Alloy body, 1948
MERCEDES-BENZ 220 SE dhc, 1962 - **PORSCHE** Carrera 2 BT6

Expert:
Marc Souvrain
Gsm: (33) 6 07 09 09 07
Tel.: (33) 1 42 99 16 37
Fax: (33) 1 42 99 16 39
rarecars@club-internet.fr

Consultant:
Frédéric Stoesser
Gsm: (33) 6 11 31 86 00
Tel.: (33) 1 42 99 16 38
Fax: (33) 1 42 99 16 39
fredstoessser@yahoo.fr

Motor cars departement:
Wilfrid Prost
Gsm: (33) 6 62 02 97 60
Tel.: (33) 1 42 99 16 32
Fax: (33) 1 42 99 20 21
wleroyprost@artcurial.com

Public Exhibition:
Palais des Congrès
2, place de la Porte-Maillot
75017 Paris
From Friday 11th
to Sunday 13th
from 11 a.m. to 6 p.m.

Catalogue available
upon request: 20 €
(postage included)
www.artcurial.auction.fr

ARTCURIAL
BRIEST . POULAIN . LE FUR

AUCTION HOUSE - AGREEMENT N° 2001-005
7, Rond-Point des Champs-Élysées. 75008 Paris
Tel.: (33) 1 42 99 20 20 - Fax: (33) 1 42 99 20 21
www.artcurial.com - briestpoulainlefur@artcurial.com

HA International Auctioneers

MotorSport | Special subscription offer

FREE Cobra Daytona Coupe Model



This superbly detailed 1:18 scale model includes:

- Opening doors, hood and lexan-like hatch
- Highly detailed engine, fully wired and plumbed
- Simulated bungee cord secures spare tyre
- Real wire mesh covering on body panel openings
- All racing graphics have been painted on
- Steering wheel function, fully detailed interior
- Genuine tread pattern on miniature rubber-like Goodyear Blue Streak tyres

worth £85



- Free Daytona model worth over £85
- Pay just £11.60 every three issues
- Get your copy before it's in the shops
- Never miss an issue
- Save 10% off the shop price



Call 08456 777819 NOW

or visit www.haymarketsubs.com

Please have your bank details ready and quote M024P

Subscription Order Form

☐ Please start/renew my subscription to *MotorSport* and send me my free Cobra Daytona Coupe model.

Your Details (Must be completed in block capitals)

Title Name

Surname

Address

Postcode Tel No

e-mail

I would like to receive offers via e-mail or SMS from Haymarket Ltd ☐

Originators ID No 850699

DIRECT Debit

Instruction to your bank or building society to pay by Direct Debit

To the manager: Bank name

Address

Postcode

Name of account holder(s)

Bank Sort Code ☐☐☐☐☐☐

Account No ☐☐☐☐☐☐☐☐

Reference Number (Office use only)

Please pay **Haymarket Publishing Services Limited** Direct Debits from the account detailed on this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Haymarket Publishing Services Ltd and, if so, details will be passed electronically to my bank/building society.

Signature Date

TERMS & CONDITIONS

This offer is open to UK readers only. Details of the Direct Debit guarantee are available on request. Please allow six weeks for receipt of your first issue and gift. Offer closes 28 February 2005. Gift is a limited offer. If stock runs out you will be given three free issues and charged the advertised rate. If you cancel your subscription within six months you will be charged a £15 administration fee.

Haymarket Publishing may send you details of our products and services which we think would be of interest to you. Please tick this box if you do not wish to receive such offers. ☐ Occasionally we may pass your details to selected companies. If you don't wish to receive their products or offers, please tick this box. ☐

M024P

Please send this form to:

MotorSport
Freepost SEA14727
Haywards Heath
RH16 3BR

For special USA and Canada rates please call 1800 800 3921 or e-mail: subs@britmags.com
Overseas rates available by calling +44 8456 777819

BENTLEY ROLLS ROYCE

SYMBOLIC
MOTOR CAR COMPANY

LAMBORGHINI LOTUS

www.symbolicmotors.com

- 1983 Arrows A6 F-1
  Complete, documented restoration. s/n: 04
- 1998 BMW V12 LMP
  Huge spares package incl. extra engine. s/n: 98-00012
- 1953 Ferrari 166 MM/53
  Beautiful example. s/n: 0272/M
- 1954 Ferrari 250 Europa
  Very nice original example. s/n: 0349
- 1956 Ferrari 625LM Testa Rossa
  Ferrari factory team TR. s/n: 0642 MD/TR
- 1995 Ferrari 412T2 F1
  Ex. Gerhard Berger. s/n: 163
- 1964 Ford GT40 MK I
  Oldest surviving GT40. s/n: GT/103
- 1991 Jaguar XJR15
  Very few hours since restoration by TWR. s/n: 001 Race
- 1980 Lotus 81/3 F-1
  Ex. Andretti/De Angelis car. s/n: 03
- 1946 Maserati 4CL-1500
  Complete documented restoration. s/n: 1581
- 1992 Nissan 300ZX GTP
  Huge spares package including engines.
- 2001 Nissan Skyline (R34) GT-R
  Nismo built Super Taikyu series racecar.
- 1987 Porsche 959
  Very nice example. Fresh US conversion.
- 1967 Shelby American Can Am "Cougar Cobra"
  1 of 3 built. Only known extant. s/n: 002



1956 Ferrari 625LM "Testa Rossa"

7440 La Jolla Boulevard, La Jolla, CA 92037 • Ph. 858.454.1800 • Fax. 858.454.1890

Feedback

write to **MotorSport, Somerset House, Somerset Rd, Teddington, Middx, TW11 8RT**
e-mail (please include your address): **motorsport@haynet.com**

TIME TO GO DUTCH

Sir, Following Nigel Roebuck's item in the January 2005 edition, I'd like to point out that though Zandvoort is no longer the track it was during its glory years much of it remains in use today. Certainly it has retained more of its character than many other tracks of the period.

Given the availability of cheap flights, the many comfortable hotels and restaurants of Amsterdam, and the ease with which the circuit may be accessed (via an excellent public transport system, for maximum relaxation), it is a surprise that it is not a more popular destination for British enthusiasts with a weekend to spare. It's more than likely that such a weekend in Holland could be enjoyed rather more cheaply than a trip to many historic events based at home in Britain. While the publicised Thoroughbred Grand Prix round never materialised this year, a low-key historic club meeting did, and I count myself a happy spectator. Much of the facilities have been modernised, but there is still a great deal of character about the place. Viewing is excellent, especially if you are prepared, and able, to take to the dunes. Tarzan remains much as it was, approached from the longest straight. The smell of *frites* and mayonnaise remains also.

Having watched grand prix cars demonstrated at Zandvoort, I hope that the local organising club's negotiations with residents allow a TGP round to be held there at the earliest opportunity – but I'm likely to return regardless of the outcome.

Andrew R Enderby, Birmingham

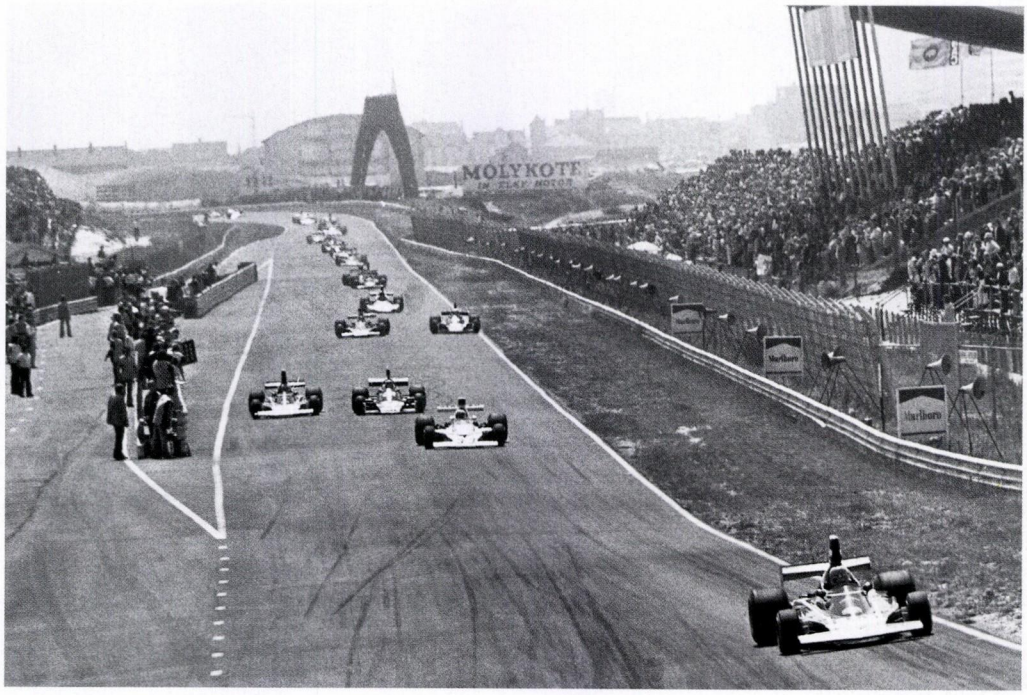
ZANDS OF TIME

Sir, I have always very much enjoyed Nigel Roebuck's *Legends*, but I was disappointed with his Zandvoort story in the January issue.

It completely failed to mention, even briefly, the circuit's early days and in particular the inaugural race in 1947 when some 20 BRDC members were invited to open the circuit. The BRDC was represented by, among others, Bob Gerard, Duncan Hamilton, George Abecassis, Tony Rolt, Prince Bira and Reg Parnell. I was fortunate enough to be working with one of the teams there.

It seems such a shame not to have mentioned the start, as well as the end almost 40 years later, of this fine circuit.

J N Powell, Dorset



A trip to Zandvoort could work out cheaper than some home events - and the flat-out blind into Tarzan hasn't been emasculated

BOXING MATCH

Sir, I thoroughly enjoyed Simon Taylor's *Notebook* on Boxing Day racing. He makes mention of the one surviving race at Mallory Park, but even that almost disappeared a few years ago. When I first started racing Caterhams five years ago, a group of us wanted some track action over winter and went testing one slushy December morning at Mallory.

This whetted our appetites, and the next year we entered the sports and saloon race on Boxing Day, dicing with everything from hatchbacks to classic Jags.

This continued for a few years before a disagreement between the motorcycle and car organisers meant there was to be no race in 2003. Worried at the thought of having to visit my relatives on Boxing Day, I approached BARC Midlands about running the race for the Caterham Graduates series. (Boxing Day has special prominence in Seven racing; Graham Hill won on the car's first outing in 1958.) In an impossibly short time it was organised and 15 Sevens entered, along with a batch of single-seaters in another race. For 2004, the numbers were even better.

Boxing Day is reputedly Mallory's second-biggest crowd of the year; long may it continue.

Graeme Smith, Macclesfield

DUNBOYNE THAT

Sir, Reading your *Track Test* article on the Dunboyne circuit in Ireland brings back many memories of my youth. In the early 1960s, as a young motor racing-mad schoolboy, the highlight of my summer was to be taken to both the Dunboyne and Phoenix Park races by my older brother. I had the privilege of being probably the youngest marshal on the circuit and we were always in a prime spectating position in front of the main grandstand in the village.

Like John Watson, I was highly impressed by the speed that the cars were able to carry through the very fast left that led into the village. One of my most vivid memories is of Alec Poole two-wheeling his green Austin-Healey Sprite with great verve; I am not surprised that he rolled it!

The tradition of driving racing cars on public roads in Ireland is still maintained today by the hillclimbing fraternity, and the experience of driving a single-seater up the 2.2-mile Ballyallaban hill through the middle of the Burren in County Clare is a unique experience, albeit not for the faint-hearted.

However when we folk in Ireland 'catch up with the 21st century' this too will pass!

Brendan Keane, Foxrock, Dublin

BEAU DUDLEY

Sir, Our thanks to Bill Boddy for his profile of Dudley Froy. Dudley was a much-loved fixture on the Tucson, Arizona racing scene from the 1950s, first as a promoter and founder of the local drivers' and owners' organisation and later as an official.

I got to know him in the late 1960s writing a story about him for the track programme and putting him in touch with the Brooklands Society, which invited him to its reunion. I doubt if many who knew Dudley in Arizona appreciated the magnitude of his motorsports involvement, but when he passed on he received a terrific write-up in the local newspaper.

He had a trove of wonderful tales about pre-war racing and the legendary personalities he knew, and loved to share them.

A racer to the core.

Rich Henry, Prescott, Arizona

AUTHOR SEARCH

Sir, I am researching the life story of the British author Elleston Trevor (1920-95). I have been told that he trained as a racing driver prior to joining the RAF in 1939, and raced in the late '40s and early '50s.

If any reader can throw any light on these areas my e-mail address is tony@wabi77.freeserve.co.uk

Tony Buckley, via e-mail

»

LEHEL COACHBUILDERS

Yacht Grade Hand Built Luxury













A small selection of our Motorhomes and Raceboxes
Built for your individual needs and desires

Contact: Mark Tel 01344 874 885 office hours or mobile 07764 269 045 anytime

Star letter



Kremer's wild take on the 935: this is the Trintignant / Verney / Lapeyre K3 at 1980 Le Mans

ASCENT OF K3

SIR, My remembrance of the Porsche 935 K3 (November '04 issue) is from during its heyday in the *Deutsche Rennsport Meisterschaft* (DRM): John Fitzpatrick, Bob Wollek and Klaus Ludwig all drove these fire-belchers.

You will notice from the photos you took of the Charles Ivey Kremer car that it doesn't have the Porsche crest on the nose. This is because (as I remember it) it was not a factory-built Porsche but rather a silhouette car based on the 911 body and constructed by the Kremer brothers.

A couple of the Group 5 rules that I am aware of were the requirement that the car continue the production car's roof line, which is why there are two rear windows on the Kremer. The other requirement was that the width of the aerodynamic wing at the rear should not extend past the bodywork.

The twin-turbo Zakspeed Capri that Ludwig drove at the Nürburgring at the very beginning of the 1980 DRM season had a rear wing that exceeded this limit, and *Herr* Zakowski and company had to revert to their more familiar Capri wing design.

Also during the 1979 and 1980 racing seasons, works-supported Porsche 935s were entered by Georg Loos and Reinhold Joest. Their bodywork was not as sexy as that of the Kremer K3's.

One of the stories I remember from that time was that after the more aerodynamically-bodied works car 'Baby' won at the Hockenheimring, the transporter broke down on the way back to Stuttgart and the Kremer brothers offered to haul the car in their transporter. The story goes that 'Baby' provided the mould that the Kremers used for the 935 K3. At least, that's what I heard around the DRM paddocks.

This is also why you cannot find a plastic model kit of the Kremer Porsche 935 K3 in the model shops. You can find a Porsche 935 in Martini Rossi livery, however.

Regardless, the Kremer K3 is still the baddest Porsche on the block!
Gil Bouffard, Manteca, California

A SMALL WORLD

Sir, I have been reading *MotorSport* since I was 12 and one of my great interests is classic racing cars.

I am writing about the Surtees TS5 mentioned in the November 2004 issue. This car, chassis 2, was raced in South Africa in the early 1970s, and a friend of our family (I used to call him Uncle Dave) was involved with it when it was raced by Spencer Shultz.

Dave handed me original photos and negatives from those years, and a large collection of *MotorSport*s. I've had some of the photographs restored from the original negatives and scanned them onto CD, but lost touch with Dave 24 years ago.

I sent some photos of the TS5 racing at Kyalami to Terry Hoyle Racing, the company restoring the car, as it needed to learn more of its history. Justin from Hoyle's had the new owner, a South African, contact me. It was great to chat about the car and the fact that I had all the photos. But the best part of it all is that the new owner, Anthony, has traced Dave; he lives in the UK now so hopefully I will be able to get in touch again.

I would like to extend a word of thanks to Justin for getting Anthony to contact me, and to Anthony for tracking down my uncle. It certainly is a small world.
Gavin Spiller, Randburg, South Africa

NEWS SPRINT

Sir, I am currently compiling a database of results of the British Sprint Championship. The results so far are displayed on the BMSA website www.britishsprint.org.

I am having particular difficulty with the inaugural season (1970) when Patsy Burt won the title, and this is a request to your readers for information. I know that there are a lot of ex-competitors and spectators out there who read *MotorSport* and they may well be able to help fill in some of the blanks.

My contact details are: stephen@stephenrwilkinson.wanadoo.co.uk – tel: 01704 225267.
Steve Wilkinson, via e-mail

Jenks on...

Wins vs titles, 1978

Recently there has been a lot of dissatisfaction expressed over the points-scoring system for the world championship. With five or six potential winners in each race, as well as a couple of outsiders, it is perfectly feasible for a driver to become world champion without ever winning a race. How you view this depends on what you think the object of the exercise is; either you view each event as a race to be won, with the championship as the end result, or you view the end result as the objective, which you achieve by doing just sufficiently well in each round.

Now the odd thing is that the majority who write to me on this subject think that the end result of the world championship is the object of the exercise, but wherever I go, be it paddock, spectator enclosure, bar, tea shop or clubroom, a discussion on this subject will almost universally agree that the name of the game is winning motor races, and being world champion is the bonus at the end.
If anyone does verbally suggest that each grand prix is merely a round in which to collect points for the big prize at the end of the season, he's immediately attacked on all sides. Very few of the people who think each race is an event to be won take the trouble to write to express their views, but they are all quick to join a discussion group. This is probably because they are active enthusiasts rather than academic ones.

All this foregoing is merely a lead into the suggestion that is often made, that a point should be given for fastest lap in the race, as used to be done some years ago. The recent Argentine GP is a good example of why this is not a good idea. The results gave the fastest lap to Gilles Villeneuve, which no one really believed. Then it was said Patrick Depailler made fastest lap. Finally it was agreed (unofficially) that James Hunt had made the fastest lap. - Yours DSJ

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



Hunt, Argentina '78: fastest lap, probably

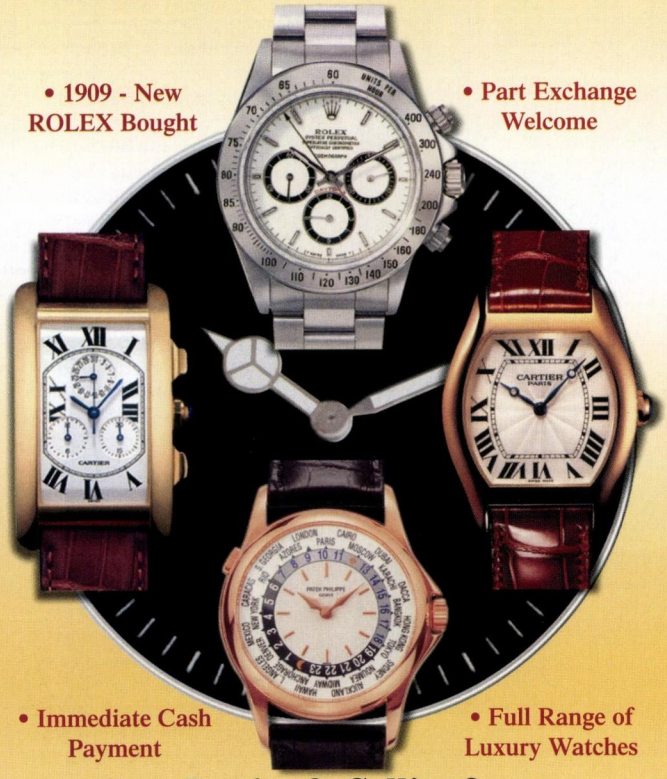
LAT

WE BUY

ROLEX

PATEK & CARTIER

"TOP PRICES PAID"



• 1909 - New ROLEX Bought

• Part Exchange Welcome

• Immediate Cash Payment

• Full Range of Luxury Watches

Buying? Selling?

We Guarantee You the Best Value for Money

Rolex • Cartier • Patek Philippe • Breguet • Audemars Franck Muller • Breitling • IWC • Jaeger • Omega

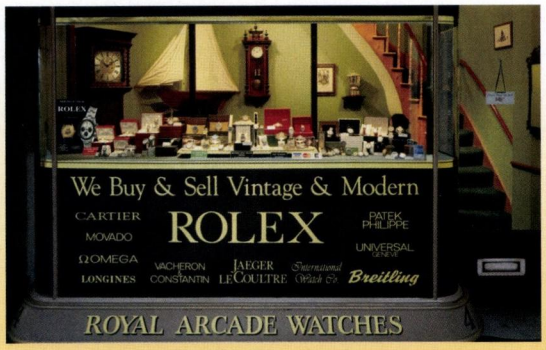
Please phone for offer or visit our shop

ROYAL ARCADE WATCHES

OPEN Mon - Sat 10:30 - 5:30

4 Royal Arcade, 28 Old Bond Street, London W1S 4SD

NEAREST TUBE GREEN PARK



AMERICAN EXPRESS VISA **020 7495 4882** MasterCard SWITCH

CHATERS

1957 MOTORING BOOKSELLERS 2005

8 South Street, Isleworth, Middx TW7 7DH.
Phone: 020-8568 9750 Fax: 020-8569 8273
www. chaters.co.uk

★ RECOMMENDED... ● NEW RELEASE... ❑ FORTHCOMING...

FOR THE LATEST AND COMPLETE INFO ON THE ENTIRE RANGE OF CHATER'S MOTORING TITLES, CHECKOUT OUR ONLINE SHOP! **www.chaters.co.uk**

BARGAINS! BARGAINS! BARGAINS!

BUT REMEMBER, HURRY WHILST STOCKS LAST!

ARCHIVIO MASERATI LIMITED EDITION FOLDER (UN-NUMBERED). £299.00 ..... NOW£125.00

AUTOCOURSE 2003-2004. £35.00 ..... NOW £8.99

BONNEVILLE: THE FASTEST PLACE ON EARTH. £16.99 ..... NOW£7.99

CAN-AM PHOTO HISTORY. £24.99 ..... NOW£12.99

COBRA (MOTORBOOKS CLASSICS). £16.99 ..... NOW£8.99

COOPER CARS NEW EDITION. Doug Nye. £26.99 ..... NOW£13.99

DRIVE ON! A SOCIAL HISTORY OF THE MOTOCAR. £25.00 ..... NOW£7.99

FORMULA FERRARI 1948-2002. Paolo D'Alessio. £59.99 ..... NOW £24.99

HOW TO POWER TUNE FORD SOHC: SPEEDPRO SERIES. Revised and updated edition. £16.99 ..... NOW £8.99

IT STILL BEATS WORKING! MY FORTY YEARS OF MOTOR RACING FUN. Eoin Young £19.99 ..... Now £9.99

LE MANS 24 HOURS. The complete story of the world's most famous motor race. More stocks found! £35.00 ..... NOW£19.99

LE MANS 24 HOURS 2003 YEARBOOK. £30.00 ..... NOW£7.99

LOTUS ELITE: Racing Car for the Road. D. Ortenburger. £34.50 ..... NOW £17.99

MASERATI CATALOGUE RAISONNE 1926-2003. £110.00 ..... NOW £49.99

MGB: THE RACING STORY. £19.95 ..... NOW £8.99

NOWHERE TO HIDE: THE STORY OF ROYALE RACING CARS: £20.00..NOW £9.99

ORIGINAL FERRARI V12 1965-1973. PAPERBACK . £16.99 ..... NOW£9.99

ORIGINAL MORGAN 4/4, PLUS 4 & PLUS 8. PAPERBACK. £16.99 ..... NOW£9.99

PETER COLTRIN RACING IN COLOR 1954-1959. £69.99 ..... NOW £49.99

PORSCHE 356. L.Meredith. £12.99 ..... NOW £8.99

PORSCHE RACING CARS: A HISTORY OF COMPETITION. £24.99 ..... NOW£14.99

THE RACING ZBOROWSKIS. £99.99...FURTHER REDUCTION ..... NOW £20.00

RIVALS. Lancia D50 & Mercedes-Benz W196. Copies signed by Chris Nixon available. £39.95 ..... NOW £19.99

ROBERT FELLOWES COLLECTION LIMITED EDITION. Special edition of only 75 numbered copies signed by Chris Nixon and Louis Klemantaski presented in a slipcase. Original price £175.00 but now on an exclusive special offer through CHATERS - very limited stock - for only £95.00

SPORTSCAR HEAVEN: ASTON MARTIN DBR1 V FERRARI TESTA ROSSA. The battle for the World Championship 1957-59. Copies signed by Chris Nixon available. £49.99 ..... NOW £29.99

STIRLING MOSS: THE AUTHORISED BIOGRAPHY. More copies found of the Hardback edition, originally priced at £30.00, now on special offer at only NOW £12.99

STIRLING MOSS: THE CHAMPION WITHOUT A CROWN. £16.99 ..... NOW £9.99

MARQUE A-Z

❑ **ALFA ROMEO GIULIA GT COUPE: THE ESSENTIAL BUYER'S GUIDE.** K.Booker. Step-by-step expert guidance, giving you everything you need to know about the car you want to buy. Also includes unique point scoring evaluation system. 64pp, 100 col. illus. Paperback. DUE FEB 2005 ..... £9.99

● **ASTON MARTIN DB2, DB2/4 & DB3 IN DETAIL.** N.Walker. 176pp, 140 b/w & 130 col. illus. £35.00

❑ **YOU AND YOUR AUDI TT.** This book combines history with insight into the practicalities of buying, maintenance & modification. 160pp, 160 col.illus. £17.99

❑ **AUSTIN HEALEY HUNDRED IN DETAIL: BN1, BN2, 100M & 100S.** B.Piggott. The complete story of the first Austins featuring design, development, production & production changes. 176pp, 140 b/w & 130 col. illus. DUE FEBRUARY 2005 ..... £35.00

★**BUGATTI TYPE 57S.** B.Simon. Superb coverage of evolution, prototypes, racers, individual chassis histories and more. 306pp, 260 b/w & 140 col. illus. £89.99

● **COMPLETE BOOK OF BMW: EVERY MODEL IN THE WORLD SINCE 1962.** T.Lewin. All colour model-by-model reference guide starting from the iconic 2002 tii of the 1960s through to the mighty M3 of the 1990s, plus the born again Mini & Rolls-Royce Phantom. 384pp, 1600 col.illus. £34.99

● **DINO: THE LITTLE FERRARI V6 AND V8 RACING AND ROAD CARS 1957 TO 1979.** Re-issue Doug Nye's critically acclaimed and extremely popular book first published by Osprey in 1979. 320pp, 260 b/w & 14 col.illus. £24.99

❑**FERRARI DINO 246, 308 & 328 COLLECTOR'S GUIDE.** A.Henry. Reprint in paperback. 128pp, 161 illus £12.99

● **FERRARI YEARBOOK 2004.** Ferrari S.p.A. Annual review of the factory, the people, the road cars and the racing. £49.99

★ **FERRARI: A CHAMPIONS VIEW.** Phil Hill took part in 88 races in sports-racing Ferraris notching up an incredible record of 25 wins and 51 top-three places. Here again he drives many of the cars in which he competed and describes to the reader their technical features and the experience of driving them. Also tribute is paid to the great drivers who lost their lives to the sport. 192pp, 220 mainly col. illus. £45.00

★ **FORD GT40: THE LEGEND COMES TO LIFE.** L.Edsall. Revealing look at one of the most exciting debut cars of 2004, featuring a full analysis of the cars development plus interviews with the key personnel behind the project. 144pp, 10 b/w & 150 col.illus. Paperback. £16.99

● **LAGONDA 4 ½ LITRE & V12 IN DETAIL** 1933-1940. A.Davey. 176pp, 140 b/w & 130 col. illus. £35.00

● **LAMBORGHINI.** D.Jolliffe. The story of both the cars and the men whose dedication kept Lamborghini alive during times of triumph, and of crisis. 192pp, 40b/w & 120 col.illus. £24.99

★ **LOTUS: THE EARLY YEARS.** P.Ross. A wealth of information about Lotus in the fifties, illustrated with many previously unpublished photographs from personal archives. NOW AVAILABLE £34.95

❑**MASERATI: THE GRAND PRIX, SPORTS AND GT CARS MODEL BY MODEL 1926-2004 (NEW EDITION).** M.Tabucchi. Includes technical layouts for all cars, chassis numbers, running changes, production figures and more. Approx. 400pp, 520 b/w & col. illus. DUE MARCH £49.99

❑ **MG T SERIES IN DETAIL: TA TO TF 1935-54.** P.Willmer. Detailed account of the design, manufacture and evolution of the T Series range. 176pp, 140 b/w & 130 col. illus. DUE FEB 2005 ..... £35.00

● **MORGAN THREE-WHEELER.** P.Miller. Documents every model and type plus a look at racing and record-breaking achievements. 200pp, 150 b/w illus. + 8 pages col. £19.95

❑ **PORSCHE 911 3.2 CARRERA: THE LAST OF THE EVOLUTION.** T.Corlett. The first definitive book covering just the 911 3.2 Carrera, describing and detailing one of the greatest Porsches ever made. 112pp, 165 col. illus. DUE FEB 2005 ..... £29.99

❑ **PORSCHE 911: THE DEFINITIVE HISTORY 1997 TO 2004.** Fifth volume in this impressive series on the Porsche 911 by Brian Long. 208pp, over 250 col. illus. DUE FEBRUARY 2005 ..... £34.99

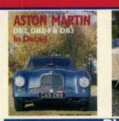
❑**PORSCHE 911 IN RACING.** Four decades in motorsport are chronicled exhaustively by a team of experts, including Michael Cotton, John Davenport, Reinhard Klein and others. 384pp, over 1000 b/w & col. illus. German/English text. DUE MARCH £59.99

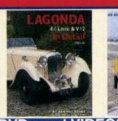
❑ **PORSCHE 928: THE ESSENTIAL BUYER'S GUIDE.** D.Hemmings. Step-by-step expert guidance, giving you everything you need to know about the car you want to buy. Also includes unique point scoring evaluation system. 64pp, 100 col. illus. Paperback. DUE FEBRUARY 2005 ..... £9.99

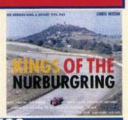
❑**PORSCHE TURBO USA: THE RACING CARS, A PICTURE HISTORY.** L.Self. Extremely thorough and extensively illustrated look at the past 25 years of Porsche Turbo racing cars in the USA. Features 934s, 935s, 962s, GT1s, GT2s and the Kremer World Sportscars plus detailed chassis histories of all cars. 288pp, over 300 col. illus £39.99

● **RALLYING IMPREZAS.** D.Williams. Appealing both to rally fans and Impreza road car enthusiasts, this highly informative book analyses the Impreza's rallying exploits from every angle - cars, drivers, team culture and results. 160pp, 170 mainly col.illus £19.99

★ **SUNBEAM: THE SUPREME CAR, 1899-1935.** B.Dowell. Over 500 illustrations and 50,000 words, this book is the ultimate history and pictorial reference source of Sunbeam cars produced by the original company. 304pp £49.95







DVDs and VIDEOS

★ **50 YEARS OF FORMULA 1 ON BOARD DVD (61 MINS)** £19.99

★ **COBRA FERRARI WARS DVD (150 MINS).** Set of two DVDs telling the extraordinary story of how Carroll Shelby and his team took on and conquered the might of Ferrari in the mid '60s £24.99

● **FORD GT 40: THE STORY FROM 1963 TO THE NEW GT SUPERCAR DD (75 MINS)** £16.99

❑ **FORMULA 2 HEROES DVD (65 MINS).** Classic film footage of Formula 2 racing in the 1960s & 1970s £14.99

★ **GOODWOOD FESTIVAL OF SPEED 2004 DVD** £19.99

★ **GOODWOOD REVIVAL MEETING 2004 DVD** £19.99

★ **GULF/WYER GT40s & 917s IN ACTION DVD (65 MINS). Immensely popular Terrific Stuff video now available on DVD** £17.99

❑ **HISTORY OF MOTOR RACING 1950s, 1960s, 1970s DVD (178 MINS).** Previously three videos £19.99

★ **VICTORY BY DESIGN: ALFA ROMEO DVD (98 MINS).** A Tony Maylam production featuring Alain de Cadenet £15.99

★ **VICTORY BY DESIGN: ASTON MARTIN DVD (89 MINS)** £15.99

★ **VICTORY BY DESIGN: FERRARI DVD (84 MINS)** £15.99

★ **VICTORY BY DESIGN: MASERATI DVD (77 MINS)** £15.99

★ **VICTORY BY DESIGN: PORSCHE DVD (96 MINS!)** 5.99

★ **"TERRIFIC STUFF" PRESENTS A GREAT NEW DVD... THE RETURN OF THE SILVER ARROWS: MERCEDES-BENZ 1954-1955.** 72 minutes of fascinating archive footage, both in black & white and colour, featuring Mercedes-Benz's sensational return to motorsport. Commentary written by leading motoring historian Chris Nixon and narrated by Ben Edwards £17.99

MOTORSPORT

❑ **2004 FIA GT CHAMPIONSHIP.** S.Halleux. Approx. 144pp, 250 col. illus. French/English text £29.99

●**ALBERTO ASCARI: THE FIRST DOUBLE WORLD CHAMPION.** P.Menard and J.Vassal. New title in the Formula 1 Legends series. 160pp, 200 b/w & col. illus £16.99

❑**AUTOCOURSE 2004 INDIANAPOLIS 500 & INDY RACING LEAGUE INDYCAR SERIES. RIVALS.** 176pp, approx. 250 col. illus £30.00

BLUE & ORANGE: The History of Gulf in Motorsport.

Michael Cotton tells the full story of Gulf Oils association with motorsport, spanning from the 1930s to 2001, together with fascinating quotes and recollections from key personnel and featuring over 300 mostly unseen photographs. 208 full colour ages.

STANDARD EDITION...£39.95... LIMITED EDITION (250 numbered & signed)...£75.00

● **BRIGHTON NATIONAL SPEED TRIALS: THOSE WERE THE DAYS.** T.Gardiner. Previously unpublished photos of cars and motorcycles capturing the atmosphere of this event during the 60s, 70s & 80s. 96pp, 150 illus. £12.99

★ **CHEVRON: THE DEREK BENNETT STORY.** D.Gordon. Limited edition reprint of only 1200 copies, marking the 40th anniversary of the debut of the first Chevron racing car. 272pp, 100 illus. £29.99

● **FORMULA 3: THE SCREAMER ERA (1964-1970).** B.Cowdrey. Limited edition of only 500 numbered copies. Please note as of 31st March price will increase to £39.99...£35.00.

THE JACK BRABHAM STORY - SIGNED COPIES

Chaters also have a limited supply of this superb publication signed by Sir Jack Brabham . Price £30.00

❑ **JACQUES LAFITTE: ET COURIR DE PLAISIR.** Biography of the French F1 driver. Approx. 184pp, 340 b/w & col.illus. French text. DUE MARCH £32.99

● **JOHN SURTEES: FRIENDS & RIVALS.** A celebration of the 40th anniversary of John Surtees' F1 World Championship. Photography by Nick Loudon and text by Ed McDonough. 80pp, b/w illus. Paperback £17.99

● **KEN MILES: A SCRAPBOOK WITH REMEMBRANCES.** Art Evans. Reprint now available in paperback £24.99

TRANSPORT BOOKMAN PUBLISHING PRESENTS...

CHRIS NIXON'S

KINGS OF THE NURBURGRING

Working from race reports, biographies, autobiographies and personal reminiscences, Chris Nixon tells the story of the Nurburgring through the exploits of the 14 drivers he considers true Ringmeisters, from Caracciola to Jacky Ickx. Some 135,000 words accompanied by more than 250 mostly unseen photographs both in black and white and colour. 320 pages. Signed copies will be available.

PUBLICATION RESCHEDULED FOR MARCH 2005 ...PRICE TO BE CONFIRMED

● **LE MANS '55:** The crash that changed the face of motor racing. Top motorsport author Christopher Hilton portrays a vivid recreation of a pivotal point in motorsport history using original research, interviews and previously unpublished photographs. 256pp, 30 illus. £19.99

❑ **MARVELLOUS MECHANICAL DESIGNS OF HARRY A. MILLER.** Iconografix series G.White. A look at not only Miller's legendary racing cars of the '20s but also his speedboat and aircraft engines. 128pp, 142 illus. Softback £19.95

● **MOTOR RACING AT BRANDS HATCH IN THE SEVENTIES: THOSE WERE THE DAYS.** C.Parker. Photos, personal recollections and accounts of important races recreate the circuit's life during its heyday. 96pp, 150 illus. £12.99

❑ **MOTOR RACING AT CRYSTAL PALACE: LONDON'S OWN CIRCUIT.** S.Collins. New title in Those Were The Days series featuring rare photos from the early days 1899-1902 to the final speed events 1997-2001. 96pp, 110 illus. DUE APRIL £12.99

● **NIKI LAUDA: THE REBEL.** P.Menard and J.Vassal. New title in the Formula 1 Legends series. 160pp, 200 b/w & col. illus. £16.99

❑ **RENE ARNOUX: UNE SI BELLE RAGE DE VAINCRE.** M.Camus. Biography of the F1 racer whose career included stints with Martini, Renault, Ferrari and Ligier. 128pp, b/w & col. illus. French text. DUE MARCH £22.99

❑ **SPORTS RACING CARS: EXPERT ASSESSMENT OF FIFTY MOTOR RACING GREATS.** A.Pritchard. Profiles of 50 iconic sports racers from 1923 Lorraine-Dietrich to 2003 Bentley Speed 18. 240pp, 200 b/w & 30 col. illus. DUE MARCH £25.00

●**TORREY PINES REMEMBERED.** Art Evans. Photos and memorabilia of the sportscar races held at Torrey Pines 1951-1956. 100pp, 150+ illus. Paperback £14.99

❑ **TOURING CAR WORLD 2005.** F. Ravaioli. 320pp, 500 col.illus. Paperback. DUE MARCH. £16.99

★ **UNFULFILLED DREAM: THE STORY OF MOTOR RACING AT AINTREE.** Tony Bagnall with foreword by Roy Salvadori. Story of the circuit, the races and those such as Salvadori, Brooks, Surtees and other greats who took part in them. 256pp, 200 b/w illus £20.00

❑ **V10 FORMULA ONE TECHNOLOGY.** Ian Bamsey reveals for the first time the make-up and the workings of the contemporary V10 through interviews with key figures involved in the design and development of F1 engines. 160pp. Each copy is signed & numbered by the author £60.00

CALLERS: OPEN MONDAY-FRIDAY 9.30AM - 5.30PM. SATURDAY 10.00AM - 5.00PM. AMPLE STREET PARKING.
MAIL ORDER: UK MAINLAND: Customers please add £4.00 to orders up to £59.99. £60.00+ POST FREE!
N.IRELAND, CHANNEL ISLES & OTHER OFF-SHORE ISLES: please contact us direct to confirm postage rates
Overseas customers: Add £5.00 (minimum charge) on orders up to £25.00; add 15% on orders between £25.00 & £150.00; add 10% on orders over £150 (These are surface mail rates, airmail charged at cost) Cheques and POs payable to CHATERS. Overseas cheques must be in sterling and drawn on a London bank. Credit Cards: Visa, Mastercard, Amex, Switch. Please quote Dept MS when ordering. SPECIALISTS OF CURRENT AND OUT-OF-PRINT MOTORING LITERATURE

You were there...

This month our series of photos taken by you features Long Beach, Can-Am at Riverside and damaged Mirages



Barrelling through: snapper gets up close as Lotus heads Ferrari

This atmospheric shot was taken by **STEPHEN PATTENGALE** during the 1977 grand prix at Long Beach. "I had recently moved to southern California and, as a lifelong motor racing fan, was thrilled to finally have the opportunity to attend an F1 race just a short drive away. Early Friday morning I arrived at the pre-grid hoping to merely catch my first glimpse of those extraordinary cars. This shot was taken during the race at the Queen's Hairpin at the end of the Shoreline Drive straight, most of which was a very long, shallow, sweeping curve. Mario Andretti is shown leading Niki Lauda. Crowd favourite Andretti won, with Lauda second."



Eeva Heinonen/ Selia Saaristo won *Coupe des Dames* in this Volvo 142

"I watched my first-ever rally in Grizedale forest in Cumbria - the 1973 RAC," recalls **NORMAN HAYES.** "I had been watching circuit racing since '55 and was lured into the stages by a friend; I didn't miss an RAC Rally until 2003 when I decided everything had changed for the worse in terms of viewing the rally; we were restricted to certain areas and were not allowed to wander the forests of Wales as I had always done. These days I still watch national rallies as they're more relaxed than international ones.

"Looking at these photographs from the 1973 event, I shudder to think how I crouched down below ground level to take them: the cars are almost on top of me and I'm looking into the eyes of the driver. It was good to get such shots through my 200mm telephoto lens."



Simo Lampinen's Saab 96 retired from the rally in Pickering Forest





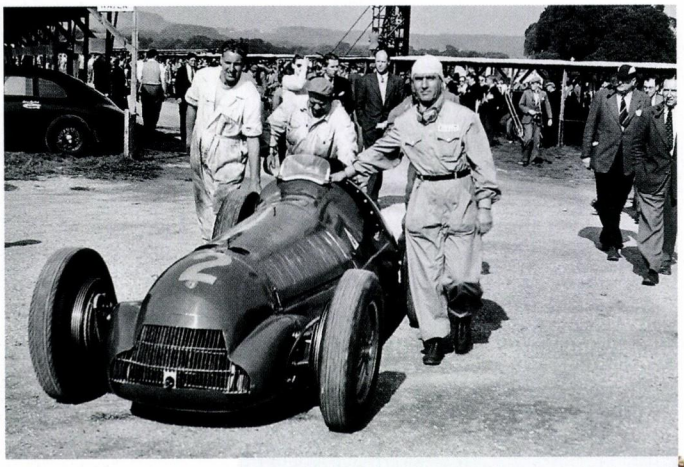
Shekhar Mehta/ Keith Wood took Class 4 honours in this Datsun Sunny

Maurizio Verini/ Domenico Russo finished 19th in a Fiat 124 Abarth

We need your photos

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

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



World champion Giuseppe Farina with his Alfetta at Goodwood, '51

A disparate array of shots here from the **DON COLES** collection: "I was introduced to motor racing at Goodwood in the early 1950s by the journalist Tommy Wisdom and his wife Elsie, and have attended all forms of events since."

With a keen eye for behind-the-scenes images, Coles snapped many of the stars of the last 40 years but now limits himself to select outings: "During the 1970s and '80s I gained photographer accreditation from the RACMSA and covered the British GP from 1972 to '88: many of my framed display panels are in the Kentagon at Brands Hatch, the RAC MSA at Colnbrook and the administrative offices at Silverstone. In 1984 I had the good fortune to take part in the Mille Miglia with a friend in his Talbot 105 Brooklands. Since moving to Lymington I limit myself to the Festival of Speed at Goodwood."



Quelle heure est-il? Hunt gives the time to Gilles Villeneuve at the '79 British GP



Much-missed 'Chopper' Tyrrell applies decals at the '76 British GP



A very youthful Michael Andretti was the man to beat in Super Vee



Geoff Brabham en route to fourth in the 1982 Can-Am finale aboard the wild Galles GR3



Ever-versatile John Morton won 'Classic Can-Am' in Mirage M12

A cracking selection of shots courtesy of **Norbert Vogel**, taken in October 1982 at Riverside: "The occasion was the penultimate round of that year's Can-Am series. The main event was won by Al Holbert in a VDS-001, while second place went to a very young Al Unser Jnr in the Galles GR3 (a renamed Frisbee), a similar car being driven to fourth place by Geoff Brabham. In the Super Vee event an equally youthful Michael Andretti in an Arciero-entered Ralt RT5 was the man to beat.

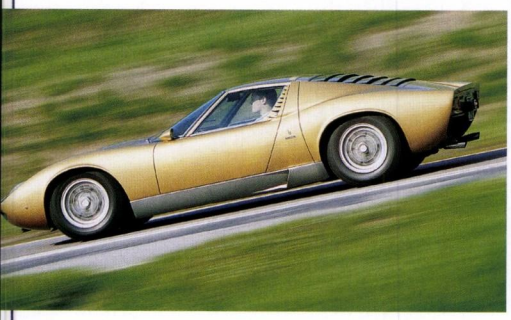
"One of the curtain-raisers was a 'Classic Can-Am' race which featured an interesting if motley line-up of cars including two Mirages. Remember, this was 1982, the year the M12 made its fruitless foray to Le Mans, so it could hardly qualify as a 'classic'. It won hands down."



Post-crash Mirage M6 was for sale in paddock: 'Only raced on Sundays'

CLASSIC CAR FINANCE









Classic, Vintage and Sports Supercars are of interest to just about everybody, an interest that has undoubtedly been subject to trends but overall has a deep route in the British culture. With this country's contribution to the world of automotive engineering old cars never fail to turn a head as everybody aspires to the 'wind in the hair' experience.

Nobody understands this desire more than Classic Car Finance, a Meridian Finance Group Company who is leading the way in classic and older car funding. Set up specifically with the objective of providing finance for the acquisition of quality Classic cars the company is fulfilling a demand fuelled by the strong growth in sales of true provenance Veteran, Vintage and Classic motor cars.

So why has there been very little activity in this sector up to now? According to Managing Director, Robert Johnson, the high street banks and financial institutions just don't understand the market. 'They are not geared for the diverse range of cars available to buyers and the variations in price that different models command.

'We have spent a great deal of time with the private banking sector to develop finance products that suit the market and the profile of potential customers. Our core objective is to enable more people to own more cars.'

When we asked the question 'why borrow money against a classic car' the answer was rather logical. Firstly classics generally maintain their market value and in many cases with certain models dramatically increase in value certainly unlike a new car. Secondly interest rates have never been so low and with fixed rate agreements you can have confidence with future budgeting and finally there are now more long-term benefits that can be attached to your pension fund. Investments such as stocks, shares and property cans serve you well but can you take them for a spin on Sunday? Certainly not.

The company has experience in all sectors of the Classic car market and relationships with the majority of dealers. 'We often work with our customers to find the car they want and find the support of our dealers invaluable. The main activity this year has been with the Aston Martin, Ferrari and Rolls Royce Bentley marqes with the rise in prices fuelled by the shortage of true provenance cars. Bringing dealer and customer together obviously produces mutual benefits.'

Few people are aware they can borrow against a Classic car and it seems this company is pioneering a simple way to do so. Robert insists he talks to every customer personally and welcomes any enquiry. This personal approach is indicative of the company's culture with a typical application turnaround time of three to five days. So you thought you couldn't finance a Classic? Think again and talk to Robert Johnson at Classic Car Finance.

For more information call Robert on 07050 139381 or email rob@classiccarfinance.co.uk

Britain's club racing hero **Gerry Marshall** on **623 wins**, beating Roger Clark **at his own game** and why the Goodwood marshals **bowed down** to **Baby Bertha**

Was Big Bertha really as evil to drive as people make out?
Mike Trotter, Aberdeen
Well, I didn't know any better at the time – I was delighted with it. The biggest problem was its weight – it was beautifully built, having started out as a show car. But the best thing we ever did was to write it off – it wasn't badly damaged, but the proposed fast Ventora road car was cancelled so we didn't need it. We built all the bits into Baby Bertha which was 500lb lighter. But Big Bertha didn't handle too badly...

What was your most successful season, and is it your favourite year?
J Shaw, Edinburgh
I can't remember that... but I'm excited about next season. I'm in better form than I have been for a few years. I can't wait.

Which driver have you felt most at home racing with wheel to wheel?
David Jarvis, Little Leighs, Essex
Graham 'Skid' Scarborough – we matured side by side in Capris and other saloons and raced together for years. He was always very, very safe. And more recently, Justin Law; I had a great dice with him at Goodwood and didn't have a moment's worry.

Is it true that you turned down the works Rover SD1 drive in the BTCC back in the early 1980s?
Vincent Riley, Shrewsbury
It didn't happen that way. When Vauxhall pulled out of racing I won both saloon titles in a Triumph Dolomite Sprint, so Triplex backed me to form a team of Dolomites, and Leyland said that I'd get SD1s the next year. But Tom Walkinshaw punted me off at Silverstone – my only serious accident – and while I was in hospital he did a deal to take over my team. Leyland claimed it thought I'd never race again. But I expect I would have gone bankrupt anyway...

Were you angry at Dealer Team Vauxhall for switching from racing to rallying?
Chris Bucknell, Glasgow
Yes – and no. I was a bit hurt but realised it had to happen. I'd had 10 great years, but after so much success we could only go downhill. Bill Blydenstein was an absolute gent – he kept on paying me and gave me a car to use.

You were pretty handy in rallying. Did you consider switching disciplines?
Rashed Chowdhury, Telford
I used to joke that when I got old and slow I would go rallying. In the 1974 Tour of Britain I was meant to show Roger Clark the way on the circuits and vice versa on the stages. But I beat him over Epynt and might have won overall but for one spin – I came second by 11sec. I would like to have done the RAC – but you can't race and rally and run a business.



Gerry Marshall and Repco V8-powered Baby Bertha - iconic duo of British club racing

both LAT

As a Tour of Britain runner-up are you tempted by the new Tour Britannia?
David Taberner, Cheshire
Love to do it, absolutely love to.

Did your very strong Vauxhall connections work against you with rival manufacturers?
Eric Silver, Leatherhead, Surrey
Yes, although proper people like Ford's Peter Ashcroft and Stuart Turner would listen. I asked Stuart for that Tour of Britain drive, and it did me a power of good. It showed that I could drive other makes, and when Vauxhall grumbled, Bill Blydenstein told them, "He's not on a retainer, he can do as he likes." So they put me straight onto a retainer.

How come we never saw you out in a Sierra Cosworth? You seemed made for each other.
N Burton, Harpenden
I was out of the professional frame, not a Ford man, in the middle of a divorce, no sponsor... »



'The best car Aston Martin has ever made.'

Autocar Magazine, June 1, 2004.

'I've a feeling the company is just about to unleash the best car it has ever made.'

Jason Barlow, BBC Top Gear Magazine, May 2004.

'Everything you ever imagined an Aston would be.'

Angus MacKenzie, Car Magazine, May 2004.



Like motoring journalists, we also took quite a shine to the DB9

Every once in a long while, the motor industry has the critics gasping for superlatives. Now Aston Martin has got them at it again with the DB9.

But it's not the first time Aston Martin has outshone its rivals. For generations now, Autoglym polishes and conditioners have enhanced and protected every new model.

Your car may not perform like a DB9, but at least it can look just as brilliant.

BY APPOINTMENT TO HER MAJESTY THE QUEEN SUPPLIER OF CAR CARE PRODUCTS AUTOGLYM, LETCHWORTH, ENGLAND

BY APPOINTMENT TO H.M. QUEEN ELIZABETH THE QUEEN MOTHER SUPPLIER OF CAR CARE PRODUCTS AUTOGLYM, LETCHWORTH, ENGLAND

BY APPOINTMENT TO H.R.H. THE PRINCE OF WALES SUPPLIER OF CAR CARE PRODUCTS AUTOGLYM, LETCHWORTH, ENGLAND

AUTOGLYM®



Product and local stockist information, telephone 0845 130 4536 or visit our website, **www.autoglym.com**. For Concours details contact Retrocar, telephone 01934 811116.

Is it true that you were once offered a drive at Le Mans by J-P Beltoise?
Colin Tucker, London
It was unofficial. I was racing the Magnum at Dijon and kept finding myself level with Beltoise's BMW. Then we had a great dust-up on the road, so we got talking and he proposed this BMW drive at Le Mans. But Vauxhall said no. Pity.

I recall you driving a Formula Ford – is my memory correct? And was the car a special wide-bodied one, or is that just a scurrilous rumour?
Rae Webster, Northants
That was one of Graham Arnold's schemes. They called it the Lotus 61L – for Large – but it was only the cockpit bodywork cut away a bit. I did half a dozen races, but something always went wrong.

Are all your 600 victories outright wins or have some class wins snuck in? And which was the greatest?
Mike Myskow, Nelson, New Zealand
It's 623 now, and yes, that includes class wins. I was on a high at this year's Goodwood after I came third ahead of five C-type Jags and four DB3Ss in a Healey 100S, beaten only by a HWM and a Ferrari Monza. And the press didn't even notice.

...and which was your most disappointing result?
Clinton Bourke, Queniborough, Leics
Also this year's Goodwood. I'm still upset about it now. The car of my dreams – sharing Peter Hardman's Ferrari 330LMB – in the event of my dreams, the TT Celebration. I loved that car, it was made for me, the team were great. But the car oversteers, and through Lavant Richard Attwood was next to me and left me no room. We touched, I got a slow puncture, and at the driver change I couldn't open my door – the team had to drag me out through the passenger side. I am still annoyed that I was blamed, even though Attwood and the stewards agreed it wasn't my fault. I don't hit other people deliberately.

What do you think of the state of national-level racing today?
P Merriman, Warminster
Too many one-make series. The only way to win those is to spend more money, or barge people out of the way. A mixed series is healthier and much more interesting.

If you were racing in moderns today which would you choose: the BTCC, the WTCC or the DTM?
Barry Smith, Horsham, Sussex
DTM. There's not enough power in BTCC; I've driven one, and the engineering involved is wonderful, but they're too easy to drive. To win you have to nerf people and drive over all the kerbs. I want rear-wheel drive and a challenge.

Were you surprised to receive a BARC Gold Medal for an outstanding contribution to motorsport?
Lee Kennedy, Preston
That was a real surprise, a nice one, which came out of the blue. That and my BRDC membership are two of my greatest honours.

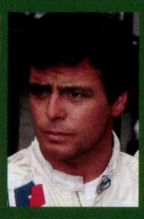
How come the TVR Tina show cars were named after your daughter?
James Croser, Clapham
Did none of your readers ask about my TVR racing? I was very successful in those. Er... I was a TVR dealer and friends with Martin Lilley, who bought TVR when it went bust. My daughter Tina had just been born when the show coupé was built (there was also a spider), hence the name. And I still have that car.

Have you ever marshalled?
Michael Cox, Pershore, Worcs
No, but I have always appreciated what they do – we couldn't race without them. We all used to drink together in the bar after meetings – you were closer to them then. The first time I drove Baby Bertha at the Goodwood Festival every marshal bowed down to us! Our reception was absolutely brilliant. It brought a tear to the eye. M

Coming up...


SIR JACK BRABHAM


TIFF NEEDELL


DEREK WARWICK

Please post, fax or e-mail your questions to us at:
Somerset House
Somerset Road
Teddington, Middlesex
TW11 8RT, United Kingdom
00 44 (0) 208 267 5222
motorsport@haynet.com

Next month



THE MAN WHO SAVED FERRARI: NIKI LAUDA LOOKS BACK ON HIS FIRST WORLD F1 TITLE



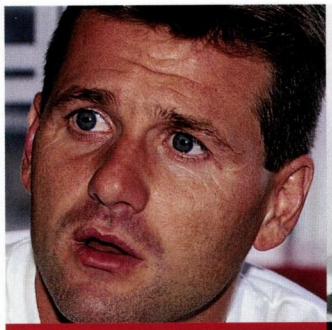
CHEVRON TEST: LANCASHIRE HOTSHOTS

plus

In the Hot Seat: Sir Jack Brabham
Racing in the shadow of Golden Gate Bridge
True colours: the sport's eye-catching liveries

ISSUE ON SALE FEB 18

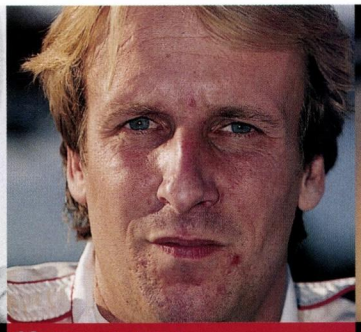
LAT James Mann



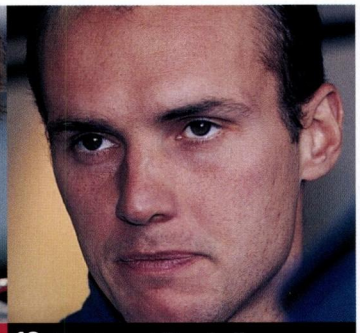
20= Nicola Larini



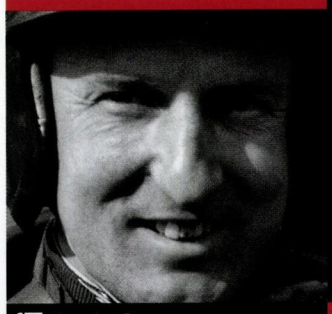
20= Brian Muir



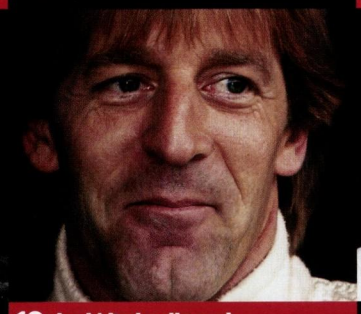
19 Frank Biela



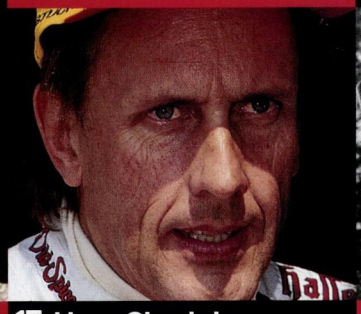
18 Rickard Rydell



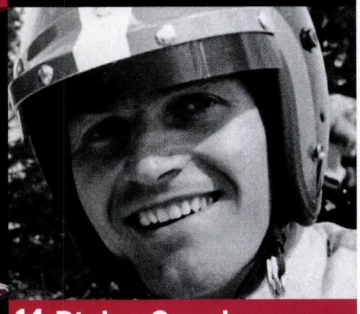
17 Jack Sears



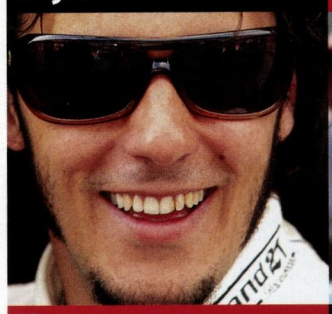
16 Jo Winkelhock



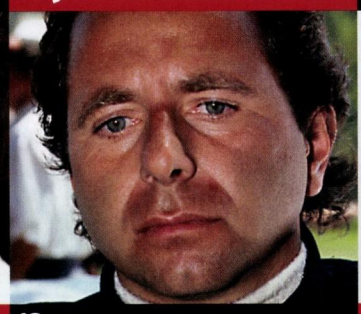
15 Hans Stuck Jnr



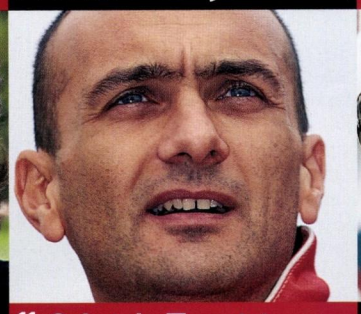
14 Dieter Quester



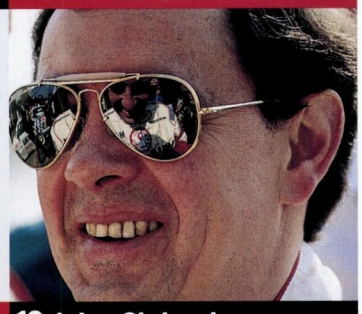
13 Laurent Aïello



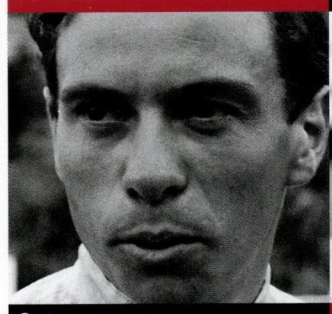
12 Klaus Ludwig



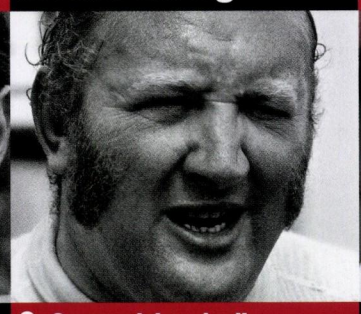
11 Gabriele Tarquini



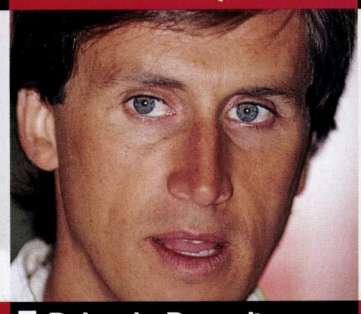
10 John Cleland



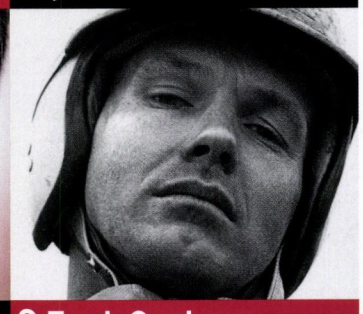
9 Jim Clark



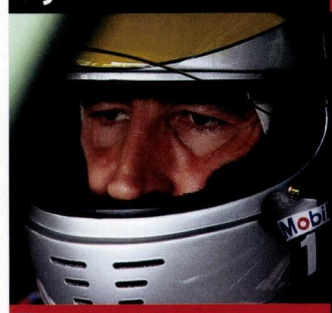
8 Gerry Marshall



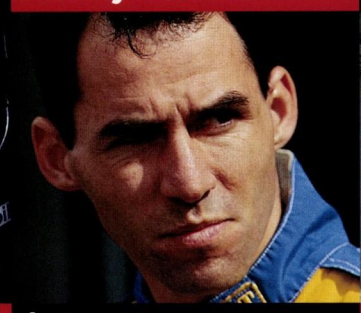
7 Roberto Ravaglia



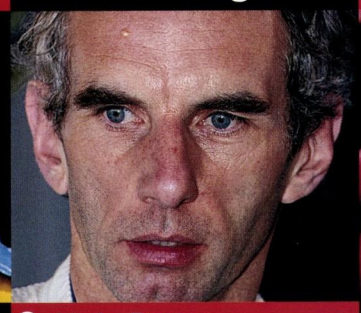
6 Frank Gardner



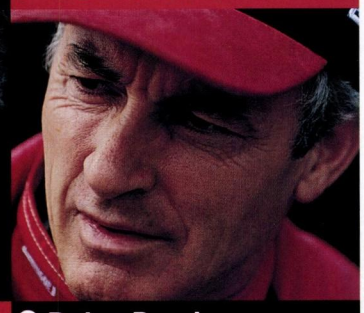
5 Bernd Schneider



4 Alain Menu



3 Andy Rouse



2 Peter Brock

smarts and an unerring ability to win just about every time he rocked up at the Nürburgring, i.e. a lot, it's no wonder that Mercedes loved him – and gnashed its teeth when he scored six DTM/ITC wins for Opel in 1995-96.

After a year away from the big leagues he 'unretired' for 2000 and scored his last two DTM victories and finished third in the overall standings... as a 50-something in a resurgent series chock full of young hotshoes. **PF**

- **Won Nürburgring 24 Hours twice: 1987 in a Ford Sierra Cosworth and '99 in a, ahem, Dodge Viper**
- **Registered 14 poles, 16 fastest laps and 1792.5 points in DTM/ITC**
- **Scored 12 DTM/ITC wins at the Nürburgring alone**

CHARLES BRADLEY: Because of his Le Mans wins people call him an enduro man. But he cut the mustard in sprints. He was winning in 2000, and gives the impression he could do so today.



Fiery Scot: Cleland shows a bit of his Cavalier spirit in car's second year, 1991

11 GABRIELE TARQUINI

With a stellar karting career – National, European and World titles – this likable Italian seemed set for single-seater glory, but clocked up just one point in his 38 GP starts between 1987-95. He was underfunded and underrated. By the time of his F1-closing one-off drive with Tyrrell at the Nürburgring, though, he had met with the success his talent deserved, in saloons.

Surprisingly overlooked by Alfa for its headline DTM campaign against Mercedes, the wisdom of it not putting all its eggs in one basket was proved when Tarquini swiftly established himself as one of the leading proponents of front-wheel-drive Super Touring cars – not the sexiest of racing sobriquets perhaps, but a tricky task that has proved beyond numerous other high-profile pilots. He finished third in the 1993 Italian Super T series with five wins and then took the BTCC by storm, scoring eight victories in '94 to secure the most coveted title of its kind.

His programme then fragmented: campaigns split between countries, second-division 4WD Alfas in the ITC (one win, at Silverstone) and a move to Honda and back to Super Touring in 1997. He scored the occasional victory for the Japanese marque during the next five seasons, but his stock ebbed away: by 2002 a run in an Alfa Giulietta at the Goodwood Revival was his first competitive drive of the season.

But the resurgence of the ETCC in 2003 allowed him to re-establish his credentials, winning the title for Alfa in a dramatically close-fought first year and finishing third in 2004. **PF**

- **As well as securing the BTCC title in 1994, he won a round of Spain's *Superturismo* series**



Winging it: Tarquini flies to 1994 BTCC title

- **Scored two wins in 2003 Super Production Championship for Nissan**
- **Scored Italian Super T win as early as 1989, for BMW**

PAUL FEARNLEY: Had the best equipment in the 1994 BTCC, but he impressed with his speed, racecraft and out-of-the-car savvy. It's good to see him back winning again.

10 JOHN CLELAND

The joker of the pack, it was always a big mistake to underestimate him. The gags and wind-ups were part of the Scot's strategy to unsettle his rivals – and it worked. Most of the star turns in the BTCC of the 1990s were single-seater aces who'd only turned their hands to tin-tops after F1 dreams had petered out. In contrast Cleland's background was the British clubbie scene: rallies, autocross and hillclimbs. His connection with Vauxhall goes back to the early 1980s driving production saloons. But what really sticks in the mind are his antics in a fearsome 5.7-litre V8 Carlton in Thundersaloons.

What a shock to the system it must have been when he switched to the BTCC and a modest fwd 2-litre Astra for 1989. But it was worth it; he won the (class-based) title, the first Scotsman to do so since Jimmy Clark in '64.

His second BTCC title in 1995 was more impressive. Against a new generation of Super Tourers, Cleland's ageing Cavalier should have been outclassed. But in its Ray Mallock-built guise, it was more competitive than ever, and its hard-charging driver proved once and for all that, with the right equipment, he could beat anybody in a tin-top. **DS**

- **Won British Production Car Championship in 1984 and '85**
- **Won British Thundersaloon Championship three times: 1986-88**
- **Finished second in 2001 Bathurst 1000 in a Ford Falcon**

DAVE RICHARDS: He's great value: outspoken off the track, aggressive on it – exactly what touring cars needs. His name should be as synonymous with Vauxhall as Gerry Marshall's.

9 JIM CLARK

Surprised to see the sainted Formula One star so high up this list? You really shouldn't be: the Scot was as adept in a saloon car as he ever was in an open-wheeler. Few motor racing images are as evocative as that of Clark three-wheeling his 'tina around Brands.

After sporadic outings during 1963, including one class win, the '64 BSCC title was a whitewash: Clark managed all eight rounds between F1 commitments, and mustered a clean sweep of class victories with the works Lotus-Cortina, three of them outright race wins despite the looming presence of the Ford Galaxies.

Though unable to realistically compete for the overall title in later years, Clark still performed the occasional smash-and-grab raid on the Brit tin-top series, managing two outright victories in 1965 (plus three class wins) and three


Clark tricycles after Ford Mustang power

the following year (plus two further class wins). Put simply, there was no-one who could live with him in equal equipment, even if the works Cortinas were very, ahem, trick. Add in further successes with the Cortinas, including the 3 Hours of Sebring in '65 and second in class at the same venue in the 12-hour race a year earlier, and now can you see why he's on the list? **RH**

- **Scored nine BSCC wins, putting him equal with Graham Hill**

MARK HUGHES: He was a genius in single-seaters, he was incredibly adaptable... hey presto, instant saloon car hero. It's as simple as that.

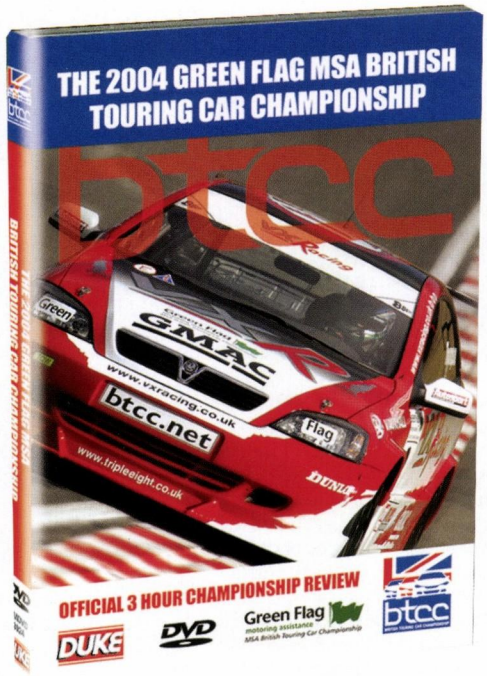
8 GERRY MARSHALL

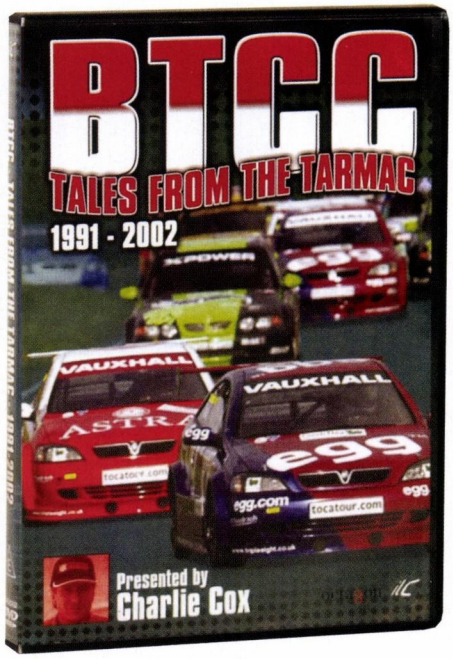
Although he never secured the BSCC outright or any big international events, larger-than-life Marshall was undoubtedly *the* man to beat in Production Saloons during the 1970s, and was simply peerless in Special Saloons: he took 63 wins in his 'Old Nail' Vauxhall Firenza alone. In the glorious Repco V8 'Baby Bertha' he was in a class of his own: in 1976 the duo was only beaten once.

The combo of Marshall and DTV tuning and preparation ace Bill Blydenstein did much to raise the Luton marque's profile as a serious player at a national level, and their second place overall »

LAT DPPI Schlegelmilch

Action speaks louder than words...





BTCC 2004

Features all the top class drivers and bumper-to-bumper action from the 2004 BTCC season. This three hour action packed review has it all, including exciting highlights, first class onboard footage and all the news, views and info you need to follow the season round by round.

DVD £19.99 180+mins No.DMDVD3924
VHS £14.99 180mins No.DM3925

BTCC Tales from the Tarmac 1991-2002

Celebrating over a decade of the modern BTCC series from its inception in 1991. All the best moments and top drivers in this classic compendium of action. Season highlights from the title contenders and reigning champions in their quest for 'saloon car' supremacy

DVD Only £6.99 145mins No.DVD2243

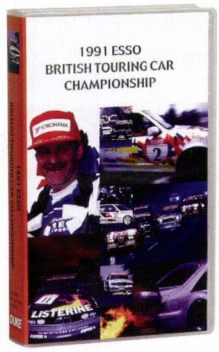


BTCC In-Car Experience 1

VHS £12.99
75mins
No.DM3343

BTCC In-Car Experience 2

VHS £12.99
75mins
No.DM3390



BTCC Review 1991

In 1991 the BTCC changed to an overall 2 litre formula and the result was mindblowing! All the key races captured by on-board cameras.

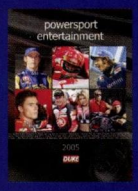
VHS £4.99
90mins
No.DM3226CTX5

SELECTED TITLES AVAILABLE FROM LEADING STORES Order direct by post, telephone or internet.

Tel 01624 640000 www.dukevideo.com

CHAMPION HOUSE DOUGLAS ISLE OF MAN IM99 1DD BRITISH ISLES email: mail@dukevideo.com ref: 6693

PHONE 01624 640000 FOR FREE 2005 CATALOGUE



DUKE

in the 1977 Spa 24 hours was remarkable considering all they had at their disposal was a Vauxhall Magnum.

It could be argued that Marshall's extra-curricular activities may have got in the way of him achieving more at a higher level. He probably wouldn't have wanted it any other way, but it's a crying shame that he wasn't seen out in a Rover Vitesse or a Sierra RS500. **RH**

- **Won 1972 and '74 Forward Trust Saloon Car championships (class winner in '73)**
- **Won 1974, 76-77 Tricentrol SuperSaloon Car championships**
- **Scored five BTCC class wins**

MATT BISHOP: Totally sideways but totally in control. Hefty like a Kilburn hod-carrier, he had hands as quick as a Colombian pickpocket's!

7 ROBERTO RAVAGLIA

There was a spell, a miraculously long one, when this Venetian (he was born across the water in Mestre actually, but Venice sounds better) couldn't stop winning - titles, that is. Between 1986 and '93 he secured seven of them, including the only world championship so far up for saloon car grabs. What's even more remarkable is that he was only favourite for the last three, the Italian Super Ts of 1990-91 and '93. His unbroken glory run of championship success - Euro, World, Euro and DTM (the world's most competitive series by '89) - was a triumph of sustained speed, innate survival instinct, masterful strategy, slices of good luck and, in '86, a governing body that was not too hot at maths (the ETCC title was Win Percy's until a recount was demanded). Ravaglia wasn't the fastest on BMW's books but he more than adequately covered all the bases, was perfectly suited to the guileful Schnitzer outfit and never let Munich down. He was its chosen man for several very good reasons, and it's not as if there weren't dozens of wannabes desperate to punt him off his perch.

Touring cars' switch to TV-friendly 'local' sprint formats gradually found him out - the Super T series was not the world's worst national series but nor was it the strongest - but his win in the 1989 DTM had already proved that he could swap paint with the best, as well as polish his trophies. **RH**

- **Won Spa 24 Hours three times: 1985, '88 and '94**
- **Won Nürburgring 24 Hours twice: 1989 and '95**
- **Won 1987 Macau Guia race**

ROB AHERNE: It's not hard to justify: he was the bloke who won everything. He did it by stealth as much as anything else: the Alain Prost of touring cars - super-smooth, super-successful.

6 FRANK GARDNER

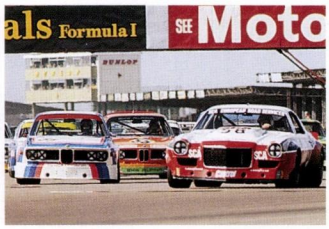
Where to start? This laconic trawler skipper's son from Sydney drove Jags with great success in Australia before arriving in Europe. As a mechanic for Aston Martin and Jim Russell, his best years were probably behind him as a potential single-seater star (although he was mighty in Formula 5000 later), so he was happy to take Ford's coin and concentrate on saloons and sportscars during the mid 1960s. With Alan Mann Racing he comfortably won the '67 BSCC in the charismatic red-and-gold Ford Falcon, repeating the feat a year later with the FVA-powered Lotus-Cortina Mk2 and newly launched Escort Twin-Cam from June: he would win his class in the eight remaining rounds. That same season he gave the Escort its first ETCC outing, at Zolder: despite being 30bhp down on the works Alfas, he was the class of the field and won outright.

After Mann had pulled out of racing to concentrate on his helicopter/aeroplane business, Gardner set up Motor Racing Research in 1970, fielding a glorious Ford Boss Mustang which took eight wins in the BSCC but lost the title to Bill McGovern's Imp. FG would have to wait until '73 before sealing his third tin-top crown in the thunderous SCA Road Services Chevrolet Camaro. **RH**

- **35 outright BSCC/BTCC wins puts him third on all-time list**
- **Secured his BTCC class seven times in a row, 1967-73, scoring 44 class wins in total**
- **Twice scored five consecutive outright BTCC wins: 1970 and '73**



The only world champion: Ravaglia in 1987



Gardner's Camaro leads the 1973 ETCC grid

ALAN MANN: His record speaks for itself but he did need a lot of prodding to give his best. It was always there when needed, though.

5 BERND SCHNEIDER



Three-Pointed superstar: Schneider, '95

The successor to Ludwig as 'King of the DTM'. But in comparison to his predecessor, this German will always be associated with just one manufacturer: Mercedes. Schneider has silver running through his veins.

Bernd *did* make it to Formula One, but two miserable seasons with Zakspeed and a pair of races for Arrows barely counts. As Michael Schumacher made his startling debut with Jordan, Bernd was coming to terms with life on the F1 scrapheap.

At first he was the pretender, but when Ludwig jumped ship to Opel in 1995 Schneider's time had come: not only did he win the DTM, he also claimed the inaugural ITC. The death of high-tech, high-cost Class 1 saloon car racing forced Mercedes into GTs. Schneider followed, claiming the FIA title at his first attempt in '97. But after Merc's backflipping debacle at Le Mans in 1999, driver and marque were more than happy to return to tin-tops via a reborn DTM in 2000. In five years he has won the title three more times. He was well beaten in 2004 - sixth place his first time out of the top two overall since 1994 - but he won the finale, and 40 is no great age for tin-top aces...

It's just a shame that he'll likely never race in any other touring car series - and certainly for no other make. **DS**

- **A record 38 DTM/ITC wins**
- **Won the 1989 Spa 24 hour race in a Ford Cosworth RS 500**

DAVID MALSHER: A Mercedes icon. The yardstick. The Michael Schumacher of touring cars.

4 ALAIN MENU

Probably the best front-wheel drive Super Touring driver of them all? Our judging panel seems to think so - but Aïello must surely run him close.

Menu would probably have made a decent GP driver had the cards fallen differently, but as his single-seater career ground to a halt in Formula 3000, he gambled on switching codes; the move paid off. He began his saloon »



Magnum force: Marshall won his BTCC class in 1976 for Vauxhall

LAT DPPI

THE HAIRPIN COMPANY

Desire at every turn.



Welcome to The Hairpin Company.

Not just a name with a difference, but an approach with a difference.

Not for us a quick sale and a fast goodbye. We want to make our clients happy. Truly happy. If that means going the extra mile (or two), who are we to argue?

Leading our pack this month are:

2004 PORSCHE 911 GT3 RS

RHD • Delivery mileage • Fitted with factory extras • Ceramic composite brakes • Colour keyed roll cage and centre console • Air con • Tracker • A very rare opportunity to purchase a virtually brand new example of this definitive version of the 911 • £POA



1963 ELVA MK7 S

A fascinating car • Sold new and road registered by Jersey based enthusiast until the early 80's • Continuous history from new, including buff logbook, period photographs and winning cups • Recent full rebuild for well known collector/ racer by renowned specialist • Powered by the Lester Owen 2 litre BMW engine • FIA papers and immaculate history • Proven competition car ready for next year's FIA sanctioned endurance races • £85,000

2002 BENTLEY ARNAGE T

Quilted black leather interior and roof lining • Walnut and engine turned aluminium detailing • Full navigation system • Multi CD player • Electric heated memory seats • 16,000 miles • Full Bentley service history • £110,000



1973 FERRARI 246 GTS DINO

Original UK RHD car • £60,000 spent with Ferrari specialists • Must be one of the finest available • A very well sorted car in excellent condition throughout • £52,500

To view our extensive stock please visit our constantly updated website.



The Hairpin Company Compton Bassett Wiltshire SN11 8RH

Tel: 01249 760686

www.thehairpincompany.co.uk

The Hairpin Company are active purchasers of quality contemporary and classic sports cars for our new showroom.

career with a couple of BMW drives in the 1991 DTM, then joined the Prodrive BMW squad for his first BTCC campaign. The following year he joined Renault: an association that would loom large for most of the 1990s.

That first season, with Renault's recalcitrant 19, reaped just one victory, but Menu had comfortably outgunned reigning champion Tim Harvey. The Laguna was introduced for 1994, and as the BTCC grew in stature, so did Menu. Three years in a row he was its runner-up, then finally he got the monkey off his back with a dominant season in '97. By the time he won his second crown, in 2000 with Ford, the BTCC glory days were over, but he still had to beat ace team-mates Rydell and Anthony Reid.

Three fruitless DTM campaigns followed, but his lack of success reflected badly more on Opel than the Swiss.

After a flirtation with GTs, Menu is back in tin-tops for 2005, joining Chevy in the brave new World Touring Car Championship. Can he do a Tarquini? **DS**

- **Most points and podiums in BTCC's Super Touring era**
- **Most wins in a BTCC season: 12**
- **Set two fastest laps in 2003 DTM**

KEITH GREENE: When I set up Renault Dealer Racing I was asked to get the number one plate (Tim Harvey) and who I would recommend as the other driver. I immediately suggested Alain. Renault wasn't sure, but I was... It was clear to me that he was special.

3 ANDY ROUSE

Quite simply 'Mr BTCC'. When Rouse retired from driving in 1994 he could look back on a saloon career that spanned over 20 years and included four BTCC titles, nine class titles and 60 outright victories. Series records all. He won in almost everything he drove. He won the Ford Escort Mexico series in 1972, and by '75 had secured his first BTCC title in a Triumph Dolomite Sprint.

Outside of the BTCC, he partnered Derek Bell in the ill-fated Jaguar XJ12C ETCC assault of 1977, scoring three poles, three fastest laps and the car's best result: second at the Nürburgring.

But it was in the BTCC where he stamped his mark, as a team owner as well as a driver. Three titles in as many years between 1983 and '85 showed his class, especially as each was secured in a different car: Rover Vitesse, Alfa Romeo GTV6 and Ford Merkur. He was the benchmark in the Sierra Cosworth years (even if Robb Gravett beat him to the title in 1990), with victory over the works Eggenberger squad in the '88 Silverstone TT a career highlight.



Menu knew the ropes, all the tricks - and a few BTCC short-cuts

Rouse then played a leading role in the creation of Super Touring, which enjoyed a global boom during the 1990s. He even adapted successfully to front-wheel drive: the wins kept on coming.

No-one has made a bigger impact on British saloons than this smooth driver and quietly determined engineer. **DS**

- **Only man to claim four BTCC titles**
- **Scored a record 84 BTCC class wins**
- **Record-equalling 12 BTCC class victories in one season, 1975**
- **Set pole position for very first WTCC race, Monza 1987**

MURRAY WALKER: The ultimate touring car racer. Not just for his unequalled record of success but for his engineering ability, enthusiasm and unfailing consideration and courtesy. A commentator's dream.

2 PETER BROCK

Australian V8s: unsophisticated and uncouth. Holden versus Ford: saloon racing's most narrow-minded rivalry. What else? Oh yes, burnt-out cars, and shelters constructed from tubes of 'The Amber Nectar' atop Bathurst's Mountain. Yet such is the esteem in which 'Peter Perfect' is regarded, he rises above even this Eurocentric-warped view of his Down Under world.

Urbane, intelligent, philosophical and engagingly leftfield on occasion, Peter Geoffrey Brock also happens to be one of the smoothest, fastest, canniest of all touring car aces. His three Australian tin-top titles (1974, '78 and 80) has been topped by six drivers, but in all other respects he dominates this series: 37 wins, 57 poles (an incredible 13 in succession in 1979-80) and over 100 podiums from 209 starts. He won in his first full year ('73) as a cocky 28-year-old and in his last ('97) as a 52-year-old icon. And before you dismiss him as a big fish in a small pond, remember that ranged against him were Jim Richards, Dick Johnson, Colin Bond, Allan Moffat, Larry Perkins and Mark Skaife - all of whom, it could be argued, deserved a place on this list.



Dolly mixer: Rouse's Triumph leans on Ford



No Holden back: Bathurstmeister 'Brockie'

And this is before we get to Bathurst, unquestionably touring car racing's most important race. Brock realised its value before anybody else and would gear his whole year towards winning it: an incredible nine victories was the result of his attention to detail, mechanical sympathy and natural speed. He also finished second once and third twice, and had a couple 'in the bag' before mechanical failures and/or co-driver errors intervened.

Yes, his European visits were rare, but the distances and logistics involved, and strength of his brand (and the scene) at home, made such campaigns unnecessary. Had he offered his services in Europe he would have been snapped up - and been successful. Of that there can be no question.

In a country that measures itself in increments of sporting excellence, Brock is mentioned in the same breath as Bradman and Brabham. No other saloon car driver comes close in the household-name stakes. **PF**

- **Won 1979 Bathurst enduro by a record six laps - and set fastest lap on the last lap for good measure**
- **Part of victorious Holden crew that won 2003 Bathurst 24 Hours**
- **Finished second in 1977 Spa 24 Hours in a Vauxhall Magnum 2300 co-driven by Gerry Marshall**
- **Won long-distance Sandown saloon car race nine times in 12 years: 1973, '75-81 and '84**
- **Proved turbo capabilities with a blistering Ford Sierra Cosworth pole at Bathurst in 1989**

ALAN GOW: The most naturally gifted driver I've ever come across. Quick in anything - saloons, sportscars, single-seaters. He's won races, rallies - and even in rallycross. He's also a good bloke with no side to him. He'll spend hours with fans and they adore him for it. He can be a little bit naïve, too, but when he commits to something he does so 100 per cent. »

THE JURY: Rob Aherne, James Allen, Matt Bishop, Jeff Bloxham, Charles Bradley, Matt Burt, Stuart Codling, Steve Cooper, Steve Cropley, Simon Daukes, James Elliott, David Evans, Paul Fearnley, Laurence Foster, Jonathan Gill, Andrew Golby, Alan Gow, Keith Greene, Alan Henry, Richard Heseltine, Mark Hughes, Matt James, Paul Lawrence, John Lilley, David Malsher, Alan Mann, Mel Nichols, Jonathan Noble, Martin Nott, Derek Redfern, Dave Richards, James Roberts, Tim Schenken, Tim Scott, Marcus Simmons, Damien Smith, Simon Strang, Alisdair Suttie, Bill Thomas, Adam Towler, Eric Verdon-Roe and Murray Walker

Main: Soper hemmed in by his BMW's roll-cage.
Below left: Late-1970s Mini wins launched career.
Below right: Leading 1988 TT, Rouse's Sierra looms

And the winner is... a tyre fitter from Harrow. Paul Fearnley assesses the saloon racers' saloon racer, a man who shunned single-seaters and only went 'blue sky' 27 years into his race career



Steve Soper

1



It's all twirling arms and jutting elbows in the hurly-burly of touring cars, right? No room, or need, for style in these saloons of substance. First rolling wreck across the line wins. Simple, but brutal. Populist, not purist. Yet Steve Soper, silver open-face, its peak tipped back, shoulders relaxed, wrists flexed, torso tipping-in like Jimmy Clark, was calm amid the storm. As war raged on the windward side of his 'screen, 'Soperman' was at his ease in a favourite armchair, remote to hand, somehow controlling races as if he were watching your review-of-the-season vid, too.

Out of the car it was different: red-faced with perspiration, he wore his dices heavily. It's not that he wasn't fit – he was winning long-distance races in 650bhp Prototypes as he approached his personal half-century – it's just that he *always* emptied his tank, be it an Oulton Park 17-lapper or Bathurst's James Hardie 1000. For few have been as hungry as Soper. He tried to win his first race "at the first corner" (on the second lap, reportedly) and his self-prepared Escort "fell over". That was 1971, an Eight Clubs meeting at Silverstone. For the rest of the decade this tyre fitter from Harrow (his father owned the firm) slogged around the British scene: Transit, trailer, Escorts, Minis and Imps. He was confident of his ability but never had the money to make things happen – and the call didn't come.

"What changed it was the emergence of one-make championships," he says. "I was attracted to them because I felt your results depended more on talent than budget." He was right: between 1977 and '81 he won the National Mini 1275GT class, the National Mini Challenge outright, the Ford Fiesta Cup and the MG Metro Challenge. *Now* the calls came. And continued to do so for the next two decades. But while his phone went into meltdown, the titles, weirdly, dried up. Only one more would come his way. But Soper is proof that there's more to motor racing than titles: the Stirling Moss of saloons. Which is why BMW wanted him as early as 1984, eventually landed him in '89 and hung onto him until '99. Only Ford, the other kingpin marque of saloons, and Austin-Rover, the firm that gave him his break, were able to wedge themselves between Soper and his dream drive: "I remember watching a TT and being impressed by how BMW went about its racing: the trucks, the presentation of the cars, lots of little things." He was a teenager and the impression was vivid and lasting.

The roles were reversed in the 1983 Tourist Trophy. In his first season with the Rover Vitesse, and always brilliant at old, balls-out Silverstone, he blitzed the field with a mature (well, he was 31), stupendously fast drive in wet-dry conditions to open his ETCC account. Hans Stuck, whose 635CSi had floundered in Soper's wake, immediately recommended him to the Munich marque. Austin-Rover's competitions boss John Davenport countered with a two-year contract; Soper accepted. And spent two years fretting about it.

While Tom Walkinshaw's Jaguar XJ-Ss were mopping up the 1984 ETCC, TWR's fallback Rovers gave Soper one finish in nine starts. And his partial British campaign, meanwhile, was curtailed when the courts argued the validity of his stunning, straight-from-little-nipper-Metro-to-big-banger-Rover BTCC title of '83. He was eventually stripped of it, in August. The reason? The single-cam V8's hydraulic tappets had been fitted with grub screws for ease of adjustment.

Asked to jot down ideas for improving his Rover lot for '85, Steve's thoughts ran to a couple of sides of A4 – and ran and ran: "The next thing I know Tom is on the phone asking me why I was being critical of TWR." Soper was left out of Rover's squad for the first two ETCC races of 1985, returned at Donington Park – and suffered a huge accident in practice. Matters improved – a third and three seconds – but his contract was up, and he was off.

"Steve could be troublesome," says Davenport. "He knew what he wanted: Mr Soper winning. All pro drivers want to win, it's just that he was a little more open about it than most. But he never gave me a moment's disquiet in the car. Once the door was shut he was totally focused. You didn't have to bother with any of that psychological motivation stuff, all you had to do was tell him where the race was and when it started.

"There was a streak of paranoia about him. He seemed to think certain people were out to get him. The TWR situation didn't help that: Tom was not only the team's boss, he was its number one driver too. Steve had two particular problems in that situation: he couldn't hide his feelings and he was a bit too quick."

Soper: "Tom was the boss in every respect; I was inexperienced at that level and was unable to stand my corner. I couldn't control my destiny. All I could do was drive as fast as I could." And for the first time he discovered this wasn't always enough in the professional ranks. It was a hard lesson well learned.

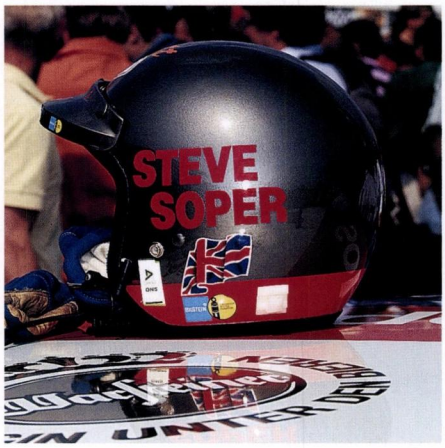
Soper's next career move was more ambitious and far-sighted: he joined Ruedi Eggenberger's squad. This Lyss-based Swiss-German outfit, the reigning ETCC champion with Volvo's unlikely 240 Turbo, was now Ford's team of choice. 1986 was always meant to be a learning year with the Merkur XR4Ti and the win at the Estoril finale was a bonus, for what Soper had had his eye on all along was the Sierra Cosworth teed-up for the inaugural World Touring Car Championship.

He tried to win his first race 'at the first corner' and his Escort 'fell over'

This series was mired in politics from the off and lasted for a single season. But Soper had his own problems closer to home. The arrival at Ford of Klaus Ludwig had upset his apple cart. Soper and Klaus Niedzwiedz were split up to allow for a German 'dream team' and Steve was now paired with talented but undemonstrative Belgian racer/scribbler Pierre Dieudonné. It was clear which duo was number one. Even Soper's consolation of winning at Bathurst was denied him several months after the event when his evo RS500 was disqualified because of illegal... plastic wheel arches. "I wasn't too bothered at the time," says Soper, "because I knew I'd won on the road. But now I've retired it annoys me more and more that this win, and my BTCC title, aren't in the record books."

Soper's Ford situation improved during 1988. Ludwig missed the opening ETCC round – he was snowed-in on a skiing trip – and after a »

Right: Victory for Rover in the 1983 Tourist Trophy at Silverstone alerted the top teams to Soper's talent. Below: Familiar lid flies the flag for the home country





DPPI LAT

non-score in the next decided to concentrate on the 1989 DTM, which he won; Niedzwiedz, meanwhile, broke his arm in a crash. Soper was now clearly top dog and his team-mates revolved around him as he won at Monza, Estoril, Jarama, Dijon, Nürburgring and Nogaro to secure the manufacturer title for Ford. But BMW's Roberto Ravaglia and the best-in-the-business Schnitzer team, as they had in the WTCC, somehow squeezed between the leading Blue Oval man and the drivers' title. The key to this was Soper's TT defeat by the privateer RS500 of Andy Rouse/Alain Ferté – a situation that would not have been allowed at BMW, as Steve was about to discover.

"I worked hard at being professional," says Soper. "I made it my business to know what was going on, what was expected of me – and made sure I would be a player for the following year." But there is an extra, subtler layer to the tin-top pecking order. When Soper (finally) signed for BMW in 1989 he did so as just one of its dozen or so contracted drivers. *And* he was the only regular Brit in the competitive DTM for the next four seasons. He revelled in that, won nine times (plus an ITR Cup victory at Brno in 1991) and headed the point standings for portions of '89 (with Zakspeed) and '90-91 (with the Italian Bigazzi team), but he never landed that Schnitzer deal and so usually found himself behind Ravaglia and/or Johnny Cecotto in the 'latest bits' queue.

> 'JJ couldn't understand how someone could be faster in the same car'

Soper: "Titles slipped away from me, true, and I must accept some blame for this – but it wasn't always purely down to me. Although I was near the top of most manufacturers' shopping lists I wasn't always able to get myself into the position of being the chosen man for the championship: Ravaglia at BMW, Ludwig at Ford. I have the greatest admiration for Bigazzi, but maybe with Schnitzer I might have won the DTM; Bigazzi was more focused on winning races."

The Schnitzer call finally came in 1993 and it was not without its problems, but after a difficult 'return' season in the UK (see panel opposite), a move to Japan in 1994-95 saw the liaison bear fruit. Soper: "None of the others wanted that job because of the schedule involved but I've never minded the travelling. I could have contested the German *Supertourenwagen* Cup (STW, run to the 2-litre, four-door formula) but I wanted a new challenge." Ranged against all-out efforts by Honda, Toyota and Nissan, he finished third in 1994 and took the title in '95. "It was a tough task: the car was run out of the back of the transporter because we didn't have a workshop. And although the Japanese wanted us there for the kudos, they didn't really want us winning; the Japanese manufacturer cars would be in and out of scrutineering in 3sec flat whereas we'd be in for hours. It was something we had to swallow."

From caressing 500bhp of Ford turbo power on marginal 9in rubber over long distances to max-attacking a kerb-hopping BMW sprinter, Soper had been a saloon force for a decade. But he was about to blow the roof off. While securing another touring car runner-up slot – in the 1996 STW – his career entered a glorious Indian summer courtesy of GTs and Prototypes. BMW was now gunning for Le Mans and, as a warm-up, Soper put his Bigazzi-run McLaren F1 GTR on pole at Silverstone. He was running away with his very first GT race, too, when he overstayed his fuel welcome by a lap. At Le Mans he finished 11th with Jacques Laffite and Marc Duez; but it had been his qualifying – eighth, and fastest McLaren – that had caught the eye.

Soper: "JJ Lehto couldn't understand how someone could be faster than him in the same car at Le Mans. That's why he chose me as his co-driver for the following year's FIA GT series." Lehto was widely regarded as the best in this field and Soper soon gave up trying to match him over a lap in the Schnitzer-run, long-tailed machines. His, though, was a considerable contribution to their success, setting the car up and registering impressive stints on worn rubber left on to save time at pitstops. They won at Hockenheim, Helsinki, Spa and Mugello but could not stave off the title advances of Mercedes' CLK-GTRs.

More impressive still was Soper's adaption to BMW's open-topped, Williams-built V12 LM Prototype, which he and Tom Kristensen spent much of 1998 readying for Le Mans. They ultimately retired early from the enduro classic – but again qualifying there had a major impact on Soper's career: "Tom and I had been similar in speed in testing and we had a verbal agreement that we would both have a shot at qualifying. But the team changed all that when we got there and I never got my chance. In the past I would have fought back, but this time I decided to let it go. I'd been with BMW a long time and I'd relaxed, let my guard down – not in the car, but out of it. And that came back and bit me when Gerhard Berger took over as BMW's motorsport boss: he saw me as an old bloke who couldn't qualify. He'd retired from racing so why couldn't I?"

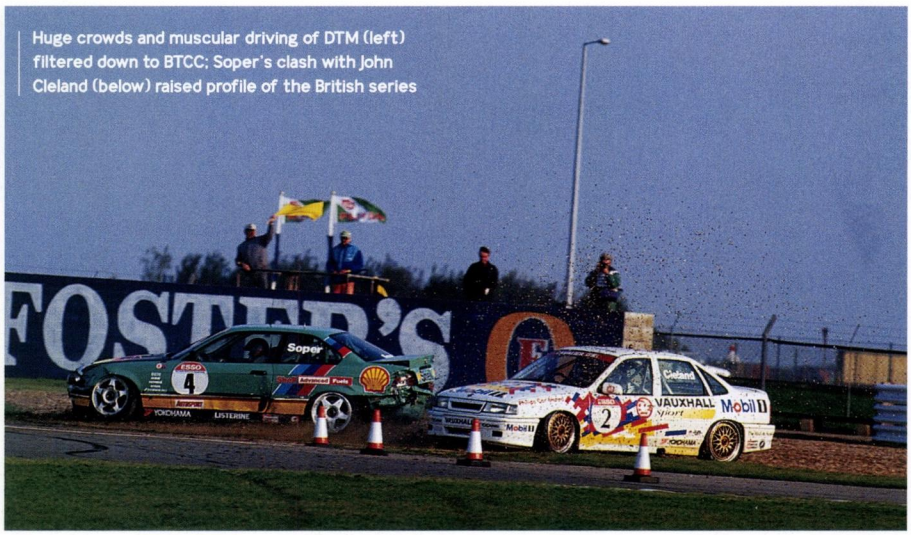
The writing was on the wall when Soper was placed in a privateer Prototype at Sebring in 1999. It didn't help that he put it *in* the wall. But when Jörg Müller was seconded to BMW's nascent F1 programme as its test driver, Soper found himself back alongside Lehto. Again he and JJ fought a losing title battle, this time against Audi's A8, but they were impressive, winning at Sears Point, Laguna Seca and Las Vegas. But that, and a fifth at Le Mans, wasn't enough to keep Soper in favour at BMW...

"At Sebring in 2000 I was with Bill Auberlen Jnr and Jean-Marc Gounon, not JJ. They fought over set-up; we went with Gounon's and it was undriveable. I walked away from that race [they were fourth] having driven harder than ever, and suddenly I decided I didn't want to do it any more. It just didn't feel right."

The hunger had gone. His 2001 BTCC season with Peugeot was, by his own admission, a campaign too far, his crash at its Brands Hatch finale one impact too many. That neck injury made the decision for him, put the tin lid on a brilliant 30-year career. Sure, Soper never competed in single-seaters, but then Michael Schumacher was not much cop when he raced a Mercedes in the 1990 DTM finale. And my guess is that Mika Häkkinen will get a shock in this year's DTM. Every theatre of the sport has its benchmarks: you knew you'd arrived in touring cars if you were close enough to tug on Soperman's cape. M

LAT DPPI





Huge crowds and muscular driving of DTM (left) filtered down to BTCC; Soper's clash with John Cleland (below) raised profile of the British series

Hop to it: chasing Paul Radisich's Ford Mondeo and the Renault Laguna of Alain Menu at Knockhill in 1994. This meeting saw Soper score his final BTCC victory

The home fires extinguished

A glorious homecoming turned into another missed title for Soper in 1993



Ten years after his BTCC title had been annulled, Soper returned for another shot at the championship. He'd been an occasional visitor since 1983 but this time he was back full-time, and he and Schnitzer arrived as red hot favourites. Charly Lamm's outfit duly swept the board, winning the team and manufacturer titles. The only thing that didn't go as expected was that Soper did not win the drivers' title; team-mate Jo Winkelhock did.

"There was a lot of pressure on me," says Soper, "but I found it hard to motivate myself when revisiting all the old places; people forgot I'd done 13 years in the UK before Rover signed me fully. And after a decade of racing in Europe at places like the old Nürburgring and Brno, Snetterton had definitely lost its wow factor."

Soper won two of the first three races, but on each occasion Winkelhock had led. The eventual victory count would be 5-3 to the German.

"Jo had been with Schnitzer longer than I had. He was not given preferential treatment, it's just that he knew better how the team worked; and the team knew better how he worked. Plus he had the motivation to beat me at home. He did a bloody good job of it."


LISTERINE
GOODE
5
ESSO
British Touring Car Championship
DRIVER MIKE NEWMAN

Roofs of the world

These iconic saloon cars went to tin-top war in the late 1980s. But which is better: Sierra RS500 or BMW M3? Ian Flux decides

photography by David Shepherd



Sierra's 'jelly mould' shape was widely criticised at a time when saloons were three-box, like the M3

The old Abbey on the old Silverstone had always been easy flat. Until now. Approaching at more than 150mph, perched in a repmobile teetering on skinny tyres, this left kink suddenly required all my concentration. And a lift. And a dab. Nobody had told me that touring cars would be like this: scary, and stupendously hot. A sort of automotive hell: not ideal, but more exciting than the other place.

My first race in a Group A saloon should have come at Donington Park earlier that year. After the birth of my daughter at 6.45am on May 14, I dashed north for Saturday qualifying; the next day, however, the turbo let go before my stint. And so my saloon racing debut occurred at what turned out to be the high-water mark of this form of racing: the 1988 Tourist Trophy, August's penultimate counter for the European Touring Car Championship. With 500-plus horsepower courtesy of (at least) 2-bar boost, and only one nadgery chicane, Ford's Sierra Cosworth RS500 at Silverstone was an exciting proposition. I had heard a rumour that Andy Rouse's version had passed an F3000 single-seater down the Hangar Straight in testing. Now I believed it. And even Andy was upstaged in qualifying for the TT by Dick Johnson, a racer in the best laconic Aussie mould: his pole came at a whisker under 112mph.

Er... we were 5sec and 21 places further back – despite having overtaken Tom Walkinshaw's Holden Commodore going into Copse. I could have passed him on the previous lap but the boys would never have believed me if I had done it somewhere out of sight. I'd again been drafted by Asquith Motorsport to partner its regular BTCC pilot Karl Jones. The team was doing a sterling job with a limited budget but I couldn't believe how hard I was having to work: my thin-soled leather boxing boots, fine for single-seaters and sportscars, were melting on the Cossie's pedals, and my right leg was aching in its efforts to get the damn thing stopped. Karl had phenomenal car control... and he needed all of it.

It was at this point that I realised some Sierras were more equal than others. I wandered down to the works Eggenberger pit to blag some new pads from Steve Soper. I brandished our knackered items and he said, "Oh, you want some rears." I pointed out that these were our fronts and he rolled his eyes to the sky. (Part of) our problem was thus explained.

Karl did the first stint. Then I jumped in. And it was even hotter. This particular car didn't have a chequer-plate false floor and so my feet were resting directly on a floorpan that was cooking at gas mark six thanks to that truck-like Garrett turbo. I enjoyed the big challenge the car presented but I wasn't devastated when it ground to a halt with an hour to go because of an electrical glitch. My feet were killing me.

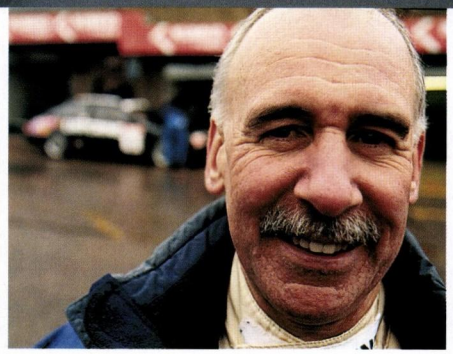
My second, and third, experience of an RS500 was much more comfortable: I shared Sean Walker's Rouse-prepared car in the 1990 BTCC two-driver races at Donington Park and Brands Hatch. It had more power than the Asquith car but its delivery was much smoother, albeit still wicked, and it actually stopped when you hit the middle pedal. We finished fourth at Donington and third at Brands.

More comfortable, yes, but that Sierra still focused the mind. I remember it generating »





Clockwise from above: RS500 package included deeper airdam, secondary rear spoiler and Gurney flap on main wing; utilitarian cockpit – fuel mixture and boost switches on centre console; check that 'big rig' turbo; evil in the wet; Mike 'Testing's for Nancy Boys!' Newman; 'Clifford the Dragon' apt for fire-breathing saloon racer



'The likes of Rouse and Soper made it look easy. It wasn't'

wheelspin as I selected fifth going past the pits at Brands, and despite having driven Can-Ams and Tuscans at that track, no car has approached Paddock Hill faster than the Ford. And that was just the bends everyone hears about; the Sierra introduced me to corners I didn't know existed.

Between these two RS500 stints I got my first experience of its big rival: BMW's M3. My 1982 Formula Atlantic Ehrlich team-mate, Masanori Sekiya, landed me a couple of drives for Rays Racing in Japan in '89, standing-in for Andrew Gilbert-Scott; I drove at Suzuka and Tsukuba. What was unusual about this situation was that the team, an offshoot of a wheel manufacturer, made its own tyres; a technician had jumped ship from Yokohama. Unfortunately, I think he only brought the special qualifying mix with him; we'd start right up at the sharp end of the grid, only to come in for new rubber after 20 minutes.

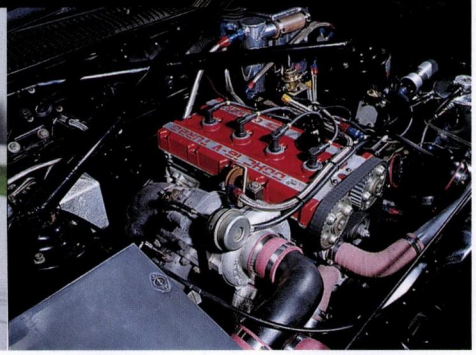
That car was a 2.3-litre M3; I had my first run in a 2-litre Class 2 (aka Super Touring) version in the last BTCC race of 1990, replacing John Llewellyn. The following year I contested the series in an M3 run by Roy Kennedy. To be honest, there wasn't much difference between these two types; you were a bit down on torque with the 2-litre but by the middle of '91 our lap times were faster than the 2.3s had ever managed.

There was, however, night and day between the RS500 and M3. You couldn't get two cars more diametrically opposed – and yet they somehow met in the middle and had a damned good scrap. The Ford had the power and the speed; the BMW had the handling, the balance and the fuel economy. The Sierra was a road car with the unequal task of containing 500bhp; the M3 was a racer first, detuned road-rocket second. Popping and banging turbo versus rev-happy atmo. To get the best out of the Ford you had to treat it with respect; to get the best out of the BMW you had to abuse it.

Climbing aboard Mike Newman's Graham Goode-run RS500 is a time-warp moment: it's in exactly the spec it finished the 1990 BTCC finale at Silverstone, the Sierra's – and Mike's – last-ever race in the series. With its door trims intact, wind-up windows, uncomplicated roll-cage and high seating position, it feels very road car – an impression that lasts all the way up to 5000rpm. Below this mark, it's a shopping car; above it, it's hopping mad. On today's mirror surface, as soon







as the turbo starts to whistle, all grip is spat into a sideways snap. It's impossible. Come to think of it, balancing an RS500 in the *dry* was a real Houdini act. Not since the days of the pre-war Silver Arrows had so much power been (force) fed through such narrow rubber: 9in, the same as the M3, albeit with 200bhp and 140kg (1100 compared to 960kg in 1988) more to cope with.

The trick to coaxing a lap out of it was to keep it smooth, smooth, smooth. The likes of Rouse and Soper made it look easy. It wasn't. You would arrive at corners 20-30mph faster than the BMWs and brake harder as a result, pitching the car onto its nose. Through the corner you couldn't balance it because of the lag. And then, on the exit, when the boost kicked in – it really came on the cam at 6500rpm – all that weight would rush to the tail. To get around this corner conundrum you ended up squaring-off all the turns: brake early and not too hard, turn-in very late, then feed the power in, all the while anticipating the lag. You'd use a lot of lock in the middle of a bend, but by shortening the corner you'd be off the power for less time. What else? Oh yes, keep off the kerbs. The Sierra's suspension was quite soft: hitting a kerb would unsettle it and you'd have to back off. At somewhere like Brands Hatch's downhill left at Graham Hill Bend you could feel it begin to fall over itself. And despite all that power and the increased high-speed downforce created by the RS500's wing package (an extra 20kg front, 100kg rear, at 120mph), the car was a basic understeerer that was almost impossible to adjust mid-corner. Mastering it »

SIERRA: TRACK RECORD

During his 11 seasons of BTCC racing not once did Blackburn shoe manufacturer Mike Newman test his cars. Such activities were for "nancy boys" with nowt else to worry about.

"My best result with the Sierra was my first race in it, and I hadn't even sat in it before qualifying," he recalls. "I only did three laps in practice before the headgasket blew, yet I ended up finishing second."

The remainder of 1988 brought him a front row at Donington Park, two third places and third in the Class A standings. The following year (below) he was sixth, after two thirds at Thruxton and another front row at Donington Park. He kicked off 1990 with another second place, at Oulton – he'd claim pole there later in the season – and recorded a third at the Birmingham Superprix and a fourth in his last race in the car, at Silverstone.

"It was fantastic to drive. We had some problems to begin with – headgaskets and turbos (four at one meeting once!) – and that came as a shock after just one retirement in almost 50 races over three years with my BMW 635CSi." It was with this ex-James Weaver BMW GB car that he secured his two outright BTCC wins following campaigns in Vauxhalls (Vivas and Firenzas) and Capris.

"The problem with the Sierra was that the horsepower increases kept finding weaknesses elsewhere. But I wouldn't have missed those races for the world. If you are racing for fun alone it's important that your car grabs your attention, gives you a thrill. The Sierra never let me down in that respect. The prospect of having to swap it for a 2-litre front-wheel-drive did not appeal. It was this that persuaded me to retire." You can see his point.



LAT

TECH SPEC

1990 BTCC Ford Sierra Cosworth RS500

ENGINE

Type Cosworth YBD, turbocharged fuel-injected (8 injectors) in-line four, belt-driven dohc, four-valve alloy head, 'Pinto' iron block **Capacity** 1993cc
Bore x stroke 90.82 x 76.95mm **Max power** 545bhp @ 7500rpm **Max torque** 460lb ft @ 4800rpm
Compression 6.8-to-1 **Management** Zytek
Turbocharger Garrett T31/T04 **Max boost** 2.5 bar

TRANSMISSION

Gearbox Getrag, five-speed, synchro

CHASSIS

Minimum weight 1100kg **Suspension (f)** MacPherson strut, lower arms **Suspension (r)** trailing arms
Dampers Bilstein

RUNNING GEAR

Brakes AP, discs, vented and cross-drilled (f), vented (r), 4-pot calipers (f&r) **Steering** rack and pinion

PERFORMANCE

Max speed 170mph **0-60mph** 3sec **0-100mph** 7.5sec



M3: TRACK RECORD

Built by the Linder team in 1987, shell '7' was given its debut by future Opel competitions boss Völker Strycek when he drove it in the opening races of the '88 DTM at Zolder: he was eight laps down and unclassified in the first heat and didn't start the second. The maiden DTM champion ('84) also drove it at the Nürburgring's Eifelrennen and his sixth in the opening race of that meeting would be the car's best-ever result; he finished 16th in the second race.

The car was then passed on to privateer Anton Göser, who was updating from a 635CSi. He painted his new acquisition a vile acid green/yellow (you can still see it in the engine bay and boot, if you feel the need) and contested DTM rounds at Brno, Mainz-Finthen and Norisring. His best result was a 12th in the second race at the latter venue. Karl Baron ran the car at the Hungaroring and lasted just a lap.

Castrol-backed Göser also mounted a partial DTM campaign in 1989, at Zolder, Norisring (above) and Hockenheim. The car's best result that year, however, came when it was driven by Harald Grohs: he finished 18th and then 12th at the April Hockenheim meeting.

After 1989 the car was sold to an Italian BMW dealer, who hillclimbed it for a couple of seasons before putting it on display in his showroom. It was spotted there by Milan-based enthusiast James Abbott and he eventually persuaded the owner to part company with it three years ago.

It is currently for sale via Kings Lynn-based German Cars - tel: 01485 544863/07788 620730.

Freidmann Book

TECH SPEC
1988 Group A BMW M3

ENGINE

Type BMW M10/S12, fuel-injected in-line four, chain-driven dohc, four-valve alloy head, iron block
Capacity 2302cc **Bore x stroke** 93.4 x 84mm
Max power 290bhp @ 8400rpm **Compression** 12-to-1
Management system Bosch Motronic DME

TRANSMISSION

Gearbox Getrag, five-speed

CHASSIS

Wheelbase 2565mm **Length** 4356mm **Width** 1679mm **Minimum weight** 960kg (in WTCC/ETCC)
Suspension (f) MacPherson strut **Suspension (r)** trailing arms **Dampers** Bilstein

RUNNING GEAR

Brakes Brembo, vented cross-drilled discs, 348mm (f), 300mm (r), 6-pot calipers (f), 4-pot (r) **Steering** rack and pinion

PERFORMANCE

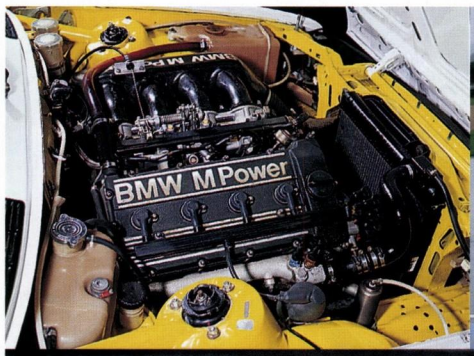
Max speed 155mph **0-60mph** 5.5sec **0-100mph** 11sec

required a lot of confidence born of practice.

The M3 was the antithesis of this: after just a couple of laps you felt like a hero. There was no angle that you couldn't get it back from, no kerb you couldn't bash over. You simply got braver and braver... but not today, on unscrubbed, stone-cold Yokohama inters!

Plonked back in one I am reminded of that surprisingly single-seater feel: you sit low, gear lever on your right, first gear back and towards you on dog-leg, as it should be. And then you fire up that urgent four-pot, dip and dump the light-switch clutch and bark out of the pits. The Group A versions of 1987-88 were revving to 8300rpm, the shorter-stroke BTCC cars were artificially limited to 8500, but the later 2.5-litre DTM cars were breaking through the 10,000 barrier, kept on the boil by a Holinger six-speed sequential gearbox; Prodrive's H-pattern six-speeder transformed the 2-litre cars. This particular version, however, has the early H-pattern Getrag five-speed, a dog box happily capable of snappy clutch-less changes; the Sierra has a Getrag, too, but its synchro makes it slower. The Ford would be transformed by the faster shift of a sequential unit – even the 'delay' of going across the gate unsettled its chassis. And then you could fit a flat-shift cut-out for full-power upchanges to keep the boost wound on. And then you could fit some modern three-way Öhlins shockers to tie it all down better...

But shouldn't touring cars be wild, all over the place and difficult to tame? I think so. Today's racing saloons are dull in comparison to the







RS500. That's Flux the Fan talking, of course; Flux the Racing Driver wants a car that never runs out of brakes, grips and turns-in, and then does everything my right foot commands it to, instantaneously. Which is why I would choose the M3 over the Ford: its Brembos never faded, its grip-to-grunt ratio was spot-on, its rack was perfectly weighted, and the resultant package was more physical and satisfying to drive than the terrifying Sierra.

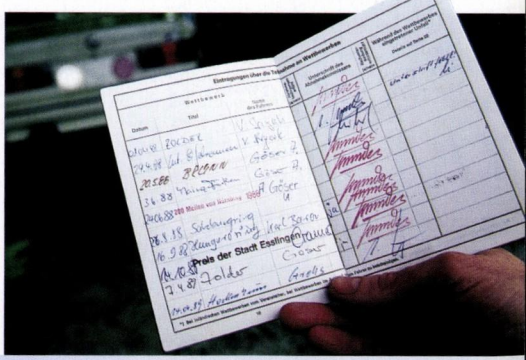
The M3, however, signalled the beginnings of the Super Touring era: about 300bhp and brilliant handling. The RS500, sadly, helped kill off Group A: 550bhp and virtually unbeatable by the end. There was more to it than that, of course. Certain elements of the governing body didn't want to create a championship, certainly not on a global or European level, that might rival F1's popularity. Which is why the World Touring Car Championship of 1987 received very little TV exposure, and all the teams got for their $60,000-per-car entry fee was a natty little sticker!

There were problems with Group A: its classes tended to become the preserve of a single model, while the nuances of homologation were interpreted differently depending which hemisphere you were racing in. Perhaps it was too early to venture a world series. But I can see no reason why the European championship was shut down at the end of 1988. I'm sure that the national series' could have flourished in conjunction with their big brother. Instead you got big teams with huge budgets blowing small championships out of all proportion. Super Touring did provide a golden age of sorts – heaps of competing manufacturers and incredible lap times cajoled from an unpromising recipe of two-litre, front-wheel drive – but it ultimately folded in on itself. There were some good races during that time but do any of them stick in the mind like Rouse's defeat of the works Sierras in that 1988 TT, or the RS500s' battles with Nissan's 'Godzilla' Skylines at Bathurst? 'No' is the simple answer.

Unfortunately, technology waits for no man – except in NASCAR – and the pressing need to sell the latest four-door buzzbox means that the tin-top racer always has to kowtow to marketing departments. However, for a brief moment in the RS500-versus-M3 era (nearly) everyone's best interests lined up. It couldn't last, but it was good – hot and scary – while it did. M



'There was no angle that you couldn't get it back from'



Clockwise from below: Wet tracks allowed M3 to attack more powerful Sierras; left-hooker seat position put single-seater thoughts in Fluxie's mind; engine sits low in frame, oil catch tank is washer bottle from earlier road car – and check that colour; fun in the wet; busy dash for a busy driver; 1988-89 racing log book



MotorSport

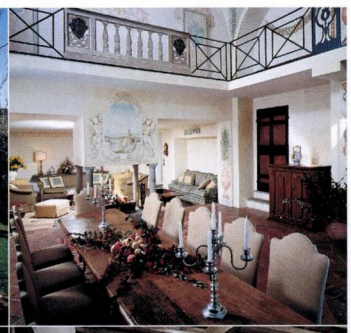
WIN 5-STAR

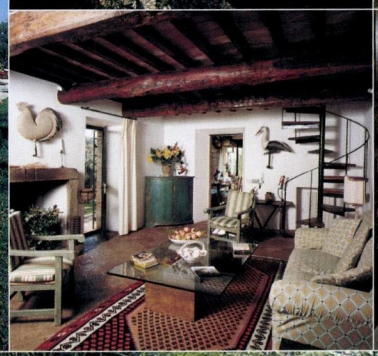
CLASSIC LUXURY IN ITALY

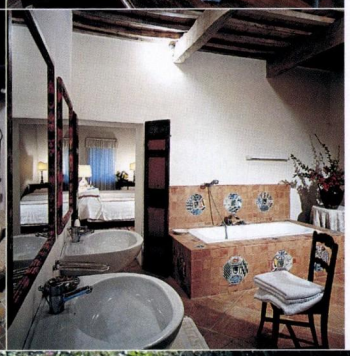
Follow the Mille Miglia in classic style with *MS* exclusive competition

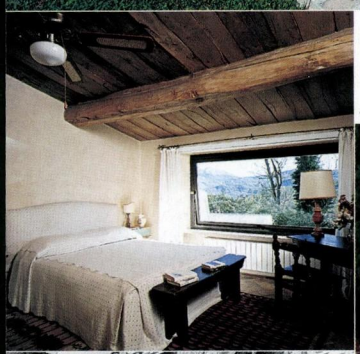


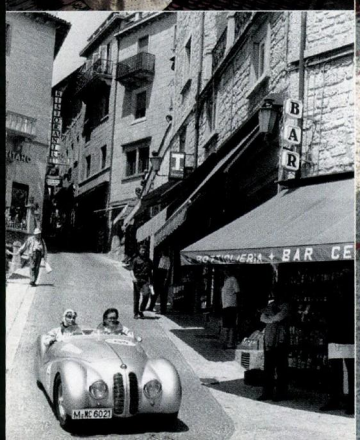












CLUB VOLANTE





MotorSport will always have a special relationship with the Mille Miglia. When our renowned Continental Correspondent Denis Jenkinson sat alongside Stirling Moss in the 1955 race he not only invented the modern rally co-driver, he also played an essential role in the Englishman's most famous victory. And now one lucky *MS* reader will get the chance to visit this year's running of the classic event, courtesy of *MotorSport* and Club Volante.

Club Volante offers luxury breaks for classic enthusiasts at Bastia Cresti, a beautiful Italian manor house located on the borders of Umbria and Tuscany. As well as five-star accommodation and top-class cuisine from its resident chef, guests will have at their disposal a stunning collection of classic cars, including an Austin-Healey 3000, Aston Martin DB6, MGA or Ferrari 308GT4. One lucky *MS* reader and their guest will have the chance to sample this first hand.

We will provide return flights to Italy for you and a friend for the week of May 14 to 22, as well as transfers from the airport to the Bastia. As well as sampling everything that the venue has to offer, you'll join your hosts to follow the action of Italy's most exciting road rally at the wheel of a Big Healey, or another of its collection of cars. Your only dilemma - which one of your new best friends to take with you?

For more details about Club Volante, call **0039 075 941 0787**

SIMPLY ANSWER THIS QUESTION:

In which make of car did Moss and Jenks win the Mille Miglia?

a) Ferrari b) Mercedes-Benz c) Maserati

HOW TO ENTER

eg:

MSITALY A STAN SMITH TW8 5PQ

SEND TEXT TO 80088



TEXT Simply text MSITALY with your answer - A, B or C, plus your name and postcode to 80088, eg: MSITALY A Stan Smith TW8 5PQ. Please ensure you leave a space between each word. Calls cost 25p plus usual network charges.

E-MAIL Send your answer to **motorsport@haynet.com**

POST TO Mille Miglia, MS, Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT

TERMS & CONDITIONS Closing date for entries is March 18, 2005 2 Entrants must be resident in the UK 3 The prize is for one reader and their guest. Cars chosen by the winner will be subject to availability 4 The winner will be the first person selected at random from all correct entries received by the closing date 5 No cash alternative is available 6 The decision of the organisers is final and no correspondence will be entered into 7 Information on the winners of the competition will be available two weeks after the published closing date and will be supplied upon receipt of a stamped addressed envelope 8 This promotion is open to all UK residents except employees and relatives of the promoters. The promoters are Haymarket Publishing Limited and Club Volante.

Entry into this competition gives Haymarket Publishing Limited and Club Volante consent to contact you. Other offers may be made.

Track test

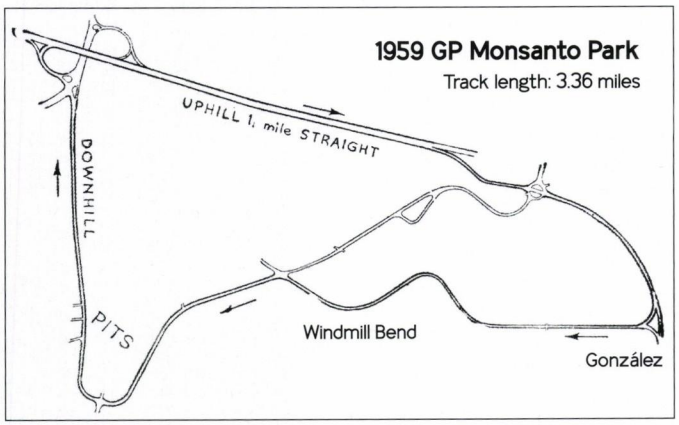
Monsanto Park

It staged only one grand prix, but Monsanto Park helped establish Portugal as a player in F1. Richard Heseltine retraces its history photography by Ian Dawson

The look of displeasure is writ wide. Not entirely sure what he said but it probably wasn't polite. As we thread the Denzel along the narrow ribbon of asphalt, the road sweeps right into Riding School Corner before a gentle left leads you into Windmill Bend; the camber changes are evil. Even at 20mph, that air-cooled four out back is popping and farting as we turn around for one more run, this time *against* the traffic. Which is made up entirely of bicycles, this being a cycle path after all. We're right in the middle of an ecology-friendly stretch of greenbelt on the hem of Lisbon. Monsanto Park may once have hosted a *grande epreuve* but it's time for us to make our retreat before we get pummelled by the environmentalists.

When, back in 1934, Secretary of State for Public Works Duarte Pacheco set in place the reforestation of the then-practically bare *Serra de Monsanto* (a contraction of *Monte Santo*, or 'Holy Hill'), he was keen to maximise the possibilities of the area, culturally and socially. And motor racing was always on the agenda, the locale having hosted hillclimbs as far back as 1910. The ACP (*Automovel Club de Portugal*) organised the first event here using a 1.506km stretch of road on the *Estrada da Pimenteira*; it was won by Estevão Oliveira Fernandes in a Richard Brasier, taking under 2min to complete the task. Yet despite attracting a crowd of over 30,000 the event failed to take hold, being hosted on just two more occasions: 1913 and 1922.

Aside from a few meetings at Vila Real from 1936-38, Portugal would have to wait decades before attracting international motorsport. The Oporto road circuit made its debut in 1950, Felice Bonetto scoring an excellent victory in a 12-cylinder Alfa Romeo, a 12-year-old converted GP car that the pipe-smoking Italian had driven from his homeland. Three years later, and after some reconfiguring of its perimeter roads, Monsanto Park hosted the ACP's Jubilee Grand Prix. Part of the track was commandeered from the Lisbon-Cascais highway, a situation that would later condemn the circuit to disuse.



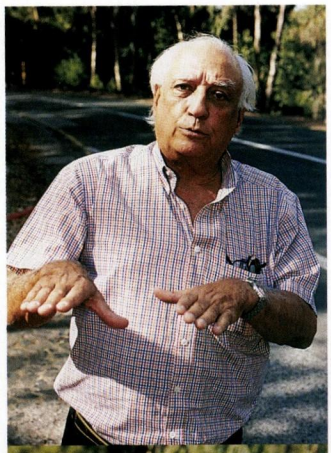
Long straights, fast sweeping bends, not a chicane in sight: an archetypal 1950s track

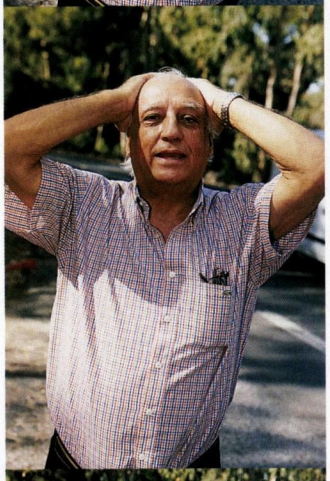
The works Lancia squad arrived in full force, bringing three D23s for Bonetto, Piero Taruffi and Froilán González. The latter crashed out at *Cruz das Olivieras*, a fast right with a steep drop to the left and a blind entry: it was subsequently renamed in the Argentinean's honour. Again Bonetto took the chequer, although González would return the following season to win the Portuguese Grand Prix (for sportscars), this time for Ferrari. It would be Masten Gregory's turn in 1955, the bespectacled 'Kansas City Flash' taking the win in a Ferrari 750 Monza.

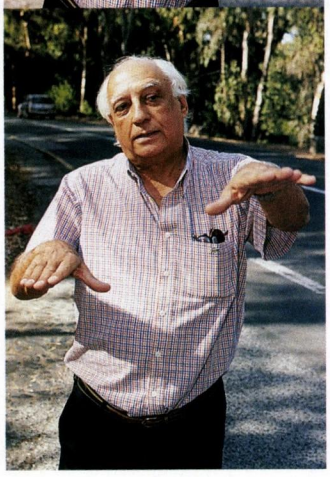
There was no racing in 1956 but sportscars returned a year later with Juan Manuel Fangio taking the win at a canter aboard a Maserati 300S; Gregory was second.

After another gap year the track was firmly back on the international calendar for 1959 and had its finest hour as the host of the Portuguese GP – this time a round of the F1 world championship. In what was the fastest race ever at Monsanto, Stirling Moss ran away and hid in Rob Walker's Cooper-Climax. Nobody else got a look in as the British ace lapped the second-place man – Gregory again – in a bravura display.

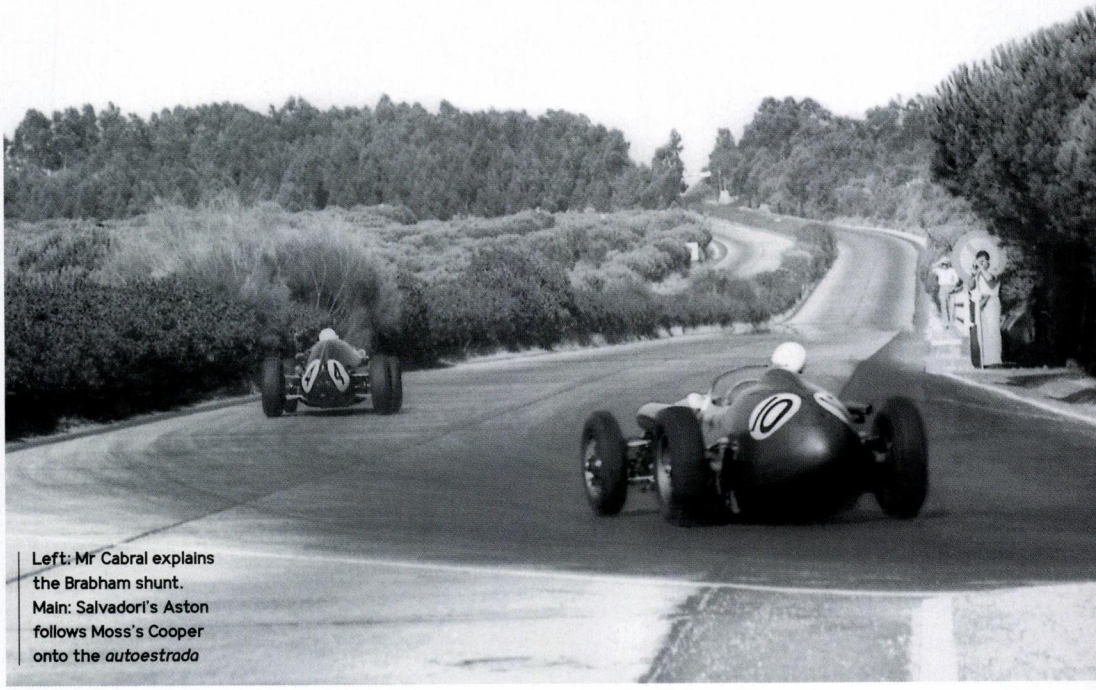








'I stuck to my line and Brabham leaned on me. But we never touched'



Left: Mr Cabral explains the Brabham shunt. Main: Salvadori's Aston follows Moss's Cooper onto the *autoestrada*

Portuguese driver in Formula One, at my home race, and I wanted to make a good impression.

"Monsanto Park was a very dangerous circuit. Really it was. Very bumpy and uneven. I was doing my best in an unfamiliar car, and when Brabham came up to lap me it was at what was probably the most dangerous part of the circuit. I stuck to my line and Brabham leaned on me. But we never touched. There was only one line there and he tried to find another. If he had waited just a few seconds until we got through González he would have been past me and away. He was too impatient. A very good driver, but an impatient one. I was absolved of any blame by the English media which pleased me, and I was glad to have finished the race. It led to a few more opportunities, so it wasn't all bad. For me, at least."

Not that this charming aristocrat and accomplished sportscar driver would race in F1 at Monsanto Park again. Nor would anyone else. As a round-the-houses (and trees!) circuit, its non-permanent nature counted against regular use. Hosting a GP required an intense effort, logistically and financially, to pull it off successfully, and neither element was forthcoming after 1959. The plug was pulled in '60.

Once the ACP and city council had backed out, it was left to the tiny but effective *Clube dos 100 a Hora* (100Km/h Club) to reclaim motorsport for the region. Founded in 1935, the club was nothing if not ambitious. In retaining some of the more challenging sections of the circuit, but relieved of the stop-the-traffic-for-a-weekend *autoestrada* portion, Monsanto Park was cut from 3.38 miles to 1.7, and this revised layout – Montes Claros, also known as Little Monsanto – was open for business as of 1962.

But this was strictly a national circuit. There were no aspirations – or the means – for it to be anything more. Typically there were problems that haunted the 10 events (in as many years) run at Montes Claros, principally about its pock-marked road surface. Not forgetting the assortment of rocks, trees and lamp-posts sat perilously close to the edge of the poorly kept asphalt. With no real barrier protection to speak of, the inevitable happened in 1967: British driver Tim Cash crashed fatally at González during the Portuguese F3 Grand Prix.



Even so, Montes Claros remained a popular venue that continued to host mixed-meetings for motorcycles, sportscars and junior single-seaters – though foreign participants were few in number. However, by 1971, the club's coffers were empty and this, added to its inability to alter the circuit to cope with rising speeds, meant that motor racing at Monsanto was over for good.

These days generous tree planting, continuing building work and a proliferation of roundabouts akin to Milton Keynes have rendered the old Monsanto Park circuit virtually unrecognisable. In its heyday you'd line up opposite the

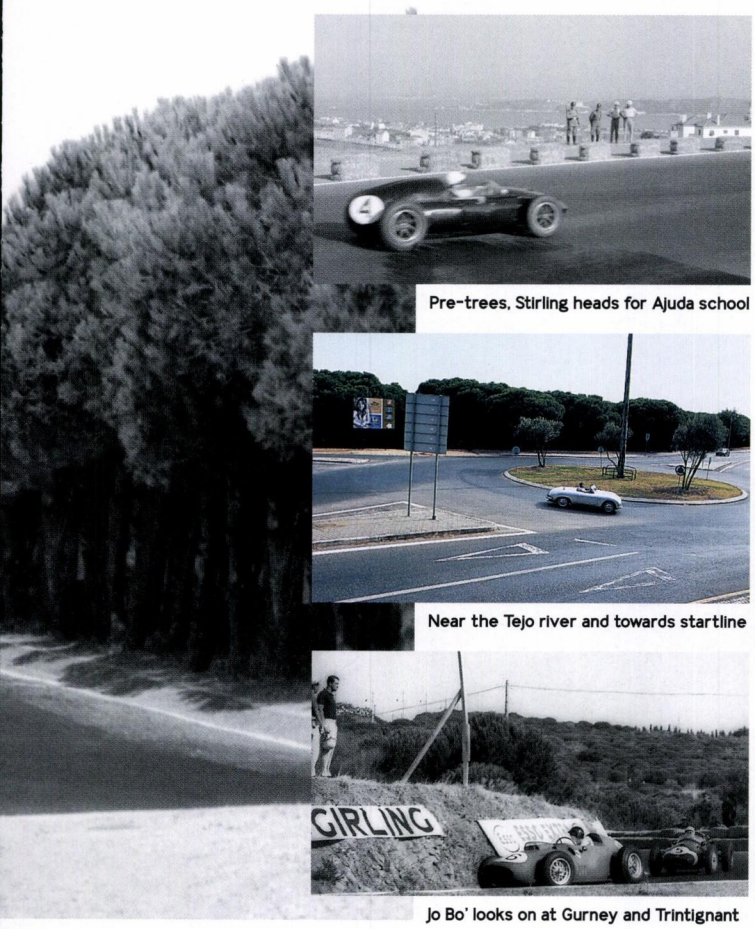
Klemantaski LAT

Denzel's half-century

A veteran of several races during Monsanto Park's heyday, António Herédia Bandeira's Denzel is still in his keeping 50 years after he first bought the car – with help from his mother – to replace an MG TC. It helped that his uncle was Portugal's importer for the Austrian marque: "There are probably only five left in the country," he says.

Prior to WWII, Wolfgang Denzel had been a useful motorcycle and BMW sportscar racer. At the end of hostilities he and Hubert Stroinigg designed and built a one-off sportscar using the unlikely VW Kubelwagen – or 'bucket car' – as a basis. After some success in rallying there were requests for replicas and production started in 1951; production cars featuring ally panels on a tubular steel frame constructed by Viennese firm *Karosseriefabrik FK Gesellschaft*, which also produced early Porsche 356 bodies, with tuned VW (and later Porsche) power.

Further variations on the theme followed before production ended in 1959, by which time around 350 cars of all types had been built. Bandeira has no intentions of selling his just yet: "It's an old friend. I can't imagine being without it."



Pre-trees, Stirling heads for Ajuda school

Near the Tejo river and towards startline

Jo Bo' looks on at Gurney and Trintignant



António Herédia Bandeira and his beloved Denzel. He raced this car at Monsanto Park

Ajuda junior school for the start and then travel through the *Estrada dos Marcos*, descending to the Algés connection and the fast highway. A medium right – against the usual flow of traffic – was followed by a a 1km climb of dual carriageway. Reaching the top of Monsanto hill drivers would turn right, entering the park itself via a gentle left followed by a small straight before the tricky, tightening right at González. Another straight beckoned you onto the Windmill section. After another straight there were two very fast downhill lefts that led into the right-hand hairpin in front of the school.

Aside from the *autoestrada* section with its raised elevation, and the cycle path that runs from González to Windmill Bend, motorsport archaeologists will be hard-pressed to retrace the wheel tracks of Moss and Brabham. Not that this should stop anyone from trying. Just be sure to remember: pedal power, not horsepower.

Our thanks to Mario Cabral, and journalist Adelino Dinis for his help in arranging the photo shoot and for historical information



Hairpin before start/finish – but to get true feel of 1959 you'd have to go the wrong way round the roundabout!

X-ray spec

Thunderbolt

ThrustSSC's designers discuss the lost record car of George Eyston with Keith Howard

You'd think that someone who had broken the Land Speed Record for Britain two years in succession, 1937-38, raising Sir Malcolm Campbell's mark by 19 per cent in the process, would have ensured himself a place in public affections alongside the greats of this country's speed-seekers. But the exploits of Captain George Edward Thomas Eyston and the massive Thunderbolt – the heaviest car ever to hold the record prior to ThrustSSC – have somehow been lost to the collective consciousness. Although Eyston is still revered by aficionados like Ron Ayers and Glynne Bowsher of the ThrustSSC project, who comment on his car here, on the street Eyston's name has little currency.

What makes this all the more surprising is that Eyston didn't 'merely' drive Thunderbolt, he took the lead in designing it. It was assembled in a mere six weeks in 1937 and, without even testing in the UK, shipped over to Bonneville, where on its very first run it recorded a flying mile speed in one direction of almost 310mph, over 9mph ahead of Campbell's existing mark – an astonishing testament to Eyston's mix of self-confidence and bravery. On the return run the car suffered a problem with its clutch, at which Eyston coolly sat down, redesigned it and had the parts manufactured in California, allowing him to set new mile and kilometre records of 311.42 and 312.20mph some weeks later. In the interim he took his second car, the front-wheel-drive Speed of the Wind, on to the salt flat's circular course to set a new 12-hour record of 163.3mph.

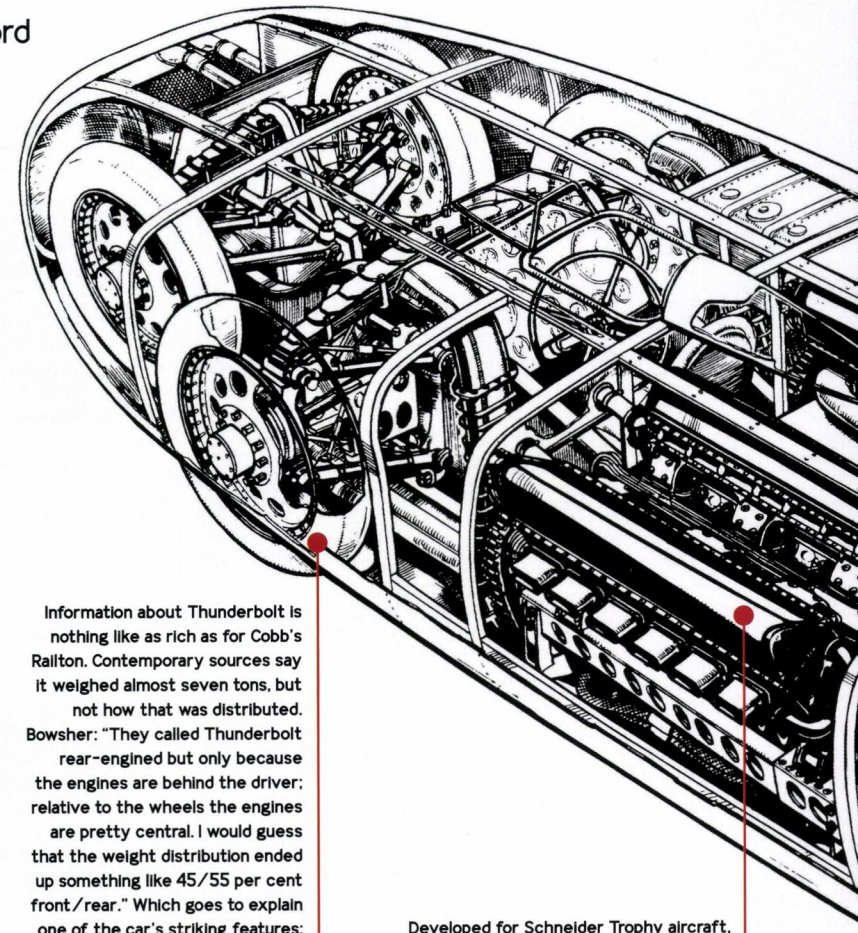
A year later, in a titanic struggle with John Cobb's much subtler Railton Mobil Special, Eyston made running changes to Thunderbolt – removing the radiator and tail fin – to keep it just ahead of its four-wheel-drive competitor, raising the mile record to 357.50mph. And he might have done still better, perhaps even challenging Cobb's 369.74mph of the following year, but for a spectacular rear wheel failure, reportedly at over 360mph, which meant the end of Thunderbolt's career.

One reason for this stirring chapter in Britain's LSR history being forgotten is perhaps that the car was badly damaged in a fire in New Zealand, so doesn't wow the crowds today in any of our motor museums. Unless Thunderbolt's remains really can be exhumed from an old Wellington rubbish dump as hoped, all that now exists of it are the two Rolls-Royce R engines which once powered it: one (R25) in the RAF Museum, Hendon and the other (R27) in the Science Museum in Kensington.



LAT

Car stretched tyre technology to the limit, all eight changed every run



Information about Thunderbolt is nothing like as rich as for Cobb's Railton. Contemporary sources say it weighed almost seven tons, but not how that was distributed. Bowsher: "They called Thunderbolt rear-engined but only because the engines are behind the driver; relative to the wheels the engines are pretty central. I would guess that the weight distribution ended up something like 45/55 per cent front/rear." Which goes to explain one of the car's striking features: four steerable front wheels – a complication Eyston would surely have resisted had he been able. "The tyre technology was right at the limit for the time: after a single run they would change all the wheels and tyres. Eyston needed four tyres at the rear for traction. If the weight was much the same at the front as at the back this would have forced him into using four wheels there too. Even with only 40 per cent of that great weight over the front, I suspect tyre limitations would not have allowed him to use just two."

Developed for Schneider Trophy aircraft, Rolls-Royce's V12 39-litre 2500hp R engine "was probably the most powerful engine available anywhere," says Bowsher. But given that Eyston needed two of them, was it the right decision to use them side by side? "For the alternative layout you have to look back to Kaye Don's Silver Bullet, built by Sunbeam. It had two engines in tandem, so it was a much slimmer vehicle, but they still drove only the rear wheels. But the R engines are much bigger and heavier, so the beam strength of Thunderbolt's chassis would have had to be enormous to use them this way. If I put myself in Eyston's position, I would have known that the safer engineering concept was to put them side by side, despite the increase in cross-section."

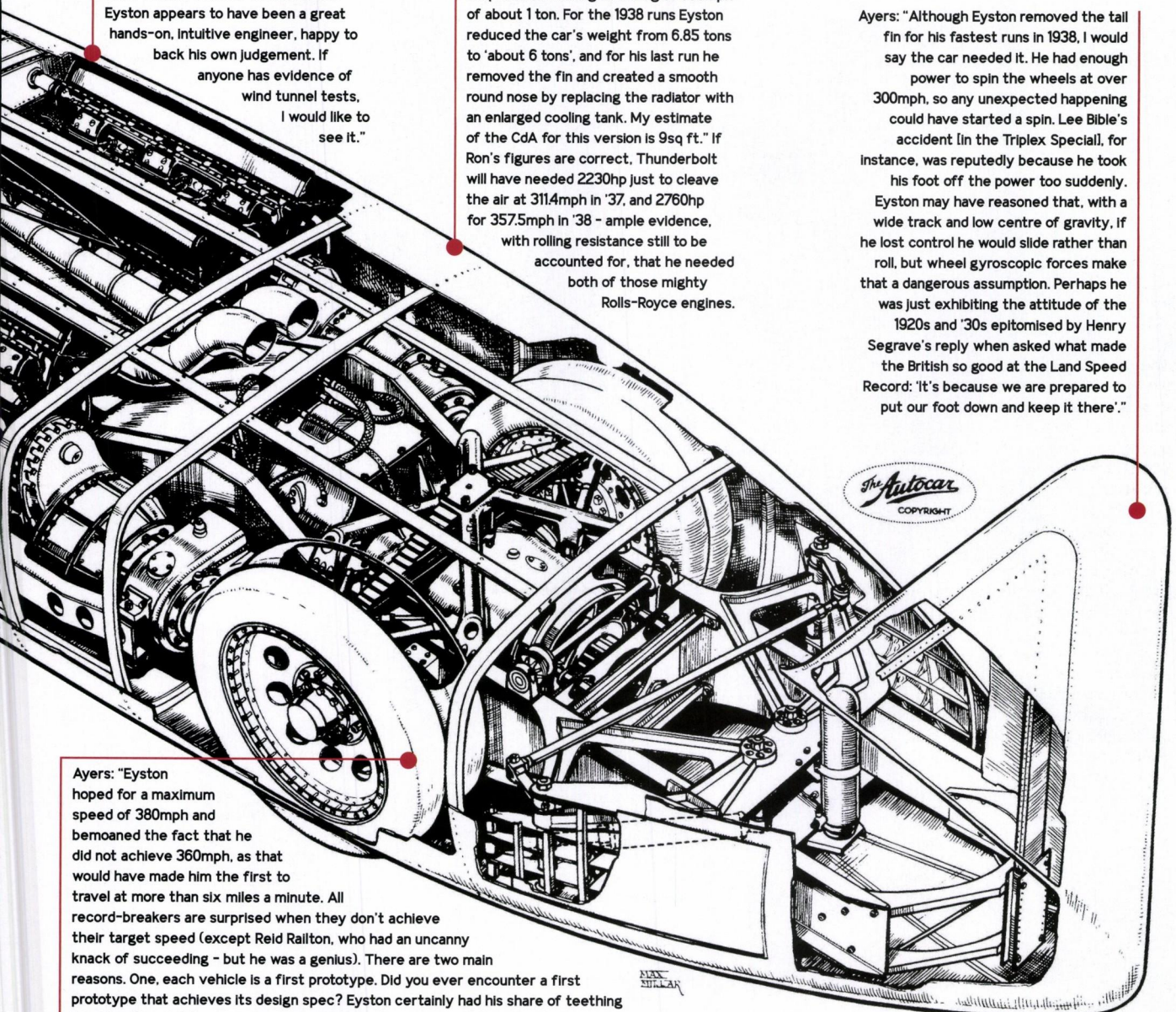
Our thanks to Mike Stanton of the Speed Record Club for his help with this feature

Ayers: "I can find no evidence that Eyston tested Thunderbolt's shape in a wind tunnel. He did tests in the Vickers tunnel at Weybridge in 1934 and '35. No pictures or model descriptions now exist but the date of the tests, plus certain details mentioned, lead me to suspect that he was testing his other car, Speed of the Wind. That would have given him a clear idea of what geometric features would minimise drag and provide stability. He also consulted Jean Andreau, a French aerodynamicist. The car was designed and built so quickly that I imagine there wasn't much time for research, and Eyston appears to have been a great hands-on, intuitive engineer, happy to back his own judgement. If anyone has evidence of wind tunnel tests, I would like to see it."

So what was Thunderbolt's likely aero performance? Ayers: "With eight wheels, each nearly 8in wide, and a large air intake, the drag would be high. By comparing with other record-breaking vehicles, plus a few sums of my own, I believe the CdA [drag coefficient times frontal area] would have been about 11sq ft. This would give a drag at 300mph of about 1 ton. For the 1938 runs Eyston reduced the car's weight from 6.85 tons to 'about 6 tons', and for his last run he removed the fin and created a smooth round nose by replacing the radiator with an enlarged cooling tank. My estimate of the CdA for this version is 9sq ft." If Ron's figures are correct, Thunderbolt will have needed 2230hp just to cleave the air at 311.4mph in '37, and 2760hp for 357.5mph in '38 – ample evidence, with rolling resistance still to be accounted for, that he needed both of those mighty Rolls-Royce engines.

Bowsher: "This is a staggering car, not least because it lacked all the progressive development that Railton had had with the Bluebirds. Cobb's car was an extension of that, but this one came from nowhere. Campbell's last Bluebird was beautifully streamlined and very efficient, so where do you go next? To achieve 357mph, as Thunderbolt did, Bluebird would have required 67 per cent more power than for Campbell's 301mph record. So you have to use two engines. But Thunderbolt had a bigger cross-sectional area as a result, so its drag factor would rise; it had eight tyres, so tyre drag was also increased; and it was a heavier vehicle. So I reckon Eyston was probably just as efficient at using the power available to him as Railton and Campbell had been at 301mph. That's an amazing achievement."

Ayers: "Although Eyston removed the tail fin for his fastest runs in 1938, I would say the car needed it. He had enough power to spin the wheels at over 300mph, so any unexpected happening could have started a spin. Lee Bible's accident [in the Triplex Special], for instance, was reputedly because he took his foot off the power too suddenly. Eyston may have reasoned that, with a wide track and low centre of gravity, if he lost control he would slide rather than roll, but wheel gyroscopic forces make that a dangerous assumption. Perhaps he was just exhibiting the attitude of the 1920s and '30s epitomised by Henry Segrave's reply when asked what made the British so good at the Land Speed Record: 'It's because we are prepared to put our foot down and keep it there'."



Ayers: "Eyston hoped for a maximum speed of 380mph and bemoaned the fact that he did not achieve 360mph, as that would have made him the first to travel at more than six miles a minute. All record-breakers are surprised when they don't achieve their target speed (except Reid Railton, who had an uncanny knack of succeeding – but he was a genius). There are two main reasons. One, each vehicle is a first prototype. Did you ever encounter a first prototype that achieves its design spec? Eyston certainly had his share of teething troubles, like clutch and carburettor problems. Two, people underestimate tyre rolling resistance. The rule of thumb used by the pre-WWII Brooklands engineers was that rolling resistance was 100lb per ton of vehicle weight, equivalent to a rolling resistance coefficient of about 0.044. Having analysed the performance of many record cars I know that rolling resistance is dependent on speed, and that by 350mph on salt or mud flats the coefficient has gone up to about 0.12. At that speed it would account for as much as 38 per cent of Thunderbolt's total drag."



He was fast, brave and had charisma to spare but Swede Savage died before scoring the big wins

Bob Tronolone Ludvigsen Library

Faith, hype & tragedy

Ex-biker Swede Savage divided opinion: the Next Big Thing or an accident waiting to happen. He was killed at Indy in 1973. Joe Scalzo tells his story - and reveals a startling driven-to-destruction parallel

Charisma kills. Nobody can know for certain but it seems likely that having the captivating and swashbuckling moniker Swede Savage helped lead to the former bike racer's death at Indianapolis. Similarly the demise a quarter of a century earlier at the Brickyard of Ralph Hepburn – another lion of the crotch-rocket who came pirouetting into motor racing – surely had something to do with all the powerful charisma that 'Hep' belatedly and lethally attained.

"Be careful" was the poignant, and last, message Savage relayed to his closest racing associate Eddie Wirth, another biker who later successfully got into racing cars. It was a highly unusual piece of advice which Eddie had surely never followed. But then nor had Swede.

Savage's story started in the mid-1960s. Taking his motorcycle rite of passage at that Los Angeles hall of valour known as Ascot Park Speedway, announcers shouted his catchy name into the night. Dan Gurney heard the name and responded – first in admiration, later friendship. Dan was at this time among the hottest personalities America had going: Formula One and Le Mans winner, proprietor of All-American Racers, his very own Indy team and Eagle-building works.

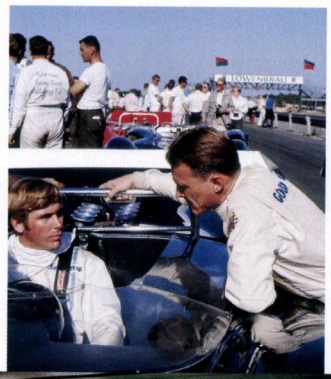
Meanwhile, Swede's own motorbike life was souring. On a street outside a 'cycle emporium he ran dead-on into a car. Head injuries are tricky and his recovery was protracted. Next he got the opportunity that made his fame and radically shortened his life. He was on a velocipede trip across the Mojave Desert with Gurney and a posse of other cyclists that included a Ford press agent. The Blue Oval then was a corporation committed to car racing; discovering new talent and creating exciting headlines was a priority. So, upon observing Swede pulling the hot biker caper of standing a scooter on its back tyre and wheelie-ing through all four gears, this agent, not unnaturally, had a brainstorm: anybody blessed with the name Swede Savage, who could do mad tricks like that might one day become the greatest headline-grabber of all.

Swede, still in his early 20s, had everything come together on a Saturday afternoon in summer when he and Wirth were preparing to travel to a flat-track match at Tulare. The phone rang, and out of it came a Ford voice telling Swede to forget about Tulare and instead to jet to Charlotte in the Carolinas instead. Holman-Moody, Ford's NASCAR arm, had the ex-Freddy Lorenzen fastback-bodied Fairlane groomed and ready for him. So began Swede's extraordinary car-racing career. By 1973, following brief, furious flings with stockers and open-wheelers, he qualified fourth-fastest for the Indy 500. An influential magazine fatefully guaranteed that within a couple of seasons he'd not only be the US's greatest but the world's. Heady prose, but how good was Swede?

There were three different insider opinions: he really was great; one day he'd surely become great; he was somebody who'd learned how to go fast without learning how to race (the same thing they said about the young Mario Andretti) and was dangerously over his head.

What's more, his compelling name turned out to be somewhat spurious. Mild-mannered and settled, he was married with a young daughter. And his father was a veterinarian, among the most gentle of professions. He'd name his son, David Earl Savage Jnr, 'Swede' on account of his incredibly blond hair.

Swede's dramatic swathe through the four-wheel wars hadn't been free of potholes. Racing for All-American he won outright one of his earliest Indycar competitions. But it had been a fluke, marked by faster drivers falling out. Not long afterward, at a Formula Libre GP that All-American was skipping, Swede, feeling his oats, sidestepped Gurney's objections and competed in another team's car. He got into a wreck that irritated the old head wounds and brought on a case of amnesia. After the clouds had lifted, Dan raised the possibility of Swede taking a sabbatical, a suggestion that Savage rejected. This led to their parting of ways.



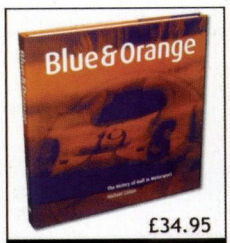
Savage's 1972 employer was a middling team with a two-year-old Brabham, which Swede somehow managed to qualify among the top 10 in every race. The team also put him inside an Antares Manta, a huge folly that enjoyed the distinction of being probably the ugliest Indycar ever constructed.

But relief arrived in 1973 when the brilliant George Bignotti began running his own team and tapped Swede as one of its drivers. It was aboard a Bignotti-prepped turbo Offy-powered Eagle that he lined up on the inside of Indy's second row; led the 500 for a dozen laps; »

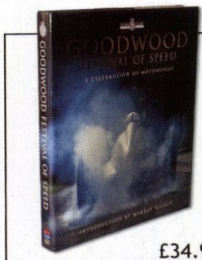


Above: Savage was Dan Gurney's protégé. Below: at Indy '73, Savage led before crashing

www.motormedia.co.uk



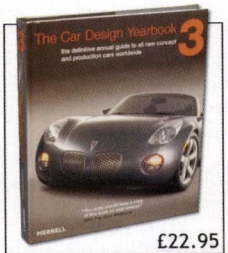
£34.95
Blue & Orange
The History of Gulf in Motorsport



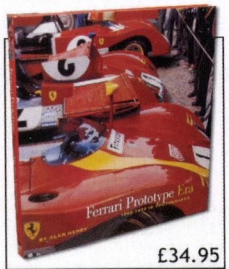
£34.95
Goodwood Festival
A Celebration of Motorsport



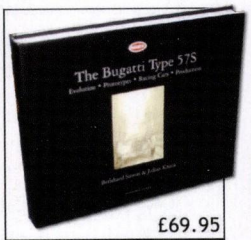
£39.95
Mille Miglia Yearbook
Latest 2004 edition



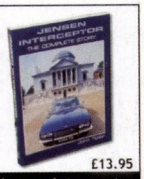
£22.95
Car Design Yearbook
2004 styling and concept cars



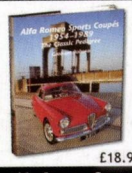
£34.95
Ferrari Prototype Era
by Alan Henry



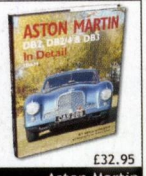
£69.95
Bugatti Type 57S
Limited Numbered Edition



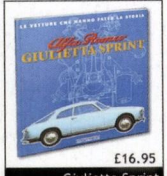
£13.95
Jensen Interceptor
Complete Story by Tipler



£18.95
Alfa Sports Coupes
1954 - 1989
The Classic Pedigree



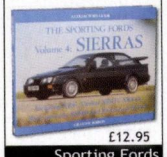
£32.95
Aston Martin
DB2, DB2/4 & DB3
In Detail



£16.95
Giulietta Sprint
great Alfa Romeo book



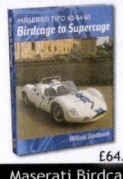
£24.95
Villoresi (IT)
by Cesare de Agostini



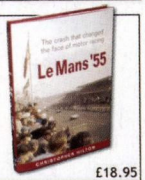
£12.95
Sporting Fords
another from our
out of print selection



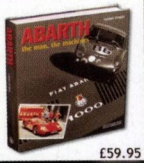
£18.95
Honda Fireblade
Lots more motorcycle
titles on our website!



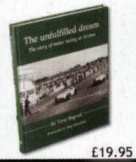
£64.95
Maserati Birdcage
by Willem Oosthoek



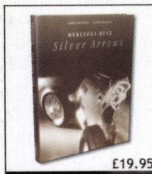
£18.95
Le Mans 55
The crash that changed the
face of motor racing



£59.95
Abarth
The Man and Machines



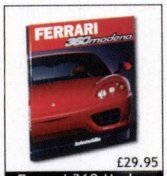
£19.95
Unfulfilled Dream
Racing at Aintree



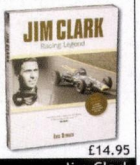
£19.95
Silver Arrows
Big saving on published price



£17.95
Fiat 850 Coupe (IT)
Also covers 850 Spider



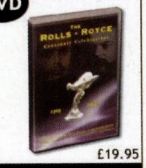
£29.95
Ferrari 360 Modena
from Automobilia



£14.95
Jim Clark
Racing Legend
by Eric Dymock



£29.95
Bizzarrini
A technician devoted to
motor racing



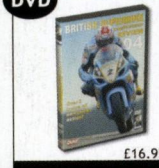
£19.95
Rolls Royce Centenary
Exclusive to Motormedia



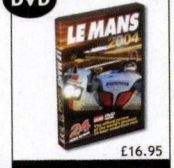
£15.95
Formula 1 On Board
50 Years of action



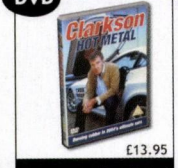
£16.95
BTCC Revue 2004
3hr Touring Car Action



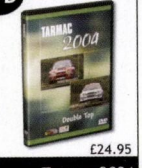
£16.95
British Superbike 04
3hr Championship Revue



£16.95
Le Mans 2004
Official Revue



£13.95
Hot Metal
Latest Clarkson Track Test



£24.95
Tarmac 2004
Irish Tarmac Rally Revue
Double Disc



£17.95
GT40/Porsche 917
Gulf/Wyer Cars in Action



www.motormedia.co.uk • Silverstone • England
• 01327 855531 •

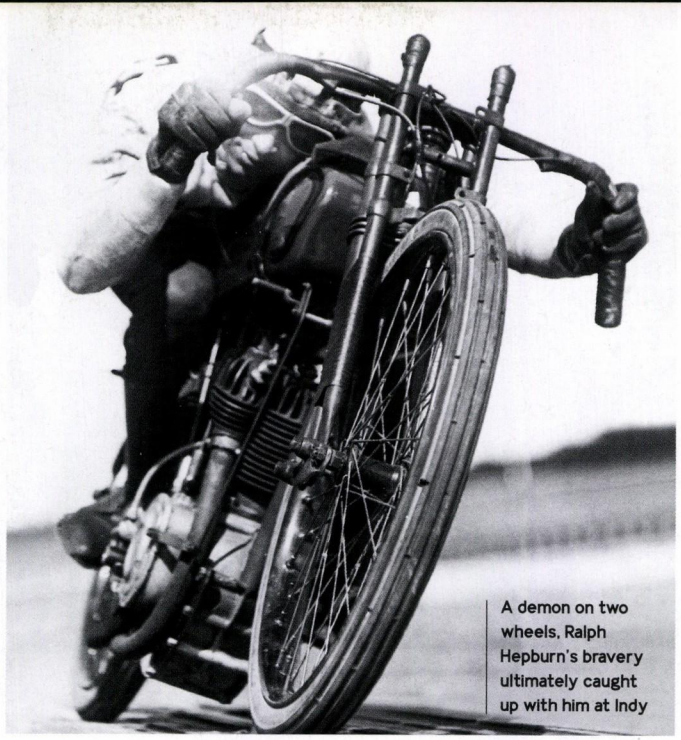


Savage excelled in AAR's Trans-Am 'Cuda

and then suffered the cataclysmic crash that led to his tragically early death a month and two days later.

Accounts of what happened varied. The surface was oily and Swede had fallen behind because of a botched pitstop. He had also been glaring into his rear-views at Bobby Unser, who'd been derogatory about him in print, and who now was coming up fast. Or possibly the old head trauma returned and Swede had a blackout.

On the day of the crash Wirth was a couple of hundred miles away in a motorcycle shop, listening to the 500 on the radio. He was in Indianapolis within hours. He found Swede's wife in the intensive care ward of Methodist Hospital, and stood vigil with her for four days and nights. Swede, who had inhaled fire, was unable to speak, but when Eddie at last had to depart, Swede scribbled his dire warning on a notepad and pointed to himself. Eddie would never see him again.



A demon on two wheels, Ralph Hepburn's bravery ultimately caught up with him at Indy

RALPH HEPBURN

Unlike Swede, who was gone before reaching 30, Ralph Hepburn didn't find charisma until, by Indianapolis standards, he was a very old man – in his 50s. His great two-wheel period took place during the 1920s, when he wore a cloth skull cap and was Harley-Davidson's star board-track trigger. His speeds were insane– in 1921 he was lapping the Beverley Hills boards at 107mph, faster than the Indy four-wheelers!

He was unlucky, too. The soaring boards had taught him racing but all his wipe-outs and narrow escapes altered his constitution. Hep fatigued early. He was a medical basket case who, in five different Indy 500s, had to be lifted out of cars so that younger and stronger drivers could take his place.

By 1946, time was running out for him and it appeared that Indy was a victory forever beyond his reach. Then he got assigned the chair of the notorious bull Novi. Its rolling horsepower and supercharged siren scream had first blown Hep's mind back in '41, when there had been no chassis for the fearsome V8 mill except an antique and ill-handling Miller front-driver. To make up for his lack of stamina, and to semi-control the Novi's firepower, Hep's solution had been to wedge a board beneath the throttle to stop it going clear to the floor. Even with just three-quarter pedal, the Novi was so fast it still finished a close fourth.

Now in 1946 there was a new and well-behaved Kurtis-Kraft chassis and no longer a need for a throttle board. Hep's incredible qualifying time trial was 7mph faster than the old record and stood through the next five years. If only the Novi had not burned out its brakes he'd have won the 500 in a runaway.

A whole new career seemed to open for him. The Novi was itself charismatic and Hep was the monster's charismatic pilot. And so 1947 seemed certain to be a Novi year, a Hepburn year – until the firebrands of the American Society of Professional Auto Racing asked Hep, the Brickyard's ranking elder, to lead their Indianapolis wildcat strike. After it collapsed, he was apparently ineligible to compete in any more 500s.

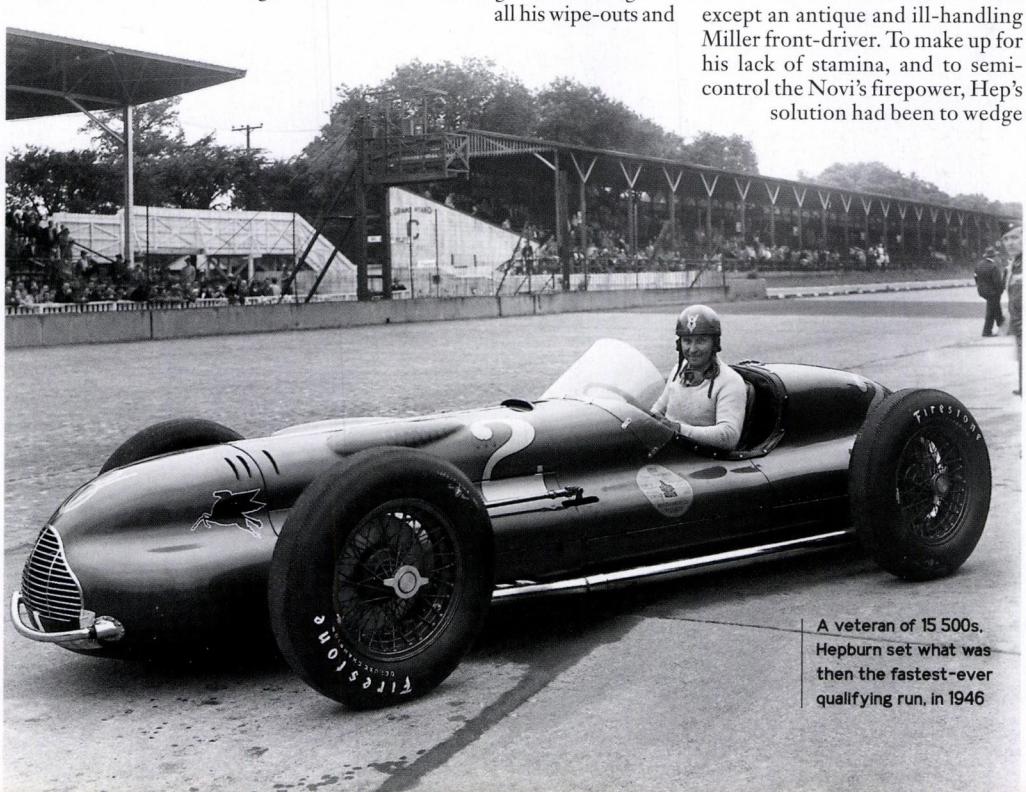
He was home in LA leading a safe senior citizen's existence when his past caught up with him in 1948. Back in Indianapolis Novi's assigned chauffeurs were spooked and timid about getting their cars up to speed. Throwing up his hands in despair, Lew Welch, the owner/manager, canned both of them – and cried: "Bring me Ralph Hepburn!"

Hep duly reappeared: a stooped and scarred relic of 15 500s with a deathly pale face, a faded tattoo of a flat-track bike on his right forearm and a heavy limp, a lifelong souvenir of his big crash in a Miller on New Year's Day 1932. But he still had those gleaming board-track eyes. And he loved the heavy charisma of being the only human capable of taming the behemoth Novi.

He stayed up all night adjusting everything to the identical chassis settings of 1946. And the following morning the Novi was out on the Speedway screaming the terrifying warwhoop that only Hepburn was capable of. But when he opened up to peak revs and got rough with it, the monster turned murderer and hurled itself onto the wall, annihilating Hep on impact.

The accident made the national wires, and none other than pulp magazine scandal-monger Walter Winchell took to the air calling for a homicide investigation. No such autopsy occurred, but this big crash marked the beginning of the Novi's unbreakable reputation as a hoodoo wagon; a jinxed race car if ever there was one.

Just like Swede, Hep had paid the stiff cost of charisma.



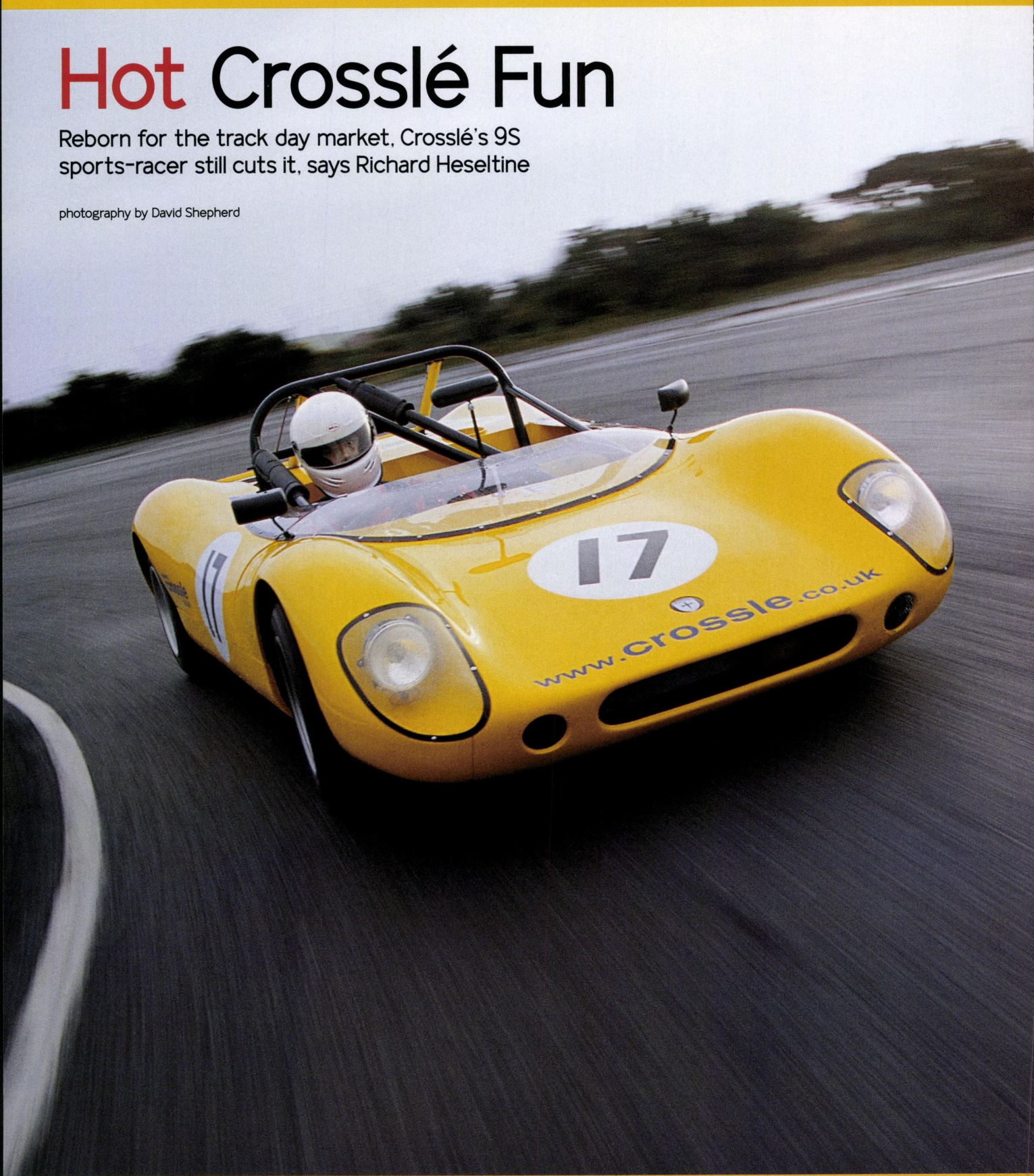
A veteran of 15 500s, Hepburn set what was then the fastest-ever qualifying run, in 1946

Bob Tronolone IMS Corbis

Hot Crosslé Fun

Reborn for the track day market, Crosslé's 9S sports-racer still cuts it, says Richard Heseltine

photography by David Shepherd



Tapping into a rich nostalgic vein, Crosslé Car Co has high hopes for 9S, the second coming. Constructed in the same former wash-house as the original, situated in the satnav-baiting back of Northern Ireland's beyond, you may be unaware of its existence, but that's about to change; expect to see one at a track near you soon, that is if the marque's current guardian Arnie Black has his way.

Having achieved staggering levels of popularity during the 1970s and '80s with its various Formula Ford offerings and outfitted half the world's race schools with single-seaters, the last decade-and-a-half has nonetheless been near-silent for this charismatic marque. Instigator John Crosslé, wanting a quieter life, turned to restoring vintage tractors instead, selling the company to Black in '97. The economies of scale involved in producing contemporary open-wheel racing cars counted against making a comeback in such a cut-throat market, hence the change of attack. Some 16 or so of these new variations on a classic theme have been sold for around £28,500 (before VAT) in recent years and Black is actively targeting the burgeoning track day market in Britain and Europe.

The original 9S was introduced in 1966 and built to international 2-litre Group 6 regulations. More than any previous model it helped establish Crosslé as a serious player. Derived, if only in part, from earlier closed-wheel racers (see panel), the recipe was simple: steel spaceframe, glass fibre bodywork and more often than not BMW 'four' power. The good results soon spread beyond Northern Ireland, most notable of these being Peter Gethin and (Chevron founder) Derek Bennett's eighth place overall and second in class in that year's Tourist Trophy encounter at Oulton Park.

Built from the original jig – no chalk marks on the floor for Crosslé – the reborn 9S retains the classic double-wishbone suspension set-up at the front, lower wishbone/top transverse link/twin trailing links at the rear, with anti-roll bars and adjustable dampers all round. After experimenting with 2-litre 16-valve Vauxhall power, Black settled on the proven Dunnell-Ford Zetec 'four' which produces around 220bhp, transmitted to the rear wheels via a Hewland Mk9 five-speed gearbox. Mercifully, the appealing outline has remained unaltered from 40 years ago when John Crosslé set to with chicken wire and a bucket of resin. It really is very pretty.

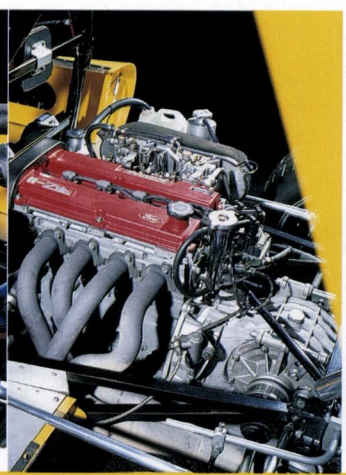
Kirkistown: scene of innumerable victories for Crosslé stretching back to 1958. This surprisingly fast 1.5-mile circuit is in the throes of construction work, hence the proliferation of diggers and lorries traipsing grass and mud across the asphalt. No matter, you can't see much of it for all the puddles. As Black returns from his shakedown run, the proclamation of, "Heavens, it's greasy out there!" does nothing to allay doubts that a track test in December isn't such a sound idea. As conversation turns to spring rates and suitable tyres, it's all getting a bit serious. No pressure, then.

None whatsoever as it happens, as the 9S is such an easy car to drive. Black considers his likely customers as being 40-somethings either returning to circuit driving after a long layoff or those looking to upgrade from a track-orientated road car. Benign is the watchword.

It helps that the 9S is so comfortable, by racing car standards at least. The semi-reclined driving position, close-coupled pedal layout ever so slightly angled towards »

Uncluttered styling, well-thought-out, comfortable cockpit and torquey motor - the right ingredients





NOT ALWAYS SINGLE-MINDED



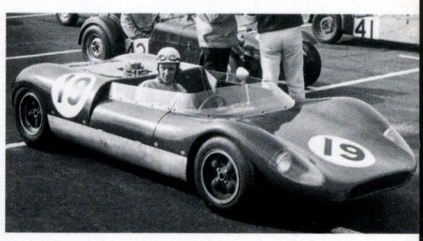
Eyre-Maunsell's 5S had a Lotus twin-cam

John Crosslé's first sports-racer design, the 5S, was conceived in the winter of 1962, two cars being completed for the following season. The first, to be driven by John Dickson and Crosslé himself, featured a 1.5-litre Ford pushrod 'four', the other being fitted with a similar displacement Coventry Climax FPF engine for John L'Amie. Both cars had VW-based transmissions with in-house close-ratio gears and inboard rear disc brakes. The rear suspension used a combination of wishbone and transverse links, the front end suspended by unequal-length wishbones and modified Triumph Herald hub carriers.

Three more cars were completed for 1964, one with a regular Ford engine: Charles Eyre-Maunsell's example used a Lotus twin-cam unit and Hewland 'box; Brian Nelson's car housed a 2.5-litre Daimler 'hemi' V8 and Citroën-based Jack Knight transmission. Numerous successes at local level included the Harp Trophy at Kirkistown by Crosslé and L'Amie's Gold Leaf Trophy victory at Phoenix Park.

Five examples of the follow-up 7S were made in 1965, the main deviations being revised suspension geometry and wider Crosslé-made magnesium wheels. Typically, engine choice was wide, ranging from Lotus twin-cam to L'Amie's 4.7-litre Ford V8-equipped car. One notable 7S pilot was John Watson, whose first major victory was secured with this model at Dunboyne.

Following the 9S there would be no more Crosslé sports-racers until the 37S Sports 2000 cars that met with moderate success in the late 1970s. The subsequent 42S of '80 mixed it with Lolas and Tigas in the UK when driven by Jubilee Racing's David Leslie.



John L'Amie's monstrous V8-powered 7S

the centre line, and door tops that don't crowd you are spot on.

And the novelty of a track day weapon where the underside of the dash doesn't have a serrated edge or wiring held in place with a bulldog clip is refreshing. This might be a hard-used prototype but the commendable attention to detail here is something many of Crosslé's rivals could learn from.

Trackside, the first thing that strikes you is how pliant the ride is. It doesn't get jouncy – no blurred vision or chafing from the crotch strap – over the bumps. Even riding the kerbs through The Chicane it seems entirely unthreatening, chassis predictable and imperturbable. Same too for the rack-and-pinion steering which loads up beautifully with a healthy self-centring action; the wheel doesn't writhe about in your hands and the high-ratio rack is quick but without the expected kart-like darty turn-in. If anything, the tiller could do with being a fraction higher for complete comfort, but you soon acclimatise.

With so many track day chargers featuring peaky motorcycle-derived engines and masses of downforce, you could expect the 9S to be a bit tame, but 220bhp in such a light car does tend to focus your attention. Though more than happy to rev, the Zetec motor has genuinely usable low-down urge. Under advisement to ignore all but the upper three cogs except for the imaginatively named second-gear Hairpin, the torque is immediately evident as you accelerate away from an apex: no faltering or panic cog-dropping to get it back on cue. Power is released with a gentle but sustained shove and the Avon ACB10s do a very commendable job of reining-in the performance in less than ideal weather conditions.

The clutch engages near the top of its travel and you do need a few laps to refresh your memory of Hewland gearshifts: the snick-snick action is a delight with familiarity, with little inertia across the gate. Each vertical movement is brief, the horizontals even more so. The brakes have a nicely weighted solidity and are reassuring once warmed up.

Despite the lack of aero add-ons, the 9S feels unstintingly stable. This example is geared for a little over 150mph and somewhere vaguely approaching this figure it feels tied down with decent mechanical grip. Trying that little bit harder, mindful that it's now raining again and you'd like to return the car without the aid of a broom, it still doesn't display any real vices, tackling faster corners by moving from faint understeer to neutral to mild oversteer with progression and accuracy. Open the throttle a mite early for a reflexive dose of tail-out action and it will need some swift guidance in ensuring that the angle of attack doesn't involve rotation, but in the dry you imagine it being a different story.

This is a car that you want to keep on driving. It flatters you. Any reasonably competent driver could happily pilot a 9S at seven-tenths. The real skill is in making up the rest. Truth is, many of the 'bike-powered track day cars are simply too fast for the application, their limits beyond the talents of all but proper race aces. Not that this stops wannabe track gods from developing tunnel vision and buying them. A track day should be about enjoyment after all. Without wishing to denigrate the Crosslé, this is a more entry-level approach. It's certainly quick enough to tweak the nose of any circuit-orientated supercar, and anyone making the transition from fast road cars to a proper racer could do worse than try one of these first.

You'll probably like it. A lot. »

TECH SPEC
Crosslé 9S

ENGINE

Type Dunnell-Ford, mid-mounted all-alloy dohc in-line four **Capacity** 1988cc **Power** 220bhp **Max revs** 7500rpm **Fuelling system** 2 Weber 45DCOE

DRIVETRAIN

Gearbox Hewland Mk9, five-speed

CHASSIS

Type tubular steel spaceframe, stressed-ally floor panels **Wheelbase** 90in **Track (f/r)** 52/51.5in **Length/width/height** 144/66/38in **Dry weight** 532kg **Suspension (f)** unequal-length wishbones, adjustable dampers and coil springs **Suspension (r)** reversed lower wishbone, transverse top link, twin radius arms, adjustable dampers and coil springs

RUNNING GEAR

Brakes (f&r) solid discs, cockpit-adjustable bias **Steering** rack and pinion



Kirkistown: spiritual home of Crosslé. Riding the kerbs, even in the wet, caused 9S no worries

IT'S DETAIL LIKE THIS...



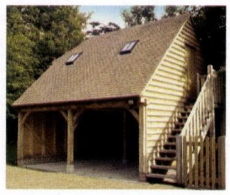
THAT GETS RESULTS LIKE THIS.



Garden rooms • Courtyard complexes • Garages • Swimming pool enclosures
Barns • Home offices • Homes • Gazebos

MS0205

No one pays attention to the finer details like we do. If you buy an outbuilding from English Heritage Buildings, you can be safe in the knowledge that you will enjoy a permanent addition to your home that is made to the highest standards.



Whether you're looking for a one bay garage or an entire courtyard complex, all our outbuildings are constructed using traditional jointing techniques and handcrafted Oak frames.

They draw on inspiration from the past, whilst are built with the help of today's technology. Bringing you your very own bespoke space that is both practical and beautiful.

To see our full range of garages and other oak frame buildings, call the number below.

Call: 0870 777 7178 for a brochure.

For enquiries in Holland call 00 (31) 522 241 800
or in Belgium 00 (323) 685 2000

ENGLISH HERITAGE BUILDINGS

www.ehbp.com
BUILDINGS THAT GO BACK TO THEIR ROOTS

SPEED TRAP DETECTOR

Cheetah™



only
£199

Auto Express 2004:
" A new slant on detection. We liked its mute facility and found the radar performance remarkable"
www.autoexpress.co.uk

The SpeedTrap Bible:
"...Something very clever that works very well. It works as well as any other unit we've tested"
PAUL GANDER, www.speed-trap.net

The best performing radar detector in the UK, irrespective of price.
Longest advance warning of live GATSO cameras.
Self fit - simply clips over your existing rear view mirror.
Discreet and elegant installation - no messy wires visible
Nothing stuck to your dashboard or windscreen.
Simple to use - no subscription charges or internet downloads.

The UK SpeedTrap Guide:
"Can we recommend it, YES. Discreet to fit, easy to use. Detection range is great, you will not be disappointed."
STEVE WARREN
www.ukspeedtraps.co.uk

Cheetah Advanced Technologies Ltd . Birchbrook House . Doune Road . Dunblane . FK15 9ND

www.speedcheetah.co.uk 0870 243 3824

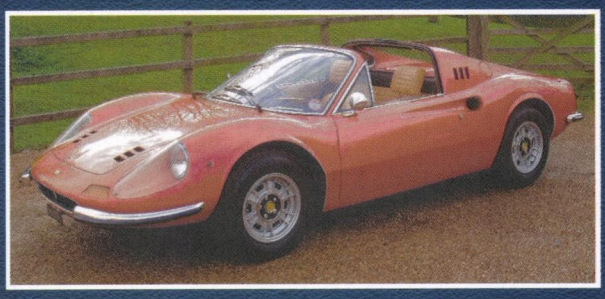
Duncan Hamilton awaits the start of the 1952 nine-hour race at Goodwood



1959 Ferrari Dino 246 GP car, Chassis no. 0006
This magnificent Grand Prix car was reconstructed by Graypaul Motors in 1972 using many original important components such as engine, transmission, brakes, suspension etc. 270 bhp. Full FIA papers. This car has been campaigned throughout Europe for many years with notable success. Perfect for the 2005 season. £POA.



1936 Maserati 6CM, Chassis no. 1531
Built in 1936 and competed in the Monaco Grand Prix of the same year. Later fitted with a Works 4-cylinder supercharged engine and campaigned by Harry Schell and many others. Recently maintained by Tony Merrick and offered for sale with full FIA papers. £POA.



1973 Ferrari Dino 246 GTS
Finished in red with beige trim. Fitted with Daytona seats and benefiting from a recent engine and gearbox overhaul. Only 55,000 miles. A very good looking and thoroughly enjoyable motor car in excellent condition throughout. £59,500.



1965 Ferrari 275 GTS, Chassis no. 7203 GT
Rosso corsa with tan hide interior. Chassis no. 7203 GT has covered under 25,000 miles and is the 48th of only 200 275 GTS's built. The exceptional condition confirms the car having had a very thorough restoration and a recent total retrim. Fitted with the optional Borrani wire wheels, this supremely elegant left-hand drive 275 is available now, complete with UK registration. £137,500.

DUNCAN HAMILTON
& CO., LTD.

QUIETLY MAKING DREAMS COME TRUE

Leading international dealer in premium historic competition and road cars since 1948

DUNCAN HAMILTON & CO LTD
PO Box 222, Hook, Nr Basingstoke
Hampshire, RG27 9YZ, England

Tel: +44 (0) 1256 765000
Fax: +44 (0) 1256 766000

E-mail: sales@duncanhamilton.com
www.duncanhamilton.com

Founding father

A successful motorbike racer, tractor restorer and race car constructor, John Crosslé tells all



David Shepherd

Taking a moment's rest from tending to his fine tractor collection, an almost preternaturally laid back John Crosslé ponders his racing past. "I should've stayed a farmer," he says, unconvincingly, "I would have had an easier life."

So just how did a Scottish-born, County Tyrone-raised agricultural student wind up being of one of the world's most prolific racing car builders? "I started out with motorcycles. These days I suppose you would call it motocross; back then we used to call it scrambling. I won the Ulster 350 Grass Track Championship [1953-55], the 500cc series [in '54] and quite a few other titles as well.

"I moved over to four wheels in 1957. The car to have back then was a Lotus 6 but that was way too dear for what it was. In racing, you either have money or you don't. I didn't. And so I built my own car around a 10cwt Ford 10 van – which was the wrong choice as it was way too heavy [even so, he took his first win, at Newtownards Airport, on March 15 and became a front-runner in the series for 1172cc Ford specials]. After that I built the MkII and it became my policy to build a new car every winter. I found that I was able to sell my old model quite easily and, more by accident than design, I became a race car constructor.

"Back then, I suppose, I still had ambitions to be a racing driver and I got as far as enrolling for John Cooper's racing school at Brands. That was quite a trek from Belfast – I can't remember the journey but it probably involved a boat, a train, maybe even a plane. Anyway, it rained and I never got to go out on the track; I just waited in the clubhouse. I thought, 'Sod this, I'm in the wrong hemisphere to be a racing driver' and gradually concentrated on designing and building new models. During the 1960s we were constructing chassis for just about every formula: Junior, F3, F2, Libre, F5000, you name it. At the same time we were repairing anything anyone bought in, and making parts for all manner of machines. And not just cars, either.

"My last proper outing as a driver was in a Formula B-spec single-seater – the 12F. Then I decided that other people were faster than me so I should probably stop.

"I always tried to produce strong cars. I think that's why we did so well with racing schools. We sold a lot of our Formula Fords to Skip Barber's school and they were used day in, day out, running up colossal mileages. He also had his own race series for them. America was good to us. We had Roger Barr acting as our distributor on the East Coast for a time and Ken Deeter on the West Coast, who was incredibly successful. He had contacts everywhere and sold loads of cars for us in South America. I can safely say that we cornered the Formula Ford market in Venezuela. At the end of the 1970s we were employing 16 or 17 people and building as many as 100 cars a year."

But then things started slowing up towards the end of the 1980s: "The market started to change. I always believed that once America learned how to build single-seaters we would be in trouble, and the Swift DB1 pushed the boundaries in Formula Ford. That hurt us. And by then Ken had a dicky heart, and motor racing was changing – not for the better. The company gradually slowed down but that was fine with me, to be perfectly honest."

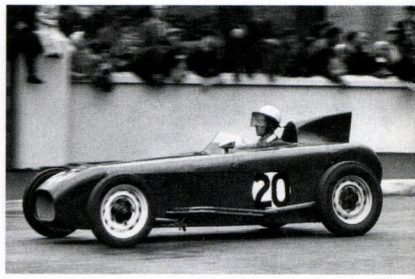
So why start messing about with trials cars? "That was [Irish racing legend] Tommy Reid's doing: he provoked the 80T. The front end is much like any conventional trials car – a beam axle – because I could not think of anything better. At the back, though, it has independent suspension with wishbones top and bottom with as much movement as the CV joints will allow. Unusually, it has a Volkswagen gearbox with Hewland ratios and crown wheel and pinion. It's been very successful so far – and not just in Ireland."

No surprise there, then.

Our thanks to John Crosslé and Arnie Black. You can reach Crosslé Car Company on 028 9076 3332 or log on to www.crossle.co.uk



Fag lit, Crosslé and Mk1 at Cranfield in '57



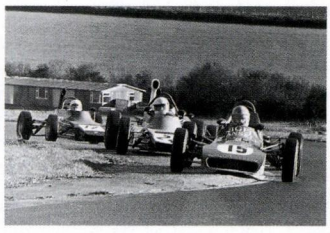
Crosslé in MkII, Dunboyne: two were built



Crosslé won 1959 Coulter Trophy in a MkIII



Lowline 4F: the first mid-engined Crosslé



Nigel Mansell: dominant FF driver in a 32F



Radical 80T trials car boasts Honda power

Temporada Hitch

Mercedes' return to racing post-war left it with a bloody nose, as Tony Watson explains

On the run-up to Christmas 1939 *porteños* (residents of Buenos Aires) gathered on the sidewalks of their city's seafront to glimpse the distant Battle of the River Plate: Royal Navy cruisers HMS Exeter, Ajax and Achilles hounded and pounded pocket battleship *Graf Spee* until it sought sanctuary in the neighbouring Uruguayan port of Montevideo. Eleven years later, from those exact same sidewalks, tens of thousands of *porteños* watched another confrontation, albeit at closer quarters: José Froilán González, aboard his non-works Ferrari 166, battled a three-car team of pre-war GP Mercedes. On each occasion German hopes were scuttled.

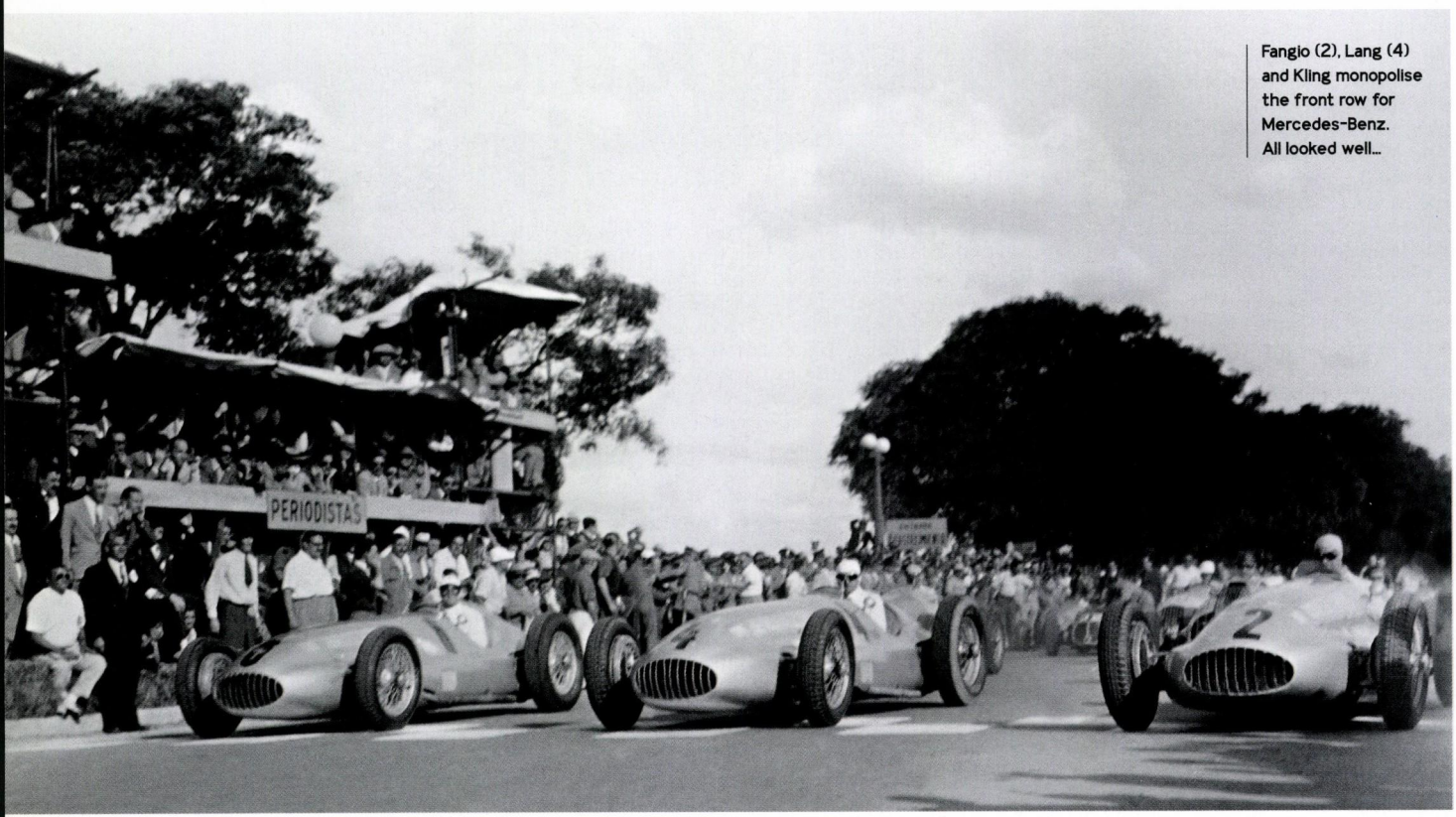
Having run the *Temporada* races over a variety of street circuits in Buenos Aires and up-country cities since 1947, the organisers simplified their task for '51 by plumping for a briefer, two-race programme around a track based on the capital's coast road. This layout would see cars flash past each other in opposite directions separated only by hay bales and *tipa* trees. Yet the closing speeds would've been even greater had not the track been trimmed to 2.175 miles. The organisers initially selected a much longer stretch of the *Avenida Costanera* – but on the advice of the star local driver the straights were shortened. This was done to level the playing field by restricting the space in which the faster cars could stretch their legs. A German runaway was being widely predicted and so the event needed artificially pepping up.

The 1951 *Temporada* didn't attract a capacity field: Ferrari, Maserati, Gordini and Talbot-Lago, who had all contested the summer series' four-round programmes of the past, were either unwilling or unable to make the long journey south. Their absence, however, was more than made up for by the presence of Mercedes; the influential people in President Juan Perón's government responsible for the import of the marque (Mercedes was the local taxi drivers' choice) had put this not inconsiderable feather in their caps.

The Silver Arrows were to be fired for the first time since the 1939 Yugoslavian GP. Had it not been for Alfred Neubauer, however, there would have been nothing in Mercedes' quiver. The portly pre-war team boss had begged, borrowed and bartered to kick-start the racing team, tracking down engines, locating two W154s on a used-car lot in Berlin and recruiting far-flung personnel. By September 1950 the Nürburgring woods were reverberating to supercharged 3-litre V12s once more: Mercedes was going racing again – and the *Temporada* was a warm-up to the Big One: the Indy 500 (see panel, page 77).

The main opposition was the *Automóvil Club Argentino*'s supercharged 2-litre Ferrari 166s, to be driven by González – "I always raced the short-chassis car" – and Juan Manuel Fangio. Though not as old as the Mercedes, these cars were hardly fresh, having been run by *Equipo Argentino* during part of 1949 and all of '50, in Europe and South America. The team's plans, though, were soon to change: when Neubauer arrived in Argentina his first step was to offer Fangio one of the Silver Arrows.

The local hero seemed genuinely surprised – even though he had just opened a Mercedes-Benz dealership and had starred for Alfa Romeo in the maiden Formula One world championship. Or was he feigning surprise? The reigning world champion, his Alfa team leader, clearly thought so. Giuseppe Farina had been slated for the drive (but only after pre-war hero Rudi Caracciola had turned it down because he felt the W154s were outdated) and he was furious when Fangio gazumped him. He fired off a formal protest to the sport's governing body claiming that the ACA had connived against him. Whether Fangio had known of these machinations or not, a healthy slice of 'Who, me?' was undoubtedly his best defence.



Fangio (2), Lang (4) and Kling monopolise the front row for Mercedes-Benz. All looked well...

And so Fangio joined Hermann Lang and Karl Kling, the old guard and the 'new' kid on the Mercedes block; Kling was 40! This left one of the ACA Ferraris vacant and Oscar Gálvez happily accepted to drive it while his own 3.8-litre Alfa Romeo 308 was taken over by Carlos Menditeguy; the latter, one of Argentina's leading polo players, was having his first race in a single-seater. There was another pre-war Alfa Romeo present, the 12C-37 of Clemar Bucci, while the rest of the field comprised a number of Maserati 4CLTs, an ex-Farina 4CL, a couple of much-used Gordinis and some locally modded Alfas.

Fangio was the crowd's favourite for race honours, and expectations were raised even higher when he secured pole position for the opening race, the Juan Perón Grand Prix on Sunday February 18. But Fangio knew something his fans didn't: his circuit alterations (surely proposed before any approach from Mercedes) would militate against the German machines; put simply, the track was now slower than Monaco. Instead González, whose sideways style had always endeared him to spectators, would become the crowd's hero.

But it wasn't just the track – and the forceful González – that was causing Mercedes headaches. When practice for the first race got off to a damp early-morning start on the Thursday, Lang initially showed the way, ahead of Kling and Fangio. It was to be the latter who topped the timesheets on Friday, though, and set the fastest qualifying time: 2min 01.7sec, 64.3mph. An all-Mercedes front row... it was all running to script. Except that it wasn't.



Fangio gives the Peróns the low-down after his early retirement from the second race

Fangio had been a regular visitor to the pits, his body language one of disbelief; the silver cars would run beautifully for a few laps and then begin to misfire. Mercedes' preparation for the race had been typically thorough: new superchargers, carburettors and nose-cones. But the W154s were extremely complex to run, demanding a special fuel brew and constant attention and adjustment to their carburation. Despite Neubauer's best efforts, knowledge and experience had been lost: his new team was untried and pre-war technical chief Rudolf Uhlenhaut had been seconded to a road car project. Throw into this mix the clammy weather of a Buenos Aires summer and here was the perfect recipe for an upset.

"I thought we could put up some sort of fight for the lead," admits González. "After all, our lap times in practice had not been that far from theirs [he was the best of the rest on the second row]. We had about 335bhp, but the Ferrari was much lighter..."

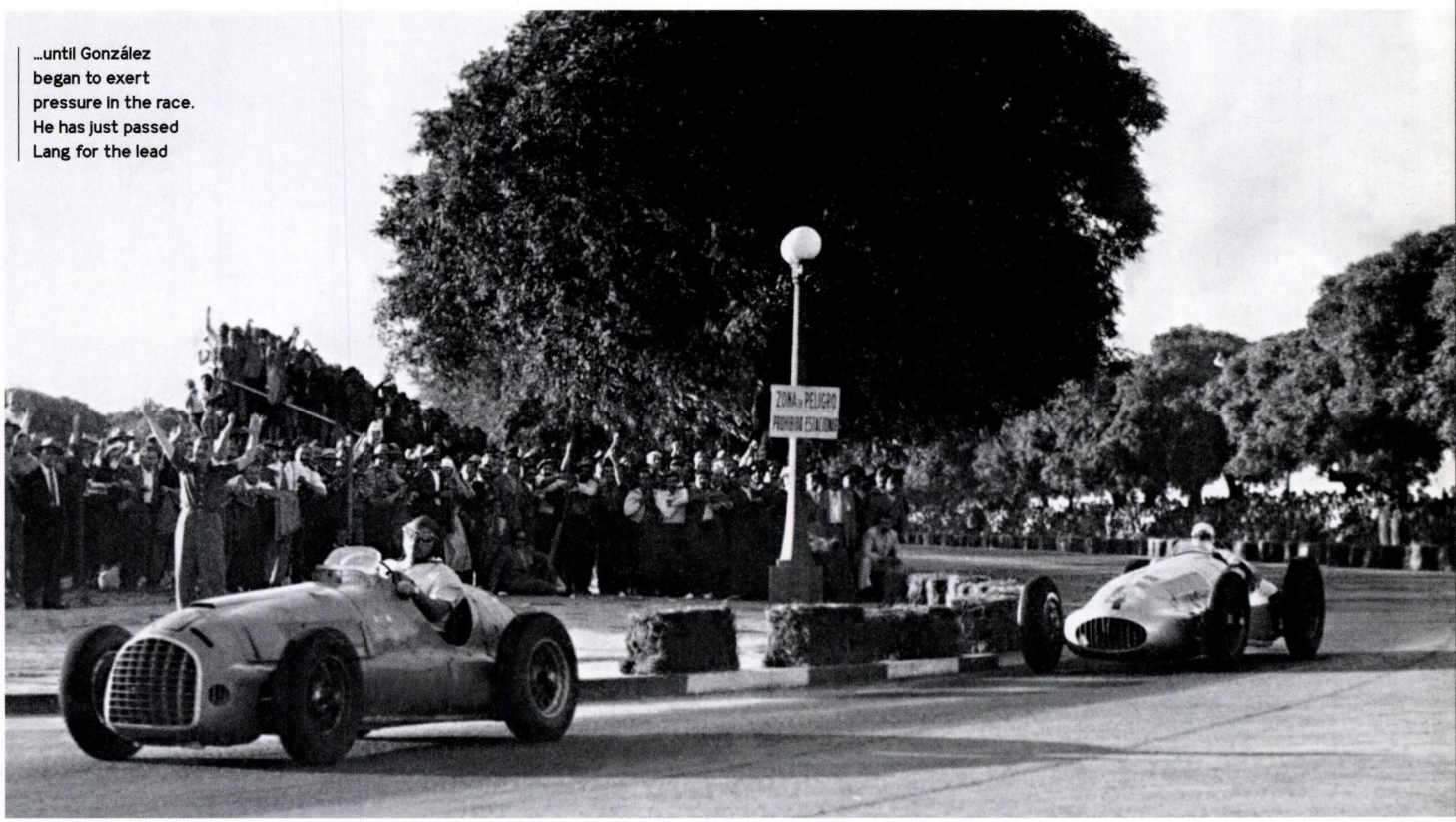
Perón and wife Evita were wafted around the track in a convertible before taking their places in the official box, and it was about five o'clock when the flag fell. Fangio and Lang led the early stages, but González was right with them – and the massive crowd (reckoned to be 100,000 strong) was right behind him. Fangio's W154 threw a tread early on – but not before his compatriot had overtaken him – and now González was free to pursue Lang. He passed him after 17 of the scheduled 45 laps: "The Ferrari was quite a bit faster on the twistier parts."

From then on the puny [in comparison] blue-and-yellow Ferrari continued its unexpected way to the chequered flag, coming home 16.4sec ahead of Lang, with Fangio a distant third. Gálvez in the other Ferrari was fourth ahead of Alfredo Pián (4CLT) and Kling.

Fangio looked like restoring the balance in the second race, the Eva Perón GP, which was held on a Saturday (February 24) so as not to clash with the opening ceremony of the 1st Panamerican Sports Games. Fangio again claimed pole position – the only man under two minutes (1min 58.4sec, 66.1mph) – and was a full 5sec faster than González, who again lined up fourth behind an all-Mercedes front row. But the Ferrari driver confided to those »

DaimlerChrysler Ludvigsen Library

...until González began to exert pressure in the race. He has just passed Lang for the lead



P&A Wood

Rolls-Royce and Bentley Heritage Dealers

"Attention to Detail"



Rolls-Rolls Silver Ghost 1925
Exact reproduction, Barker Torpedo Tourer



Bentley 4 ¼ litre 1937
Gurney Nutting Sedanca Coupé (MX Specification)



Bentley S1 Continental 1958
Park Ward Drophead Coupé



Bentley S2 1961
HJ Mulliner Drophead Coupé



Rolls-Royce Silver Cloud III 1964
Original low mileage car



Rolls-Royce Silver Dawn 1950
Short boot with manual gearbox



Rolls-Royce Corniche Convertible 1982
Low mileage



Bentley Turbo RT 1999
Very low mileage

Great Easton, Dunmow, Essex CM6 2HD, England
Telephone: 01371 870848 Fax: 01371 870810
E-mail: enquiries@pa-wood.co.uk www.pa-wood.co.uk

close to him that he was readying himself for another all-out effort, this time right from flag-fall: "That time I had a much clearer idea that we could do well. The car handled terrifically, and more than once I exceeded the engine's 7000rpm limit; I could get wheelspin even in third gear."

Fangio and Lang exchanged the lead at first, but this time, as early as lap five (of 45), there was González in the lead. He gave the Ferrari a real caning, got within two-tenths of Fangio's pole time on lap 28 and only thereafter began taking things easier. With a clear advantage and the silver cars once again misfiring – Fangio retired after 16 laps – did González feel that he had the race in the bag? "By no means, because I have always believed that you only win a race once you have received the chequered flag."

He may have eased off but even so González continued to scamper into the distance, coming close to lapping second-placed Kling. This was a fate that befell Lang twice, the old hand trailing home a very distant third. Jorge Daponte's Maserati 4CL was the only other remaining runner. Menditeguy had risen to an impressive second place in his Alfa Romeo when it ran out of fuel 10 laps from the finish. He switched to its reserve tank, but air in the fuel lines ensured his race was run.

González got a standing ovation as he made his way to receive the trophy from the presidential couple. Whatever the reason for the German cars' underperformance (fuel surge was the official 'word'), it was undeniable that the fat man who would become known as 'The Pampas Bull' had at no point gambled on his rivals' troubles, but had seized his chance with both hands. Both of his displays had been brilliant and led to a congratulatory telegram from Enzo Ferrari; it is said, as from that day, González could walk into the office of *Il Commendatore* without knocking on its door. These *Temporada* wins were his passport to a works drive with the team later that year: Silverstone, and another legendary drive – the defeat of the Alfettas – awaited him.



Seen it before: Lang, the epitome of calm

'These wins were his passport to a works Ferrari'

MERCEDES: KICKING AGAINST THE BRICKS

The double defeat by González caused Mercedes' technical director Fritz Nallinger to cancel his plans for the Indy 500. A Mercedes W154 had, however, already contested the event, twice.

Via a sequence of convoluted dealings – from Czechoslovakia to California via RC Rowland Motors near Brooklands and the hold of the *Queen Mary* – one such car had ended up in the hands of Don Lee. Prepped by Mal Ord, it was entered for Indy in 1947: Duke Nalon qualified 18th (128.082mph) but retired because of piston failure after 119 laps. Mercedes helped with replacement parts and Chet Miller drove it in '48, qualifying 19th (127.249mph) and retiring on lap 108.

What was really needed was direct works involvement. And that had nearly come about in 1938. Three cars were crated and ready to go when the plug was pulled. The M154 engine had a prodigious thirst for oil and Neubauer was worried about the race's limit of 8gal. Only later was it discovered that this was the 1937 limit, lifted thereafter.

There are two other Silver Arrows/Indianapolis what-might-have-beens:

In 1946 Caracciola's plan to race one of the Tripoli-winning 1.5-litre W165s was frustrated by red tape. Instead he tried to qualify Joel Thorne's 'Big Six' and suffered head injuries when it crashed.

But the biggest what-if was 1951: Mercedes planned to use wings, not for downforce but as rudders; two vertical wings mounted close to the CoG could be pivoted as the car entered a turn. This operation, and the 'feathering' for the straights, was controlled by a lever operated by the driver's knee. Kling had tested it and his reports were favourable...

As for Mercedes, it was time to regroup. The 2.5-litre GP formula for 1954 had just been announced...

Five years after their *Temporada* defeats Fangio and Mercedes-Benz returned to Argentina and claimed its GP; in a neat reversal of fortune González's Ferrari was on pole, only to suffer in the race's baking heat. Fangio then won the Formula Libre Buenos Aires GP two weeks later.

Revenge was complete. M

DaimlerChrysler



The huge, scantily protected crowd watch Lang hustle his W154 through another tight turn



Taking the plunge: Mansell soaks in a bath of petrol on his GP debut at the Österreichring



Nigel Mansell became a pearl at Williams. But as Damien Smith explains, his four full seasons at Lotus provided the...

Grit in the oyster

Key scenes. Act One: first Formula One test. He snaps up the chance to take part in a Lotus young-driver try-out at Paul Ricard – just weeks after breaking his back in an Oulton Park F3 shunt. Popping painkillers like sweets, he tells the team he is perfectly fit and is the last of the eager quintet to go out. As darkness falls he completes 35 laps, ignoring his agony until he is out of the car. It's worth it: he's rewarded with the test driver role for 1980.

Act Two: first grand prix. Lotus runs a third car at Zeltweg and the test driver steps up to the plate. It's an unforgettable day – for all the wrong reasons. Mechanics spill fuel down his back as they top-up the car on the grid. They drench him in water to dilute the petrol, but it's no good: he suffers severe burns to his backside and legs. His ordeal ends when the engine blows after 40 laps. Then he struggles to walk away; fuel has shrunk his... hamstrings.

Act Three: first podium. Shaken by a moment of horror at the start of the 1981 Belgian GP at Zolder – Arrows mechanic Dave Luckett is crushed between his team's cars as Siegfried Stöhr runs into the back of a stalled Riccardo Patrese – the Lotus driver thinks he has just seen a man die and wants no part in the restart. But his wife, his staunchest supporter, urges him to stay in the car. Two hours later he stands on the podium beside Carlos Reutemann and Jacques Laffite.

Pain, bravery, drama: it could only be Nigel Mansell.

Later – much later – would come 31 GP victories and back-to-back F1 and Indycar titles. This, though, means little to Peter Warr, the man who kept Team Lotus afloat in the turbulent wake of Colin Chapman's unexpected death. When Mansell moved to Williams for 1985 Warr famously said: "He will never win a GP as long as I have a hole in my arse." Amusing, yes, but a mite rash with hindsight. But still there's no hint of regret: "I assess Nigel now no differently than we did at the time – he wasn't as quick as he was made out to be. It's a fact that Nigel at Lotus was not the racing driver he subsequently became. That's the kindest thing I could say."

Mansell's was certainly a long F1 apprenticeship. After two GPs and a DNQ as third driver during 1980, he landed a full-time seat for '81. He was 27, and would partner Elio de Angelis for the next four seasons, scoring five third places, one pole position and 38 points. In the same period de Angelis would score 73 points, one win and two poles. »

Phipps/Sutton

Mansell was second-best.

"Nigel wasn't as quick as Elio, and he never would be," says Warr, "which begs the question that had de Angelis survived and enjoyed Nigel's luck what sort of F1 world champion would he have been?"

Warr is adamant that Mansell was a "late developer" who eventually flowered at Williams because of its superior cars and no-nonsense approach. But that's too glib, surely? Better machinery, yes, but Frank Williams and Patrick Head are not renowned for driver management skills; yet Mansell grew into a regular winner with them. Exactly where does that leave Lotus in the talent-nurturing stakes? True, the racer's racer who would mug Ayrton Senna in Hungary in 1989 and conquer Indycars at his first attempt in '93 would have been hard to spot in the early '80s – but Chapman had seen something special in him, hadn't he? Not the next Jim Clark perhaps, but something worth developing. And there were others convinced by Mansell's talent. Problem was, it lay dormant at Lotus, buried in results that hardly dazzled. But there were nuggets of potential if you bothered to look – and looked hard enough.

Mansell's rise through the ranks had been a financial grind punctuated by two crashes that could have left him paralysed. But it was a rapid one. When he joined de Angelis, Stephen South, Eddie Cheever and Jan Lammers at Paul Ricard in the autumn of 1979 he was only four years out of karts. And yet he was clearly the outsider. He felt it too, as he always would. His way-in was tortuous: de Angelis was snapped up as Mario Andretti's team-mate for 1980 and South was offered the testing contract; it was only when the latter balked at signing on the dotted line that Mansell gratefully accepted the deal.

Derek Warwick was racing for Toleman in Formula Two and was widely tipped as Britain's next F1 title hope: "Nigel didn't have much of a record. When he came into F1 everybody thought, 'What's this all about?' There was confusion. But once he got there he was stunning."

Those doubts were understandable. Nigel played only a bit part in F2 in 1980 aboard a works Honda-powered Ralt at the beginning of its development curve. Team boss Ron Tauranac saw talent, but admits it was raw: "Nigel was inexperienced. I remember him qualifying sixth at Zandvoort. It rained during the race but he continued with his usual dry line and was frequently passed by slower but more experienced men.



Clockwise from above: Leading Andretti, Tambay, de Cesaris and Arnoux on his way to fourth in Las Vegas, 1981; mentor and protégé – but was it as clear-cut as that? Pretty 95T was Mansell's quickest Lotus, but McLaren-TAG was faste

Black-and-blue years

Nigel Mansell said in his autobiography: "I don't think I ever drove a good Lotus F1 car." He might have a point...

81B (1980/81): Development of the 79 in the wake of the Type 80 disaster. Too long in the tooth to be competitive. Mansell drives longer-wheelbase B-spec three times in 1980 and in the first four GPs of '81, taking third at Zolder.

87/B (1981-82) Designed in anticipation of legality problems with 88. Mansell's best finish is fourth in Las Vegas.

88B (1981) Controversial twin-chassis that is never allowed to race. Carbon-Kevlar composite used to keep weight down. Peter Warr: "It was a flight of fancy, another of [R&D guru] Peter Wright's extravagances. To be kind, it never ran enough to prove whether it would have worked. To be unkind, insiders thought it would never make it."

91 (1982) Attractive design led by Martin Ogilvie. Features carbon-Kevlar tub used on Types 87 and 88, and attempts to save 10 per cent of weight on most major components. Mansell finishes fourth at Monaco; de Angelis wins in Austria.

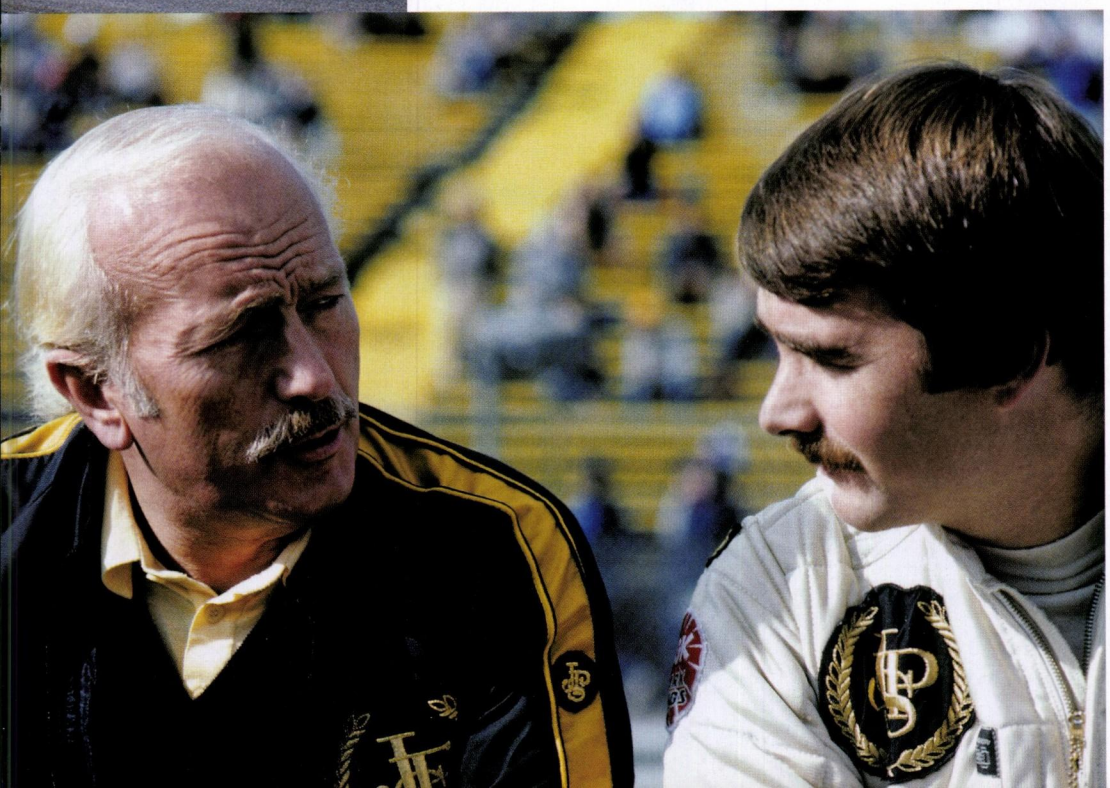
92 (1983) As emphasis turns to first turbo car, Type 93, Mansell has to start season in a revised 91. Rules demand a flat bottom as FISA moves to thwart ground-effect designs. Also featured active suspension and Cosworth DFY. Mansell finishes sixth in Detroit.

94T (1983) Gérard Ducarouge's quick fix for the unloved 93T; builds replacement around Type 91 chassis. Mansell storms to fourth on its debut at Silverstone. Later finishes third in European GP at Brands Hatch.

95T (1984) All-new Ducarouge car. Team has also switched from Pirellis to Goodyears. Strong chassis, but Lotus and Renault cannot compete with McLaren-TAGs. Mansell scores two thirds and spins out of Monaco lead.



Mansell practised 93T at Silverstone, but only raced it once, in 1983 Race of Champions



LAT Sutton

Afterwards he admitted this and took my comments in good part.

"I don't regard myself as a good enough judge of driving talent to pick a future champion, but he did have the determination, the drive, to overcome obstacles."

Mansell carried out his test duties for Lotus at Silverstone and Brands Hatch, impressing with his pace. "We were just relieved that he was not a wanker," admits chief race engineer Nigel Stroud.

Team manager Peter Collins and F1 journalist Peter Windsor were vociferous Mansell fans and badgered Chapman to give him a full-time race seat. He did, for 1981, but insiders doubt the strength of the much-vaunted Chapman/Mansell axis. It wasn't clear exactly what the Old Man thought of his new driver.

"I don't think Colin believed in him that much," says Warr. "But he did have a hankering to sign another British driver. He'd had one or two unsuccessful driver relationships; the last decent one had been with Andretti [whom Mansell replaced]. Deep down he was searching for another Jimmy-type relationship."

Mansell, though, was no Clark – a man who rarely complained win or lose, mainly because he tended to win; in contrast Nigel's 'whinger' tag was already beginning to stick. But Stroud possibly saw what Chapman liked about him: "Nigel was a good bloke – but very emotional. When Luckett was hurt at Zolder, Nigel was weeping in the car, really crying. I was sent to get his wife Roseanne to help calm him down. He was probably the sort of bloke who could wind himself up into that kind of state – but he was sincere."

His third place in that restarted race showed a resilience that was fast becoming a Mansell trademark. Fourth in a blisteringly hot season finale in Las Vegas gave an indication of his physical strength, too. The bloke had grit, an essential trait as this famous team went through turmoil during the early 1980s. Its cars were off the pace – and then Chapman died in December '82; Mansell had lost his mentor, one of the few prepared to keep faith in him. Chief designer Martin Ogilvie sums up the attitudes Mansell was facing: "We didn't think he had a great deal of talent; he was always complaining and never showed any real spark in a Lotus. Man, machine and company just never hit it off."

More bad news: Collins jumped ship to Williams and Warr, who had just returned to the Lotus fold, was now in charge. He promptly secured a Renault turbo for 1983. But the »

THANKS NIGEL!

..BECAUSE 'OUR NIGE' WAS SO CAREFUL WITH OUR CARS....YOU CAN RACE THEM IN 2005!



Nigel Mansell's 1981 Lotus type 81 is available ex Works for £200,000. This car will be sold ready to go with race preparation by Nigel's original Team Lotus mechanics at Classic Team Lotus





Alternatively the Works Collection includes Mansell Lotus types 88 and 91 that are available to be raced in the TGP Championship with Classic Team Lotus

TEAM LOTUS

GOLD LEAF TEAM LOTUS

John Player Special Team Lotus

ESSEX

CLASSIC TEAM LOTUS

Please consider Classic Team Lotus helping you to get the best from your motor sport

team@classicteamlotus.co.uk www.classicteamlotus.co.uk telephone +44 (0)1953 601621

problem for Mansell was precisely that: *a* turbo engine. Just the one. Mansell had failed to threaten de Angelis's position as team leader in '82 and there was no question which of them would be given the V6. For eight races Mansell would struggle with a Cosworth-powered 92.

Fortunately, he wasn't missing much. The Renault-engined 93T was a dog. Warr had to act fast; the out-of-favour Alfa Romeo designer Gérard Ducarouge entered stage left. "He arrived in May and looked at the 93T," says Warr. "You could tell by the way his nose wrinkled up and his shoulders shrugged that he thought it was a heap of crap."

In just six weeks Ducarouge and a revitalised team came up with the 94T. Mansell made his turbo debut in it at Silverstone – and finished fourth. Another nugget.

But his relations with Warr did not improve. Despite having a firm contract, signed with Chapman, his place was under threat for 1984. John Player Special's demand for a British driver saved him this time, but Mansell knew he needed a new team for '85. Williams had shown interest as long ago as '81...

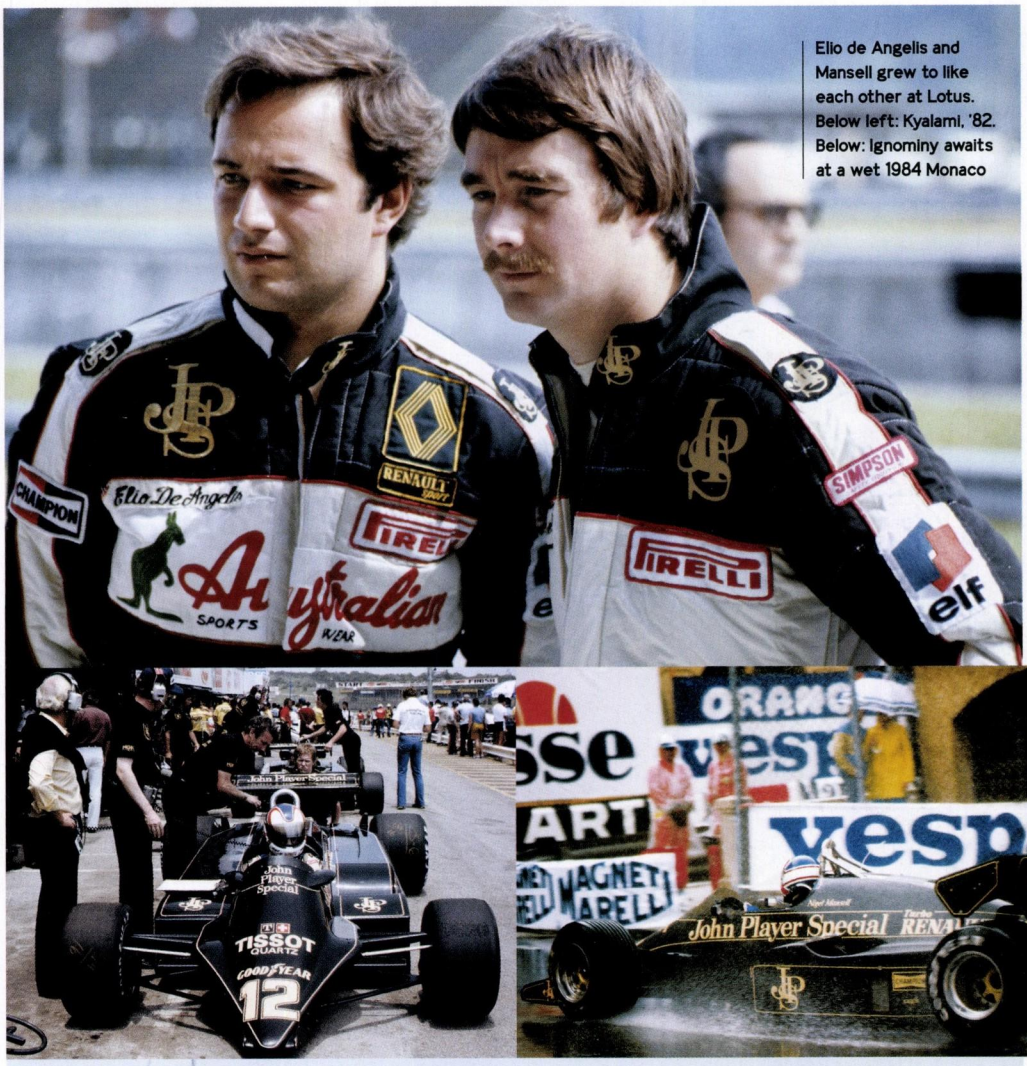
Equipped with Ducarouge's 95T, the best Lotus since the ground-effect 79, Mansell battled on. He finished third at Dijon. And only then told the team that his mother had died three days earlier.

Then came Monaco. Act Four: first (should-have-been) GP win. Mansell turns it on in foul conditions and overtakes Alain Prost's McLaren for the lead. He continues to lap 2-3sec quicker than the rest, possibly to prove his detractors wrong. Then up the hill the black car slithers on a white line and slaps the barrier. Over and out. In more ways than one?

Had Warwick not turned down Williams for 1985 would Mansell have disappeared without F1 trace? Maybe. For Lotus cast a long black shadow over this sensitive soul. But there was a golden lining. He hadn't been entirely convincing at Lotus, but he still had a strong conviction: he was too good to simply peter out.

Lotus in turn now had Senna in what turned out to be its final realistic tilt at a return to the glory days. Mansell got his second chance (and ultimately third in 1991-92) with Williams. Both upped their games. But whereas their preceding civil war had been too close to call in terms of culpability, victor and vanquished, there was a clear winner of this all-turbos-blazing, them-and-us second phase.

It wasn't Lotus. M

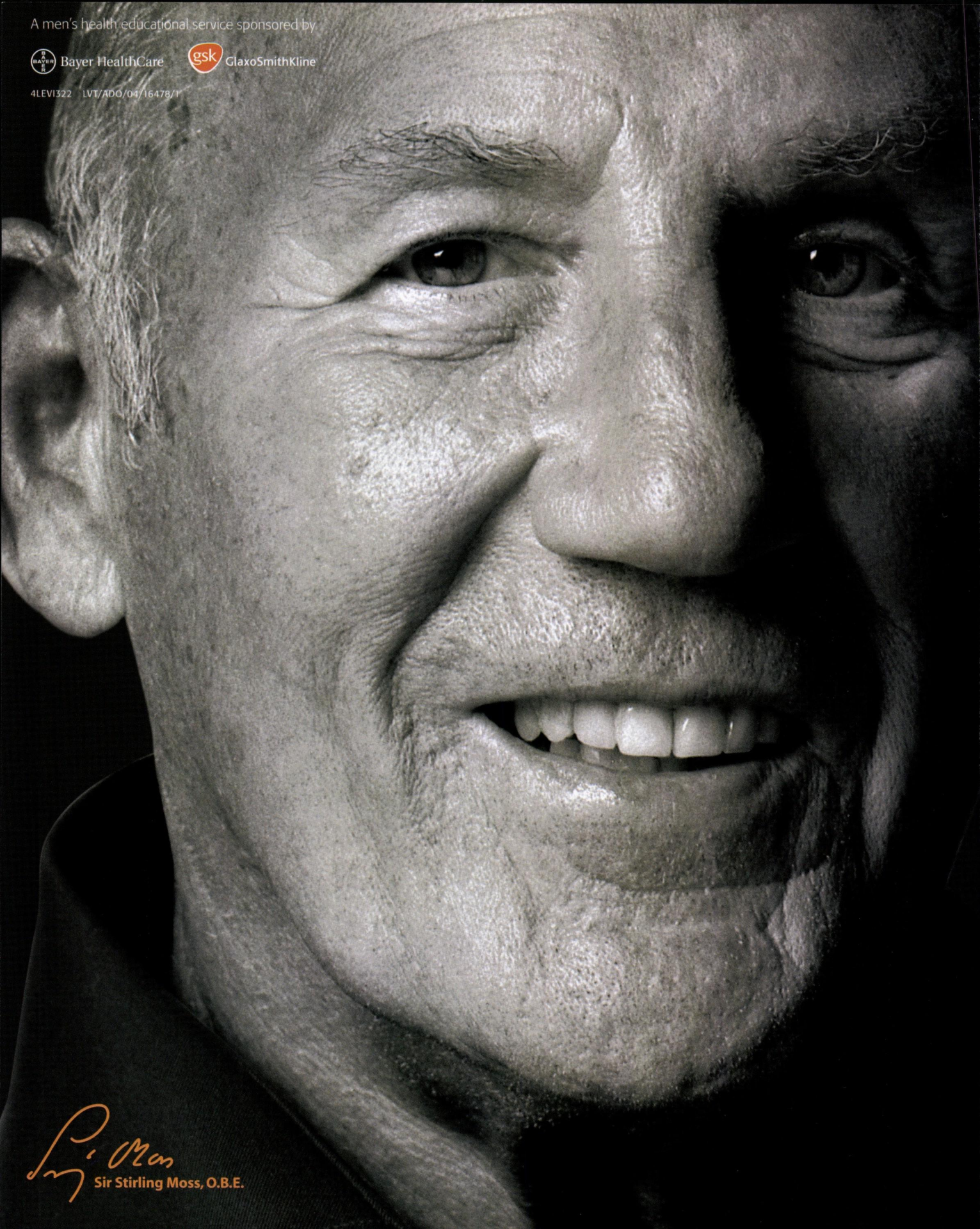


Elio de Angelis and Mansell grew to like each other at Lotus. Below left: Kyalami, '82. Below: Ignominy awaits at a wet 1984 Monaco



Texas drama: Mansell faints as he pushes 95T to Dallas finish to be classified sixth

LAT Sutton


A men's health educational service sponsored by
Bayer HealthCare
GlaxoSmithKline
4LEVI322 LVT/ADO/04/16478/1
Sir Stirling Moss, O.B.E.

The important GPs in my life

GP WIN 1955 Grand Prix Britain, Mercedes-Benz W196

GP WIN 1956 Grand Prix Monaco, Maserati 250F

GP WIN 1956 Grand Prix Italy, Maserati 250F

GP WIN 1957 Grand Prix Britain, Vanwall VW4

GP WIN 1957 Grand Prix Pescara, Vanwall VW5

GP WIN 1957 Grand Prix Italy, Vanwall VW5

GP WIN 1958 Grand Prix Argentina, Cooper T43

GP WIN 1958 Grand Prix Netherlands, Vanwall VW10

GP WIN 1958 Grand Prix Portugal, Vanwall VW10

GP WIN 1958 Grand Prix Morocco, Vanwall VW5

GP WIN 1959 Grand Prix Portugal, Cooper T51

GP WIN 1959 Grand Prix Italy, Cooper T51

GP WIN 1960 Grand Prix Monaco, Lotus 18

GP WIN 1960 Grand Prix USA, Lotus 18

GP WIN 1961 Grand Prix Monaco, Lotus 18

GP WIN 1961 Grand Prix Germany, Lotus 18/21

GP WIN 2004 General Practitioner, London – sorted my ED

I MAY HAVE BEEN KNOWN AS FEARLESS, BUT IT STILL TOOK COURAGE TO TALK TO MY DOCTOR ABOUT MY ED. I'M NOT ALONE, IN 2 MEN OVER 50 SUFFER FROM ERECTION DIFFICULTIES. DON'T BE EMBARRASSED, SAY TO YOUR DOCTOR 'I NEED 10 MINUTES TO TALK'

SORTED IN 10™

www.sortedin10.co.uk

'He was like a baby. By that I mean he had a baby's ability to learn. He learnt in one year what other people learn in three or four years...'

... so says former Mercedes sports boss Jochen Neerpasch of his junior driver Michael Schumacher. Gary Watkins discovers how two years of sportscar racing helped a raw talent develop into a grand prix great

The new kid always gets the worst jobs. That's the way it would have seemed if you had wandered into the Sauber Mercedes pit garage on a bright winter's day at Paul Ricard in November 1989. One of the sports-car team's Group C Silver Arrows has clearly had an off and it is the job of a fresh-faced youngster to clean out the gravel that has found its way into every nook and cranny.

Only something isn't quite as it seems. The lad wielding the vacuum cleaner is wearing Nomex, not to mention an expression of acute embarrassment. He's not Sauber's go-fer, rather one of its latest influx of Junior racing drivers. The name on his overalls? Michael Schumacher.

This is the first step in one of the most successful programmes ever designed to seek out young talent. The 20-year–old Schumacher is present in France along with fellow German Heinz-Harald Frentzen and Austria's Karl Wendlinger, two of his sparring partners from that year's German F3 series. Mercedes has secretly decided that it is on its way back to Formula One and so is aiming to prep this trio of German-speakers for grand prix stardom via the defence of its World Sports-Prototype Championship in 1990.

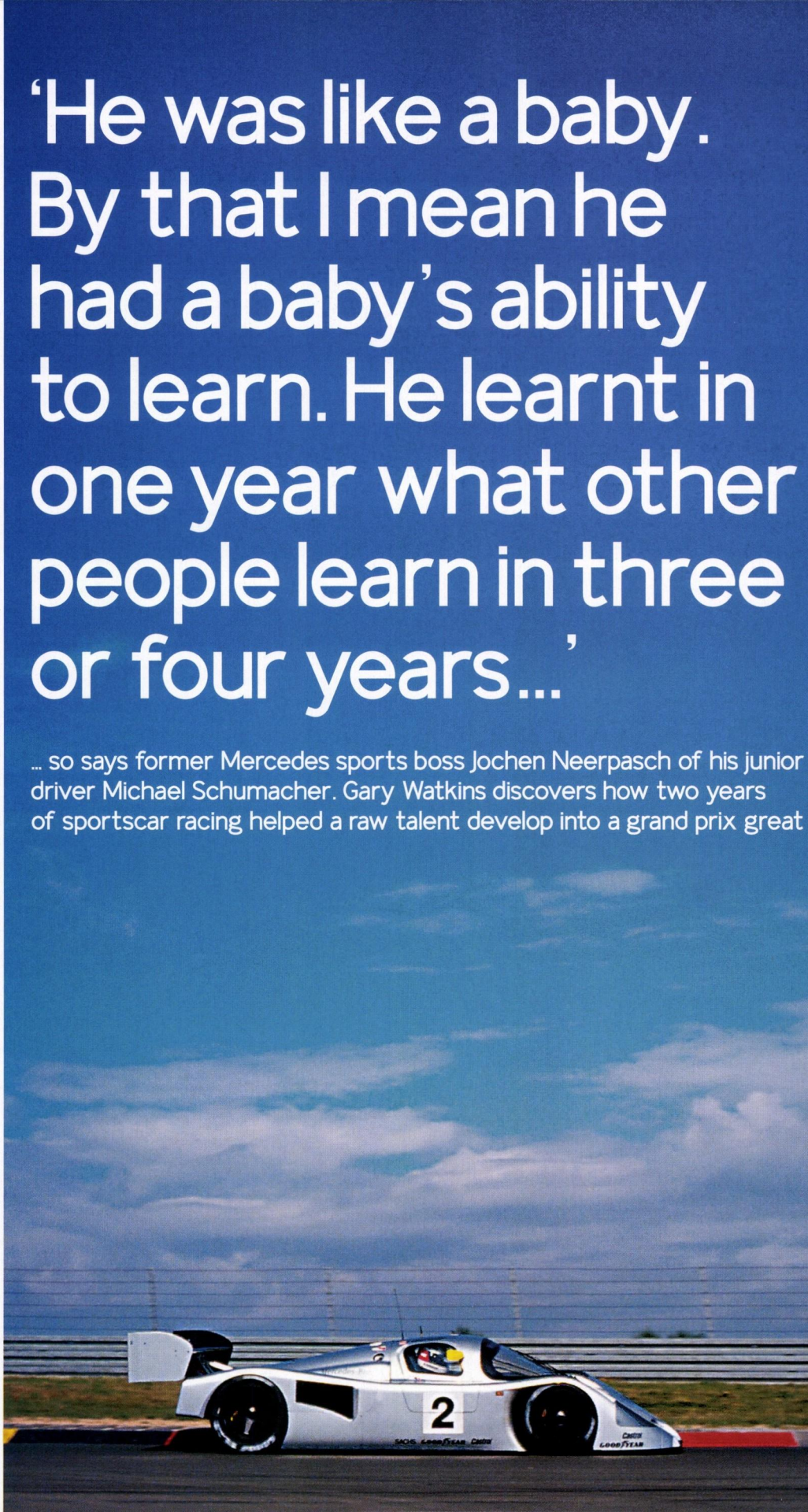
The masterplan doesn't require Mercedes to be in Formula One until 1992 at the earliest, and only one of the three is in a hurry to get there. Schumacher, who finished behind Wendlinger and Frentzen in the German F3 title race, appears to have ignored his new team boss Peter Sauber's pep talk prior to their first run in one of that year's Sauber Mercedes C9s.

"Peter made a speech in which he told us we were now factory drivers and we were to do as we were told," recalls Wendlinger. "Above all we were told not to crash."

Not only was Schumacher "spinning all over the place", according to outgoing Sauber team manager Dave Price, but he contrived to get involved in a wheel-banging match with a Porsche 962C driven by Jo Winkelhock. The result was a trip through the gravel for the Sauber and a slap on the wrist for its driver.

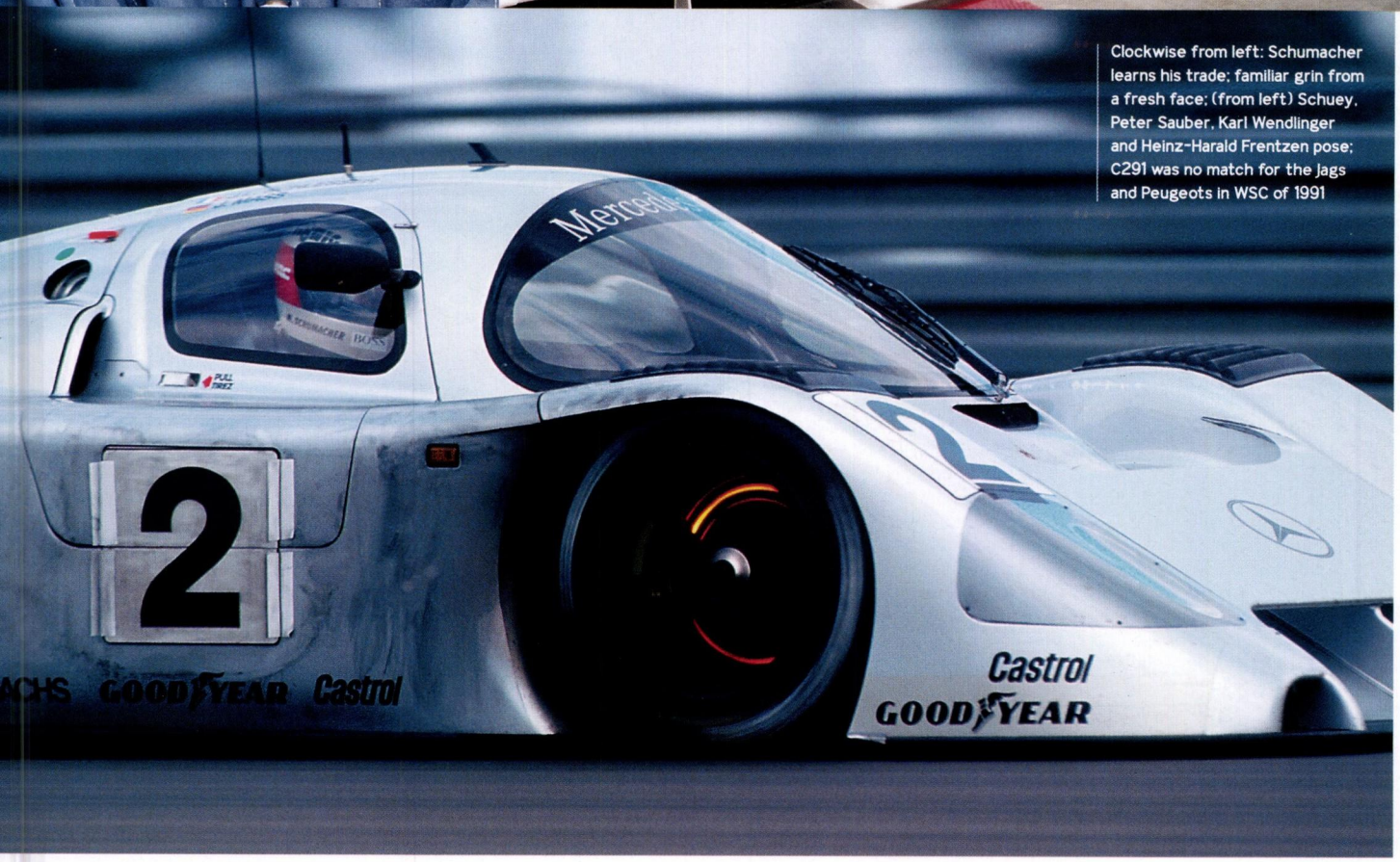
"When the 'kids' asked us how they were comparing with the other drivers we told them that we weren't timing them and that the whole point of the test was for them to get used to the car," recalls Bob Bell, who engineered the Junior drivers at Ricard. "When Schumacher went off we made him clean out the car."

Bell says that Schumacher was the slowest of the three over the two days. "He spoiled it for himself," »









Clockwise from left: Schumacher learns his trade; familiar grin from a fresh face; (from left) Schuey, Peter Sauber, Karl Wendlinger and Heinz-Harald Frentzen pose; C291 was no match for the Jags and Peugeots in WSC of 1991

LAT Sutton

explains the Brit who moved with Price to Nissan's Group C team for 1990. "He wasn't so fast because he didn't get so many laps."

Exactly who was fastest isn't clear 15 years on. Bell reckons that it was Wendlinger, though the notes that would confirm it are lost. Most of the other people involved in the programme believe it was Frentzen. Certainly the latter, who was 22 at the time, emerged fastest of the trio during subsequent tests at Ricard, Jerez and Hockenheim.

These winter runs were designed specifically to prepare for a WSPC campaign during which the Juniors would take turns at the wheel of the second Team Sauber Mercedes car alongside Jochen Mass. The sports-car veteran, who would tutor the youngsters – and the architect of the Junior programme, Mercedes race director Jochen Neerpasch – rate Frentzen as the one who showed the most potential at this stage. "We clearly had three very good drivers," says Mass, "but it was Heinz-Harald who had the most obvious speed."

Or at least it was the oldest of the three who got up to speed the quickest. "Frentzen would be the one who was on the pace straight away, then Schumacher and then Wendlinger," explains Neerpasch. "Heinz-Harald clearly had a lot of natural talent. I wouldn't say he didn't take it seriously, but it seemed easier for him. Michael had to work at it – and so he did. He was more systematic and more analytical."

Schumacher's burning desire to make himself and his car ever faster, a cornerstone of his record-breaking F1 career, became evident in his maiden sportscar season, in which he contested three races in that year's Mercedes C11. A fourth, his scheduled debut at Silverstone, turned out to be a false start when he was disqualified in practice for receiving assistance beyond the pitlane.

Mass: "He was constantly asking questions and always thinking about how he could change the car. I was in charge of its set-up and often had to tell him to leave things alone."

Neerpasch calls the Schumacher of 1990 vintage – a driver in only his third season of car racing – a "rough diamond". It was his desire for self-improvement that allowed him to quickly polish up his skills. "He was like a baby," says Neerpasch. "By that I mean he had a baby's ability to learn. He learnt in one year what other people learn in three or four years, and not only technically."

Even before the end of the 1990 season, Schumacher was emerging as the standout among the three.







Above: Schumacher prepares to take over from Jochen Mass at Mexico 1990. Left: Designer Leo Ress talks, drivers listen at Silverstone 1990. Below: Helmet colours yet to become global trademark

"We thought Michael was the one over the winter, but he confirmed it during the season," Neerpasch says. "We realised that he was much more than a very good driver, that he was something outstanding."

That much was evident from the outside, too. It was Schumacher who made the biggest impression, even though Wendlinger achieved almost identical results alongside Mass. Frentzen, meanwhile, was in the process of ducking out of the Mercedes Junior programme. First, he had opted to concentrate on his debut season in Formula 3000 with Eddie Jordan and found time to take in just one WSPC round. Then he quit altogether to focus full-time on single-seaters for 1991.

Wendlinger contested three of the opening four races courtesy of greater flexibility in his single-seater programme; he was undertaking a handful of F3000 outings with his manager Helmut Marko's squad, while Schumacher was mounting a successful bid to emulate his new team-mate by winning the German F3 title. So Wendlinger had already notched up two runner-up places behind Sauber's lead entry driven by the reigning champions, Jean-Louis Schlesser and Mauro Baldi, and had also scored a fortuitous victory at Spa-Francorchamps by the time Schumacher's sportscar career began in earnest at Dijon in July.

The future superstar took over from Mass in second place behind Baldi and cut a 16sec lead in half over the course of his stint. What's more, he also brought the car back onto its fuel schedule. Group C, remember, was still at this stage a fuel formula, with a fixed allocation of gas for each car.

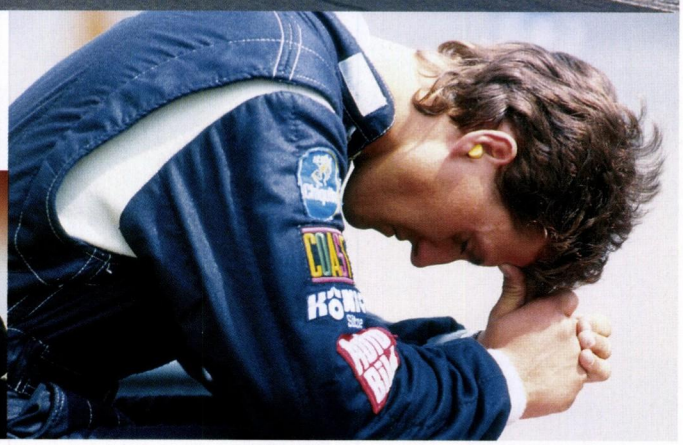
Schumacher impressed again at the Nürburgring and then in the rain at the season finale in Mexico City. This race gave him the first of his two world championship sports-car wins, though he was even more fortunate to gain full points than Wendlinger had been at Spa. The victory came some time after the race had finished, when Schlesser/Baldi were disqualified for having been given too much fuel.

Direct comparison between the three – Schumacher, Wendlinger and Frentzen – isn't easy because they never drove together at the races. But the following season the first two teamed up in Mercedes' stab at the new 3.5-litre atmo GpC



Above: Merc flat-12 lasts for once to allow Schumacher/Wendlinger C291 to win at Autopolis, 1991. Right: Life was not always easy at Sauber. Below: With Mercedes boss Jochen Neerpasch





regs during the renamed Sportscar World Championship. This time any comparison is made difficult because the C291 was no match for Jaguar's XJR-14 or the evo version of Peugeot's 905 that appeared mid-season; nor was it reliable, its complex flat-12 plagued by electronic and machining problems.

Wendlinger insists he was on a par with Schumacher in 1991: "We took qualifying in turns, so it was not easy to say who was fastest. But, for example, at Autopolis [a race Schumacher/Wendlinger won] it was his turn to qualify. He set the time, but I also got a set of tyres and ended only about five- or six-hundredths behind him. He was not unreachable at that time."

Wendlinger maintains, too, that in 1990 and '91 the world had yet to see the ultimate Schumacher. "If you look at his career he has kept on improving," he explains. "In his first year at Benetton in '92 he was good, but nothing special. He was better the following year, and then clearly took a big step forward in his own performance during the '94 season. That has been the key to his success; he's kept on improving."

One incident during the 1991 season gave the world a taste of a different side of Schumacher, the man who would gain infamy for his sideswipes at Damon Hill and Jacques Villeneuve in the F1 finales of 1994 and '97. This time his 'victim' was Jaguar's Derek Warwick, and the 'scene of the crime' was the Nürburgring's SWC meet in August.

I was holding him down... Schlesser was yelling, 'Hit him, Derek, hit him!'

"I knew Michael was on quallies and saw him coming and moved over, putting nearly the whole of the car on the kerbs," says the Briton. "I made it look as though I was getting out of the way, but I knew it would screw his lap." What happened next was a "total over-reaction", according to Warwick. "He cut straight across me and took my nose off."

Both cars came into the pits and an incensed Warwick jumped from his Jaguar and chased Schumacher out of Sauber's pit and through one of its trucks before cornering him in the back of the second transporter. "I remember holding him down over what I think was a massage table, with Mass trying to pull us apart and Schlesser yelling, 'Hit him, Derek, hit him!'"

Little did Warwick know that a well-aimed punch could have prevented one of the most memorable grand prix debuts in recent history. For few knew that discussions were already under way to make Schumacher an F1 driver in time for the following weekend's Belgian Grand Prix. And the young man who arrived at Spa to drive the Jordan vacated by the imprisoned Bertrand Gachot was more than qualified for the job; Jordan team manager Trevor Foster, who also engineered the newcomer that weekend, reckons his two seasons with Mercedes had been the perfect stepping-stone: "It was a phenomenal grounding. He knew how to work with a big team and how to get it working for him. What's more, those Group C cars were capable of lap times not too dissimilar to an F1 car, and he had gained experience of running on qualifying tyres, too."

A driver whose F1 experience stretched to a little over two dozen laps of the Silverstone South circuit prior to arriving at a track he didn't know ended up outqualifying teammate and Spa specialist Andrea de Cesaris. Seventh-fastest made the establishment take notice, even though he cooked his clutch and only got as far as Eau Rouge in the race. "We could tell he was special," says Foster. "A real talent."

That was something all at Sauber and Mercedes already knew. M

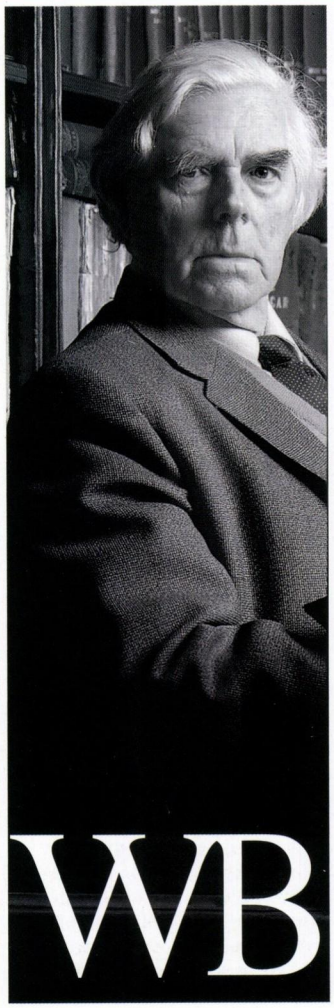
al Sutton

FACT FILE
How the Merc juniors fared

1990: alongside Mass		
Suzuka	Wendlinger	2nd
Monza	Wendlinger	2nd
Silverstone	Schumacher	DSQ
Spa	Wendlinger	1st
Dijon	Schumacher	2nd
Nürburgring	Schumacher	2nd
Donington	Frentzen	2nd
Montreal	Wendlinger	9th
Mexico City	Schumacher	1st

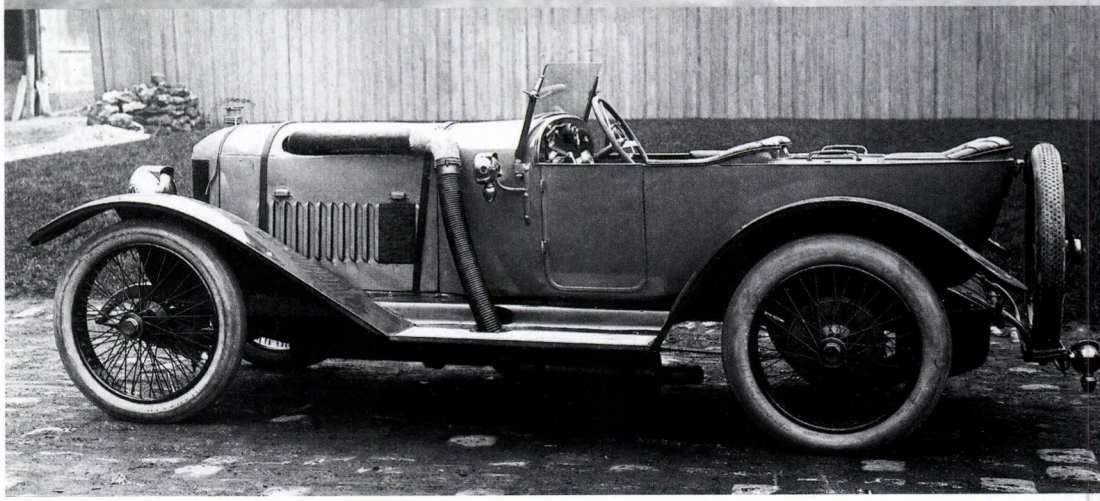
1991: Schumacher/Wendlinger		
Suzuka	Q3	Rtd/fire
Monza	Q6	Rtd/engine
Silverstone	Q5	2nd
Le Mans*	Q12	5th
Nürburgring	Q5	Rtd/engine
Magny-Cours	Q3	Rtd/coolant leak
Mexico City	Q2	Rtd/oil pump
Autopolis	Q6	1st

* Fritz Kreutzpointer also drove





A 1908 GP Itala used as a tourer during 1920 – but which one? Below: 7-litre 1913 GP Delage converted for road use. Opposite: 1919 Indianapolis Sunbeam with touring body



From track to traffic

I have previously recalled the excitement which the reappearance of ancient giant ex-racing and similar cars created when they began to run at VSCC meetings from 1936 on. During WWI such cars were commandeered for military service. It was rumoured that General von Hindenberg's staff car was one of the huge Benz touring versions of the racing Blitzen Benz, and Capt Malcolm Campbell is said to have smuggled through Customs the 15-litre GP Lorraine-Dietrich which had been used for war service in France and which was later to have a very long and distinguished racing career at Brooklands in the post-war era. Other famous racing cars were also converted for civilian usage.

For example, the 14-litre chain-drive Fiat with which Louis Wagner finished second in the epic 1912 French Grand Prix at Dieppe was bought immediately afterwards by a Parisian enthusiast who had a pointed-tail three-seater body put on it and was using it into the 1920s as an enthralling tourer.

Another grand prix car used in this fashion was the 7-litre Delage which Albert Guyot drove into fifth place in the 1913 Amiens GP after being delayed when his mechanic fell out and he had to be replaced. This Delage then went to the USA for the Indianapolis 500. A minor problem stopped it when Guyot was leading; he finished third, losing a £1000 prize, but René Thomas won for Delage. The Guyot car came back to France, was given a lower axle ratio, a three-seater body and acetylene lamps, the high outside exhaust manifold necessitated by the unusual valve gear, and was for sale at the equivalent of some £1500; by 1920 someone had purchased it for double that. Tommy Hann raced one of these cars as 'Handy Andy' at Brooklands.

Another racing car turned tourer was the 1919 Indianapolis Sunbeam EL 995 owned by Gerald Herbert, the well-known Coventry personality, who ran it with a normal four-seater body but retaining its long external exhaust pipe. At 2500rpm, he said, it did 89mph.

R J Sully, designer of the HE car, used a 4.3-litre 1909 GP Germain in post-WWI days, with lowered seating in a two-seater body of his own devising. It had electric lighting but, like the aforesaid giant Fiat, retained detachable wheel rims. Mortimer Batten, the famous naturalist, was getting very good service from a 1914 TT Straker-Squire, with a four-seater body, long after the Armistice.

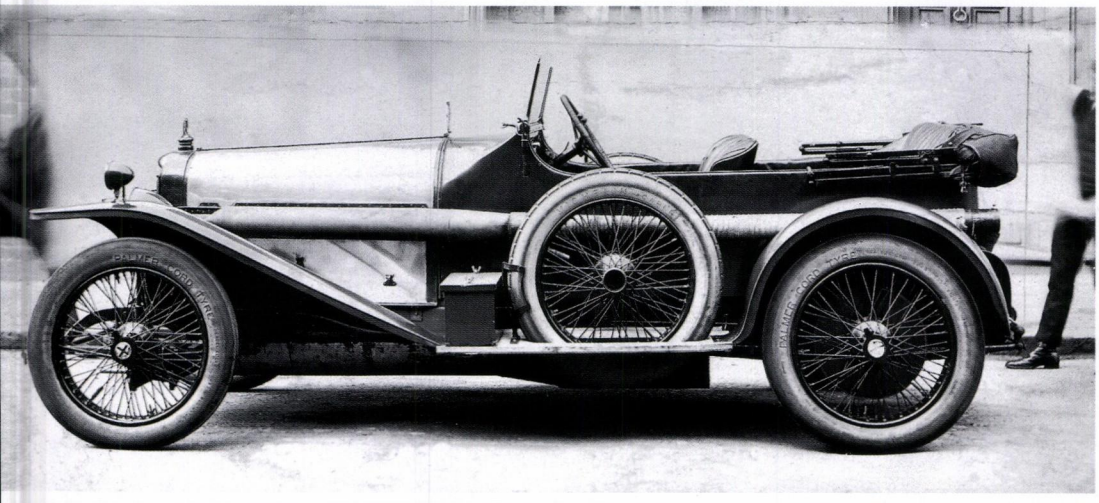
The little DFP raced by W O Bentley before WWI at speeds of up to nearly 90mph was afterwards turned into a very neat road-goer, equipped with gas lamps. At a post-WWI War Department dump a badly wrecked 16/20 Sunbeam was rebuilt as a disc-wheeled tourer by the Reliant Motor Works in Barry.

Going back to ex-racing cars, the TT-winning Napier-inspired Hutton was given a very Edwardian-looking tourer body and used from 1919 to 1939 by a Mr C T Allen, until Francis Hutton-Stott returned it to racing trim after WWII; and the 1908 12-litre GP Itala which Cecil Clutton made so famous in VSCC events carried the touring coachwork which Vincents of Reading had put on it in 1911.

During the 1920s *The Autocar's* advertising man, Capt C A Wallace, was doing business journeys in one of the 1914 4.4-litre GP Piccard-Pictets, with a drophead four-seater body made by London Improved Motor Coachbuilders of Lupus Street, SW1. The huge exhaust pipe emerging from its scuttle was a reminder of dramatic racing at Lyon, and of Wallace's own appearance at the 1919 Southsea speed trials. Before the new body was planned he had a model made of the car in its racing form, by G Weguelin of Chertsey.

On the roads around Glasgow, in those faraway days, might be seen the 1914 4½-litre Nagant with which Dragutin Esser had come sixth in that 468-mile Lyon race. It had the bolster tank and aero-screens, and was almost unchanged except for mudguards, lamps and a Klaxon horn. It retained its geared-up 2.8:1 top ratio, on which its trilby-hatted owner got 10-12mpg.

One of the 1908 GP Italas was photographed in Cannes in 1920, with the racing body and bolster tank, but no mudguards, as was permissible in France, just headlamps and a bulb horn. Which of the three it was I do not know, but Clutton's car was always thought to be the one Alessandro Cagno had driven into 11th place and was presumably one of the two which were racing at Brooklands in 1909; as the Itala works bordered the track this makes sense. The second car was probably the one with which Henri Fournier had come home 20th in the GP. Giovanni Piacenza's Itala had retired with a damaged gearbox, so was perhaps left behind in France?





Interesting that the Lagonda Car Club has a Vokes Trophy among its awards. It recalls those 'pancake' Vokes air-cleaners which could be neatly attached to carburettor intakes. Arnold Davey, editor of the Lagonda CC magazine, tells me that this trophy was presented to the Club by C Vokes' grandson Tony Vokes, as an award for the AGM driving tests. He inherited a 3½-litre Lagonda, one of at least six his grandfather owned. The ex-Vokes 3-litre is now owned by Mike Graber and the ex-Fox & Nicholl Le Mans 4½-litre left by Robbie Hewitt to her cousin Alison Moores is in New Zealand, but she hopes to bring it over to Le Mans in 2005 for the 70th anniversary of the marque's win.

The VSCC has sensibly been giving advice to drivers at its events, such as taking care that in a race if a change of line in a corner is contemplated this must be achieved without inconveniencing or endangering other drivers. It reminds me of Jenks telling me that, after he had begun racing faster motorcycles, two top-class riders called him over and said, "Don't look to see where we are and move over to let us pass. Keep to *your* line and we will keep to *ours*." After which he took their advice and they would rush by, sometimes one on his left the other on his right, safely. So be it...

I was pleased to see the great ace Dr Giuseppe Farina profiled recently in *MotorSport*. I have a distant memory of him in 1952 when Tony Vandervell engaged this Doctor of Law to drive for him the Ferrari Thinwall at Charterhall in Scotland. Vandervell drove Farina up on his 4¼-litre Derby Bentley, and before the race, which it seemed certain the Thinwall could win from the V16 BRMs of Parnell and Wharton, Farina stood alone, coat flung over his shoulders, mulling over the coming 80-mile struggle. A minor race for the Italian, but he set fastest lap (85.2mph) before the transmission gave up. Parnell also retired and Wharton finished an ignominious second to Bob Gerard's ERA.

I used to wonder what became of the rare 1927 35hp straight-eight Sunbeam which had been given a shooting-brake body around 1948 and which Keith Schellenberg acquired in 1958 as a tender car for his mighty Barnato-Hassan at race meetings. From the STD I learn that it had four more owners and is now in Orkney.

all LAT

Why the Seabrook sank without trace

Prior to WWI, the Seabrook company had been selling American cars in Great Britain, but once the conflict was over, the firm decided to embark on making cars of its own. It started with what at the time was described as one of the most original chassis to be placed before the public. It was indeed that. The 1795cc four-cylinder engine had an aluminium cylinder block with cast-iron liners, the bores extending into the alloy crankcase. The head was also of aluminium, with bronze valve seats. The overhead camshaft was bevel-driven, the lower bevel driving the oil pump. The upper pair of camshaft-drive bevels turned a shaft driving the very high-set vertical magneto, which was therefore extremely accessible. Another bevel gear drove the pulley for the cooling fan and dynamo belt, the dynamo being hinged to provide belt adjustment.

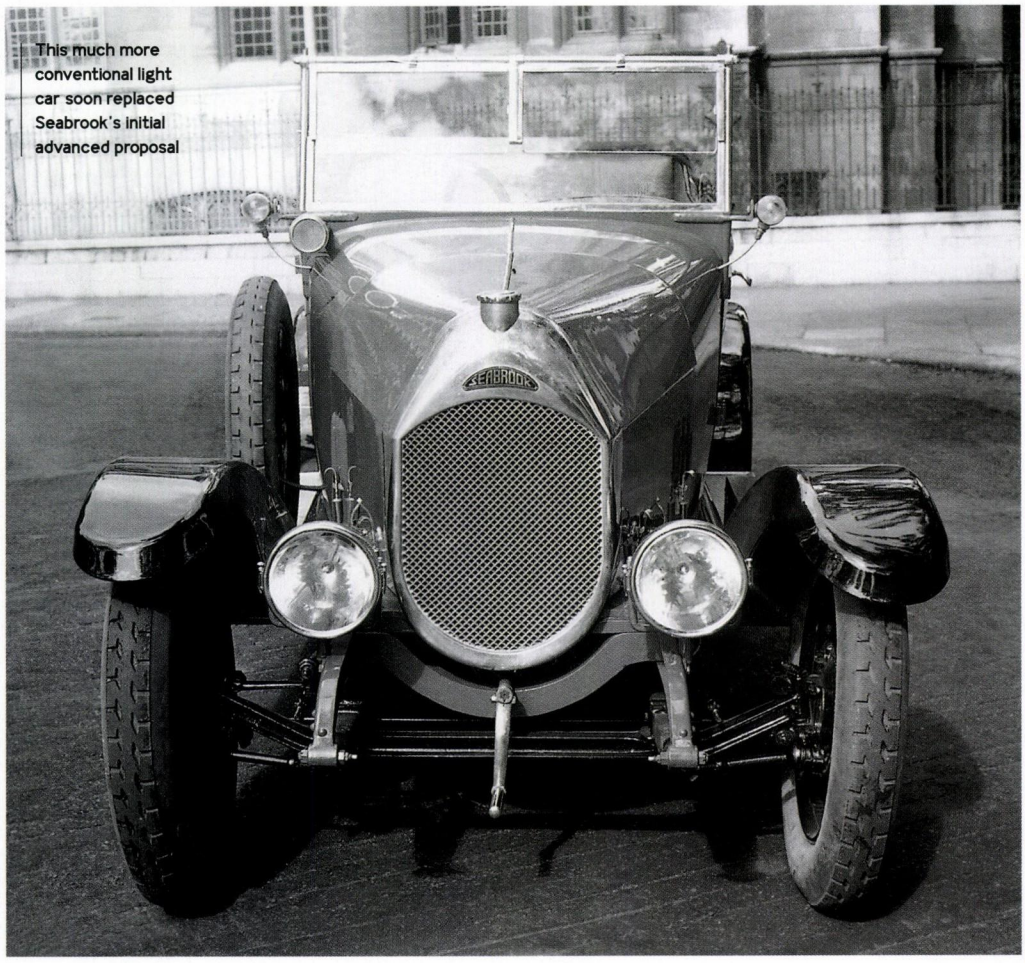
The aluminium pistons had two rings each and the camshaft ran in bronze bearings. A two-bearing crankshaft was considered sufficient. Lubrication was conventional, with pressure feed to the main bearings and camshaft, oil returning down the camshaft driveshaft to scoops on the big ends. A Y-shaped inlet manifold was continuously water heated. Petrol feed was by vacuum from the rear-mounted tank, and cooling was thermo-syphonic. The four-speed gearbox was in unit with the engine, with a cone clutch.

The gearbox shafts were above one another and ran in ball bearings, the layshaft on plain bushes, and thin oil was the specified lubricant, replenished through a large filler. The selector rods were on top of the gear shafts. The differential-less back axle and the transmission showed some American influence and were unusual in having a combination of open shaft and a short enclosed torque tube, as later seen on the Austin 7. The brakes used steel ribbons instead of rods.

The sporting appearance of the Seabrook, with its vee screen and low body-lines, was emphasised by the brake lever which, by pushing it sideways, could be used clear of the ratchet in true racing fashion. Cantilever springs were used at the back and both these and the front springs moved in fabric-lined slides in lieu of shackles. The steering, by worm-and-wheel, was lubricated by oil for the engine, with the filler on the steering box, which was bolted to the crankcase, and there was a dial-type level indicator. The disc wheels had 760x90 tyres, the wheelbase was 9ft, and the track a narrow 4ft. In 1920 the tax would have been £12 annually.

It sounded most exciting, and in 1920 prices were quoted as £765 for the sporting two-seater, with £10 extra for a dickey-seat model, £795 for a four-seater. The chassis was displayed at the Olympia show, on stand 55, priced at £650. The first car was registered in London, the optimistic makers operating from Great Eastern Street, EC2.

Sadly, it was all too elaborate: at Olympia only a year on, the Seabrook had been transformed into a 1½-litre 10/20 ohv light car of an entirely more conventional specification. Priced at £475, it was now a sporting two-seater.



This much more conventional light car soon replaced Seabrook's initial advanced proposal

Boxing Day Brands and Willment remembrances

I enjoyed reading Simon Taylor's recollections of those Boxing Day Brands Hatch races in last month's *MS*, having watched them when Graham Hill was Santa and there were long delays leaving down a narrow back road to the busy main road. In the same issue Gordon Cruickshank's Willment story reminded me that I once went to visit John Willment to collect a test car just after he had had the argument with a Clerk of the Course at a race meeting. As I waited, his burly mechanics surrounded me and asked whose side I was on. I was all for their boss – otherwise I wonder if I would have escaped intact!

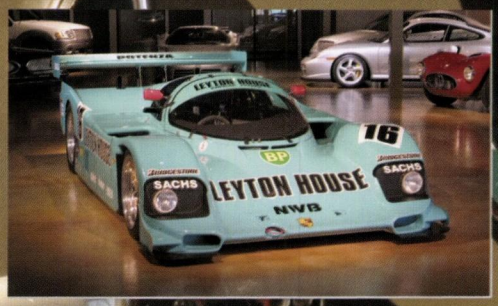
A few print slips on my pages recently: I doubt whether the young bloods in their Edwardian Stutz Bearcats thought much about safety even if their parents did! The 'Safety Stutz' arrived post-war.

There were no 'places' in the MCC High Speed Trials; drivers could go as fast as they liked but awards were given for their target speeds. Shire Publications' list of its books was in its catalogue, not in Card's book, and it was Marker who won a 130mph Brooklands badge, Miss Allen a 120mph one. Plus there was a clanger of my own – it was Chris Jennings who married Margaret Allen.

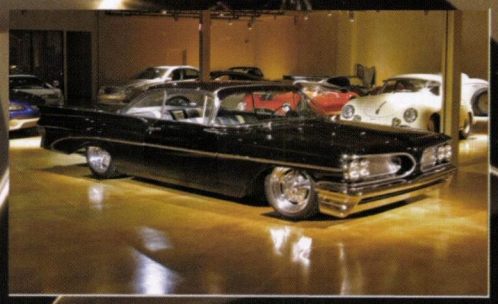
LAT

Ultimate Dream Machines

+1 831.423.5704



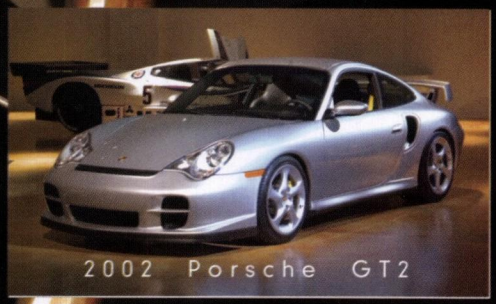
1989 Leyton House 962 Porsche



1959 Pontiac Bonneville



1994 Bugatti Eb110 SS LeMans



2002 Porsche GT2

SPORT UTILITY

EXOTIC SPORTS

LUXURY CARS

MOTORCYCLES

RESTORATION

TRANSPORTERS

DESIGN SERVICES

canepa DESIGN

www.CANEPA.com

HALL & HALL AT SPEEDMASTER

exclusive showrooms for exclusive cars



MASERATI 250F CM4

This car has Full FIA paperwork, a genuine factory engine (Ex Fangio), and is in excellent condition, the car is eligible for and ready to race at all major historic events in 2005.

Price On Application



LOTUS 24/P1

Ex Revson, Amon. Excellent car, complete and ready to race, BRM V8 Engine, FIA papers

Price On Application

Surtees TS9B
Chassis No.006

Complete car, fresh DFV engine, Ex Surtees, Hunt, and Shenken, in Brooke Bond Livery, tested by Motorsport Nov 03, undergoing winter rebuild, full FIA Papers.

Price on Application



BRM P201 1974
F1 Car

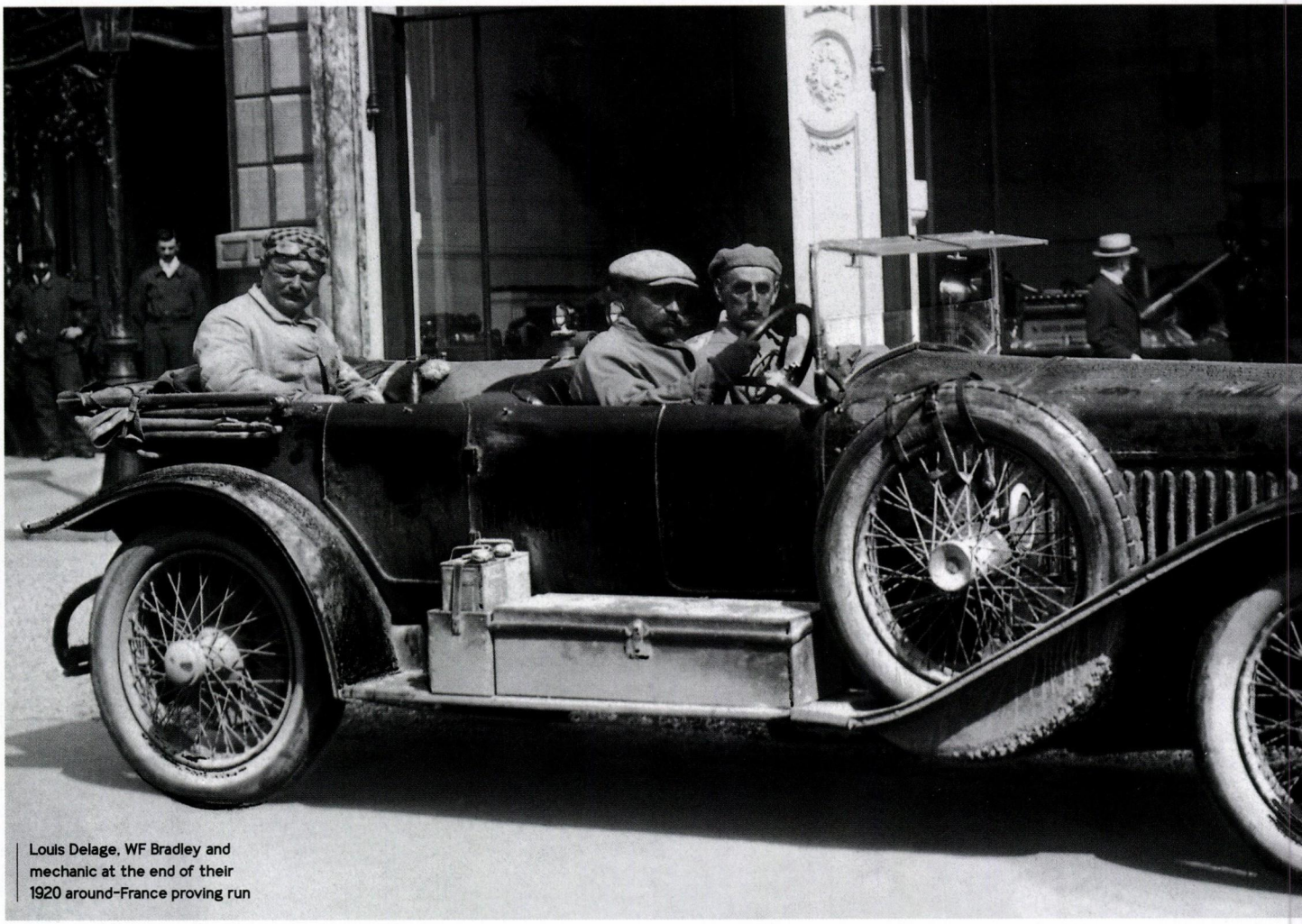
Immaculate condition, Ex. Beltoise/Pescarolo car, ideal for Grand Prix Masters Series. Full FIA papers, recently rebuilt engine.

Price On Application



Please call Malcolm Scatchard or Guy Loveridge for further information and a complete list of current stock.
Also available Jaguar E-Type V12, Ferrari 360 Spider, BRM 126, BRM 261

Speedmaster, Albion Mills, Greengates, Bradford, BD10 9TQ. Tel: 01274 659336 Fax: 01274 659344
www.speedmastercars.com info@speedmastercars.com



Louis Delage, WF Bradley and mechanic at the end of their 1920 around-France proving run

Testing the value of your

Monsieur Louis Delage had been making modest vehicles, including a nice light car, in his factory in the Paris suburb of Courbevoie by the Seine, and had met with success in racing before the devastating war broke over Europe in 1914. In spite of then turning his factory over to making munitions, from 1917 he had his engineers begin to design a vehicle capable of competing with the world's best. This was the very commendable 24hp Type CO, with a six-cylinder 80x150mm (4453cc) side-valve engine.

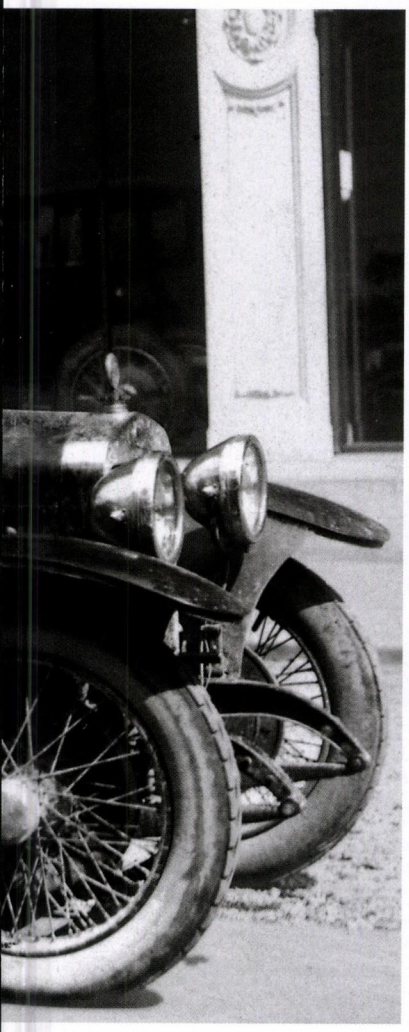
In 1920 the CO2 followed, with overhead valves and a four-bearing balanced crankshaft with disc webs, two carburettors and dual ignition from an SEV magneto firing plugs on opposite sides of the combustion chambers. The engine was in unit with the multi-plate clutch and four-speed gearbox, and there was a transmission brake for parking and, an innovation, four-wheel brakes for stopping. It was acclaimed '*La Voiture qui vient*', a boast to rival the Leyland Eight's appellation of 'The Lion of Olympia'. Its 42mm diameter valves had their lift raised from 9 to 11mm. The valves were operated by enclosed pushrods. A single Zenith carb was used and 88bhp was developed at 2380rpm. Fitted with Rudge Whitworth wheels and 880x120 tyres, and on a top gear ratio of 3:1, a top speed of at least 80mph was guaranteed for the model. Half-elliptic springs were used all round, and the wheelbase was 11ft 3in, as it was for the short-wheelbase CO. The chassis cost £1200, an open-bodied car £1600.

At the 1919 Olympia Show a CO chassis and a Millon-Guiet tourer were exhibited, the chassis priced at £1800. A prospective customer was enquiring about details and asking whether the four-wheel brakes remained reliable. A British buyer said that his Delage had, since early 1921, done some 3000 miles, mostly in France, and he praised the car on all counts, apart from a noisy gearbox. It is possible that there were those who distrusted the cars with the newfangled aero-type overhead camshafts and preferred the Delage pushrod engine.

Louis Delage let W F Bradley, Continental Correspondent of *The Autocar*, try a Type CO. He did Paris to Nice in 15hr 55min, which beat the express train by 5hr 57min. Delage himself then took Bradley and a mechanic on a six-day circuit of France in 1920, the idea being to cover at least 500 miles a day. With spares the car was fully laden, but it accomplished the run, the total mileage being 3120, best in a day 626. In spite of the war-torn roads there was only one delay, when a leaf of a rear three-quarter elliptic spring broke. Bradley was very suitably impressed.

Delage's son Pierre also completed an eight-day circuit of Spain in a Type CO, over atrocious roads; oxen came to his rescue when he got bogged down in mud, which also seized the brakes, although Delage had provided intermediate supports for the rods, an example of the designers' thoroughness.

I wonder whether any other top manufacturer has demonstrated his own cars as Delage did; auto engineers, of course, such as Georges Roesch with his Talbots, and W O Bentley when he was testing the



Ignition sequence

I see from our companion magazine *Classic & Sports Car* that Geoff Read, when he was working for Thomson & Taylor at Brooklands, became interested in sparking plugs while he was carrying out the finger-burning task of changing those on the exhaust side of the Napier-Railton, and that he now has a most impressive collection.

I have something similar myself, based on the considerate readers of *MotorSport* while I was its editor, giving me old plugs for my collection of what is now known generically as automobilia.

My collection grew and soon included Goodyear, Beru, Magowlaine LM, Magneto AV, Sphinx, Rajah, Benton, Platomac, Forward, Defiant, Apollo, Castle, Bluemels, Warrior, Plantine, Eyquem and others, in both 18mm and 14mm sizes, even to a 12mm plug said to be from a Thomas Special racing car, and another apparently needed to start up Concorde, apart from specimens of well-known makes: Champion, Bosch, Pacy, KLG, Lodge, AC, Lissen, NGK etc.



As the pile grew I approached Champion to see if they had any discarded display cases I might purchase. Their PRO was interested to see the plugs, which were delivered in a sack. In due course I was told they had sorted them out and cased them, with neat little labels to identify each one and neon tubes to light them up. I was most grateful.

Then, a snag! I received one day an embarrassed call to say that one of the directors had seen this and wanted it kept for in-house display. I murmured that the plugs were the property of *MotorSport*'s readers as well as of myself, to no avail. Gone? But no. A long time later I had another call, saying another director had discovered that the 3ft 6in x 2ft 6in chest-high cases took up space and wanted them removed, when the owner was traced. I hastily borrowed a Transit van from Ford's Press department – a legitimate act unlike things politicians apparently have to explain – and drove the cases home.

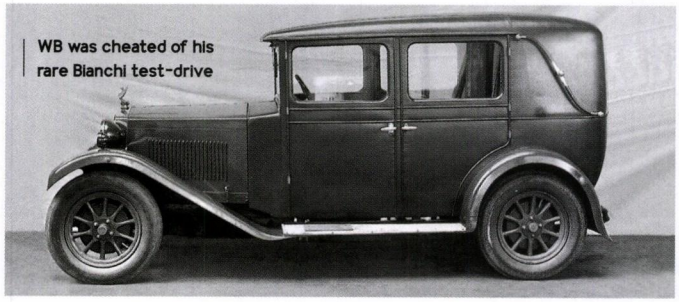
work

prototype 3½-litre Rolls-Bentleys. But these trials of the new Derby product were not the same as when WO was testing his Bentleys in the Cricklewood days.

Delage sales were handled here by the London and Parisien Motor Co from Davies Street off Oxford Street in London, and in Paris from the *Champs Elysées*. The CO2 model lasted until 1924/5, to be replaced by a range of equally impressive machinery, such as the 40/50, D6, the straight-eight D8s, etc, and the 14-40 DIS/DISS range.

Valve springs were still suspect in the 1930s so the D8s had separate rockers and springs to supplement the main springs. Similarly, when the Leyland Eight was being drawn up by JG Parry Thomas in 1917, he used leaf valve springs.

Great minds think alike.



WB was cheated of his rare Bianchi test-drive

A parking penalty

When a magazine closes for press and a page has not been filled, prompt action is called for. I remember pacing the office while the typist took down my piece about light cars: A7 vs Peugeot, 7.5 Citroën, etc, which I had not previously considered suitable for a sporting journal.

On another occasion I was due to road-test a rare pillarless Bianchi saloon, but an employee not supposed to test cars had arrived early and taken it away. I heard that the illicit user had taken a girl into one of London's parks and forgotten that at sundown the gates were locked. So they spent the night there; perhaps that was intended. He brought the car back when it was overdue to be returned and assumed I would write about it.

"You drove it", I said, "you write about it". I was not surprised that his report appeared to have been culled from the catalogue and was delighted to see the car described as a *pillowless* saloon. It was that, if the parking episode was true!



Formula 3000, so well commentated upon by Simon Taylor but which is replaced from 2005 by the new GP2 series, produced tight racing with cars almost as fast, overall, as in Formula One. But to me all one-make engines in similar cars lose some of the appeal. Make against make seems a more traditional scenario. In years gone by race reports usually gave the make of car first in the results tables, with the drivers' names in brackets. Of course the drivers count, although in recent times, with so much that can be done electronically or by computer to help the machinery, I am beginning to wonder whether the difference has diminished. As Jenks said to me, one day we will have racing with driverless cars, controlled by black boxes in the pits. But for the future survival of F1 racing at its best, please leave well alone, Mr Ecclestone...

Anyone tempted to add a classic or earlier motorcycle to their ownership of a car of this period will find a great many suitable bikes listed in the VMCC's magazine. The club's address is Allen House, Wetmore Road, Burton-on-Trent, Staffs DE14 1TR. Its 2005 list of fixtures is so extensive as to require a 19-page booklet to cover them; the total of well over 700 events includes such enticing happenings as the Levis and the Flat-Tank & Gaslight Trial. At the AGM some 76 per cent of MCC members voted for the club's historic trials to continue unchanged. Historic bike racing is anticipated at Mallory Park, Pembrey, Lydden Hill, Cadwell Park and Anglesey, looked after by Mrs Judith Alcock, 2 Station Lane, Farnsfield, Notts NG22 8LA.

An indication of how popular the Motor Cycle Club's long-established trials continue to be; its Exeter Trial (first held in 1910) last month had 90 motorcycle and 224 car entries. The next one, the Land's End Trial, is on March 25/26. For details of membership apply to the Rev P G Lawley, The Vicarage, St George's, Telford, Shropshire TF2 9LF, enclosing a stamped addressed envelope.

Congratulations to GC on his 'scoop' about who actually wrote Sir Henry Birkin's book *Full Throttle*. Who, I wonder, was Barré Lyndon, who did a number of MG histories? Segrave was said to have written *The Lure of Speed* himself but, to round this off, who ghosted the S F Edge book?

all LAT

Reading material for the New Year

Sunbeam book wants for nothing

Bruce Dowell's impressive new book *Sunbeam – 1899-1935* (Landmark, Ashbourne, Derbyshire, £49.95 ISBN 1 84306 155 4) is a 303-page, 11x9in, extensively illustrated survey of the Wolverhampton cars from pre-Mabley days to the 1935 Dawn models. A marvellous browsing book, its 500 old black-and-white illustrations cover Sunbeams in country and in town, in the Moorfields factory and the London depot, the Royal cars, cars used by Segrave, the racing cars, post-racing cars, Monte Carlo entries, cars converted into commercial vehicles or tow-cars, those at Olympia shows, owned by celebrities, on postcards and adverts, in Japan, at weddings, even derelict ones awaiting restoration with clues as to where these may still be found, etc. A fascinating reminder of days which are long gone, to entertain those who like vintage cars. A stupendous achievement. STD Register members are I hear ordering it but it will give hours of enjoyment to non-Sunbeam owners, and prove valuable to historians.

However, it is more than that. Every one of the complex Sunbeam range of types is illustrated, with explanations of them, supported by a history of the company, chassis numbers and how allocated, production figures, and a list of the 92 coachbuilders who competed with Sunbeam's own bodywork shop. It is thus a significant addition to the history of this famous British make. I was honoured to be asked to write the Foreword.



Sunbeam book's author Bruce Dowell collects copies in Morgan and '22 Sunbeam

Now for something completely...

Here, for a change, is something unusual, indirectly associated with motorsport: *Transit – the 40-year story of Britain's best-loved van* by the ever-industrious Graham Robson.

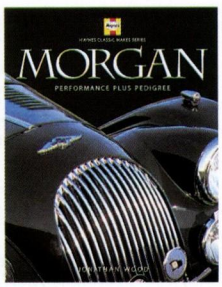
Ford Transits have often been used as back-up vehicles in motor racing, and here is a well-illustrated and full story of how Transits emerged, and were developed and used. Why it began, the improved styling, the VE6 period, the 1990s changes, FWD, and the all-new Transit of 2000, makes an interesting tale, which should make Transit owners and drivers proud of this so popular commercial vehicle. Priced at £16.99, it seems good value; the ISBN number is 1 84425 104 7.

Don't think there is no racing: *Transit* has a chapter on the race-engined Supervans 1,2 and 3, and on the RT, closing with a chapter on the 2002 Connect. I cannot fault the array of pictures, colour mostly, and you also get production figures and specification tables.

Never think of the subject as mundane; this book is full of enthusiasm for Ford's 'big boys' toy', which even elephants entered eagerly. The foreword is by boxer and long-time Transit supporter, Sir Henry Cooper, OBE.

Performance and tradition but no MS

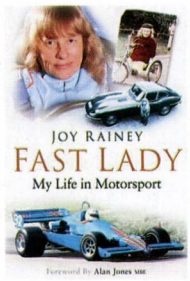
Here's a New Year treat for the many Morgan aficionados in the UK. Haynes is offering a new volume on the Malvern marque, titled *Morgan – Performance plus Tradition*. Written by Jonathan Wood, its 168 large glossy pages detail the history of Morgan from the original three-wheeler to the current models, with a great back-up of pictures of the mechanicals, complete cars, and Morgans in their element, that is to say in competitions of many kinds. A real treat indeed!



However, perhaps Jonathan Wood doesn't deserve this, because *MotorSport* isn't among the many publications listed in his bibliography. Bearing in mind the amount of editorial space that has been given to the Malvern make over the years, including our various experiences of road-testing and owning them, I am surprised.

I just happen to be in a good mood at the moment, Mr Wood. ISBN number is 1 85960 881 7, and the book is well priced at £19.99.

Fast Lady: a triumph over adversity



Those readers with full libraries will know that books are available about almost all, if not all, the famous racing drivers. Until recently an omission was a study of the motoring career of Joy Rainey, who, although of restricted growth, never let this trouble her in taking part in all manner of competitive events, from kart and club racing to this year's London-Sydney Marathon in a 1970 Morris Minor – or of enjoying cars such as an E-type Jaguar, vintage 6C and 8C Alfa Romeos and a racing Morgan three-wheeler, etc.

This lady, not quite as tall as an E-type hard-top coupé, has now told her story in *Fast Lady - My Life in Motorsport* (ISBN 1 84425 038 8, £17.99). She is well known at most of the race circuits and hillclimbs here, and helped the Brooklands clearers, among many other activities. It is so good that this book has been published; it should be an encouragement to others wrongly classed as disabled to participate in motor racing.

When I was doing an article about Panhard cars for *MotorSport*, the Raineys, Joy and her father Murray, allowed me to drive two they then had. The cars were tightly parked in their garage, so I waited for them to be brought out, before I realised that the seats were too far from the pedals for either to do this. But if you read her book you will see that this was absolutely no deterrent to the enthusiastic Joy Rainey.

The VSCC's fixture list for 2005

The VSCC has published its 2005 fixture list. The following events are open to non-members and the public: Silverstone race meeting, April 23; Wiscombe Park hillclimb, May 8; Oulton Park race meeting, May 28; Cadwell Park race meeting, June 12; Shelsley Walsh hillclimb, July 3; Harewood hillclimb, July 9; Elvington Sprint, July 10; Mallory Park race meeting, July 24; Prescott hillclimb, August 6-7; and Donington Park race meeting, September 3-4, the last being the historic cars 'See Red' meeting with emphasis on 250F Maseratis and the Hall & Hall all-Maserati race. There are a great many other events to which the general public cannot be admitted due, the VSCC says, to safety requirements rather than being restrictive.

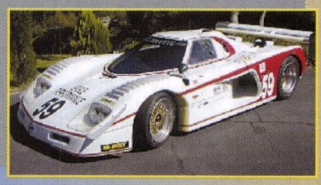
LAT

1967 Lola T-100 (SL-100/4) F-2



Ran F-1 at Nurburgring in BMW livery, ex-Surtees, fresh 190hp Twin Cam installed, BRM cam covers, engine by PHP Racengines, FVA engine in parts (new pistons; minus crankshaft & block), mono-coque, modern safety devices, spares including nose, tail, windscreen & tail mold, in beautiful shape.
US $90,000
312-909-5400
rbernat@bernatlaw.com

FORMULA 1 PARTS FOR SALE Cosworth DFV Engine Parts:
Metering Unit (rebuilt).....US$5,000 Ignition Unit (used).....US$1,200
Eight Intake Horns (new).....US$600
847-858-4904 david_poston@ahm.honda.com USA



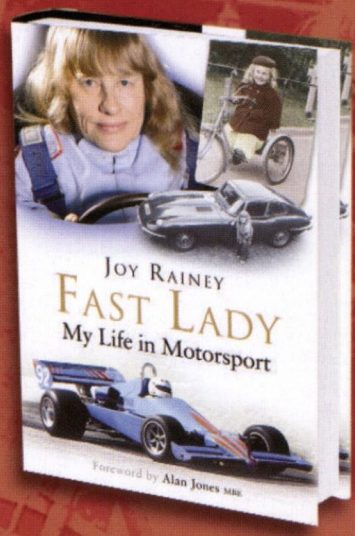
GTP Corvette Ex"Peerless Racing' for G.M. in IMSA Series and '90 LeMans 24 Hour (Group "C' in Europe). 10.6 liter Eagle 4-cam V8 engine, 956hp plus Donavan 410 Chevy short block, some spares. Very original & great investment potential or vintage racer.
$325,000 US
Will consider interesting part trade.

DAILU MK-2 Sports Racer (1963) Great part of US racing history. Monterey Historic Winner. Ex-Cannon, Lerche, Horner, Dale. 327 Chevy/Lesco engine, 385hp, 4-spd., fresh and ready to win. EZ to maintain. FIA papers available.
$149,500 US



805-466-3893 (CA) • View At www.4-lesco.com

TRULY INSPIRATIONAL



Here is the inspirational life story of a woman who has proved that size doesn't matter in the world of motorsport. Joy Rainey, a person of restricted growth, has competed her E-type Jaguar in circuit races, hurtled round hill climbs in single-seaters, driven the London to Brighton veteran car run – and in 2004 tackled the London to Sydney Rally in an old Morris Minor.

Hardback • ISBN: 1 84425 038 5
£17.99

Available from all good bookshops or
ORDER DIRECT on Tel: 01963 442030
Haynes Publishing, Sparkford, Yeovil, Somerset BA22 7JJ
Tel: 01963 442030 Fax: 01963 440001
Email: sales@haynes.co.uk www.haynes.co.uk







CLASSIC MOTORING

GRAND TOURING CLUB
Classic Motoring Events

EVENTS 2005

EVENTS	DATES
Short breaks to Retromobile	Paris 11th - 20th February
Gastronomic Burgundy/Nuits St Georges	17th - 21st March
Supercars & Superbikes in Modena	4th - 8th April & 3rd - 7th October
Mille Miglia Tour	13th - 27th May
Pau Historique GP Tour	11th 17th May
Grand Prix de Tours/Loire valley trip	8th - 15th June
Le Mans 24 Hours race tour	16th - 20th June
Classic Hospitality at Goodwood Festival of Speed	24th - 26th June
Grand Prix de l'Age d'Or trip, Dijon	22nd - 27th June
Rally to Normandy	1st - 4th July
Tour to Chimay, Belgium	29th - 1st August
Route 66 Tour, USA	25th July- 16th August
Monterey Tour, California USA	16th - 23rd August
Classic Hospitality at Goodwood Revival meeting	16th - 18th September
Circuit des Remparts, Angouleme tour	14th - 19th September
Austrian Alpine tailor-made Tours (individuals or clubs)	Any dates
Southern Festival of Speed, New Zealand	27th January - 22 February '06

Check website or apply for full details

Also wide range of Classic Cars for self-drive hire in Suffolk
MGBGT, Spitfire, Rover P5B coupé, MGC, TR6, MGTD, Jaguar 3.8 MK2, E-Type V12 dhc, V12 fhc, Suffolk SS100, Ferrari 246 & 308 GTB, Porsche 911T, Aston Martin V8 & DB6 Vantage, Bentley Continental S.

01449 737774
www.grandtouringclub.co.uk



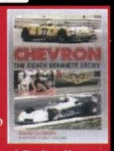




MOTOR BOOKS

www.motorbooks.co.uk

BLUE & ORANGE
The History Of Gulf in Motorsport
Signed by Derek Bell (while stocks last)
208 Pages, 300 Illustrations - Price £39.99

CHEVRON

The Derek Bennett Story
CHEVRON is the story of Derek Bennett, an ordinary man with an extraordinary talent, who started out mending road cars in a lock-up garage in the back streets of Salford and became one of the world's leading builders of racing cars.
Reprinting Late February - Price £29.99







MOTORSPORT
Autocourse 2004-2005.....£35.00
Automobile Year 2004-05.....£35.00
Le Mans 24 hours Yearbook 2004.....£30.00
1950s Motorsport in Colour.....£49.99
Against Death & Time (Brock Yates).....£14.99
Bizzarrini: A technician devoted to motor racing.....£29.99
Brighton National Speed Trials.....£12.99
British Saloon Car Championship 58-72...£39.99
BRM Vol.1: Front engined cars '45-60..£49.99
BRM Vol.2: Spaceframe cars '59-65.....£60.00
Brooklands (Bill Boddy).....£65.00
Bugatti: A Racing History.....£35.00
Cosworth: Search For Power (5th Ed.).....£25.00
Daytona 24 Hours: Definitive history.....£59.99
Dirt Track Auto Racing 1919-1941.....£29.95
Cavallino Rampante.....£19.99
Ferrari Formula 1: Under the skin of the Championship Winning F1-2000.....£59.95
Formula 1 in Camera 1970-1979.....£30.00
Formula 1 Technical Analysis 2003/2004. £20.00
Formula 3: The Screamer Era 1964-70..£35.00
Goodwood Festival of Speed.....£40.00
Last Road Race: 1957 Pescara Grand Prix...£9.99
Le Mans '55: The crash that changed the face of motor racing.....£19.99
Le Mans 1960-1969 (French text).....£29.99
Le Mans 1970-1980 (French text).....£29.99
Lotus 49 - Story of a Legend.....£50.00
Lotus 72: Formula One Icon.....£39.95
Lotus 78 and 79 - The Ground Effect Cars £19.99
Maserati - A Racing History.....£35.00
Maserati Tipo 63-64-65 Birdcage to Supercage.....£80.00
Motor Racing at Brands Hatch in the 70s..£12.99
Porsche at the Mille Miglia.....£20.00
Slideshow 2004 Rally Yearbook.....£19.99
Stanguellini: Big little racing cars.....£49.95
Triumph and Tragedy: The 1955 World Sports Car Season.....£50.00
Unfulfilled Dream: Story of motor racing at Aintree.....£20.00
V10 Formula One Engine Technology.....£60.00

BIOGRAPHIES
Alex Zanardi: My Story.....£18.99
Archie and the Listers (Reissued).....£19.99
Bernie's Game (PB).....£7.99
Bugatti Queen.....£15.99
Dick & George.....£135.00
Didier: Dreams and Nightmares.....£24.99
Ferrari: A Champion's View (Phil Hill).£45.00
Forza Amon!: Biography of Chris Amon..£17.99
It Still Beats Working! (Eoin Young).....£19.99
Jack Brabham Story.....£30.00
Jenson Button: Unauthorised Biography....£12.99
Juan Manuel Fangio.....pb£9.99
Life of Senna.....£19.99
Martin Brundle: Behind the Wheel.....£18.99
Mon Ami Mate.....£59.95
Piers Courage.....£30.00
Red Wheels and White Sidewalls: Confessions of an Allard Racer (Bill Pollack).....£16.99
Works Rally Mechanic (softbound).....£16.99

BRM: Saga Of British Racing Motors
Vol.1 Front-Engined Cars 1945-1960
Vol.2 Spaceframe Cars 1959 to 1965
By Doug Nye With Tony Rudd - Price £70 each

MOTORSPORT
Alfa Romeo Giulia Coupe GT & GA.....£29.99
Aston Martin DB2/4 & DB3 in detail.....£35.00
Austin Seven Source Book.....£35.00
Bentley: 50 Years of the Marque.....£55.00
Bentley 3 1/2 & 4 1/4 Ltr 1933-40.....£35.00
Bentley Motors - On The Road.....£95.00
WO Bentley: Man Behind The Marque.....£25.00
Bugatti Type 57S.....£89.99
Bugatti Yesterday and Today.....£34.99
Eighty Years of Citroen in UK 1923-2003 £39.00
ASA: The 'Ferrarina' Story (Italian text)...£29.99
Dino: The Little Ferrari V6 and V8 Racing and Road Cars 1957 to 1979.....£24.99
Ferrari Prototype Era 1962-1973 in photographs.....£39.99
Scarlet Passion: Ferrari's famed Sports Prototypes.....£35.00
Jaguar: The Engineering Story.....£25.00
Rise of Jaguar.....£37.50
Jensen Interceptor - The Complete Story...£14.99
Lagonda 4½ Litre & V12 in detail.....£35.00
Lotus Book Series 3.....£39.95
Lotus: The Early Years.....£34.95
Lotus Seven & The Independents.....£29.95
Mercedes-Benz 8 Vol.2.....£69.99
Transit: Britain's best loved van.....£16.99

DVD TITLES
20th Century Motor Racing.....£9.99
50 Years Of Ferrari.....£19.99
British Touring Car Review 2004.....£19.99
Carroll Shelby: The man & his car.....£14.99
Champions: Clark, Hill, Fangio, Hunt, Stewart, Surtees.....each£16.99
Ford GT40 The Story.....£16.99
F1 Legends of the 50s Vol's 1,2& 3...each£19.99
F1 Legends of the 60s Vol's 1 & 2.....each£19.99
F1 Legends of the 70s Vol's.....£19.99
formula one reivew 1970-1980.....each£16.99
Full Throttle (Tim Birkin Story).....£17.99
Goodwood Festival Of Speed: Best of the First Ten Years (2 Disc Set).....£39.99
Goodwood Festival of Speed 2004..... £19.99
Goodwood Revival 2004.....£19.99
In Car 956.....£16.99
Jackie Stewart:Triple F1 World Champion£12.99
Le Mans - Steve McQueen Feature Film.....£9.99
Le Mans 2004.....£16.99
Motorfilms Quarterly Vol's 1-11.....each£19.99
Official Tribute to Ayrton Senna (2 Disks)£19.99
Racing Green.....£16.99
Rendezvous (9min.).....£14.99
Speed Merchants.....£22.99
Victory by Design: Alfa Romeo, Aston Martin, Ferrari, Jaguar, Maserati, Mercedes..each£17.99



50 Years of Formula 1 On-Board
Experience the ultimate IN-CAR Rode with the legends of FORMULA ONE
£19.99

SALE BOOKS
Bugatti Type 40.....£19.95
Bugatti Type 46 & 50.....£14.95
Colin Chapman: Wayward Genius.....£9.99
Ferrari 156 Sharknose.....£12.99
Goodwood - Illustrated History.....£9.99
Legendary Alfa 2.3.....£199.50
Rivals: Lancia D50 & Mercedes W196.....£19.99
Robert Fellowes Collection.....£19.99
More Price Reductions On Our Website

LONDON 33 St Martin's Court, London WC2N 4AN
Tel (+44) 020 7836 5376 Fax (+44) 020 7497 2539
Mon-Fri 09hr30-18hr00 (Thurs19:00) Sat 10hr30-17hr30
OXFORD 8 The Roundway, Headington, Oxford OX3 8DH
Tel (+44) 01865 766215 Fax (+44) 01865 763555
Mon-Sat 09hr15-17hr30
Freephone Orderline 0800 0267890

Postage & Packing
UK Orders: Add £4.00, orders over £60 Post Free
Single Video/DVD Title £1.50
Overseas: Minimum £5.00, Add 15% for orders up to £150, Add 10% for orders over £150 (Air Mail rates on request)



ESTABLISHED 1991

GARAGES OF DISTINCTION

Whatever your needs, our own dedicated team of craftsmen will build you a superior single or two storey timber garage or any other outbuilding in a matter of days.

For our brochure and price list call

01886 884641

www.courtyarddesigns.co.uk

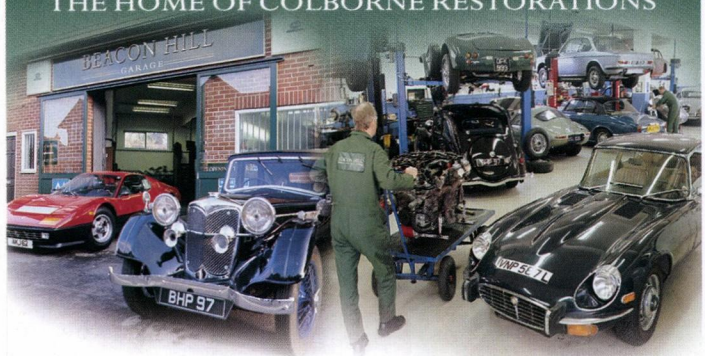
Courtyard Designs Ltd. Suckley, Worcester WR6 5EH Email: enquiries@courtyarddesigns.co.uk

QUALITY · VERSATILITY · CHARACTER

90807_v10

BEACON HILL GARAGE

THE HOME OF COLBORNE RESTORATIONS

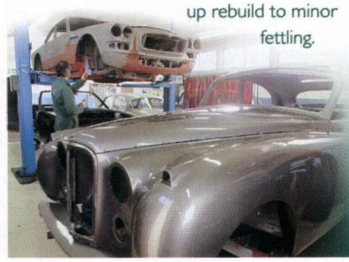


Classic & Vintage Car Restoration & Preparation

We specialise in all aspects of repair, restoration and maintenance - from ground up rebuild to minor fettling.

Chassis/body fabrication in house. Power train rebuilds to our exacting standards at very competitive prices. Collection and delivery available.

Current projects include Maserati Sebring, Ferrari 308, Jaguar MK VII, Riley Brooklands & Kestrel, MG Magna, Aston DB5, and Fiat 504.



Phone Robin: (01428) 609822
or visit our website at
www.beaconhillgarage@btconnect.com

2795412

WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT

Edited by Paul Lawrence



News

Jonathan Palmer and VSCC plot new festival for Oulton Park **P100**

Previews

16th running of Winter Challenge heads for Monte Carlo **P102**

Reviews

Round-up of 2004's best historic sports, GT and saloon action **P104**

Features

Hornet racer wins *MotorSport* Brooklands Memorial Trophy **P111**

Philippe Fugier

DATA LOGGER

KEEP TRACK OF ALL THE ACTION

VSCC and Jonathan Palmer align tocreate major historic festival



Mike Hawthorn (1) lines up for 1955 Gold Cup; VSCC will honour him at Oulton

Big plans for VSCC Oulton

The return of the Vintage Sports-Car Club to Oulton Park in May is part of a multi-year plan by circuit owner Jonathan Palmer to establish a second major classic event at the Cheshire track.

On Saturday May 28 the VSCC will take its Hawthorn Trophies meet to Oulton, the first time in five years that the club has raced at the track. Traditionally these races have been run at Silverstone, but they will now become a regular fixture at the north-western venue.

"We are keen to re-establish a strong relationship with the VSCC and as such the Hawthorn Trophies meeting has been scheduled into Oulton Park's calendar until at least 2007," said Palmer. "I believe that by then we will have developed the meeting into one of the season's major historic racing attractions, and that it will go from strength to strength."

The three races dedicated to the 1958 F1 world champion are the Hawthorn Memorial Trophy for pre-1961 front-engined Formula One, Formula Two and Tasman cars, the Hawthorn Spanish Trophy for pre-1952 racing cars and the Hawthorn International Trophy for 1950s sports-racing cars.

In addition, the 10-race meeting will feature a pre-1966 HGPCA race, the Boulogne Trophy for vintage racing cars and the Brooklands and Goddard Trophies for large-engined Brooklands cars.

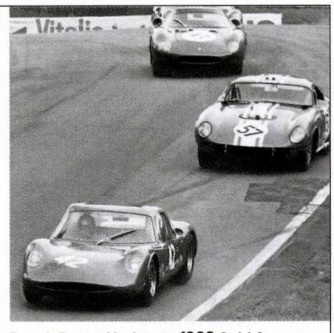
"The VSCC has a long and successful history with Oulton Park and the circuit lends itself perfectly to the gorgeous and fascinating cars that compete in their events," added Palmer. "We are keen to offer race fans in the North West the best in historic and vintage motorsport, exemplified by the Oulton Park Gold Cup and Hawthorn Memorial Trophies meeting."

CHEVRON FEATURE MARQUE AT GOLD CUP

The 40th anniversary of Chevron will be the feature celebration at the Oulton Park Gold Cup meeting on August 28-29. A race dedicated to cars from the company created by Derek Bennett will be central to the event, while many former Chevron drivers are being invited to attend.

Helen Bashford-Malkie of Chevron Racing Cars Ltd is co-ordinating the Chevron presence and has already confirmed that former works driver Brian Redman will attend. "This is an important chance for us to gather together as many ex-Chevron drivers as possible for a reunion," said Malkie.

The first Chevron, the B1 Clubmans car, is being restored by Vin Malkie and will race at the event along with numerous B6s, B8s, B16s, B19s and a host of single-seaters. The rest of the meeting will include a full programme of HSCC events and an HGPCA drum-braked sportscar race.



Derek Bennett stars in 1966 Gold Cup race

DATE CHANGES

The dates for two of Britain's main historic events have moved after final confirmation that Silverstone will feature on the 2005 F1 schedule.

The Goodwood Festival of Speed, initially planned for the weekend that has now been allocated to the British Grand Prix (July 9-10), will be held over the weekend of June 24-26 instead.

The new Silverstone Historic Festival has moved from June to the weekend of July 30-31, previously allocated to the BRDC 500 Meeting. It is thought that the wishes of a title sponsor are among the reasons for the switch, which takes the new event to the date traditionally used by the major Silverstone historic festival through the 1990s, when it was supported by Christies and Coys. Specific content for the July 30-31 event has yet to be confirmed.

FEELING GROOVY

Top Hat Racing has unveiled plans for a race series for 1970s saloons to run in parallel to the existing Top Hat series for pre-66 cars. The new series will be titled 'Groovy Baby'. Top Hat supremo Julius Thurgood is optimistic that he can muster significant support for races at Castle Combe, Donington, Chimay, Spa and Mallory Park.

In addition to racing saloons from the 1970s, the new series is also designed to accommodate cars from the competitive but poorly supported GTA Challenge for 105-series Alfa Romeos (and close relations) as well as non-Appendix K cars, which will no longer be accepted in Top Hat races.

The Top Hat historic racing season kicks off at Castle Combe on Easter Monday, March 23.

JUHA FOR SAFARI



Kankkunen won three Safaris; this is 1991

Juha Kankkunen will contest the 2005 East African Safari Rally in a Datsun 240Z. The Finnish star is the latest ex-world rally champion to commit to the event and will line up against former sparring partner Stig Blomqvist.

"I have always enjoyed the Safari Rally, the beauty of this very special country and the friendliness of its people," said Kankkunen. "I heard from competitors in the 2003 East African Safari Rally that this event is run how it used to be."

Following the 50th anniversary event

WATSON FOR TOUR BRITANNIA



John Watson (inset) is expected to drive a Porsche 911 on September's Tour of Britain

John Watson is the first high-profile competitor to confirm his intention to contest the Tour Britannia in September. If current plans are realised, he will drive a Porsche 911 in the four-day race and rally event that will be based at Silverstone.

"It has to be a good car as I still feel intensely competitive," said Watson, a long-time 911 fan who has not driven in anger for more than a decade. "If you go into it you've got to be fully committed."

Watson is likely to drive a Porsche 911 from Francis Tuthill's stable in the inaugural event and will come up against former GT star Ray Bellm (Ford GT40). "I'm not going to have Ray come over and say' 'I beat you'," joked Watson of his fellow BRDC leading light.

Other early entries for the Tour include Le Mans old hand Nick Faure (Porsche 356) and Michael Schryver in a Chevron.

"We've already had a real variety of entries," reported organiser Fred Gallagher, who is delighted with the early response to the event.

The route is also developing, with more Tarmac stages being introduced. Gallagher expects to have as many as 12 stages as well as four races.

in 2003, the Safari returns later this year, running from December 1-10. Half of the 60 available entries are already taken.

250FS TO SEE RED

The VSCC's See Red meeting at Donington Park in September will celebrate the history of the Maserati 250F grand prix car. Along with what is hoped will be the biggest-ever gathering of 250Fs, a special race for pre-1961 Maserati GP cars will headline the September 3-4 event.

With over 30 original cars and more than a dozen replicas or recreations in existence, the VSCC is hoping to attract around 40 250Fs, either to race or for display.

LE JOG RUNS AND RUNS

The future of the Land's End-John O'Groats Classic Reliability Trial is secure even though John Brown is standing down from organising the annual winter trek up the length of Great Britain.

Having run the event for 10 years, Brown is now concentrating on events for modern 4x4 vehicles. However, a new team has come forward to take on the event and will continue to organise LE JOG under the banner of the Historic Endurance Rally Organisation.

"Everything will be the same except that I won't be in charge," said Brown. The new team will also run the Classic Malts Trial in 2006 after the Scottish event has been rested this year.

MAVERICK FOR TGP

Maverick Motorsport plans to field a two-car team in this season's Thoroughbred Grand Prix series with Belgian racer Alain de Wagter leading its driving strength.

After two years in F2 Chevrons, de Wagter will now move up to an ex-Jochen Mass/Carlos Pace/John Watson Surtees TS16.

Maverick, headed by Steven Worrad, will also enter an ex-Jean-Pierre Jarier Shadow DN5 for suitably funded drivers in TGP and GP Masters events. This UOP-sponsored, Tony Southgate-designed machine has not been seen in competition for 20 years.



Jarier and DN5 took pole at Interlagos, 1975

NEWS IN BRIEF

The 25th Lotus Owners Gathering in America will be held at St Louis from August 26-29. The headline attraction will be a class for single-seaters during a track day at Gateway International Raceway on the 29th.

The Belgian round of the Armajaro MSA British Historic Rally Championship has moved dates; it's now over the weekend of September 17-18. This new date for the Tour of Flanders avoids a clash with the Belgian Grand Prix.

Nomad racer Terry Davison has taken on the role of UK representative for the Orwell Supersports Cup. The series will have a stand at the Stoneleigh show in February; on display will be the Lola T222 of Peter Schleifer. Davison can be reached on 01267 290917.

The New Zealand Formula 5000 Challenge series resumes over the weekend of February 5-6 with a pair of races at the Ruapuna circuit near Christchurch. Another double-header follows a week later at Teretonga.

Mario Andretti has been named grand marshal for Road America's Brian Redman International Challenge. The July 14-17 event, one of the largest in the USA, will feature Formula One and Can-Am races as well as events for historic and vintage sportscars.



The Group 4 series (above) has been retitled World Sportscar Masters to fit in with its sister Grand Prix Masters series. The sportscar series was acquired by Ron Maydon late last year and will now regularly feature alongside the F1 cars.

Former Brabham designer Ron Tauranac has been awarded the Phil Irving Award for the second time. Introduced by CAMS in 1994, it recognises achievements by Australian engineers working in competitive motorsport.

Nominations for the International Historic Motorsport Awards are now open ahead of the awards dinner on February 26. Categories include best historic race meeting, best championship and best race and rally drivers of the year. Nominations can be sent by e-mail to: donpatgriffiths@aol.com

HAMMER DOWN

Racers that are going, going, gone



Despite considerable press coverage, the 1980 Le Mans class-winning Lancia Beta Montecarlo (*MotorSport* last month) failed to sell at Christies' December sale. The ex-Jolly Club Group 5 car, driven by Facetti/Finotto and later in Martini livery by Michele Alboreto, Emanuele Pirro and Eddie Cheever, was expected to reach £130-160,000 but was withdrawn after it failed to reach its reserve.

FOR SALE



As we closed for press, one of the stars of Coys's Grandes Marques sale in Maastricht on January 15 was a 1932 Alta with Le Mans history. Car number 15 is said to be the only complete and original 1.1-litre Alta two-seater sports still in existence.

This example was specifically built to be raced at Le Mans in 1932 by British duo John Ludovic Ford/Maurice Baumer, and was built with special lightweight materials which differed from the standard car: for example, the crankcase and sump were made of magnesium, the rods of RR56 aluminium. The car retired from the race with clutch problems. Later that year it was driven in the Ulster TT (above).

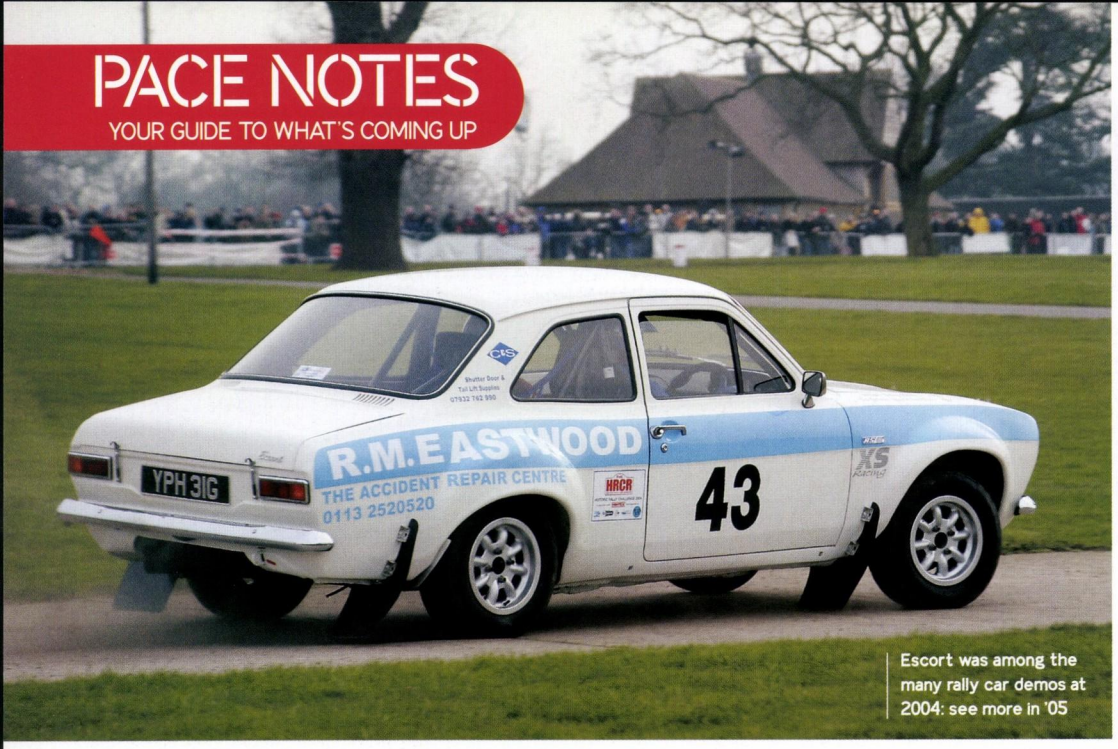
In the same sale was a left-hand-drive car claiming to be one of the three Maserati 350Ss built, chassis 3503. It has FIA papers, a FIVA passport and US vintage racing logbook, but there is another car laying claim to the same chassis number.

3503 was fitted with a 3.5-litre version of the GP V12 and was driven in the 1957 Mille Miglia by Hans Herrmann.

LAT Jim Hodgrave

PACE NOTES

YOUR GUIDE TO WHAT'S COMING UP



Escort was among the many rally car demos at 2004: see more in '05

HMI builds on success for '05

Historic Motorsport International | Feb 16

Historic motorsport will again be showcased at Stoneleigh Park near Coventry for three days at the end of February. Building on the success of the inaugural event, the 2005 version will be 50 per cent bigger in terms of exhibitors.

Unlike in 2004, the five halls will be clearly defined: one will house rallying and off-road sport, while another will be for race and speed-event organisers, including Grand Prix Masters, HGPCA, TGP and Group C/GTP.

The rally hall will include a display of cars from the 1950s through to the mid-80s, while a number of Group B machines will be demo-ed by members of 'Slowly Sideways'.

Engineering, technology and car preparation firms will be strongly represented among more than 550 exhibitors, while other halls will include equipment, books, art and memorabilia, as well as an historic motorsport autojumble.

More than 150 competition cars will be on display, and dragsters will also make an appearance in '05.

On Sunday morning, Scandinavian rally legends Timo Mäkinen and Rauno Aaltonen will flag away the classic cars contesting the 16th Winter Challenge to Monte Carlo (see story below).

Derek Bell, five-time Le Mans winner, will be on hand to open the trade and competitor day on Friday February 25.

The show is open from 09.30 to 17.30 on Friday and Saturday February 25-26, and from 09.30 to 16.30 on Sunday February 27.

Tickets can be bought in advance for £12.50 by calling 08450 706870.

Admission on the day is £15.

For more information check out www.heritage-motorsport.com

RACE PROGRAMME

Check out where the action is

FEBRUARY

When & where: 25-27 @ STONELEIGH PARK, COVENTRY
What: International Historic Motorsport Show. See full preview on this page.

When & where: 26 @ SILVERSTONE
What: VSCC Pomeroy Trophy - annual quirky competition to determine the best all-round touring car
Admission: Members only
Timetable: Tests from 09.00.
How to get there: Just off A43, near Towcester, Northants
Contact: 01327 857271; www.vscc.co.uk

Drivers rise to challenge

Winter Challenge | Feb 27 - March 04

The 16th running of the Winter Challenge promises to live up to its name as up to 100 crews tackle the six-day trek through the mountains of central and southern France en route to the finish in Monte Carlo.

Fresh for 2005 is a start from the International Historic Motorsport Show at Stoneleigh Park. On the morning of Sunday February 27 crews will be flagged away directly into a special test within the grounds of the park before heading south to cross The Channel.

Once into France, Keith Baud's route will offer many famous roads as well as some less well known ones as the event crosses the Massif Central into the Auvergne volcano country, used in the Monte Carlo rallies of the 1950s.

The fifth day may well prove to be crucial in the quest for victory, as the testing maze of roads in the Cévennes region will punish all but the best crews.

The final run into Monte Carlo on Friday March 4 through the Alpes Maritime leads to the finish at the Hôtel Hermitage, home of the Monte during the 1950s and 1960s.

Heading the entry will be the 2004 winners Peter and Anne Lock in their Morris 1800. Last year's runners-up Bert Dolk/Jan Berkhof (Alfa Giulietta) will again lead the challenge.

USEFUL CONTACTS

Brands Hatch
Tel/Fax: 01474 872331/874766
www.motorsportvision.co.uk
Cadwell Park
Tel/Fax: 01507 343248/343519
www.motorsportvision.co.uk
Castle Combe
Tel/Fax: 01249 782417/782392
www.castlecombecircuit.co.uk
Curborough
Tel: 01543 432607
www.curborough.co.uk
Donington Park
Tel/Fax: 01332 810048/850422
www.donington-park.co.uk
Goodwood
Tel/Fax: 01243 755000/755058
www.goodwood.co.uk
Harewood
Tel: 01977 680578
www.barc.net/harewood
Le Mans
Tel: +33 243 40 24 24; Fax: +33 243 40 24 15
www.lemans.org
Loton Park
Tel: 01902 896699
www.hdlcc.com
Mallory Park
Tel/Fax: 01455 842931/848289
www.mallorypark.co.uk
Monaco
Tel: +377 93 15 26 00
www.acm.mc
Nürburgring
Tel: +49 26 91 30 20; Fax: +49 26 91 30 21 55
www.nurburgring.de
Oulton Park
Tel/Fax: 01829 760301/760378
www.motorsportvision.co.uk
Prescott
Tel/Fax: 01242 673136/677001
www.bugatti.co.uk
Shelsley Walsh
Tel/Fax: 01886 812211/812917
www.shelsley-walsh.co.uk
Silverstone
Tel/Fax: 08704 588200/588250
www.silverstone-circuit.co.uk
Snetterton
Tel/Fax: 01953 887303/888220
www.motorsportvision.co.uk
Spa-Francorchamps
Tel: +32 87 27 51 38; Fax: +32 87 27 52 96
www.spa-francorchamps.be
Thruxton
Tel/Fax: 01264 882200/882233
www.barc.net
Aston Martin Owners' Club
Tel/Fax: 01865 400400/400200
www.amoc.org
British Racing Drivers' Club
Tel/Fax: 01327 850920/850930
www.brdc.co.uk
Classic Rally Association
Tel/Fax: 01633 263366/263399
www.classicrally.org.uk
Historic Grand Prix Cars Association
Tel: 01935 872841 Fax: 0207 609 8124
www.hgpca.com
Historic Sports Car Club
Tel/Fax: 01327 858400/858500
www.hscc.org.uk
Historic Rally Car Register
Tel/Fax: 01332 672533/672888
www.hrcr.co.uk
Historic Endurance Rally Organisation
Tel/Fax: 01886 833505/833144
www.hero.org.uk
Motor Sports Association
Tel/Fax: 01753 765000/682938
www.msauk.org
Top Hat Racing
Tel/Fax: 01926 885835/885835
www.tophatracing.co.uk
Vintage Sports-Car Club
Tel/Fax: 01608 644777/644888
www.vscc.co.uk

Gavin Lodge

MotorSport

Superb 2005 calendar

The Historic Sports Car Club has unveiled one of its best ever race calendars for the 2005 season. Reflecting the strength of the club and its race championships, the calendar takes in all of the leading UK circuits, with three headline events backed up by a further eight top quality race meetings.

The three showcase race meetings are at Brands Hatch GP, Oulton Park and Silverstone, while visits to Thruxton and Croft are sure to be hugely popular additions to the programme.

Over the weekend of 23/24 July, the annual Historic Superprix will provide two days of thrilling race action on the awesome Grand Prix circuit at Brands Hatch. As well as a full programme of HSCC categories, several high-profile guest races will ensure that this event remains one of the best of the year.

At the end of August, the Oulton Park Gold Cup will again run on the challenging International circuit at the Cheshire track. The event will also celebrate 40 years of Chevron and a dedicated race for cars from the Bolton marque is planned to mark the occasion.

Although the date was still being finalised at the time of writing, the HSCC will also be central to the new Silverstone Historic Festival as a number of HSCC races will run alongside some of the top international historic and classic series. The date for this summer event should be confirmed shortly.

However, the action begins at Donington Park on Easter Sunday (27 March) with the club's first race meeting of 2005. The paddock is sure to be crammed with well over 300 racing cars as drivers kick off their racing seasons. One-day meetings at Snetterton (17 April) and Silverstone (8 May) are next before the club heads north to Croft on Saturday 21 May. The North Yorkshire track is a true drivers' challenge and the chance to race at Croft is likely to prove very popular with HSCC racers.

Cadwell Park (26 June) offers another challenge, while the popular Castle Combe classic meeting on 6 August will again be run by the BRSCC with a major element of HSCC championships.

Chief executive Grahame White and his team have pulled off a real coup by arranging a meeting at Thruxton on 10 September. It is some time since HSCC classes have tackled the high-speed sweeps of the Hampshire track and it should prove to be another top class race meeting.

Many HSCC racers will then take part in the Classic Six Hours meeting at Spa-Francorchamps over the weekend of 24/25 September before the season concludes at the championship finals meeting at Silverstone on 15 October.

So, whether you are competing, spectating or marshalling, make sure the HSCC dates feature prominently in your plans for 2005!

HSCC provisional 2005 race calendar

Sunday **27 March,**	Donington Park
Sunday **17 April,**	Snetterton
Sunday **8 May**,	Silverstone
Saturday **21 May,**	Croft
Sunday **26 June,**	Cadwell Park
Sat/Sun **23/24 July,**	Brands Hatch GP
Saturday **6 August,**	Castle Combe (BRSCC)
Sun/Mon **28/29 August,**	Oulton Park
Saturday **10 September,**	Thruxton
Saturday **15 October,**	Silverstone
Date tba,	Silverstone Historic GP

International Historic Motorsport Show

The HSCC will have a major presence at the International Historic Motorsport Show at Stoneleigh Park, Coventry from 25-27 February. The inaugural show in 2004 was a real hit and the club is delighted to be heavily involved again in 2005. All past, present and future members are invited to visit the club's display and for anyone interested in finding out how easy it is to get into historic racing, this is the ideal place to start!

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











Pearson suffers bit of Agg

Group C/GTP Revival

The effort and commitment of Jim Graham really paid dividends in 2004 for the Group C/GTP Racing movement. More cars, more drivers and a sensational warm-up slot at the Le Mans 24 Hours proved that the series is now firmly in the big league of historic racing.

Yet it started at a wet and gloomy Spa in May when typical Ardennes weather, and the looming prospect of the Le Mans race only a month away, led most to opt for caution rather than bravado. Ralf Kelleners (Porsche 962 CK6) and American Jim Mullen (GTP Spice) took a win apiece in testing conditions.

The definite jewel of the series was the race on the Saturday morning before the Le Mans 24 Hours; the final tally was 35 cars from the 1984-93 era. This was an important race for the viability of the championship, and its teams and drivers did not disappoint. Gary Pearson set the qualifying pace in Derek Hood's Jaguar XJR11 and did everything necessary to build a handsome lead in the race. Cruelly, with barely a lap to go, transmission failure halted Pearson and handed victory to a suitably jubilant Charlie Agg, who drove his yellow Nissan R90CK.

One of the surprise packages at Le Mans had been young GT hotshoe Simon Pullan in the Porsche 962 owned by his uncle Kevin, which he confidently steered to a podium finish. That good form continued at the Nürburgring when he duelled with Denmark's Casper Elgaard in the Kremer Racing 962. Elgaard eventually took a double win, but Pullan had underlined his talent with mature performances.

Brands Hatch GP followed and allowed new circuit owner Jonathan Palmer the chance for some demo laps in the Canon Porsche 956 he drove in period. The pair of races was almost a rerun of Le Mans as Pearson and Agg thrilled the crowd with two cracking dices. In some recompense for his Le Mans retirement, Pearson won both despite the best efforts of the charging Agg. Local dentist David Mercer led the chase in his Spice SE90C and took the runner-up slot from Agg in the closing stages of the second race as the Nissan's tyres faded.

Lola duo keep cheeky Chevrons at bay



Lola roller-coaster: Sytner (22) and Hulme have a T70 territorial dispute at Silverstone

European Sports-Prototypes

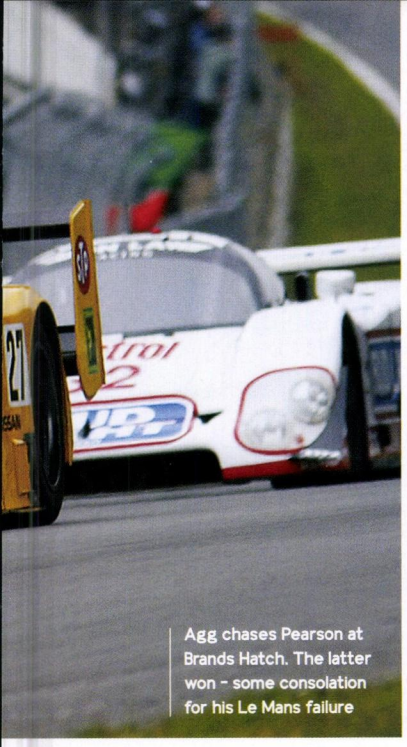
In what would be the final season for the Group 4 movement under Jonathan Baker's direction, it was Carlos Barbot who dominated the series in his Lola T70. Sometimes sharing the car with Baker, the Portuguese racer claimed victory in four of the six events.

It started well for Barbot on the streets of Pau: in the first damp race John Sheldon was mighty aboard his Chevron B16, but when it dried for race two Barbot surged ahead to win convincingly on aggregate.

At Silverstone it was Frank Sytner and Nigel Hulme slugging it out in their T70s, and the brace of wins went to Sytner. Barbot did not make much impression, while Baker wheeled out his Ford F3L for the weekend and was very quick but blighted by gearbox dramas.

The Barbot/Baker combination returned for victory in the final meeting at Montlhéry, while it took a mighty performance from Baker to fend off Sytner at Dijon after a safety car period set up a dramatic conclusion to the hour-long race.

With Barbot absent and Sytner out after hub failure in qualifying, the 2-litre cars had it all their own way at Oulton Park, and ex-F3 star



Agg chases Pearson at Brands Hatch. The latter won - some consolation for his Le Mans failure

Mercer's front-running pace was finally rewarded with a victory at Donington Park, but a puncture thwarted his chances of a double as a surprised Henry Pearman took a maiden win in his XJR11.

The season wrapped up at Dijon, another track with splendid Group C history. Elgaard added two more wins to become the most successful driver of the season, although seven men in four different marques claimed wins across the 11 races.

In all, 47 Group C/GTP cars raced during the season and at least four more are being prepared for 2005, when a number of high-profile historic racers plan to join the swelling ranks. Despite the complexity of the cars this is a series that is definitely on the up and up.



Can't keep two Chevrons apart at Oulton

Martin O'Connell blitzed both races as a phalanx of Chevron B16s blitzed their spiritual home.

But it was back to normal at Spa for the finale as Barbot and Baker wrapped up their year with a victory over the best of the 2-litres, Irvine Laidlaw/Simon Hadfield's B16.

Title gone for a Burton

International Supersports Cup

For the second time since his return to motor racing in 1993, John Burton swept to the International Supersports Cup after a giant-killing campaign in his Chevron B26. With the title secure Burton was even able to miss the final pair of races at the Nürburgring.

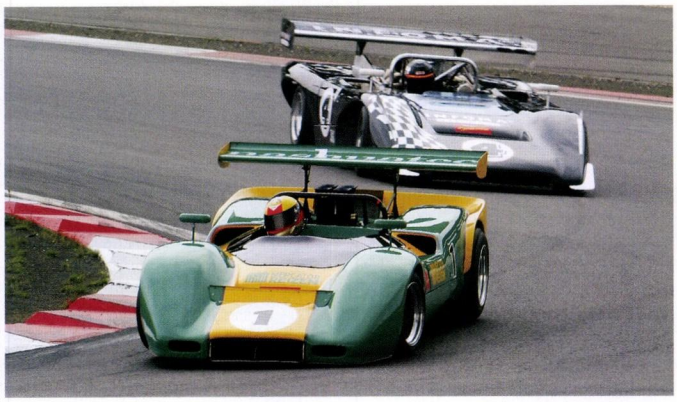
Winning his class consistently was one thing; what Burton really wanted was to bag some Can-Am scalps by winning races overall, and he did just that several times with the BDG-powered machine. A double victory on the Brands GP circuit crowned his season, but beating the big bangers in the dry at Spa was another memorable result.

In 12 outings the Vin Malkie-tended B26 barely missed a beat and only once did Burton fail to bag maximum points. "It was the most reliable and successful season we've had in 11 years. We can now beat the Can-Am cars on a number of circuits!" said the jubilant champ.

Peter Schleifer was easily the best of the Can-Am runners in his Lola T222. Having made good progress in recent seasons, the German racer took the fight to Burton on a regular basis and won his class by a handsome margin.

Series organiser and two-time champion Silvio Kalb had a strong campaign in his March 76S to chase Burton home in the class for the newer 2-litre chassis, while Glenn Price (McLaren M1C), Richard Piper (Chevron B19) and Hugh Colman (Chevron B8) all brought class titles back across the Channel.

Other drivers who shone during the year included MSA chairman John Grant (Chevron B19), Carlo del Conte (GRD 375) and Greg Caton, who made Bob Brooks' Lola T212 go extremely rapidly whenever he got the chance.



Peter Schleifer's Lola (4) was best Can-Am. Here he chases Wido Roessler's McLaren



CHEVRON CHAMP

Three decades on from being a works driver for Chevron, Burton is still winning races and titles for the Bolton marque. "I'm sure that Derek Bennett would be very proud that so many of his cars are still racing," says Burton, who returned to the sport 11 years ago after an 18-year break.

His B26, once a box of bits in Vin Malkie's workshop, is now probably the fastest 2-litre historic sports-racing car in the world. "We've done a lot of testing and we've got the suspension so well set up," he says. "It's a dream to drive and I absolutely adore the car. It gives me a helluva buzz."

One of only nine such cars to have been built, Burton's is the only one running in Supersports.

For 2005 he will centre his racing on a contemporary sports-racer, but will still wheel the old Chevron out for selected Supersports events.

ISC POINTS

1	John Burton (Chevron B26)	113
2	Peter Schleifer (Lola T222)	100
3	Silvio Kalb (March 76S)	93
4	Glenn Price (McLaren M1C)	84
5	Richard Piper (Chevron B19)	65
6	Carlo del Conte (GRD 375)	57

Coopers run into Walker's Lotus

BRDC Historic Sportscars

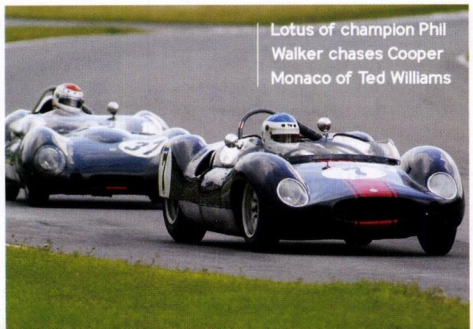
Clearly the premier series for racing sportscars of the 1950s, the BRDC championship went down to the wire at Spa in September with three drivers in the running for the overall crown.

Six months earlier it had started in the wind and rain of Silverstone with Philip Walker taking first blood in his nimble Lotus 15. Eleven races and another four wins later, Walker emerged victorious at Spa to clinch the title for the first time.

Two Cooper Monacos were perennial thorns in the side of the Lotus racer as John Harper and Ted Williams each used decades of racing experience to great effect. Harper won three times and Williams twice, including a gritty performance at Oulton when he beat off a race-long challenge from Harper.

The remaining two wins fell to Julian Bronson in his thundering Lister-Chevrolet, and, along with the Jaguar D of Ben Eastick, Bronson went to Spa with a realistic shot at the title.

Rupert Whyte had a splendid year in his Lotus Eleven to claim the 1500cc class over the Lola Mk1 of John Clark.



Lotus of champion Phil Walker chases Cooper Monaco of Ted Williams

all Jim Hodgrave

BRDC POINTS

1	Philip Walker (Lotus 15)	124
2	Julian Bronson (Lister-Chevrolet)	120
=	Ben Eastick (Jaguar D-type)	120
4	Rupert Whyte (Lotus Eleven)	97
5	John Clark (Lola Mk1)	84
6	John Harper (Cooper Monaco)	83

Barrie's class of the field in 911

HSCC Historic Road Sports

In probably the best performance with a Porsche in HSCC history, Robert Barrie took a commanding Historic Road Sports title in his 911S and even tasted overall victory amid a long run of class glory. Only a lack of class starters in some races kept Robert from a perfect score when he went unbeaten through the opening eight races. His crowning moment came in a topsy-turvy race at Mallory Park in early October; having secured top-three-overall finishes at Silverstone and Brands Hatch, Barrie sealed the title with a memorable outright race win at the Leicestershire track.

The Australian Milano coupé of former champion Mike Eagles and the TR5 of Chris Burbury pressed Barrie in terms of overall points, but Laurence Bailey would have been an even bigger threat had he done more than the three races he won in his TVR Griffith; sidelined by injury by mid-year, Bailey missed the rest of the season. Bruce Stapleton also dropped in for a brace of wins in his Morgan +8.

James Bilderbeck scooped class honours in his Turner MkII, while Adam Ormandy edged out John Fitzgerald for Class C, but not before it took a tie-break to split the Lotus Elans. Ormandy topped his year with an overall race victory at Castle Combe.



Champion Barrie tackles Druids at Brands


V8 muscle - Morgan and TVR - get the jump on a full-house Road Sports grid at Brands

Thorne grabs the crown for Morgan



Thorne was class act in '70s Road Sports

HSCC 1970s Road Sports

Morgan dealer Richard Thorne took his +8 to the 1970s Road Sports title, though his task was eased when Jai Sharma's Fulvia blew its headgasket in qualifying for the final race of the season.

Stepping back to historic racing for a full Road Sports campaign, Thorne was unbeaten in class in the eight races he started, and the bonus points for driving the car to the meeting ensured his overall tally was well clear of the pack.

However, had Sharma started the Silverstone race he might have done enough to pip Thorne for the title.

In terms of overall race wins the upper hand was firmly held by Charles Barter. The Dorset veteran took five wins and two seconds in a typically hard-charging season. His duels with the sister Datsun 240Z of Matthew Bannister were a highlight and Bannister's sole victory came after a glorious Mallory battle.

Andrew Shepherd (Lotus 7) was third overall, topping his year by beating Barter on the Brands GP circuit.

HSCC POINTS

CLASSIC SPORTS CARS

1	Simon Ashworth (MGB)	49
2	Les Ely (Jaguar E-type)	48
3	Philip Nelson (Marcos 1800GT)	45
4	Malcolm Sanders (Lotus Elan)	32
5	Charles Allison (Marcos 1800GT)	30
6	Allen Tice (Marcos 1800GT)	25
=	Michael Moore (Jaguar E-type)	25


"After you." "No, I insist, after you." "No..."

HISTORIC ROAD SPORTS

1	Robert Barrie (Porsche 911S)	64
2	Mike Eagles (Milano GT Mk1)	42
3	Chris Burbury (Triumph TR5)	40
=	James Bilderbeck (Turner MkII)	40
5	James Owen (Triumph TR5)	37
6	Adam Ormandy (Lotus Elan)	34
=	John Fitzgerald (Lotus Elan)	34

1970s ROAD SPORTS

1	Richard Thorne (Morgan +8)	95
2	Jai Sharma (Lancia Fulvia)	86
3	Andrew Shepherd (Lotus 7)	71
4	Charles Barter (Datsun 240Z)	67
5	Adam Bagnall (Triumph GT6)	66
6	James Calvert (Porsche 914)	64

Tales of the unexpected for B man

HSCC Classic Sports Cars

The HSCC's Classic Sports Car grids were as erratic as ever, ranging from excellent to poor throughout the seven-race schedule, but the series still provided good competition for the race-bred cars.

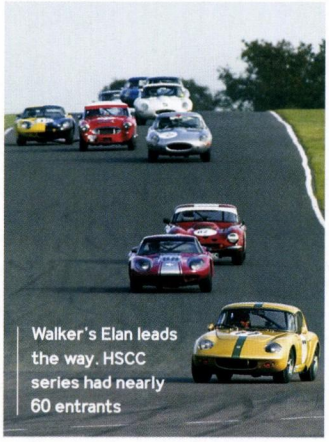
Aside from the sports-racing cars running in the invitation class, nearly 60 sports and GT cars appeared. Sadly, barely a dozen of them were regular title contenders.

Having split his season between his Jaguar E-type and a BMW, Les Ely only needed to finish the final round of the season at Silverstone to seal the title – but the horrible conditions on that October day left his E-type in the barriers.

Instead Simon Ashworth grabbed the crown by one point in his MGB. With Martin Richardson's similar car offering the only regular class opposition, Ashworth survived the Silverstone soaker to emerge as a slightly surprised champion.

Jon Minshaw's E-type took the win at the Donington Park opener, and Graham Bryant blitzed the field at Silverstone in his AC Cobra.

Like several of the rapid Marcos pilots, Philip Nelson didn't do all the races, but he still emerged third in the points in his 1800GT.


Walker's Elan leads the way. HSCC series had nearly 60 entrants



Damn your impudence! Baby Hillman was the car to beat in HRSR tin-tops

Oliver takes impish delight

HSCC Historic Racing Saloons Register

"It's been the toughest year yet," said Adrian Oliver after claiming a hat-trick of championship titles in the Historic Racing Saloon Register Championship. Imp racer Oliver, the son of four-time sidecar world champ Eric, faced much stronger opposition than ever before. At times he had as many as seven fellow Imp pilots to fend off, and it was Martin Bramwell who proved the biggest thorn. Bramwell took the class at Mondello Park and Oulton Park, which left Oliver needing a sixth class win in the wet finale at Silverstone to seal the crown.

While the Imps battled mightily down the order, at the head of the field was a gaggle of widely divergent cars. Les Ely was rapidly getting to grips with his BMW 2000, Graeme Dodd's Jag Mk2 was as spectacular as ever, while Dan Cox's Anglia was absolutely storming along. Dodd's hopes of doubling up on his 2003 title slid off the track at Oulton in August on a monster slick of oil, and Cox had propshaft dramas that took the shine off his pace. Instead it was Ely who ran Oliver closest with just two points between them.

However, the Silverstone final belonged to Roger Godfrey, who drove an epic race in the rain to win outright in his Mini Cooper and secure third overall in the process.

HRSR POINTS

1	Adrian Oliver (Hillman Imp)	66
2	Les Ely (BMW 2000)	64
3	Roger Godfrey (Mini Cooper)	55
4	Graeme Dodd (Jaguar Mk2)	54
=	Dan Cox (Ford Anglia)	54
=	Martin Bramwell (Hillman Imp)	54

DODD DODGES PUDDLES TO STORM TO TITLE



Above: Brian Arculus heads Oulton's pack. Below: Champion Dodd charges at Brands



JEC Jaguar XK Championship

Two hideously wet end-of-season races settled the Jaguar XK title in favour of Graeme Dodd; in soaking rain at Mallory and Silverstone, he slithered to the title.

After missing the double-header at Knockhill, Dodd spent the rest of the season clawing back the deficit to Nigel Webb, who had won twice in Scotland in his XK120.

Closer still, the other two classes ended with ties: Kevin Zwolinski got the nod over Geoff Ottley in the more standard cars, while Grahame Bull just pipped David Hall in the middle category.

Hatters mad for Europe

Top Hat Racing

With around 1000 active racers on the database, it was another year of growth for Top Hat Racing under the guidance of Julius Thurgood. Headline series were again the Top Hat pre-1966 saloons and the Cloth Cap '50s and '60s sportscars. With a programme topped and tailed by Castle Combe and Mallory Park, and visits in between to circuits like Montlhéry, Pau, Chimay and Spa, the appeal is easy to see.

Before switching his attention to developing the rare Dodge Dart, John Young was the early Top Hat hero as he overcame the American muscle-cars to take his Jaguar Mk1 to overall victory at Castle Combe. Others to make an impression included former single-seater racer Richard Shaw, back racing a BMW 1800 after a break, who starred at Montlhéry in particular. Elsewhere, Leo Voyazides and Andy Bacon shared the former's Ford Falcon to good effect, but the best race of the season came at Pau as the Mini Cooper of Jason Stanley/Nick Swift beat the Lotus-Cortina of Chris Sanders in a last-lap thriller.

Shaun Lynn's AC Cobra was a regular contender in Cloth Cap, along with the 'CUT 7' Jaguar E-type in the hands of Nick Whale and Ian Guest. Mark Hales and Jon Shipman took their Crosslé 9S to victory at Combe, while Voyazides switched to his Ford GT40 to win the combined race at Spa when an 83-car entry made the pilgrimage to to the Ardennes.



Voyazides was mighty at Spa in his GT40



Pau was one of many classic tracks visited by Top Hat in '04

Juan's the one with 917

Classic Endurance Racing Series

Created to run alongside the Le Mans Endurance Series, the four-race Classic Endurance Racing Series was aimed squarely at 1960s and early '70s prototypes with period Le Mans history.

For his step up from national racing, Juan Barazi equipped himself with the ex-Bobby Rahal Porsche 917K and there was no question that it was the tool for the job. Barazi treated it with suitable respect but still dominated the opening race at Monza to head David Piper's similar car by more than a lap.

GT racer Bobby Verdon-Roe jumped into the glorious Ligier JS3 of Michael Jankowski and starred, but his efforts went unrewarded as the car ran out of fuel when heading for second.

Barazi did it again at the Nürburgring but had to up his pace to see off the older 908 of Philipp and Siggi Brunn, and it was the former who should have won at Silverstone a month later. This time it was the 908's turn to run short of fuel, allowing Verdon-Roe through to victory from Barazi.

Saving the best race for last, Barazi won at Spa in September but by little more than a tenth of second over the charismatic Gulf Mirage of American Chris McAllister.

all Jim Holdgrave

Anton ups the ante in rapid GTA

FIA Historic Touring Cars

Although the most points were scored by the Alfa Romeo Giulietta TI of Mario Rossi/Mario Cajani, the biggest winner in the FIA's European Challenge for Historic Touring Cars was Austria's Dieter Karl Anton. The former German F3 racer outpointed the American V8 machines in a memorable campaign aboard his Alfa Romeo GTA. While most cars were shared in the hour-long races, Anton went solo.

Only at the Oldtimer meeting at the Nürburgring did Anton fail to bag major points, and that ensured that British combo Nigel Vaulkhard/ and John Smirthwaite stayed firmly in contention in their Mustang. But the championship newcomers fared little better at the 'Ring, and when a stub axle failed in the Estoril final, the flying Alfa won by 14 points.

Other notable contenders from the V8 pack included Max Rostron/ Ulf Larsson, but their Mustang was dogged by poor reliability. Erwin Derichs/Manfred Kubik were consistent rather than blindingly quick in their 'stang, while Leo Voyazides/ Andy Bacon flew in their Ford Falcon on rare outings.

Former multiple champion Bo Warmenius shared a Lotus-Cortina with Gunnar Turebrand to claim third ahead of the similar car of Mikael and Carl Gustavsson. Other quick Cortina crews were Kerry Michael/Chris Sanders and Nick Stagg/Pantelis Christoforou. Among the Mini men, Graham Churchill teamed up with veteran one-make star Peter Baldwin to good effect.

The Pre-1976 initiative staggered into existence with small grids. The car to watch was the Alpina CSL of Wolfgang Scachinger.



An army of Lotus-Cortinas was not enough to stop Anton's GTA



FIRST-YEAR FLIERS

For their first venture into the FIA Euro Challenge for Historic Touring Cars, Nigel Vaulkhard and John Smirthwaite had a mighty campaign in their Mustang. "We could have won it," says Smirthwaite after they finished runners-up.

They had to learn a number of tracks in the pan-Europe series, but led the points race for much of the season despite that.

"It went to the wire in Estoril, but a stub axle broke and put Nigel into the wall," says Smirthwaite.

Another title assault is planned for 2005 with the Mustang. In addition, a BDG-engined Mk1 Escort is being built for use in the new FIA Pre-1976 series.

FIA POINTS

EUROPEAN CHALLENGE FOR HISTORIC TOURING CARS

1	Mario Rossi/Mario Cajani (Alfa Romeo Giulietta TI)	147.2
2	Dieter Karl Anton (Alfa Romeo GTA)	140.4
3	Nigel Vaulkhard/John Smirthwaite (Ford Mustang)	126.8
4	Luigi Ambroso/Vinicio Marta (Alfa Romeo Giulietta TI)	119.2
5	Bo Warmenius/Gunnar Turebrand (Ford Lotus-Cortina)	113.4
6	Mikael Gustavsson/Carl Gustavsson (Ford Lotus-Cortina)	99.4

Warmenius dominates with Elan

FIA Cup for Historic GT Cars

The FIA touring car title may have eluded him in 2004, but prolific Swedish racer Bo Warmenius took no small consolation in winning the FIA Cup for Historic GT Cars in his Lotus Elan.

Such was the tally of Warmenius in Class 10 that the Pre-1965 title was secure by the penultimate race at Spa, and so the long haul to Estoril was not necessary. However, Warmenius did not have things all his own way in the class - the arrival of Sean Walker's Elan 26R 'Gold Bug' for the Donington Park races left the Swede struggling to keep up. To the relief of Warmenius that was the former BTCC driver's only FIA outing with the Lotus.

The runner-up slot in the final results went to the monstrous Chevrolet Corvette of Hans-Jürgen Malsbenden. However, the well-driven TVR Griffith of Jamie Boot was a strong contender and the Sheffield racer starred at Spa by taking the win.

Top of the thinly supported category for older Period E cars was the Lotus Elite of Udo Vossheinrich, while the best of the select group of Pre-1976 cars was the consistent 911RSR of Germany's Thomas Verhoeven. The De Tomaso Panteras of Claus Damgaard and Hendrik Lindberg looked and sounded glorious but failed to deliver results.



Multiple date classes ensured full GT grids



Malsbenden's Corvette mixed with Elans

CUP FOR HISTORIC GT CARS

1	Bo Warmenius (Lotus Elan)	127
2	HJürgen-Malsbenden (Corvette)	109.6
3	Jamie Boot (TVR Griffith)	104.6
4	Udo Vossheinrich (Lotus Elite)	83.6
5	Peter Kroeber (Lotus Elan)	74.2
6	Peter Dunn (Marcos 1800GT)	68

'Nash keeps 8C Alfas on their toes

Motor Racing Legends Pre-War Sports


Fabri/Stoop Alfa Romeo prevailed at Spa

New for the 2004 season was Duncan Wiltshire's pre-war sportscar series. Unfortunately, a big accident curtailed the opening event at the Nürburgring in June as a three-way battle was heading for a close finish. Martin Walford, flying solo in John Ruston's Alta, James Baxter (Alfa Romeo 8C Monza) and the 'Nash of Chris Chilcott/Sam Stretton were the protagonists.

The Dutch motorcycle GP circuit at Assen proved well suited to the pre-war cars and a pair of 45-minute races allowed Bill Ainscough and Baxter to take aggregate victory in the former's Alfa 8C Monza. Baxter, more often in a Frazer Nash, took to the car in style, but he had to press on in the second race to overcome the 'Nash of Chilcott/Stretton.

An hour-long race at Spa in September also fell to an 8C Monza, but this time it was the car of Hubert Fabri/Adrian Stoop which emerged marginally ahead of the Ainscough/ Baxter car after a spirited contest.

all JH Hodgkiss

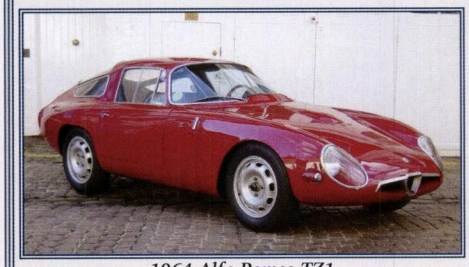
GREGOR FISKEN

Fine Historic Automobiles



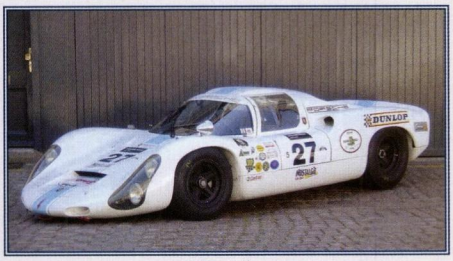
1952 Ferrari 212 Vignale Coupe

This Ferrari 212 Vignale Coupe, chassis no. 0190ED was delivered new in April 1952 and was shown that year at the Paris Concours d'Elegance before being entered the following month for the Liege-Rome-Liege Rally. The 212 further competed at The Prix de Paris, The 1000 kms de Paris and The 12hrs of Reims! An extensive restoration was carried out in the late 90's and 0190 has recently proved itself at the Shell Historic Challenge and the Goodwood Festival of Speed. A stunning and highly eligible entry for events including the Millie Miglia and the Drum Brake Sportscar Series to name a few.



1964 Alfa Romeo TZ1

Delivered new in 1964 to South Africa. Chassis 017 is a well known and very genuine example which has been raced competitively in historic events. Since returning to Europe after an extensive restoration, 017 has been used sparingly. Fitted with the twin plug engine, the car is eligible and ready for the forthcoming seasons events, such as the Tour Auto and The Gentleman Drivers series to name a few.



1968 Porsche 910

Chassis No. 910-020 was originally supplied to Bill Bradley Racing who successfully competed at Hockenheim, Monza, Silverstone and Brands Hatch 1000 km's between 1968 and 1969. Bradley kept 020 for a further thirty years before passing to only the third and present owner. He has campaigned the car extensively in a number of retrospective events such as the 2002 and 2004 Le Mans Classic and the Targa Florio. The subject of recent extensive engine and gearbox work, 020 is supplied with FIA papers and is ready to compete in the forthcoming season.

GREGOR FISKEN

CURRENT STOCK

1963 AC Cobra 289

1934 Alfa Romeo 8C 2300

1964 Alfa Romeo TZ1

1929 Bentley Speed Six

1953 Bentley R-Type Continental

1964 Brabham BT8

1952 Ferrari 212 Spyder

1952 Ferrari 212 Vignale Coupe

1960 Ferrari 250GT SWB LHD

1965 Ferrari 275 GTB/2 Alloy LHD

1967 Ferrari 275 GTB/4

1954 Fiat 8V Zagato Elaborata

1931 Invicta Low chassis S-Type

1937 Lagonda LG45 Rapide

1954 Maserati A6GCS

1960 Maserati Tipo 61 'Birdcage'- ex Team Camoradi

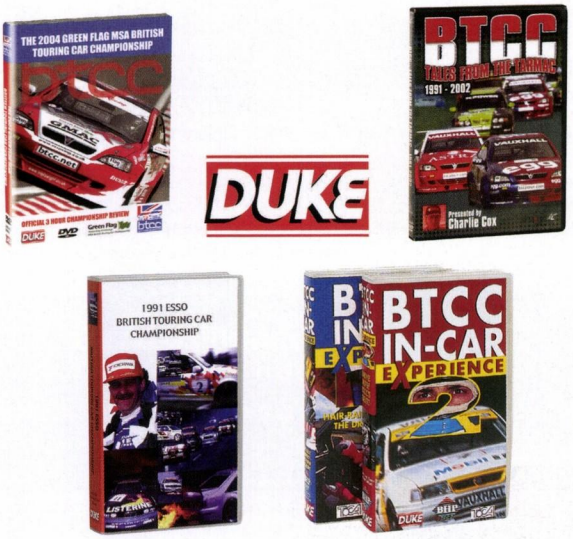
1968 Porsche 910

Situated in a Kensington Mews, internationally famous for old cars, we are proud to off a varied selection of historic automobiles. Our prices are keenly competitive in today's market and we are always interested in buying, part exchanging or selling on clients' behalf cars similar to the above. Please write, phone, fax or e-mail with your requirements.

14 Queens Gate Place Mews, London, SW7 5BQ
Tel: +44 (0) 207 584 3503
Fax: +44 (0) 207 584 7403
cars@gregorfisken.com www.gregorfisken.com

Touring Car DVD competition

MotorSport and Duke have teamed up to offer four touring car fans a selection of fantastic touring car related DVD's



To win these fantastic DVD's just answer the following question:

How many BTCC titles did Andy Rouse win?
a) 2 b) 3 c) 4

For more information about other Duke products please visit www.dukevideo.com

HOW TO ENTER

TEXT Simply text MSDUKE with your answer - A, B or C, plus your name and postcode to 80088, eg: MSDUKE A Stan Smith TW8 5PQ. Please ensure you leave a space between each word. Calls cost 25p plus usual network charges.

eg:



E-MAIL Send your answer to **motorsport@haynet.com**

POST TO Alice Springate, MotorSport, Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT

TERMS & CONDITIONS

Closing date for entries is March 18, 2005 2 Entrants must be resident in the UK 3 The prize is for four readers. 4 The winners will be selected at random from all correct entries received by the closing date. 5 No cash alternative is available 6 The decision of the organisers is final and no correspondence will be entered into. 7 Information on the winners of the competition will be available two weeks after the published closing date and will be supplied upon receipt of a stamped addressed envelope. 8 This promotion is open to all UK residents except employees and relatives of the promoters. The promoters are Haymarket Publishing Limited and Duke. 9 Entry into this competition gives Haymarket Publishing Limited and Duke consent to contact you. Other offers may be made.

SALES
CHESHIRE
American Motorhomes
HIRE



- Sole UK Importer of the Thor - Four Winds Infinity RV (Exceptional quality at affordable prices).
- Many pre-owned American Motorhomes in stock.
- American Motorhomes For Hire With Or Without Hospitality Awnings, Delivered to Any Circuit Or Event In UK Or Europe, Many Models Available Including Slide Outs, All Fully Equipped To The Highest Standards And Professionally Presented.

Sales: +44 (0) 1606 884 010
Hire: +44 (0)161 427 6868
www.AmericanMotorhomes.co.uk

TRAVEL WORLD RV
0845 230 5033
E-mail: annabel@usrv.co.uk
www.usrv.co.uk
www.travelworldrv.co.uk



WOODFORD TRAILERS
TEL: 01327 263384 FAX: 01327 263379

CAR TRAILER RANGE

SIZE	AXLES	OPERATION	GROSS CAP.	PRICE**
10' x 5' 5"	Single	Ramps	1300kg	£700
11' x 5' 5"	Twin	Ramps	1500kg	£1,100
14' x 6' 1"	Twin	Ramps	2500kg	£1,350
14' x 6' 1"	Twin	Hydraulic Tilt	2500kg	£1,450
14' x 6' 6"	Twin	Hydraulic Tilt + Ramps* *(Ultra low loading angle)	2500kg	£1,650

** prices ex VAT

Check out the website for our entire range: www.woodfordtrailers.com

Woodford Trailers range includes:
* Flatbeds with or without sides
* Beavertails
* Motorbike Trailers
* Plant Trailers
* Box Trailers

EXTRAS

ITEM	PRICE**
Rear support stands	Free
Spare Wheel	Free
Tow hitch lock	Free
Extra long ramps	Free
Strap winch	£50
Cable winch	£75
Wheel straps	£15
Centre decking	£160
Tyre rack	£140
Tool box	£80



Available in Ireland ex-stock, contact Globetrotter 0872 555 068

14 Great Central Way
Woodford Halse
Daventry
Northants

DUDLEYS OF OXFORDSHIRE
AMERICAN MOTOR HOMES
25 years quality service
We are proud to offer the very best that's available in the UK from the top manufacturers in the USA





Always over 40 motorhomes on display
Always the market leader of quality new and used American RVs
Tax free disabled facilities
Part exchanges

• SALES • PARTS
• SERVICE • FINANCE



A415 Abingdon Road, Witney, Oxon OX8 7XA
Tel. 01993 703774 Fax. 01993 771745
Web. www.dudleysrv.com email. sales@dudleysrv.com
Always closed Sundays and Bank Holidays



Tony Seber was able to clinch the *MotorSport* Trophy at Donington in September 2004

Twenty-year itch

Winning the *MotorSport* Brooklands Memorial Trophy was a dream for Tony Seber, writes Paul Lawrence

The Seber family's racing Wolsley Hornets have long been renowned for their performances at VSCC events. And to top it all Tony Seber has now achieved the major coup of collecting the club's *MotorSport* Trophy. This is awarded annually for the most successful pre-war car during the season. Traditionally it is a happy hunting ground for the ERAs, but Seber's pace and commitment has at last been rewarded.

"I got into vintage racing via my dad. He was racing when I was a lad and I fell in love with the whole thing," says Tony. Having started rebuilding Hornets in the 1950s, John Seber finally began competing in the '70s, when his son was still a teenager. "I was hooked. I just followed in his footsteps. He finished fourth in his very first VSCC race at Donington in '79 and, as an admiring 13-year-old, I remember it well."

As soon as Tony was 17 he started to compete: "I won the first VSCC race I entered, at Silverstone in April 1984, and I felt on top of the world for weeks. Then I got into the engineering/development side of the sport and it's been a progression. That has helped keep my interest up; drivers always want to go faster. We went the supercharger route at the end the 1980s and, as long as you are progressing, it drives you on."

Into the 1990s, that first blown Hornet brought plenty of success: Tony prevailed in the John Goddard Trophy at Donington in 1992 and was pipped to the *MotorSport* Trophy by ERA racers Duncan Ricketts and Mark Gillies in '94 and '95.

Between them, the Sebers have now built and raced 15 cars, nearly always Wolseley Hornet Specials. "Dad has become an authority on them. He's been the driving force," says Tony. Though John is now in his early 60s he continues to race, and a couple of years ago he was joined by his other son, Rod. The three of them now share two cars. But within a few years that could grow to four racers as a third generation of Sebers is becoming hooked on historic racing. "My son David, who is 11, is just as keen as I was," says Tony.

The 2004 season was John's 25th year of racing, Tony's 20th. For Tony, the contest for the *MotorSport* Trophy went right down to the wire at Donington Park in September, with Duncan Ricketts his major rival. "I was due a bit of luck," says Tony, who was able to clinch the award despite having a spin in the Goddard/ Brooklands Trophy race.

In 2004 Tony claimed four wins and two seconds and even managed a stirring third-fastest time of the day at the VSCC Prescott hillclimb in August. He urged the Hornet up the Gloucestershire hill in 43.59sec, little more than half a second adrift of the Bugatti T51 of Charles Dean.

However, it was a year tinged with tragedy as well as success. At Cadwell Park in June, Tony's lifetime friend Len Thompson lost his life during the VSCC race meeting.

"I really wanted the *MotorSport* Brooklands Trophy," admits Tony. "Dad was third in it in about 1980, and ever since then we have thought it would be a fantastic thing to win. Twenty years on I've finally managed to do it!"

Tony's job with Ford in Australia will force him to sit out the 2005 season but he is already relishing a racing return in '06: "Rod will take centre stage this year in the blown car, and dad will race it as well.

"I'm missing it already."

Tony collected his trophy at the Autosport International Show.

Jim Hodgrave

FACT FILE
Brooklands Memorial Trophy

Trophy grew out of The Brooklands Fund, started by Bill Boddy in 1948 with hopes of funding the Track's post-war reopening.

When reopening proved impossible, *MotorSport* used the fund for a trophy to commemorate the Track

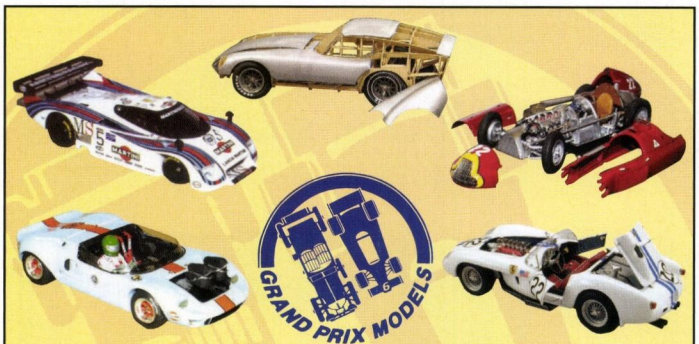
First awarded in 1950, for points at Goodwood Meetings

First winner: Jim Mayers (Lester-MG)

Best-known winner: Mike Hawthorn

After Goodwood closed, Silverstone races qualified. Latterly, points have been awarded to those driving Brooklands-type cars in VSCC races

'I won the first VSCC race I entered... I felt on top of the world'



GRAND PRIX MODELS

www.grandprixmodels.com

The Worldwide mail-order specialists for fine scale kits and hand-built models

Grand Prix Models
3 Noke Lane Business Centre, St Albans, Herts, AL2 3NY. UK
Tel: UK 01727 845645 **Fax:** 01727 845858
From outside UK +44 1727 845645 **Fax:** +44 1727 845858
Email:mail@grandprixmodels.com



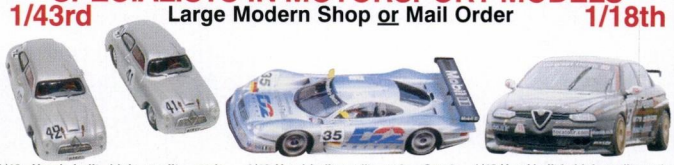
Over 19,000 items available in our fully searchable online shop

HEDINGHAM MODELS & COLLECTABLES

7 MARKET ST., PHOENIX SHOPPING CENTRE,
BRAINTREE, ESSEX CM7 3YA. Tel: 01376 320522.
www.hedinghammodels-collectables.co.uk - Email: niall.t@hedinghammodels-collectables.co.uk

SPECIALISTS IN MOTORSPORT MODELS

1/43rd Large Modern Shop or Mail Order **1/18th**



1/43 Hand built high quality resin. Produced by Spark models for Tek Hobby in limited quantity. Borgward 1500RS. Le Mans 1953 #41 Poch/Mouche OR #42 Hartmann/Brudes. Very Limited. £34.99

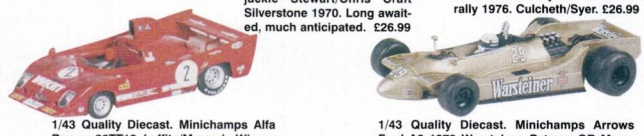
1/43 Hand built quality resin. Spark Models Mercedes CLK GTR.Le Mans 1998.#35 Schneider/Webber/Ludwig OR #36 Gounon/Bouchut/Zonta. £29.99 each.

1/43 Hand built in high quality resin. Spark Models Alfa Romeo 156. British Touring Car Championship 2004. Carl Breeze. First BTCC model for 5 years!! Limited to only 750 models. £24.99



1/43 Quality diecast. Trofeu Ford Escort MK1 1600 TC. jackie Stewart/Chris Craft Silverstone 1970. Long awaited, much anticipated. £26.99

1/43 Quality Diecast. Trofeu Triumph TR7. Debut rally for TR7. 9th RAC rally 1976. Culcheth/Syer. £26.99



1/43 Quality Diecast. Minichamps Alfa Romeo 33TT12. Laffite/Merzario Winner 1000km Monza 1975. £24.99

1/43 Quality Diecast. Minichamps Arrows Ford A2 1979 Warsteiner. Patrase OR Mass. Includes engine detail. £24.99 each

WE STOCK A VAST & VARIED SELECTION OF MODELS

ROAD, RACE, RALLY, GT CARS, LE MANS, F1, RACE BIKES, CART AND MORE

P&P AT COST. PRICES SUBJECT TO CHANGE.

WE HAVE THE KNOWLEDGE TO HELP AND ADVISE - *JUST ASK NIALL T.*

MULTI AWARDS FOR CUSTOMER SERVICE

HOURS: Monday-Wednesday 10am-5pm - Closed Thursday - Friday 10am-5.30pm - Saturday 9am-5pm

133814

MIDLAND RACING MODELS

Suppliers of Quality Handmade Models, Model Kits & Diecast Models in all scales.

1/18th LIMITED EDITION MODELS by G.M.P. from the USA, Carousel.I., Exoto, C.M.C, Pauls Model Art



New 1/20 scale L/E Ebbro-Honda RA273 F.I. Car driven by Richie Ginther Monza 1966 with full engine detail £74

All Models are made to the highest standard, with fully detailed chassis, cockpit, engine, suspension and opening or detachable bodywork. All are Limited Editions of 3500 worldwide, most will be sold in USA, only very limited quantities to the UK. Well presented in graphic box with L/Edition number.



New 1/20th scale L/E Ebbro-Honda RA271 first GP Honda in 1964 driven by Ronnie Bucknum with full engine detail £74



1/18th C.M.C Mercedes W154 - 1938 detailed engine etc £108 plain or £123 Decalled as No 16. Dick Seaman Winner Nurburgring



1/18th C.M.C Auto Union Type D detailed engine & cockpit etc £116 plain or £123 decalled as No 4 Nuvolari Donnington.



1/18th C.M.C Mercedes W125 detailed engine etc £116 plain or £123 decalled as No 16 Herman Lang No8 Caracciola.



1/18th C.M.C Mercedes W165 Tripoli 1939 detailed engine etc Plain £108, decalled No 16 Lang £118



1/18th C.M.C. Mercedes W196 detailed engine etc £108 plain or £123 decalled No 6 Moss or No 2 Fangio/Argentina.



1/18th C.M.C Mercedes W25 detailed engine etc. Plain £116 or fully decalled No 2 Carocciola or No 6 Von Brauchitsh both from Monaco 1935 £123 each



New 1/18 CMC - Auto Union Type C detailed engine etc. £130 Plain or £134 detailed as No 2 Rosemeyer or No 8 Stuck at Monaco / 1937



New 1/18th scale Carousel Lotus 38 Indy Winner 1965 of Jim Clark with full engine detail. £118 each



New 1/18th scale Carousel Eagle V12 Westlake F1 of Dan Gurney 1967 with full engine detail. Now arrived in stock. £118 each



1/18th Exoto - Ferrari 312 T4 of Jody Scheckter or Gilles Villeneuve complete lift off body to show full detail £125 each.



1/18th GMP Models - Mihasen M8A/8B/8D and Lola T70 Mk3b Coupe and T70 Spyder Sunoco/Surtaes Andretti versions all available. Mclarens £110 each, Lolas £95 each.



1/18th CML Merecedes 300SL fully detailed with opening bonnet to show engine, opening boot to show spare wheel etc., opening doors, as No 4 Karl Kling Winner Panamericana 1952. Price £122



1/18th C.M.C Mercedes W196R streamliner with lift off body, fully detailed engine etc. Plain £155 or detailed as no 18 Fangio or No 16 Moss from Monza 1955 - £164 each.



1/18th C.M.C. Mercedes High Speed Transporter highly detailed with ramps etc in original blue circa 1954. PRICE £154.

NEW 1/12th scale MODEL KITS
Ferrari 553 Squalo Mike Hawthorn 1954 - £280
Ferrari 246 SP Dino Targa Florio 1961 - £290
Aston Martin DBR1 Le Mans Winner 1959 - £210
Jaguar 'D' type Le Mans Winner 1955 - £210
Porsche 917 LH No.3 Le Mans 1970 - £278
Ferrari 712M Mario Andretti Can-Am 1971 - £278
Ferrari 365 GTB/4 Daytona - Pozzi Le Mans 72 - £260
Lancia D24 Winner Pan Am 63 & M/Miglia 64 - £295
Ferrari 330 LM Winner Le Mans 1962 - £295
Ferrari 312 PB Winner Sebring/Daytona 72 - £275
Ferrari 330 P4 Coupe Le Mans 1967 - £392
Ferrari 250 TR/61 Winner Le Mans 1961 - £295
Ferrari 312 PB Longtail Le Mans 1973 - £273
Ferrari 250 TR No.25 Francochamps car or No.22 White Ed Hughes car Le Mans 58 - £295
Ferrari F1/2003 Schumacher - £349
Ferrari 512S Sunoco Le Mans 1971 - £340
Alfa Romeo 33/2 Daytona/Le Mans 1968 - £320
Ferrari 330 P4 Spyder Winner Daytona 1967 £392
Ferrari F1/126 CK Winner Monaco 81 Gilles Villeneueve - £392
Lancia D24 Fangio Winner Panamericana 1953 - £295
Ferrari 375 F1 Gonzalez 1st Ferrari victory Silverstone 1951 - £295
Lancia - Ferrari D50 Fangio or Collins 1956 - £359
Ferrari 512S NART Daytona 1971 - £340
Porsche 935 Moby Dick / Martini Le Mans
Maserati 250F 1957 Fangio - £320
Alfa Romeo 158 Forina/Fangio 1950
Ferrari 250TR 60 Le Mans Winner 1960
Ferrari 312 V12 ICKX 1968
Ferrari 312 B3 Lauda/Regazzoni 1974
1/14th scale Ferrari 166MM Winner & Le Mans 1949 - £270
For full list of Model Kits and Diecast Models send S.A.E to DEPT M/SPORT



1/12th scale Ferrari 512S Longtail from Le Mans 1970. No 11 Nart entry and No 12 Francochamps entry, all with lift up rear body to show full engine detail. Also No 28 short tail version of Andretti/Ickx from Daytona 1970. Kit £278 or hand built £760.



1/12th M.G. Models Lancia - Ferrari D50 No 1 Fangio or No 8 Collins with full engine detail Kit £359 or Hand built £895



1/12th M.G. Models Ferrari 126 CK Gilles Villeneuve Winner Monaco 1981 fully detailed with lift off body Kit £392 or Hand built £950



1/18th CMC Auto Union V-16 Engine fully detailed with pipes, wiring etc mounted on wooden base in perspex case £59 + £4.50 p+p



1/12th scale ABC/Brianza Ferrari 158 John Surtees World Champion 1964. Either red version from Monza or Blue/White N.A.R.T version as above from Mexico kit £278 or Hand built £760



1/12th scale M.G. Models Ferrari 250 TR Winner Le Mans 1958 Phil Hill Oliver Gendebien with full engine detail also available Targa Florio Winner 1958 Kit £295 or hand built £720



1/12th M.G. Models Ferrari 375 F1 Froilan Conzalez Winner Silverstone GP 1951 with fully detailed engine. Kit £295 or Hand built £825



1/12th scale Ferrari Dino 156 Phil Hill World Champion 1961. Super kit £295 or hand built £840. Fully detailed, lift off body.



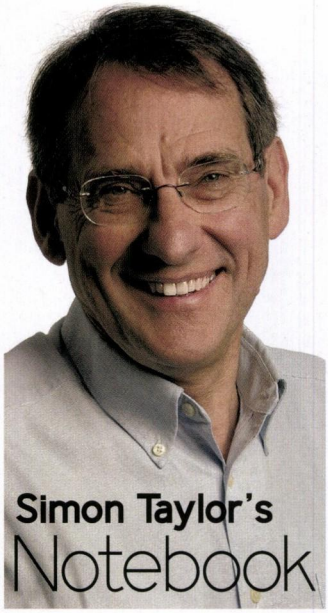
1/12th M.G Models Ferrari 330 P4 Spyder Winner Daytona 24 hrs 1967 fully detailed with lift off rear body to show engine. Kit £392 or Hand built £950



1/14th scale Ferrari 246 Dino1958. Hawthorn/Collins or 'Yellow' Gendebien versions: Kit £270 or Hand built £674, fully detailed.

Full range of Exoto & Carousel & CMC available
Worldwide mail order - post & packing UK Reg £8 EEC - £12, Rest of World £20

MIDLAND RACING MODELS
Churchside Arcade, 20 Little Church St, Rugby, Warks, CV21 3AW.
Tel or Fax: 01788 552133, after hours 01788 815220
CREDIT CARDS - VISA - MASTERCARD



Simon Taylor's Notebook

Hoarding magazines has been a Taylor pastime for five decades. He still has a long way to go to approach Peter Richley



Acquisitive instinct: few car lovers were as knowledgeable or as enthusiastic as serial collector Peter Richley, who died recently

Most of us start amassing piles of old car magazines because we are too young to afford, or even to drive, the real thing. In childhood, when we first show an enquiring interest, we are mollified with handed-down copies from a parent or relative. These are devoured hungrily, and hoarded in wardrobes and under beds. Later, when driving or working on a car becomes more important than merely reading about it, the more sensible among us thin out our piles of paper. We go on buying our favourites each week and each month, and we keep the most precious – a run of *MotorSport*, perhaps, and a few others featuring favourite cars or events. But the rest we pass on for another eager young mind to absorb. Or, suppressing our withdrawal symptoms, we finally take them to the local dump.

But a few of us cannot bear to part with the thousands of pages, tens of thousands of images and millions of words that have fostered and nurtured our passion since childhood. Odd issues missing from otherwise complete sets are hunted down in autojumbles and boot sales: more piles are bought from house clearances, and sifted into gems and swaps. The most organised of us devote time to indexing, and funds to binding. We find we have accumulated a huge historical resource, and a huge space problem.

When I was five years old I picked up an old copy of *The Autocar* in my uncle's house and at once became absorbed. My aunt, seeing a way of clearing the piles of magazines out of her house and into ours, rapidly filled the boot of our Triumph Renown. My father needed little encouragement: he soon amplified these with a weekly order for *The Autocar* and a monthly order for *MotorSport*, which he scanned before posting them on to me at boarding school. I absorbed every word – especially the classified ads. Along with my grubby school uniform and my almost unmarked football boots, they filled my trunk for the end-of-term journey home.

Not only do I have them still, but my collection has been gradually extended back to the 1890s and up to the present day. Thanks to my faithful bookbinder (the excellent John Robinson of Mytchett), most are converted into bound volumes, the only elegant way to keep a semblance of control. I've had to erect an edifice at the bottom of the garden to house them all. I try to keep my ailment quiet, but friends who know shake their heads and throw pitying glances at my wife.

Sufferers from the disease in its most chronic form have difficulty throwing away any object that's remotely car-orientated. A pencil-box with an Alfa 158 on the lid, a tin of biscuits depicting a Sunbeam-Talbot 90, a doorstop clumsily shaped to resemble a Bébé Peugeot: all get squirrelled away. The most rabid focus more on getting complete runs of a particular magazine than enjoying the content. Fine copies are part-exchanged for even finer ones, but they may never be opened and actually read.

Peter Richley wasn't like that. Everything was bought to be read: nothing to make up a set or to fill a shelf. His large house in Kent, and various other bits of property nearby, were filled with every type of printed matter to do with the motor car: magazines, books, catalogues, press kits, posters, letters and photos. Later he bought a former bread factory and converted it to contain shelves and shelves of material, logically laid out, while the rarest and most beautiful items filled his house to overflowing. It was the largest collection of its type in the world.

Peter combined his collector's fervour with a voracious appetite for knowledge, a fierce intelligence and an unquenchable enthusiasm for his subject. Much of his collection was unbelievably rare. One example: between 1906 and 1930 Vincenzo Florio published just nine editions of *Rapiditas*, a landscape-format periodical about the Targa Florio, filled with beautiful artwork. Peter had all nine, picked up years ago in France. And he'd read them all.

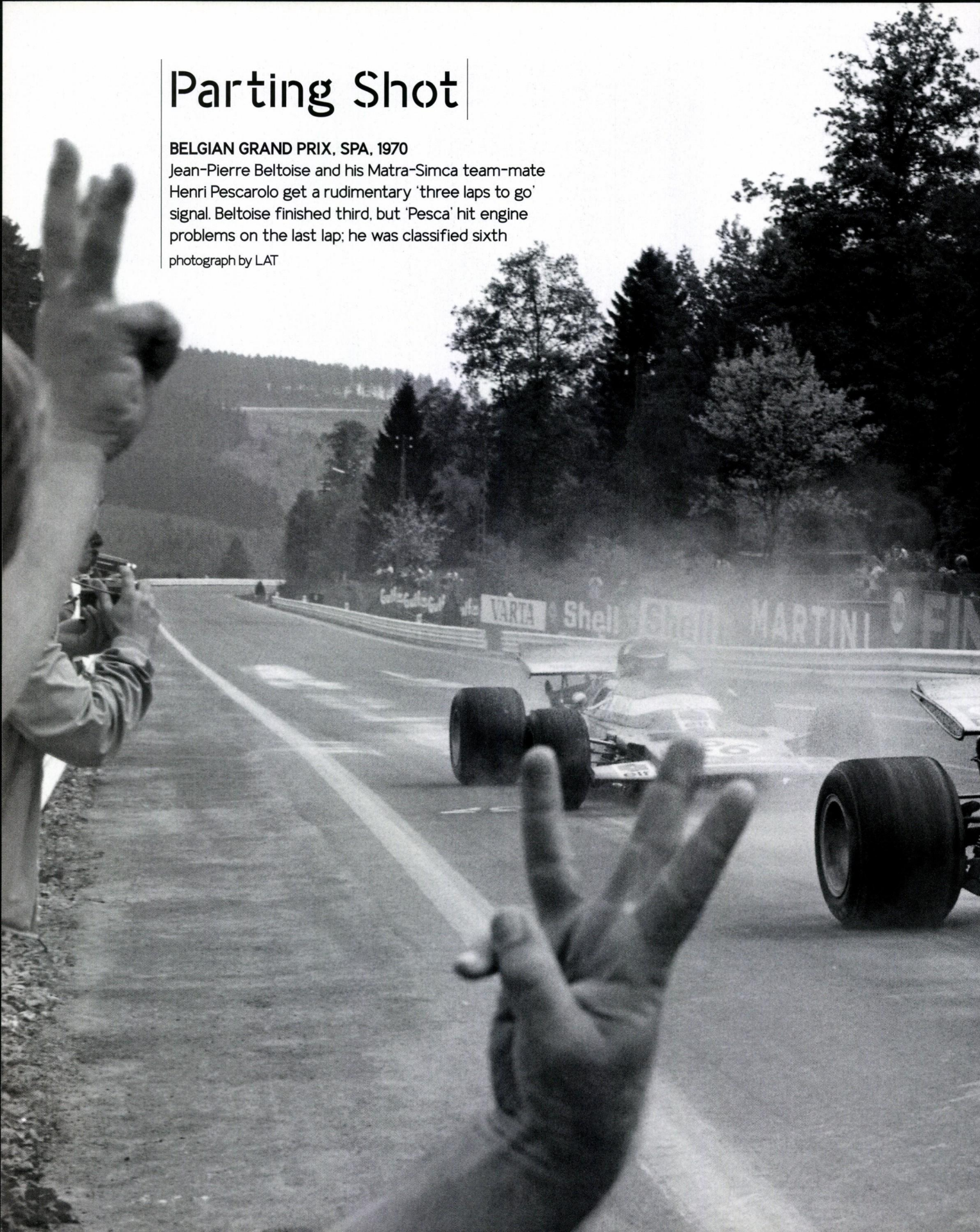
I have never met a man more knowledgeable about motoring history, or one who took a more humorous delight in the stranger byways of the motor car. Any phone call to Peter to elicit a piece of information would produce a brisk, authoritative answer – and then an uproarious diatribe covering myriad disconnected backwaters of car lore. "Interesting" was his favourite word, delivered in booming tones, as in "Here's something rather *interesting*". And it always was, too.

As a youth he was sent to school in Paris to learn French. He found he learned it much more quickly by playing truant to comb country villages and lock-ups for cheap Bugattis. *Exchange & Mart* in its heyday, with its large collectors' section, became his bible. It was published on Thursdays, but he found a wholesaler who, in return for a packet of fags, would let him have it a day early, so he could get to the bargains first.

Near the end of his life he realised that so huge a collection would be difficult for his executors to liquidate after he had gone. So he took the unselfish decision to sell it. Everything went as one lot, for a seven-figure sterling sum, to the Collier Collection in America.

After a long illness, Peter died just before Christmas. For those of us who have contracted the collecting virus, his legacy is this: treat your collection not as something to be gloated over, but as something from which to draw knowledge and entertainment – and then, when you have done that, to be passed on, so that other minds can benefit. M

Clive Friend



Parting Shot

BELGIAN GRAND PRIX, SPA, 1970
Jean-Pierre Beltoise and his Matra-Simca team-mate Henri Pescarolo get a rudimentary 'three laps to go' signal. Beltoise finished third, but 'Pesca' hit engine problems on the last lap; he was classified sixth

photograph by LAT


MATRA
elf
25
MATRA
elf



Pokermania

More and more people are playing Online Poker. So what's the big deal?



Plush carpet, posh baize...so real you can almost smell the cigars. Join the table from the comfort of your own home.

HAS THE WORLD GONE POKER CRAZY? THE FIGURES DON'T LIE. WHEN YOU HEAR THAT £40 MILLION IS STAKED EVERY DAY ON ONLINE POKER, you have to sit up and take notice. A staggering 13 million punters in the UK have played online. And the amount staked has multiplied nearly 6 fold since last year. Indeed, we're talking a form of Pokermania. Even Channel 4, Sky Sports and Challenge TV have caught the bug. Could online Poker be the new Football... where the stars are you, me... anybody who fancies a quick adrenaline rush and the chance of striking it lucky? But who exactly hold all the aces? Pacific Poker, part of 888.com, seems to be the fastest growing poker product on the market. In for a penny, as it were, I decided to try my hand...

7.00pm: With a comforting beer beside me, I boot up the PC and progress with some trepidation and not a little excitement to www.888.com... There's a veritable wealth of Poker games like 'Omaha' and 'Stud' – but 'Texas Hold 'em' is the game they all swear by (and at I should imagine). After downloading and signing up the

software, I enter 'the lobby' and choose a table to join. Alabama Rot? Electric Banana? Beach Bum? For some inexplicable reason, I choose the latter.

7.15pm: Adrenaline pumping, I join 6 other players at the table. The people you play are real enough – you just can't see them. The overhead visuals are impressive with plush carpeting and seating – and the shuffling of cards and clinking of chips add an authentic touch. Starting with $1000 worth of practice chips, I'm to the right of the dealer. The idea, aside from winning, is to get the best hand of 5 cards. These are made up of your own 2 'hole' cards and any of the 5 'community' cards that everyone can see and use, as they get dealt. The key is your two hidden 'hole' cards, of course. That and whether you're sporting any balls or not.

8.00pm: A bit of a baptism of fire. I bid farewell to my first hand thanks to my chancy pair of Jacks being beaten by a Flush – I should have folded, and for the next three hands, I do. Watching the table, I get the distinct impression that some of these guys are pretty Au Fait with the game, and know exactly when to raise and when to fold.

8.45pm: At this point things are looking much better. A Full House of Aces on 10's, and a pleasant $250 win prompts me to continue in search of further riches. Like Columbus I'm moving in uncharted waters. A flush wins a further $330 and before long the wind is well and truly in my sails.

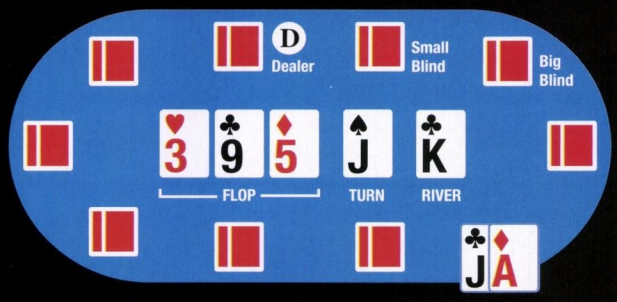
9.30pm: It's time for a small break and not before time. There's a curious masochism to the whole experience which leaves you feeling, to coin a well-worn and not inappropriate 007 corruption, shaken and stirred. It's tense enough playing for fun – but something makes you wonder what it's like playing with the real McCoy. I need another beer.

10.00pm: Signed back on to Pacific Poker. Now it's decision time – and with the temptation of real cash burning a hole in my head and the motto 'who dares wins' floating somewhere in my sub-conscious I prepare for the Big Plunge. But I decide to practice more. Just a bit more.

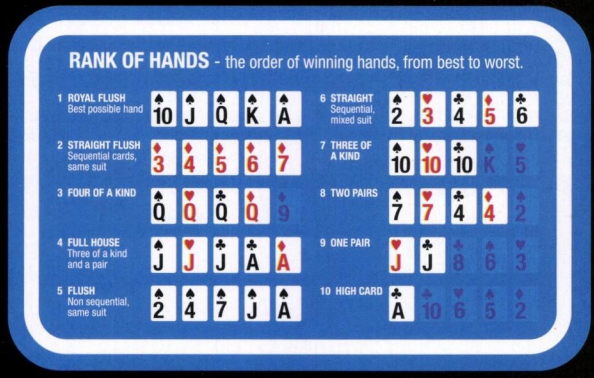
11.00pm: OK. Let the real action begin... move over Bill Gates, riches await.

YEEHAW! PLAY TEXAS HOLD'EM

THE POKER TABLE



- Play begins when each player is dealt two cards face down, starting with the player to the left of the dealer (clockwise). These cards are known as the 'hole' cards.
- First round of betting. Players can fold, check, call or raise based on the value of their two cards.
- The dealer then deals three cards, 'The Flop', face up in the middle of the table for all to see. Each player now has their two hole cards and three community (shared) cards to make up their own five card hand.
- Another round of betting. Fold, check, call or raise!
- The dealer deals one more card, 'The Turn', face up onto the table.
- Each player now has six cards from which to choose their best five card poker hand, the four on the table and their two hole cards.
- Another round of betting. Fold, check, call or raise! The dealer deals the final community card, 'The River', face up in the middle.The remaining players now have seven cards from which to choose their best five. (Remember – your best five could include one or both of your 'hole' cards, or perhaps neither if the community cards are stronger).
- The final round of betting. Fold, check, call or raise!
- After all bets have been made,the remaining players turn over their cards, the best hand is established, and the winner takes the pot.
- The dealer button moves one place clockwise, a new hand is dealt.
(For full set of rules & tips, visit the 'Poker Tutorial' area at Pacific Poker.)



LOG ON NOW.
WIN A STATE-OF-THE-ART LAPTOP.

Register online at www.888.com/prize and enter your promotional code: POKERMANIA. Our software will then be downloaded, at which point you will automatically be entered in our free prize draw for a superb Sony Vaio laptop. Closing date for entries 28.02.05. No purchase necessary. See terms and conditions for description of prize. Promotion open to participants 18 or over. Terms and conditions apply. See www.888.com for details.

888.com PACIFIC POKER

THE WORLD'S NO.1 ONLINE CASINO & POKER ROOM

Display Advertising
tel 020 8267 5254
fax 020 8267 5360

MotorSport

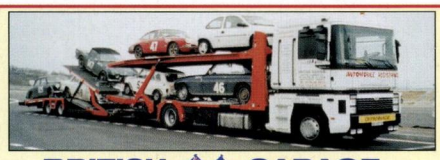
Classified Advertising
tel 020 8267 5251
fax 020 8267 5360

MARKET PLACE CONTENTS

Models & Merchandise

Clubs page 118
Engineering & Restoration page 103
Motorhomes page 110
Storage page 119
Websites page 121
Wheels & Tyres page 120

europ assistance
With you all the way
Official European Repatriation Agent



Green Flag motoring assistance
Official French Agent

BRITISH GARAGE

CAR TRANSPORT – ASSISTANCE – REPATRIATION SERVICE RACE/RALLY EVENT LOGISTICS

www.automobileassistance.co.uk

ANGLO-FRENCH COMPANY ESTABLISHED IN 1978 WITH GARAGE REPAIR AND STORAGE FACILITIES ON THE FRENCH RIVIERA OPERATING REGULAR CAR TRANSPORTER SERVICE THROUGHOUT EUROPE TO AND FROM UK FOR ALL TYPES OF VEHICLES EVEN DAMAGED OR NON-RUNNERS. IMPORT/EXPORT OF SPARE PARTS UNDERTAKEN. CONTACT JOHN WILD ANYTIME AT OUR FRENCH HEAD OFFICE FOR RATES

TEL: 00-33(0)4.94.40.88.33 OR FAX: 00-33(0)4.94.40.72.96
Email: automobileassistance@wanadoo.fr
(Multi-lingual staff)
Or London branch 020 7404 5011 (office hours only)

AUTOMOBILE ASSISTANCE

Centre Commercial du Pin de la Lègue – Route de Bagnols – 83600 FRÉJUS

AUTOMOBILE ASSISTANCE® is a French Registered Trade Mark

127447

Alfa Romeo Owners Club

Join the **Alfa Romeo Owners Club** for Alfa enthusiasts regardless of year or model Alfa, and for non-owners. We provide 6 magazines and 6 newsletters, local sections, model registers, a racing championship, an official insurance scheme, Directory of Services, and many events.
Major date for 2005
June 19th 2005
Boughton House, Nr. Kettering.
Membership details from: Peter Edwards
01273 589888 (tel & fax) www.aroc-uk.com

LOTUS OWNER?

Club Lotus for all Lotus owners from MK1 to the very latest model: Contact us for all details and a sample magazine.

Club Lotus, PO Box 8
Derehsm, Norfolk NR19 1TF
Tel: 01362 694459
Fax: 01362 695522
or e-mail: clubhq@paston.co.uk

THE FERRARI OWNERS' CLUB

Join fellow owners, past owners and non-owning enthusiasts in a club dedicated to helping you enjoy the ownership of a Ferrari to the full. Track days and race and hill climb series, concours, magazines, a host of social and invitation events through the year. Supported by Ferrari SpA and the UK importer. For information and on line application:
www.ferrariownersclub.co.uk
Or call 01485 544500, Fax 544514 or email ever.focuk@btinternet.com
35 Market Place, Snettisham, Kings Lynn, Norfolk. Pe31 7LR

The Rolls-Royce Enthusiasts' Club
For Enthusiasts of Rolls-Royce and Bentley Motor Cars. The club organises UK and overseas rallies. Offers extensive technical services. Runs weekend seminars. Special insurance scheme. Details from RREC, The Hunt House, Paulerspury, Northants, NN12 7NA.
Tel: 01327 811788
Fax: 01327 811797
email: admin@rrec.co.uk

Rudler

Car Transportation and Storage

P.O.Box 11 Swindon SN4 7SY
Tel: 01793 731107
Fax: 01793 731109
Mobile: 07836 208759



"for fine automobiles"

Specialists in covered car transportation and high quality car storage in a dehumidified purpose built facility.

www.rudler.co.uk

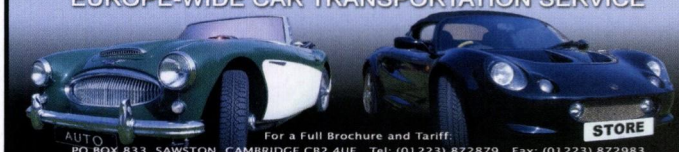
HIGH SECURITY CAR STORAGE

AutoStore

To facilitate the ownership of any car not in daily use the autostore offers a **secure** and **discreet** service.

- De-humidified High Security Storage
- Customised Maintenance/Exercise Programmes
- Specialised Professional Care and Restoration
- Most Competitive Storage and Insurance Rates
- Full Workshop Facilities, from Servicing to Restoration

EUROPE-WIDE CAR TRANSPORTATION SERVICE



For a Full Brochure and Tariff:
PO BOX 833, SAWSTON, CAMBRIDGE CB2 4UE. Tel: (01223) 872879 Fax: (01223) 872983
Web site: www.autostore.co.uk e-mail: enquiries@autostore.co.uk

CAR STORAGE
Leaders in the South



- 20 mins Gatwick
- Dehumidified / Insulated
- Maintenance
- Additional Services
- 24 hour Surveillance
- 7 Day Access
- Estd. over 10 Years
- Brochure Available

Tel: 01403 790503
Fax: 01403 791593
Email: info@carlines-uk.com

CARLINES
Secure Storage

LONDON CAR STORAGE

Bride Street, Caister House, Underground Storage
London N7 8AX

Agents for Archamber Systems

. Short Term .
. Long Term Stay .
. Complete Valeting Service .
. C.C.T.V 24hr Surviellance .
. Collection & Delivery can be Arranged .

L.C.S offer a Secure & Discreet Service to suit all your needs
Comprehensively Insured for your piece of mind
For more details & information

Please Call 020 7609 8533 - 020 7609 8535 - 020 7700 7672

COLLECTORS CAR GARAGE



DISTINCTIVE STORAGE & CONVENIENT CLASSIC MOTORING

- State of the art security
- Personalized services
- Members' Clubhouse
- Choice of membership plans
- New York, Westchester and Fairfield County

Call or visit our website

877.824.2724
collectorscargarage.com

"A Country Club for Car People"

Car Storage



www.storacar.co.uk

Tel: +44 (0) 1234 391 206
Fax: +44 (0) 1234 391 672
E-mail: info@storacar.com

STORACAR
SINCE 1983

The Hotel for Fine Automobiles



Specialised Professional Care
High Security Storage
Customised Maintenance Programmes
Collection, Delivery and Shipment
Computerised Accounting

Classic Car Storage Ltd. P.O. Box 29, Petersfield, Hampshire GU31 5YH
Telephone: 01730 825 826 Fax: 01730 825 077
Email: info@classiccarstorage.co.uk
Web: www.classiccarstorage.co.uk

SPECIALIST CAR STORAGE COMPANY

TigaStor

Offers a high security, comprehensive storage service.

We are a long established and extremely flexible organisation. We aim to make life easy for anybody who is living or working overseas, or who simply has no space for their car. Our rates are amongst the most competitive. Convenient for Heathrow, Silverstone or London.

DE-HUMIDIFIED STORAGE AVAILABLE

Tel: 01296 681211 Fax: 01296 681837
E-mail tigastor@msn.com www.tigastor.co.uk

Details from: **TigaStor,** **Neales Farm, Cublington, Leighton Buzzard, Beds LU7 0LE**
(Callers strictly by appointment only)

AMERICAN EXPRESS
BARCLAYCARD VISA

10980/1 LW

IK Storage

'LIVERY STABLING' FOR CARS

www.ikgroup.co.uk
tel 01484 688678
sales@ikgroup.co.uk
Holmfirth, West Yorkshire

- Classic and racing car experience
- Dry, secure, fully insured
- Maintenance services, collection and delivery
- Extremely high quality of service

You create the storage package you want

WESTWOOD CYLINDER LINERS

- Standard range 50mm – 127mm bore
- Over 7000 liners in stock
- Specials for all types of modern & vintage engines made from drawings or to customer spec.
- Wet and dry liners made to order – no minimum quantity

'Phone Duncan or Paul Andrews now on **01299 878727** or visit us at **www.westwood-trading.co.uk**

Westwood Trading, Stourport on Severn, Worcs DY13 9QB
Fax: 01299 824232 Email: sales@westwood-trading.co.uk

European Agent: Meka Classic Engine Parts, Holland
Tel: 00 31 53 43 19 554 Fax: 00 31 53 43 43 811 Email: meka@home.nl

POOKS MOTOR BOOKS

Six roomed shop covering 3000 sq feet. 5 miles north of Leicester. 10 minutes from Junc. 21A of the M1. Crammed full of books, brochures, magazines, race programmes, posters, enamel signs. Car sales brochures are our speciality. Good prices paid for all types of motoring literature.

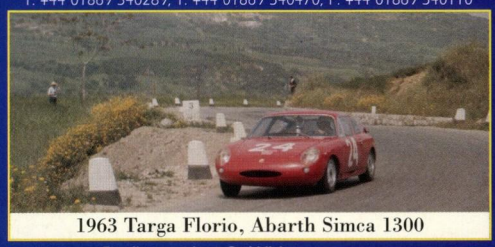
Email: pooks.motorbooks@virgin.net
FOWKE STREET, ROTHLEY, LEICS LE7 7PJ.
Tel: (0116) 2376661/6222 Fax: (0116) 2376491

700102

MIDDLE BARTON GARAGE

The Fiat and Abarth Specialists

Middle Barton Garage
55 North St, Middle Barton Oxon OX77BH UK
T: +44 01869 340289, T: +44 01869 340470, F: +44 01869 340110



1963 Targa Florio, Abarth Simca 1300

E-mail: carsandparts@middlebartongarage.com
Web: www.middlebartongarage.com
Workshop facilities for all classic & modern Abarth, Alfa Romeo, Fiat, Lancia cars.
OPENING HOURS MON-FRI: 9am-5pm SAT: 9am-1pm

161805_v3

Brian Sapsford ILLUSTRATIONS



"Raw Courage"
Niki Lauda at Monza in 1976

to order this or other limited edition prints, please contact
Brian Sapsford on 01252 653320 or email
brian_sapsford@hotmail.com
alternatively visit his website at

www.briansapsford.com



100541

Skater Motorsport Limited

Storage, servicing & maintenance of high performance cars



1994 BMW E34 M5 touring car:
Built for Kumho series, then modified for & successfully used in VdeV French Endurance series. Very quick & ready to race. £19,995



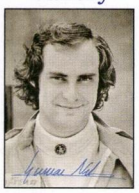
1983 Rover SD1 Vitesse Group 1 touring car.
Our own championship winning car, fully prepared to continue winning in 2005. £19,995
See our website for more info on these cars.

Visit us at www.skatermotorsport.co.uk or telephone 01342 844077

Websites Which Work

ART

Arundel Autograph Gallery



Suppliers of quality autographs specialising in motorsport. We currently offer all F1 World Champions and many others. Located 10 Minutes from Goodwood.

Tel + 44 1903 883210 / 885900
Fax + 44 1903 884944

sales@autographs.co.uk
www.autographs.co.uk

MATTHEW STEVENS
originals prints commissions



www.msmotorart.com

BOOKS

Brooklands Books

Visit our website

www.brooklands-books.com

Over 800 titles always in stock. Factory manuals, restoration, tuning plus our road test series on cars, motor racing & motorcycles.

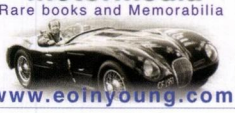
114148

Classic Moments in Motorsport



by Brian Sapsford
WWW.briansapsford.co.uk
01252 653320

motormedia
Rare books and Memorabilia



www.eolnyoung.com

CARS FOR SALE



• www.gt-art.co.uk • 0800 195 7479

claremont CORVETTE
THE ORIGINAL CORVETTE SPECIALISTS
• 20 immaculate Corvettes • site updated daily
• plus everything corvette
Phone: +44 (01634) 244444
01110847 www.corvette.co.uk

MEMORABILIA

Original Motor Racing Paintings
John Dunbar. Commissions.
www.Heimdall-Scot.co.uk/johndunbar
Tel: 0131 229 5170

MaxiView2000.com



F1 Memorabilia

MEMORABILIA

TERRIFIC STUFF!
Historic motor racing films on DVD and video, also books and prints
www.terrificstuff.co.uk
020-8891-1872

VIC ELFORD MEMORABILIA
www.VicElford.com
BOOKS, PHOTOS, ART PRINTS, POSTERS...



MISCELLANEOUS



MISCELLANEOUS

totalposter
www.totalposter.com
Visit the MotorSport Archive and get the Big Picture for Christmas
Tel: +44(0)1242 244248

MODELS

Amalgam
Fine Model Racing Cars
visit our web shop
www.amalgam-models.co.uk

PARTS

www.raceparts-direct.com

PHOTOGRAPHY

the Keith Duerden collection
Motor racing photos from the 1950s and '60s



www.duerdencollection.com

MICHAEL COOPER MOTOR RACING ARCHIVE

TEL/FAX: 01483 203129
www.motorsportimage.co.uk

www.photohistoric.com
F1, F2, testing, sports cars, international rallying, rallycross, personalities, autocross and hill climbs
A collection of motor sport pictures from the sixties and early seventies

SPARES & ACCESSORIES

tool marque
TOOLS AND TOOL STORAGE
www.toolmarque.com

The Mercedes-Benz Club

- A democratically run members' club
- Monthly full-colour Gazette
- Discounted insurance
- Discounts on cars from Mercedes-Benz Direct
- Discounts on parts and service at many dealers
- Technical support
- Club Shop
- The only UK club recognised by DaimlerChrysler
- The world's first Mercedes-Benz club
- Local, national and international events
- All models catered for – 1886 to 2002

Telephone 07071 818868 www.mercedes-benz-club.co.uk

THE TRIUMPH SPORTS SIX CLUB
The Club for all Triumph Enthusiasts
For instant Membership
Telephone: 01858 434424
www.tssc.org.uk
TSSC, Main Street, Lubenham, Market Harborough, Leics LE16 9TF

To advertise in this section call Richard 020 8267 5351

Longstone CLASSIC TYRES
Tel:+44 (0)1302 711123
Fax:+44(0)1302 710113
Local rate tel in UK: 0845 60 60 601
Email: sales@longstonetyres.co.uk
www.longstonetyres.co.uk



Photo by Bill Allsopp / Rattlers
Wherever the Delage went, its faithful pet cloud was sure to follow!
© Bill Allsopp/Rattlers

Longstone Tyres will be at the following VSCC events in 2005.

23rd April	Silverstone	10th July	Elvington Sprint
1st May	Curborough	24th July	Mallory Park
28th May	Oulton Park	6-7th August	Prescott
12th June	Cadwell Park	3-4th September	Donington
3rd July	Shelsley Walsh	24th September	Loton Park

DUNLOP Michelin Firestone AVON

An all *NEW* car storage
DEHUMIDIFIER

- *Efficiency of operation is independent of temperature*
- *Out-performs refrigerant devices below 10°C*
- *Adjustable humidity control*
- *Provides modest heating too!*



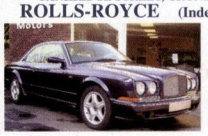
Available EXCLUSIVELY from Dry-it-Out Limited, the dehumidification specialists.
Call us today for more information on
08700 117987
or visit www.dry-it-out.com
DiO



the classic Mercedes people

Silver Arrows Automobiles
Classic Mercedes-Benz
tel 020 8789 8525
www.silverarrows.co.uk

PHANTOM MOTOR CARS
PANKRIDGE STREET, CRONDALL, FARNHAM. SURREY. GU10 5QT. ENGLAND.
ROLLS-ROYCE (Independent Specialists since 1961) BENTLEY



Our Carefully Selected & Prepared Motor Cars



Bentley Arnage (2000) Red Label 6.75 ltr.Black Sapphire with Barley hide. French Navy top roll. 22,000 miles. Top tint front screen. Sat Nav & CD. Front and rear electric seats. FDSH. Unmarked. ..... £ 79,950.

Brooklands R Mulliner '98 Light pressure turbo LPT. Only 6,500 miles. Peacock blue with Magnolia hide. French Navy dash top roll. Wing vents, dashboard instrument chrome bezels, embroidered headrests. No 51 of 100 limited edition. Drilled alloy brake and accelerator pedals. Mulliner steering wheel and chrome gear lever. 18" wheels. Mesh grill and lower bumper stone guards. As new condition. ..... £ 51,950

Bentley Turbo RL (386 HP) '97. Black Emerald (dark green) 47,000 miles with Spruce hide. Spruce dash top roll with Magnolia underside and Magnolia centre consol inner panels. Spruce carpets. Perfect example with full dealer service history. ..... £ 38,950

Bentley Turbo R '96 MDL Sherwood Green with parchment hide piped green. 48,000 miles. Full dealer service history. Stunning condition throughout. £ 34,950

Bentley Turbo R '91. Midnight blue with Dark blue hide. Only 56,000 from new. Previously sold, serviced and maintained by us. Outstanding condition both cosmetically and mechanically. ..... £ 22,950

Bentley S 3 Continental. 1964 Mulliner. 4 door (6 light) Dark blue, with Beige hide. Engine fully re-built (£ 20,000) by ourselves and a complete re-trim including addition of adjustable lumber air bags to all seats and 4 headrests. ..... £ 68,950

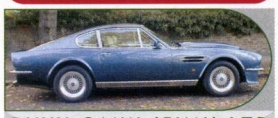
* Specialising in Carburettor Turbo Tuning
* ABS & Fuel Injection
* Engine Re-building
* Air conditioning (R12 & 134a)
* Computerised Four Wheel Alignment
* Upgraded Front Brake Kits
* Mechanical Restoration
* Schedule Servicing
* Engine Re-building
* Woodwork Re-lacquering
* Suspension Packages (Agents for Harvey-Bailey)
* Cavity & Underbody Waxing
* Hydraulic Braking & Self-Levelling Systems
* Viscous Control Differentials
* Transient Boost for Additional Power for Turbo
* Alarms & Accessories fitted
* Active Ride Diagnostics & Chip Replacement
* Dedicated Wheel Balancer exclusively for Rolls-Royce & Bentley wheels. Improves balance accuracy by up to 25%

TELEPHONE: (01252) 850 231 or FAX (01252) 850 516
Website: www.pmcuk.com e-mail: phantommotorcars@aol.com

77790_V11

SMALL ADS

A



RIKKI CANN (FIMI) LTD
Vantage House, 6 Townfield Close, Shoeburyness, Essex, SS3 9QP
Over 40 years combined experience solely on Aston Martins
Servicing & General maintenance | Models from 1950 to 2000
Engine rebuilding / upgrading | Suspension / brake upgrades
Race/Rally preparation & support | Bespoke refinements
Chassis/Stiff fabrication & welding | Nationwide Vehicle Inspections
Panel fabrications
•Tel 01702 291818 •Fax 01702 294520
www.rikkicann.com

A HAWK KIRKHAM 289 REPLICA/ The 289 and 427 SC are both available exact as original with the original spec. chassis and hand formed aluminium bodies. Body/chassis units fully wrapped with all internal panelling, foot boxes, doors, boot and bonnet, all fitted £18,950 + VAT. Agents for the UK and Europe. Hawk Cars Ltd, Oakdene, Riverhall Hill, Frant, East Sussex TN3 9EP. Tel: (01892) 750341. Fax: (01892) 750071. AGENTS IN GERMANY: PHILIPS CLASSIC CARS, Hawk Cars / Germany. Kirkham Motorsports Europe, In Der Ave 13, 35091 Coelbe Sohoenstadt. Tel: 00 49 (0) 6427 1048. Fax: 0049 (0) 6427 2681. Mob: 00 49 (0) 171 6536 775. E-mail: philipps@scm.de

AC "THE SNAKE PIT" FACTORY QUALITY BODYSHOP AC Craftsman AC Craftsman for Cobra, Ace, 428 cars and all AC cars, restoration, fabrication, jigwork, aluminium welding, low bake paint system, expert colour matching. Competitive rates, www.brooklandsmotorcompany.co.uk trade welcome Brabham buildings, Weybridge, Surrey. Tel: 01932 828 545 or 07860 912217. Wanted dead or alive all ACs, Cobras, projects etc, etc,etc.

AC ACE 1959 BRG, Black leather. Factory restored 88/89. Little used. Prefer arrangement taking vintage / PVT and cash to notional value £39,750. Tel: 01673 861 536

ALFA ROMEO GIULIA SPRING GTA, White, RHD. Chassis no. 752589. Freshly restored & race-prpared by Andrew Thorogood. Brand new engine and gearbox. Well known UK car. Many spares available. £60k. Phone Adrian on 07775 715321.

ALFA SPIDER VELOCE 1989 2ltr, 22,000miles, LHD, hardtop, FSH & new tyres, Tax/MOT, Immaculate, Custom Cover supplied, £6,750,fabio.venturotti@pantone.co.uk, 0044 7887 731348

ALVIS TD 21 1959 This is a great example it is in exceptionaly good and original condition I have owned the car for the past eight years and it has always been a pleasure £9,750. Tel:0118 9814831 or 07900 696971

ALVIS TD21 DHC AUTO 1959 Navy with grey interior, wire wheels, s/exhaust, Kenlowe. £19,500. Tel: 01932 847624 / 020 7730 0111 Office, Weybridge.

ASTON MARTIN Buying or Selling Visit allastonmartin.com Or telephone 01737 244567 Byron International Automotive Brokerage

ASTON MARTIN FACTORY QUALITY BODYSHOP for all Aston Martin cars, restoration, fabrication, jigwork, aluminium welding, low bake paint system, expert colour matching. Competitive rates, trade welcome. visit us www.brooklandsmotorcompany.co.uk Brabham Buildings, Weybridge, Surrey. Tel: 01932 828545 or 07860 912217. Wanted dead or alive all Aston Martin, projects etc etc.

AUDI QUATTRO TURBO MB 10 VALVE Pearl white, full black lthr, fsh, excellent condition, interesting regn., selling only as moved to Italy (car in UK). £9,000. Tel: 0039 348 0402454 (Italy) or alternatively you can email me at: jonathon.dillon-welch@dnv.com

AUSTIN HEALEY 3000 MK III BJ8,S WANTED we have a choice of 8 big Healeys for sale, largest selection in UK, we also offer the complete Austin Healey service. We will collect and deliver Nationwide. If you're selling, Tel: 01723 361227 or 07831 830270 seven days or www.murrayscott-nelson.com

HISTORIC RALLY HEALEY 3000 1966 Replica of 1966 works Team Car. Build cost was in excess of £70,000. 200 + BHP Engine, Tulip box, Comp' Clutch & O/D, L.S.D, Twin Circuit Brakes, 20 Gallon Alloy Fuel Tank. Hi ratio S/Box, adj Shocks, alloy panels, side/sill exhaust, triple 45 Webbers Comp' uprated suspension. Fullcage. Works dash, leather bucket seats. Just too much to list phone for more comprehensive spec'. The car is in A1 condition both bodily & mechanically, ready to Rally! £37,500. Tel: 07774 111699 Daytime or 01580 850784 Evening

G&S ENCLOSED VEHICLE TRANSPORTATION. From 1 car to multiples of six (size permitting). All UK and Europe, fully insured, 7 day, 24 hrs. Visit our website: geoffrey@gsclassics.freeserve.co.uk Call 01388 720395 or 07768 052623. Fax: 01388 720590

1957 AUSTIN HEALEY 100-6 FOUR SPEED WITH O/D Class winner six day 04 Norway Viking Classic Rally also finished Rally of the Tests and 04 six day Emerald Isle Classic. Thousands spent on chassis up photographic renovation, accounts available. Extras include sump guard, oil cooler, vented bonnet and wings, retro trip, elec compass, air horns, 2 ltr AFF fire extinguisher, seat harnesses, navigators foot rest etc. £25,000 Any inspection welcome. Tel: 01472 359052 day 01472 200728 eves tony.bell@bell-insurance.co.uk

B



Bentley Turbo R
Vermillion, CD, air con, alloy wheels, twin headlights, 88,000 miles, magnolia piped in red. Excellent condition
£19,950 o.n.o
Tel: 020 7225 0400 or 07860 201025

BENTLEY AZURE 2001 SPEC LHD. Wildberry with cream hide. 31,000 miles. Monaco registered. Superb. £89,500. Tel: 00 33 625 155 855

BENTLEY MK VI SPECIAL Very good replica of a Speed Six, 4.9 litre S1 engine. Not quite as good as Bob Peterson's but a practical useable car at a fraction of the price of the real thing.£49,995. Tel: 0161 236 5110 bus 07831 104020 mob

BENTLEY MULSANNE (1985) Classic Chestnut colour. Immaculate 'show' condition. Champagne leather interior. Lambswool overrugs. White band tyres. 55,634 miles. Owned since 1988. Bids over £10,000 considered. Cherished number plate possible. Automatic drive. Tel / Fax: 44 (0) 1722 742786

BENTLEY S1 CONTINENTAL 1957 manual gearbox, manual steering, mulliner 4 door coachwork in oxford blue with mid blue interior, superb car. (ex Lord Porchester) £57,000 tel 07977 687911

BENTLEY T1, 1976 Sechelles blue with magnolia hide.Dual fuel CONVERTED TO LPG so effective 45 MPG Very tidy car everything works [even the 8 track!] £8995. Tel: 0161 236 5110 bus 07831 104020 mob

BMW'S THE LARGEST M3 & BMW SPECIALIST Coupe's and convertible's, Alpina's, Z8, Z3 etc. £3,995 to £49,995 Tel: 01189 713939 or 07802 627362 or view our website at: www.imc-online.co.uk

F

FERRARI 308 GTB 1981 26,000 miles. LHD. MOT, taxed. Outstanding condition in a very rare colour. FSH, Full Red leather Interior with A/C. P/ X Poss. Best Offer secures. Tel: 07762 926293 or simon@caaonline.co.uk

FERRARI DINO 246 GT Blue, two owners, 33 thousand miles. Totally genuine and driveable in excellent condition. Private sale £50,000. West Sussex 01444482215

FERRARI DINO 246 GT, 1973 54,500 miles, red, black hide. Chassis up restoration 50,000 miles, 2 owners, history, photos, last owner 27 years, MOT, offers around £42,000 tel 01327 877326

FERRARI SERVICE - GTO ENGINEERING 20 years experience rebuilding engines, transmissions and the preparation of historic race cars. Extensive stock of early Ferrari parts available. Please contact: GTO-Engineering, Scarletts Farm, Scarletts Lane, Hare Hatch, Berkshire RG10 9XE. Tel: 0118-9401101.

FERRARI SPARES Large selection of new and used Ferrari spares. Mainly 308.Please call Eddie Walsh (+44) 01206 251 475. sales@ferrarispares.co.uk or visit our website: www.ferrarispares.co.uk

FIAT DINO SPIDER 1968 LHD. Black / black trim. 70,000 kms, MOT Feb. '05, good condition but does need a little TLC. £13,750. Tel: 01326 312131 office or 07779 631920 (Library photo).

FORD MUSTANG GT MANUAL Rare Hurst shift GT version. New 289 r/rocker engine. New leather seats. Superb condition. £11,950. Tel: 01753 650856. Please visit our website www.radford-racing.com for more details

G

GINETTA, TVR, ELVA, TURNER, GSM, PIPER, LOTUS, GILBERN, MARCOS, ETC Historic Road and Race Cars. Ginetta G11 Conv. £13,000. Ginetta G12 race car part completed project £P.O.A Genuine MGB V8 £7000. MG Midget Historic Race car £6,500. G27 £8750. G21 £5950. Selection of G15s from £2000. Lightweight TVR Griffith bodyshell unused £P.O.A. TVR 3000M £6995 TVR Grantura on the road £P.O.A. TVR bonnets and moulds in stock. Race preparation, transportation and support. Restoration and fibreglass specialists. Cottage Classics Ltd. Tel/Fax 01728 724315. Mobile 07831 843922. www.Ginetta.co.uk. Email: Spadge@ginetta.co.uk

J

JAGUAR E-TYPE V12. 1973 manual. Original RHD. Genuine one owner from new example. Finished in Heather with burgundy hide. A very good example with substantiating paperwork. £42,950 to include preparation, service, MOT and warranty. Many more quality E-Types available. The E-Type Centre 01827 373247 (Warwickshire). info@e-typecentre.co.uk

JAGUAR MK 2 3.8 MANUAL OVERDRIVE SALOON 1961 Finished in opalescent dark green with tan hide. Fitted with chrome wire wheels, reclining seats, and stainless steel exhaust. A very carefully maintained example in beautiful condition. £21,950. Exchange considered, classic or modern. Two other very good 3.8 MK2's also available. The E-Type Centre 01827 373247 Warwickshire

JAGUAR MK2 3.8 SALOONS. We currently have 3 exceptional home market examples for sale. Two manual overdrive 3.8's, and one automatic 3.8. All in lovely colour schemes, to be sold fully serviced and newly MOT'd. Priced £16,950 - £21,950. Telephone for full details. The E-Type Centre, Tel:01827 373247. (Warwickshire) info@e-typecentre.co.uk

JAGUARS WANTED E-Types, XK's, MK 2's, V8 Daimlers, S-Types, and pre-war models in good to superb condition wanted. Nationwide viewing. Discreet, reliable, courteous service. Please Telephone the E-Type Centre 01827 373247 Warwickshire.

To advertise in the March issue, on sale 18th February, your advertisement must reach our offices no later than Wed 26th January.

Please print your name and address clearly, followed by your copy details in capitals. Rate: £23.50 inc VAT for 15 words, £1 per word thereafter. For box numbers add £20 (UK), £25 (overseas).

Please make cheques/postal orders made payable to Haymarket Publishing Ltd.

Send to Motor Sport Classified Advertisements Dept, Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT.
Telephone: 020 8267 5251; fax: 020 8267 5360.
E-mail: motorsport.sales@haynet.com

Please note no alterations, cancellations or refunds are possible once payment has been processed. We reserve the right to refuse or withdraw advertisements at our discretion, and the publishers do not accept liability for printers' or clerical errors, although care is taken to avoid mistakes. Trade Department Act 1968: advertisers should pay attention to the requirements of the Act, particularly regarding accurate descriptions of all goods offered for sale

JAGUAR XK 150SE FIXED HEAD COUPE 1959 Finished in Opalescent silver grey with black hide. Original right hand drive with manual overdrive gearbox, chrome wire wheels, stainless exhaust and spotlights. Last owner for 25 years during which time extensive restoration was carried out. A very good example. £24,950 to include full service, new MOT warranty. Exchange considered, classic or modern. The E-Type Centre. Telephone 01827 373247 Warwickshire. (Warwickshire) info@e-typecentre.co.uk

JAGUAR E-TYPE 3.8 FHC. We currently have 2 sound, mechanically strong Carmen red examples in stock which would be ideal for road use or conversion to competition/light-weight cars. One RHD, one LHD. Please telephone or e-mail for further details. The E-Type Centre 01827 373247 (Warwickshire). info@e-typecentre.co.uk

E TYPE PARTS. NEW. Hood frame assembly 12 cylinder £600.Heater case assembly C17271 £120. S1 seat runners £100 set. V12 lower front cross member. £100. 3.8 Roadster seats beautifully trimmed in dark blue. V12 hard top £1,275. Various seat runners. Various chrome parts for all models. All prices plus VAT. Telephone or email The E-Type Centre. 01827 373247 (Warwickshire) info@e-typecentre.co.uk.

JAGUAR 3.8 MK 2 1961 Auto. PAS. Expert structual restoration, good chrome, original interior, wires, Avons, sound mechanics. £11k spent. £10,000. Tel: 01424 830748 (UK). email: gaf@sprayfin.wanadoo.co.uk

JAGUAR E TYPE ROADSTER 1969 Silver with Black Leather Trim. Hard and Soft Tops. Chrome Wire Wheels. All New Bodywork, including Monocoque fitted some years ago, Hardly used since. Just Re-commissioned and MOT'd. Good Car. £22,500.Tel: 01243 555050 or please visit www.oddcars.com

JAGUAR E TYPE SERIES 2 FHC 1970 Signal red, grey hide, over 10k spent on restoration, numbers matching, substantial history. Too much info on restoration to list. £15,995. Tel: 01732 870331 or 07860 561163 www.alancarrington.com

JAGUAR E-TYPE ROADSTER LHD 1970 £17500. Arizona car. Manual, wires, red,new top, same owner 33 years. 68k miles. Clean engine bay. SSexhaust. Heritage certificate. MOT. Good chrome and paint. JEC member 020 7701 6565 or 07957 388 720

JAGUAR XJ220 LHD, metallic BRG, beige leather, zero kilometers, rare, brand new car, Just serviced by factory. Uk registered.£115,000. Tel: 00 33 625 155855.

L

LAMBORGHINI MIURA 400S JOTTA SPIDER. Silver/black leather. 1980 Geneva Motor Show factory exhibit. Concours condition. Totally unique. £195,000. Tel: 00 33 625 155855.

LET US BUILD YOU a beautiful crafted re-creation of one of the worlds most successful rally cars of all time, the Stratos. The HF 3000 by Hawk cars is available as a starter kit or as a full turnkey finished example. Hawk Cars, Oakdene, Riverhall Hill, Frant, East Sussex TN3 9EP. Tel: (01892) 750341/750282 or Fax: (01892) 750071.

LOTUS, LOTUS, LOTUS. ANY MODEL FROM 1997 ONWARDS, BUYING OR SELLING Elise, Exige or Esprit. Always wanted, or selection of cars always available. Contact Adrian Blyth Specialist Cars on 01428 608255 or 07831 295373, or www.adrianblyth.co.uk or email: info@adrianblyth.co.uk

LANCIA SPARES AND RESTORATIONS. Restorations. Fast international mail order service. Omicron, Norwich, UK. Tel:+44 [0] 1508 570351, Fax: +44 [0] 1508 570795, or visit: www.omicron.uk.com

M



1968 MGB Roadster

New Heritage shell,2 litre engine, rally cam, weber, minilites, overdrive,black leather. Immaculate and very quick. See www.ecuriebertelli.com carsales for further photos.

MATRA, DJET, M530, BAGHEERA, MURENA Also a lot of other French, Italien Classics. Tel: 0031-224-221325 or fax:0031-224-223384 or visit www.koutauto.nl

MERCEDES 280SL CONVERTIBLE Signal Red, Chestnut Interior, 1984, New Black Mohair Hood, Hard Top, 130K Miles, CD player, Excellent Condition, MOT June 2005, More Pictures at VIZURIA.COM. £9995, 0788 400 6210.

MERCEDES 350SL 1973 91.5k, Gold / black leather, perfect working condition, hard and soft tops, FSH, CD player and e/aerial, T & T, some minor bodywork blemishes. £5,275. Tel: 07801 971841

MERCEDES BENZ 500SL 1992 Finished metalic blue pearl,full dark blue leather electric memory seats,unused blue soft top,hard top,cruise control,air conditioning,multi CD Hi-Fi,original unmarked alloys,unused spare wheel,last owner 10 years always garaged 96000 miles full Mercedes Benz service history 23 service stamps in book, every service invoice from new, outstanding condition £12,995 01323 423002,01323 411310 www.devonshiremotorcompany.co.uk

MERCEDES BENZ 500SL Silver/Bl;ack leather. 1980 .Low mileage. Hard/Soft tops. Air conditioning. Stereo. Rear seat. Super condition. £11,950. Tel: 01753 650856 www.radford-racing.com

MERCEDES E-500 1991 Black, black leather. 328 bhp. Supercar built by Porsche. Excellent condition. New alloy's and tyres. £8,950 ono. Tel: 01946 834540 home or 01900 61220 work.

MG MIDGETS! Small selection of properly restored midgets, some with heritage bodies. £4,000 - £7,000. Mike Authers specialist classic Midgets, Abingdon. Tel: 01235 834664 or visit: www.mgmidgets.com (Full workshop facility)

MG MIDGETS! Small selection of properly restored midgets, some with heritage bodies. £4,000 - £7,000. Mike Authers specialist classic Midgets, Abingdon. Tel: 01235 834664 or visit: www.mgmidgets.com (Full workshop facility)

MGA 1600 MK II 1962 Body off rebuild, new white paint, black interior / hood, new tyres and lights. Original engine rebuilt. wire wheels. New brake discs. Superb example. £12,500. Tel: 01772 686076

MGA/ MGB/ MGC SHOWROOM SALES WEST LONDON'S ORIGINAL MG SPECIALIST Est 1986, MG owner's club recommended. View at www.former-glory.com Tel: 020 8991 1963 or e-mail: info@former-glory.com

MGC GT 1970 Bills for total restoration, new leather seats, excellent condition, full history/original service books. £5,995. Tel: 01753 650856 www.radford-racing.com

P

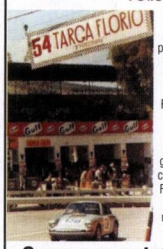
PORSCHE 911 3.2 CARRERA TARGA (RHD Grand Prix white with burgundy leather trim. 44,000 miles with one fastidious owner from new who personally collected the car direct from the factory. Special order with desirable options including: No Spoilers, full leather, Blaupunkt Koln, air con, 16" Fuchs, Sports seats, integrated driving lamps. Matching numbers with full service history and all tools, manuals, Works build sheet, etc. Immaculate condition. £18,500. Tel. 01260 223440 Fax. 01260 223469 (CGOC)

PORSCHE 934/5 Built on 911 chassis with 3.3 Turbo engine (1971 reg) . Full Road/race prepared. Superb condition. £17,950. Tel: 01753 650856 www.radford-racing.com

PORSCHE FACTORY QUALITY BODYSHOP. For all Porsche cars, restoration, fabrication, jig-work, aluminium welding, low bake paint system, expert colour matching. Competitive rates, trade welcome. Visit our website at: www.brooklandsmotorcompany.co.uk Brabham Buildings, Weybridge, Surrey. Tel: 01932 828545 or 07860 912217. Wanted dead or alive all Porsche, projects etc etc.

SPYDER 550 REPLICA Factory built using all new components. LHD or RHD. New tubular chassis with front/rear adjustable suspension. Various engine options, period and modern. Full weather equipment standard. Fly screen optional. Registered in any European country. Available also for export to Japan. From £15,950 (ex VAT) on the road. UK/Japan: Tel/Fax: +44-(0)1728-724315, Mobile: +44-(0)7831 843922. Rest of Europe: Tel:+31-(0) 487- 595388, Fax: +31-(0) 487-595389. Visit our website: www.chamonixcars.com or please email us at: Info@chamonixcars.com

AUTOFARM
PURELY PORSCHE



Porsche 1968 911T Rallye (RHD). High profile int'l competition 911 (road legal). A1 recent & 'period' history (inc' Targa Florio, Le Mans). Full engine rebuild by us...running in. Eligible to compete globally & comes with comprehensive spares. FIVA papers. Believed to be 1 of only 3 remaining RHD left in the world. **POA.**

See: www.autofarm.co.uk
Or Call: +44 (0)1865 331234

R

CORNICHE CONVERTIBLE / BENTLEY CONTINENTAL WANTED By Private enthusiast, later car preferred. Contact Paul Lewis on 01273 501683 or mobile 07887 984395

RILEY IMP 1934 Lovely unrestored condition, very rare manual gearbox, mph style spare wheel cover, dark red, extensive history, well known car. £36,000 ono tel 07977 537911

ROLLS ROYCE 20/25 PARK WARD SEDANCA-DE-VILLE. 1934 81,992 Miles. Black over Light, Blue/Blue Leather Front Cloth Rear. Fantastic history Concourse Winner. Price £49950.00 with Reg. number. £45000.00 without. Tel 01732 886002 or visit www.ghostmotors.co.uk

ROLLS ROYCE CORNICHE CONVERTIBLE SERIES IV NOV 1995 LHD. White with parchment leather. £65,000. Tel: 00 33 625 155855. (Library Photo)

ROLLS ROYCE SILVER CLOUD 11. 1961 Black Light tan Interior. 76900 Miles Two owners from new. Superb Condition. £ 29950.00. Tel 01732 886002 or visit www.ghostmotors.co.uk

S

SUNBEAM ALPINE MK V 1967 Metallic blue/black trim. Fully restored body and interior. zero mileage on new engine. S/S exhaust. New hood and battery. 12 months MOT. 77,000 miles. £6,950 Tel: 07715 052549

Moto-Lita®



SEE US AT
Silverstone.
Sun 12th Sept.
Gayden.
Sun 3rd Oct.
Castle Combe.
Sat 9th Oct.
International Classic Car NEC
Fri 22nd, Sat 23rd, Sun 24th Oct

The original all British hand crafted steering wheel.
Many styles and diameters with wood or leather rims available for hundreds of car models.
For nearly half a century we have been suppliers to many famous car makers including AC, Aston Martin, Cooper Car co, Jensen, Lister, Lola, MG Car Co, Morgan, Rolls Royce and many more.

"Every wheel is a fine example of British Craftsmanship"

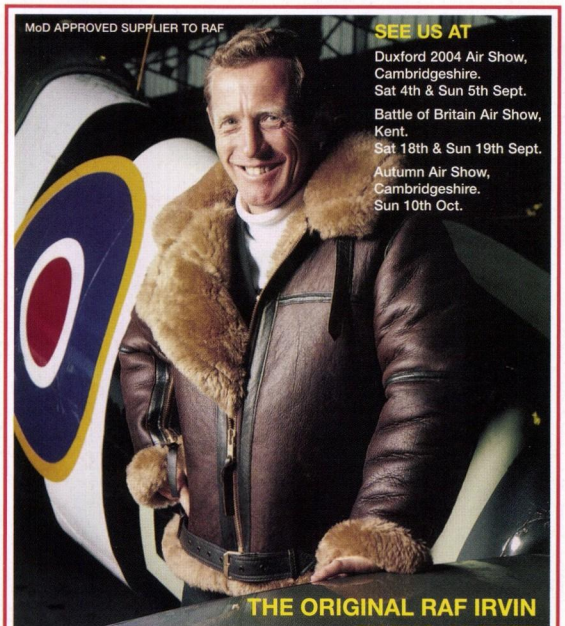
Sir Stirling Moss O.B.E F.I.E

- Custom wheels a speciality.
- SVA compliant wheels available to order
- Colour Catalogue sent on request.
- Callers welcome Mon - Thurs 9.00-4.30 Fri 9.00-12.30

MOTO-LITA LTD, Thruxton Racing Circuit, Nr Andover, Hampshire, SP11 8PW
Tel: 01264 772811 Fax: 01264 77 3102 www.moto-lita.com

MoD APPROVED SUPPLIER TO RAF

SEE US AT
Duxford 2004 Air Show, Cambridgeshire.
Sat 4th & Sun 5th Sept.
Battle of Britain Air Show, Kent.
Sat 18th & Sun 19th Sept.
Autumn Air Show, Cambridgeshire.
Sun 10th Oct.



THE ORIGINAL RAF IRVIN FLYING JACKET

Made under exclusive license from the WWII manufacturer. Request our catalogue showing our original specification Leather and Sheepskin flying jackets. Visit our website at www.flying-jacket.com

AVIATION LEATHERCRAFT
Designers and Suppliers of Flight Clothing to Her Majesty's Forces

Write telephone or fax for our colour catalogue.
Callers welcome Mon-Thurs 9.00-4.30 Fri 9.00-12.30

THRUXTON AIRPORT, Nr ANDOVER, HAMPSHIRE SP11 8PW UK.
Telephone: (01264) 772811 Fax: (01264) 773102

NOSTALGIA

NEW SUPERFORMANCE LE MANS COUPES

Just one of these stunning new 210 mph Peter Brock designed GT's remains for immediate delivery, and we are now taking orders for 2005. Eminently practical with every comfort incl. A/C, power steering and brakes, remote door opening (even cup holders!), and peerless build quality, these are genuine 510 bhp (6.6 litre Roush/Ford V8 gives 0 to 100 mph in 8.6 secs.) modern day supercars. Only a handful will be available each year, priced at £78,000 + VAT on the road. Recent rave reviews in MOTORSPORT, OCTANE and AUTOCAR magazines, and on www.4car.co.uk etc.

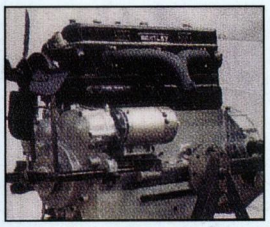


Rod Leach's 'Nostalgia' • Tel: 01992 500 007 • Fax: 01992 55 88 91 • e-mail: rodleach@waitrose.com

FIENNES RESTORATION

Vintage vehicle restoration





- All aspects of chassis restoration
- Full engine overhaul
- Electrical rewire and overhaul
- Machining and parts manufacture
- Comprehensive stock of parts for Derby Bentley and Rolls-Royce
- Coachwork repair and restoration
- Rally preparation and performance enhancement

Clanfield Mill, Little Clanfield, Clanfield, Oxon OX18 2RX
Tel: 01367 810438 Fax: 01367 810532
Enquiries@fiennes.co.uk www.fiennes.co.uk

124846

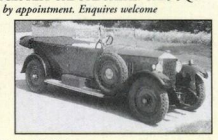
MALCOLM C. ELDER & SON

01869 340999
www.vintageandclassiccars.co.uk

THE MOTOR SHED, MIDDLE ASTON, NR. BICESTER. OXFORDSHIRE. OX25 5QL.

Part exchanges considered. Callers preferably by appointment. Enquires welcome





C1912 Charron Model 15 2 - seat sports	£14,000
1913 Napier 15 h.p. Colonial model 4-seat tourer	£35,000
1915 Saxon Model B 2-seater tourer	£9,500
1916 Talbot 15/20 2 - seater tourer	£18,250
1921 Sunbeam 16 2 - seat tourer with dickey	£17,250
1923 Austin 12/4 Clifton 4-seat tourer	£18,250
1924 Minerva-Liberty 27-litre 2-seat special	POA
1924 Singer 10hp 4-seat tourer	£10,500
1924 Standard SLO4 13.9 hp 4-seat Warwick tourer (photo)	£12,750
1925 Lagonda 12/24 4-door saloon	£14,000
1925 Metallurgique S-type VdP tourer 2-litre o.h.c (photo)	£24,000
1926 Horchkiss AM2 4 - seat tourer	£17,750
1927 Vauxhall R-type 20/60 4-seat tourer	£27,500
1928 O.M 15/60 special sports 4-seat tourer by Hall & Lewis	£58,000
1928 STAR 18/50 Eclipse 5-seat tourer	£32,000
1928 Tourer RE (rear engine) 5-seater saloon	£7,500
1929 Austin 7 saloon	£6,750
1929 Morris Cowley 2-seat tourer with dickey (flat nose)	£9,250
1929 Vauxhall 20/60 Hurlingham	£25,000
1930 Crossley 'Silver' 6-light saloon	£16,250
1931 Wolseley Hornet Patrick special 2 seater	£12,950
1932 Austin 7 saloon	£5,350
1932 Citroen C4 4-light saloon	£6,950
1932 M.G 8/33 D-type long chassis 4-seat tourer	£16,500
1932 Riley Monaco	£10,250
1932 Star Comet McEvoy Special. Zoller s/c. Jensen body	POA
1933 Invicta 12/45 4-seater tourer	£33,000
1934 Lagonda 3-litre low chassis 4-seat tourer	£42,500
1934 Singer Le Mans 4-seat tourer	£14,500
1936 Alvis Silver Eagle 3-position drophead coupe	£32,250
1936 Riley 12/4 Kestrel saloon special series	£13,000
1936 Triumph Dolomite 2-litre saloon	£14,750
1937 Morgan 4/4 2-seat sports	£15,500
1938 Humber Pullman Convertible with division by Hooper	£13,750
1938 Rover 10 six-light saloon	£5,250
1938 Talbot 10 pillarless saloon	£6,750
1940 Studebaker Commander Sedan Lhd.	£7,500
1946 M.G. TC	£13,500
1947 Talbot Lago Type 26 Record coupe	£99,950
1950 Daimler Special Sports by Barker	£14,000
1950 Lea Francis 2.5 litre 2+2 seat sports	£23,500
1950 Riley RMB saloon	£15,000
1951 Alvis TA21 3 position drophead coupe by Tickford	£19,500
1952 Salmson S4 ET2 twin-cam 2300 drophead coupe	£80,000
1953 Armstrong Siddeley 346 Saphire Mk1 4-light saloon	£11,250
1954 M.G ZA Magnette saloon	£4,800
1954 Riley RME saloon	£5,500
1955 A.C. 2-litre 4-door saloon	£8,750
1955 Austin Healey BN1 100/4 M-spec. All alloy body	£35,000
1955 Standard 8 saloon	£1,150
1957 Austin A55 Cambridge manumatic saloon	£3,850
1957 Austin Healey 100/6 special	£10,500
1960 M.G. 1600 roadster	£13,950
1960 Triumph TR3A Lhd	£13,250
1961 Alvis TD21 series I drophead coupe	£20,750
1961 Jensen 541S 4-speed automatic 2-door coupe	£11,500
1962 Jaguar 3.8 E-Type series I fixed head coupe. Lhd	£18,950
1962 Jaguar MkII 3.4 manual with O/D	£8,950
1963 Daimler 2.5 V8 Saloon	£5,650
1964 Jaguar MkII 3.8 manual with O/D & CWW PAS.	£16,850
1964 Peugeot 403 4-door saloon	£2,650
1965 Mutra djet sports	£18,250
1966 Alfa Romeo 1600 spider Duetto	£12,000
1967 Citroen ID 19 Saloon Lhd (Blue)	£5,950
1967 Lancia Flavia Sport Zagato (rare right hand drive)	£14,000
1968 Daimler V8 250 saloon (To restore)	£2,000
1969 Daimler Sovereign 420	£6,500
1970 Ford Zephyr saloon	POA
1970 Jaguar E-Type series II 4.2 roadster. Mint	£58,000
1972 Austin 1300 Estate. 35,000 miles	£1,450
1972 Austin 1300 GT saloon	POA
1972 Daimler Double six. Automatic saloon (To restore)	£750
1972 Lancia Fulvia 1.3 series II coupe	£3,500
1972 Volkswagen Karmann Ghia cabriolet Lhd.	£6,250
1973 Daff 33	POA
1973 Lancia 2000 Coupe by Pininfarina. Needing work Lhd	£1,000
1974 Mercedes Benz 240D 4-door saloon. Lhd. Auto.	£3,950
1974 M.G. B GT V8 (Chrome bumper) (Black)	£10,250
1974 Triumph Toledo 1300. Rally prepared, with roll cage	£1,400
1975 Alfa Romeo Alfasud	£900
1975 Fiat 124 Spider Lhd.	£4,750
1975 Jaguar XJ6 series II L 4.2 Automatic saloon	£4,500
1975 M.G Midget (Red) (Roll-bar)	£2,950
1975 Rover P6 2200SC saloon. Choice of two, one with 1 owner.	each £1,850
1976 Ferrari 308 GTB (rare Gep dry sump model)	£29,750
1976 Jaguar XJ6 4.2 coupe	£3,750
1976 Mercedes Benz 250 Automatic (Some work required)	£1,250
1976 Triumph Stag	£7,250
1978 Daimler Double six (v12) 2 -door coupe	£4,750
1978 Ford Mustang II Ghia	£6,850
1978 M.G B GT Needing work (Orange)	£900
1978 Volvo 262C Bertone coupe	£2,950
1980 Fury 1600 Ford Cross Flow engine. Road/ race ready	£7,500
1982 M.G. B roadster (Yellow)	£5,000
1982 Peugeot 504 Cabriolet. Lhd.	£6,750
1983 Jaguar XJ5 HE V12 coupe	£2,200
1983 Rolls Royce Silver Spirit (White)	£9,850
1984 Alfa Romeo GTV 8S Coupe	£5,250
1984 B.M.W M6 manual. Lhd	£11,500
1984 Jaguar XJS V12 HE coupe	£3,750
1986 Ford Escort 1.6ICabriolet	£625
1986 Renault Alpine GTA 2.5 Turbo	£6,750
1988 Alfa Romeo 33 spider. Lhd	£5,950
1989 Lancia Delta 8V HF Intergrale. Lhd	£5,250
1991 BMW 320i touring. Auto	£1,275
1991 Jaguar XJS V12 convertible	£13,500
1994 Alfa Romeo 164 2 -litre twin-spark saloon	£675
MOTORCYCLES	
1952 Horex Regina 350	£3,600
1956 AWO Simson 425T with pillion	£1,500
1958 AWO Simson 425	£1,500
C1959 MOTOBI Ardito 125cc	£3,250
1961 Francis Barnett Falcon 87 (199cc)	£1,400
1973 Kawasaki 500 MKII	£2,300
1974 BMW R90/6	£3,500
1974 MZ TS 250	£650
1977 Honda CB750 Auto	£2,400
1979 Moto Guzzi V35	£1,800
1981 Kawasaki Z1000 fuel injected	£2,400
1983 Honda VN1100	£2,400
1983 Laverda 500 Alpina	£1,750
1984 BMW R 100RS. Full luggage	£3,000
COMMERCIALS	
1966 Bedford RL F.W.D lorry	£3,500
BOATS	
1946 Chriscraft Runabout 17'6" Delux 3ltr. Grey Marine eng.	£22,000

www.vintageandclassiccars.co.uk - Visit our website

T



TIGER Sportscars
"Great value for money"
Tel: 01733 271131 - jim@tigerracing.com

TRIUMPH TR8 1979 Canley Coventry originally TR7 Drophead built for N. American market, upgrades: V8 SDI Twin carbs, multi-branch manifolds wide bore, 5-speed manual body/panel restored, mechanics c 10,000m since. (New oil-pressure). Orig rare blue velour interior, red. Documented history.(Value up to £12,000). £5,950 .p/ex cash & car 50/50 considered. Photos: skittles@onetel.net or Tel: 07944 167159

W

BRITISH CLASSICS WIRE WHEELS Worlds longest warranties. Wire wheels for every car, chromed or painted. Hubs, spinners. Respoking especially Borrani wheels. Peter Rees: 01892 771170, France: 0033 247 980 153, Fax: 0033 247 980 701.

TAG HEUER 2003 Limited edition watch with presentation box £1800 Tel 07778 933693

ENGINES

BRISTOL B2 ENGINE. DWCR5 G/BOX Recent overhaul, new pistons, rings, big and small ends. Seals, bearings and layshaft. £7,250 & £1,750 respectively. Tel: 01673 861 536

KNIGHT RACING SERVICES LTD. American Race Engine Specialists 01327-871177, Fax: 01327-704193 Chevrolet/ Ford V8 FIA Historic GTS 12 Champions 1998, 1999, & 2000. Championship/ race winning engine preparation for all formulas, and fast road use. 600+bhp Ford / Chevy combinations for open formulas on carburettor or electronic fuel injection. From FIA historic to EFI & engine management. Full engine blueprinting service. In-house 1000bhp Superflow Dyno test facility. Magnaflux crack detection on site. Sonic testing of cylinder blocks. Dealers for Motec engine management systems, Quartermaster clutches, Chuck Nuytten Carburettors. Knight Racing Services Ltd. Unit 4, Plant House, Royal Oak Way North, Daventry, NN11 5PQ

Rolling Road

Up to 500BHP two wheel drive cars can be tested. Special Offer for Carbureted cars: Power and fuelling tests from £39 + VAT. Longer sessions available, please call for rates

Workshop rates from £45/hour Located near M40/Bicester and A41 Aylesbury

Black and White Engines
Tel: 01296 655270

BWU ENGINES LIMITED

EXHAUSTS

J P EXHAUSTS ESTABLISHED 1973 Stainless and mild steel exhaust manufacturers for any car or truck. Fittings by appointment. Daily delivery service. Tel: 01625 619916 Fax: 01625 511158. Goodhall Street, Macclesfield, Cheshire. SK11 7BD.

HOUSES FOR SALE

6 CAR GARAGE (4 de-humidified) attached to 14th Century house in best kept villiage in Sussex. 6 bedrooms, 4 bathrooms, 2 studies, utility room, large Aga kitchen, conservatory. Over 2 acre gardain. 20 mins to Gatwick, 45 mins to Victoria. £1.6 million. Phone 01444 482 215.

PUBLICATIONS

CAR BOOKS AND COLLECTIBLES. New, old and rare. Free lists available on request. Website: Simon Lewis Transport Books, PO Box 9, Coleford, Gloucestershire, GL16 8YF. Tel: (01594) 839 369. simon@simonlewis.com Mastercard/Visa welcomed. visit our website www.simonlewis.com Established 1985.

FIRST STEP BOOK SALES Specialise in Le Mans and Jaguar books, programmes, posters and memorabilia. Stocks of Le Mans 24 annuals from 1978 to 2003. Emphasis on sports cars, endurance racing and Group C / GTP books, many of which are now out of print. First Step Sales PO Box 2203, Bridgnorth WV16 4WP. Tel. / fax 00 44 (0) 1902 701448. www.firststepbooksales.com or e-mail: firststepsales@tiscali.co.uk

COLLECTORS CAR BOOKS OF SILVERSTONE Specialist in new and out of print motoring literature, marque histories, biographies, technical, sale books, magazines, posters. Extensive illustrated website with secure online ordering facility, and a book search service if we do not have the titles you need, our Silverstone Shop, which is accessible without the need to enter the Circuit, is open all week 9 to 5 and 8.30 to 2.30 Silverstone race Saturdays. Address:- Collectors Car Books 2210 Silverstone Technology Park, Silverstone Circuit, Northants NN12 8TN Tel:- 01327 855888 Fax:-01327 855999 website:- www.collectorscarbooks.com or email:- sales@collectorscarbooks.com.

LITERATURE! ORIGINAL 1900 - 2004 U.S / Foreign, automobile, truck, motorcycle, sales brochures, posters, repair/owners manuals, books, photo's, showroom items etc. World's largest selection! Visa / MC. Also buy literature. Walter Miller, 6710 Brooklawn, Syracuse NY 13211. USA. 315 432 8282 or fax 315 432 8256 info@autolit.com (email) or www.autolit.com (website)

MOTOR SPORT VOL 8 TO 73. Bound with indices. May split. All enquires to Box No. 10, Motor Sport Ads, Somerset House, Somerset Road, Teddington, Middlesex, TW11 8RT

ORIGINAL SALES BROCHURES AND PRESS KITS, 20TH CENTURY STOCK All the latest material from the European and Detroit motor shows, classics and exotics, most years covered, including cars of the nineties!! Mail order World wide, too many to list, please state your particular interest, friendly service. Motorama 2000 Studio 3, The Old Brewery Centre, High Street, Hastings, East Sussex TN34 3ER, England. Tel: 01424 440100. International Fax: +44 1424 440100. Email: motorama2000@hotmail.com

VINTAGE MOTORSHOP. Still has the largest variety of motoring literature, new and second-hand books, handbooks, workshop manuals, parts books, magazines and brochures. Open Thursday, Friday, Saturday 11.00am - 5.00pm or by appointment, world wide mail order service available. 749 Bradford Road, Batley, West Yorkshire, WF17 8HZ. Tel/fax on following: 01924 470773. visit our website: www.vintagemotorshop.co.uk. or you can e-mail us at: books@vintagemotorshop.co.uk

WORKSHOP MANUAL SPECIALISTS. Large stock of original manuals, handbooks and parts books sold and bought. Margaret Motors, 157 Aylsham Road, Norwich NR3 2AD. Tel: 01603 407747. Fax: 01263 577366

REGISTRATION NUMBERS

NUMBER PLATES MADE Framptons (est. 1975) supply all types of plates, from modern acrylic to pressed polished aluminium and raised silver /white riveted digit plates. Rapid world-wide postal service. Tel: 023 9226 4755 or visit: www.buy-a-plate.com

NUMBER PLATES MADE Framptons (est. 1975) supply all types of plates, from modern acrylic to pressed polished aluminium and raised silver /white riveted digit plates. Rapid world-wide postal service. Tel: 023 9226 4755 or visit: www.buy-a-plate.com

HISTORIC RACING

COVENTRY CLIMAX SOHC available, freshly built to your spec. FWA 'E' or 'B' available from £6,750. Complete with ancillaries. Ready to install. Tel: 01380 859989 (Mike Brotherwood: The historic specialist).

FOR THAT 60'S RACE CAR FEEL Triumph spitfire GT Le Mans Replica's. Complete body shell prices from £3,850 or full turn key car from £25,000. T6 Motorsport Ltd. Tel: 01484 644806 or 07802 803159 website: www.triumphspitfire6.com or you can email: enquiries@triumphspitfire6.com

TRIUMPH DOLOMITE SPRINT Ex Gerry Marshall. 1974. Fully Rebuilt engine. Race Ready. Details & History. £11,500. Tel:020 8672 7501 or 07808 933 504

XTRA SPECIAL SEVENS. LOTUS 7 SPECIALIST Restoration/Rebuild and Spares. Nearly 20 Years experience. 7`s Wanted for Restoration – Anything Considerd. Tel: 00 44 (0)1392 811219 or Fax: 00 44 (0)1392 811918 or mobile 00 44 (0)7906 344847 or visit www.xtraspecialsevens.co.uk

STORAGE

CAR STORAGE New dry / secure facility available 2005. Up to 50 spaces. Ideal for single occupier. Near jct. 11 M40. Convenient for Silverstone. Tel: 07785 396 710

8 SELF RESTORATION SPACES AVAILABLE Very Secure Pleasant Clean Working Enviroment with Ample Light/Power and Storage for Parts and Equipment. £130 to £150 P/M inclusive. Some Facilities available including Trolly Jacks, Axle Stands,Mig Welders, Spraying Equipment, Car Trailer, Located inside M25, Between Chertsey and Walto Upon Thames. Tel 01932 227679 or 07956 267656.

TRAILERS

ENCLOSED TWIN-AXLE TRAILER WANTED 14' minimum, preferably to take 2 x single seaters. Must be sound and ready for use. call 07836 693868 or email david.scott@racingredmotorsport.net

TRANSPORTATION

MS TRANSPORT SERVICES
Fully insured and licensed
Nationwide/European transportation
Covered or open 1–3 cars
30 years' experience in handling classic & collectors cars
Friendly, dependable service
Competitive rates
Long/Short term storage
Surrey based
Tel: Mike Stone 020 8393 4715
Fax: 020 8873 2643
Mobile: 07860 715 614
E-mail: msts@cwcom.net

121689_v4

124025

WITTER

TOWBARS TO TRUST

- EC Type Approved bars use all car manufacturers fitting points
- Fitting does not affect the vehicle warranty
- Lifetime guarantee under the Witter Shield of Safety
- Over 250 stockists nationwide

See Yellow Pages for your nearest specialist fitter or stockist
WITTER TOWBARS, CHESTER CH5 2NY
Tel: 01244 284500 Web: www.witter-towbars.co.uk

96544 V3

To advertise in this section call Richard on 020 8267 5351

To insure your car telephone 0870 20 20 230

WANTED

THREE CARS:

1. Jaguar-engined fifties sports-racing car (HWM, Tojeiro, or similar)

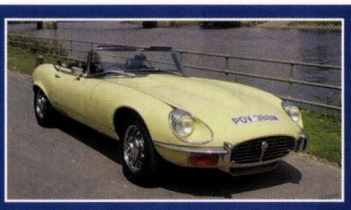
2. An XK120 with period competition or works history

3. A competition E Type, preferably with period history

Please email:
nicksoames@hotmail.com

CLASSIC Chrome

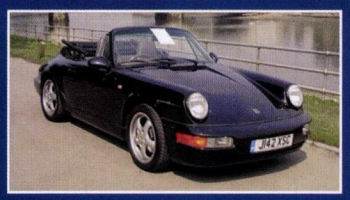




VIEW OVER 250 CARS FOR SALE ON OUR 'NEW' WEB SITE

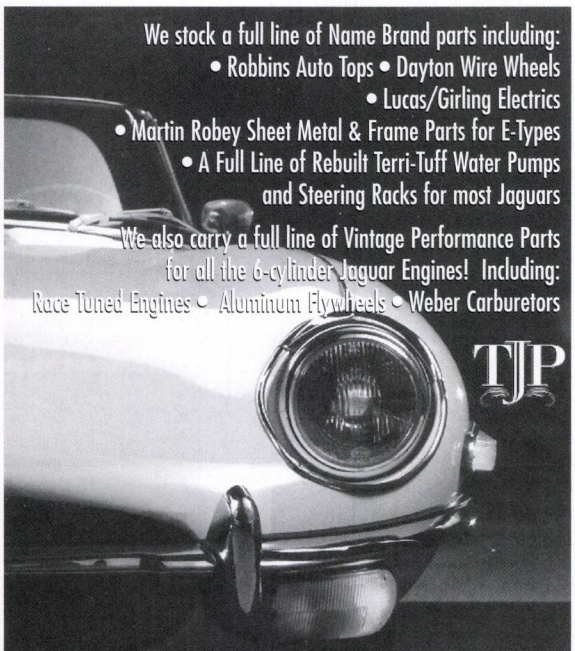
www.classic-chrome.co.uk

COMMISSION SALES & PRIVATE SALES ACCEPTED





CLASSIC CHROME LIMITED – CLASSIC & SPORTS CAR SALES
SHEEN LANE, MORTLAKE, LONDON SW14 8LN
TEL: 020 8876 8171 FAX: 020 8876 8212
EMAIL: sales@classic-chrome.co.uk



We stock a full line of Name Brand parts including:
• Robbins Auto Tops • Dayton Wire Wheels
• Lucas/Girling Electrics
• Martin Robey Sheet Metal & Frame Parts for E-Types
• A Full Line of Rebuilt Terri-Tuff Water Pumps and Steering Racks for most Jaguars

We also carry a full line of Vintage Performance Parts for all the 6-cylinder Jaguar Engines! Including:
Race Tuned Engines • Aluminum Flywheels • Weber Carburetors

TJP

Terry's Jaguar Parts

117 E. Smith Street, Benton, IL 62812 U.S.A.
In the U.S.A.: 800-851-9438 Canada: 800-851-8986
Tel: 618-439-4444 Fax: 618-438-2371
email: jagsales@terrysjag.com

Call For a Free Catalog or Request One Online: www.terrysjag.com/catalog.html



Nutley Sports and Prestige Centre

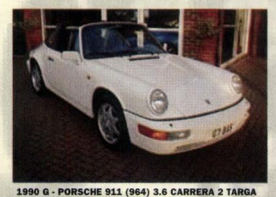
Nutley, East Sussex, TN22 3NN
Tel: 01825 713388, Fax: 01825 713355, Mob: 07867513996
e-mail: nutleysports@lineone.net
www.nutleysports.co.uk



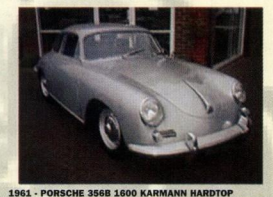
1964 - AUSTIN HEALEY 3000 MKIII BJ8
Healey Ice Blue over Old English White with full Navy Blue leather, equipped with overdrive, Navy Blue hood plus hood cover, Motolita wood rim steering wheel, wire wheels, this MKIII Healey has been subject to a total nut and bolt restoration by renowned Austin Healey specialist Orchard Restorations just 2,000 miles ago . . .£31995



1999 V - CATERHAM 7 1.6 ROADSPORT
Caterham Yellow with full Black leather individual adjustable seats leather, 1.6 16V K-series engine, 5 speed, Black pack, alloy extras, harnesses, push button start, Motolita steering wheel, heated screen, heater, weather equipment, tonneau cover, hood bag, 16" HPC alloys, FCaterhamSH, just 18,000 miles from new . . . £14995



1990 G - PORSCHE 911 (964) 3.6 CARRERA 2 TARGA
Grand Prix White with full Dark Blue leather, PAS, ABS, e/windows, e/mirrors, e/seats, rear wiper, retractable rear spoiler, CD player, original alloys, complete with private registration number, FPorscheSH, a totally original example which has covered just 19,000 miles from new . . . £20995



1961 - PORSCHE 356B 1600 KARMANN HARDTOP
Heron Silver Metallic with full Dark Blue leather, 1 of only 1048 Karmann hardtops produced, equipped with detachable luggage rack, complete with original owners handbooks/manuals plus original Blaupunkt radio, total restoration to original specification by renowned 356 specialists . . . £19995

2003/03 - CATERHAM 7 1.8 SUPERLIGHT R400 - Dayglo Red Metallic with Carbon Kevlar seats, 230 bhp 1.8 K-Series, 6-speed, massive specification, just 3,000 miles £29995
2003/52 - PORSCHE BOXSTER 2.7 LUX (FACELIFT MODEL) - Lapis Blue Metallic with Savannah leather, air con, power hood, 18" Carrera alloys, FPorscheSH, 8,000 miles £28995
2002/51 - PORSCHE BOXSTER 3.2 S (FACELIFT MODEL) - Seal Grey Metallic with Black leather, air con, power hood, 18" Boxster alloys, FPorscheSH, just 13,000 miles ....£ARRIVES SOON
1986 C - PORSCHE 911 (930) 3.3 TURBO COUPE - Black with Cream leather, air con, e/seats, e/sunroof, FPorscheSH, a 1 owner example which has covered just 18,000 miles £26995
1988 F - MERCEDES BENZ 300SL AUTO - Signal Red with Mushroom leather, PAS, ABS, rear seat, rare power soft-top option, hardtop, FMercedesSH, just 11,000 miles £19995
2001/51 - LOTUS ELISE 1.8i SPORTS TOURER - Laser Blue Metallic with Black leather, Blue hood, FLotusSH, a 1 owner example which has covered just 9,000 miles from new £17995
2000 W - LOTUS ELISE 1.8i SPORT 160 - Starlight Black Metallic with Laser Blue alcantara, rare factory Sport 160 bhp model, FLotusSH, just 14,000 miles £15995
2000 W - LOTUS ELISE 1.8i - Aluminium Silver Metallic with Ruby Red leather, driving lamps, alloy pack, Momo q/r wheel, CD player, sports exhaust, FLotusSH, just 8,000 miles £14995
2001 Y - VAUXHALL VX220 2.2i ROADSTER - Aluminium Silver Metallic with Black leather, FVauxhallSH, a 1 owner example which has covered just 7,000 miles .....£ARRIVES SOON
2005 - RAW STRIKER 1.8 ZETEC - Ecosse Blue Metallic with Black seats piped Blue, 1.8 16V Ford Zetec, 5 speed quickshift, huge specifaction, just 500 miles .....£ARRIVES SOON

WANTED!

We urgently require fine examples of Classic & Sports cars of all ages, immediate payment, 24 hr buying line, nationwide collection



PIT STOP

TEL 020 8267 5247

THE WIRE WHEEL SPECIALIST
SAS

The Wire Wheel Specialist

S.M. Hopkins, Specialised Automobile Services,
Langley Mill, Langley Rd, Langley,
Macclesfield, Cheshire, SK11 0DG

Tyres supplied with free fitting and balancing.
High quality British wheels hand built
to customer's specification.

The leading manufacturer and repairer of wheels for Vintage and Veteran cars. We offer the most comprehensive range of RIMS and HUBS in the world.

TURRINO

TURRINO ALLOY WIRE WHEELS
Lightweight high specification wheels for road or competition.
Borrani wheels refurbished.

TURRINO

t: +44 1260 253 119 f: +44 1260 252 699 e: steve@wirewheels.co.uk www.wirewheels.co.uk

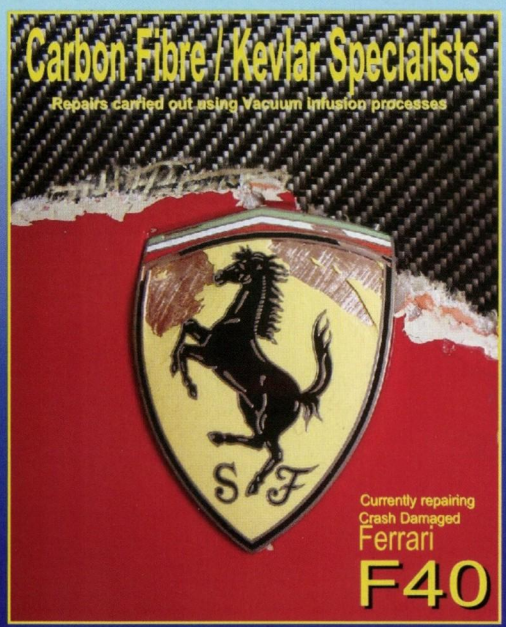
118926_V5

moto technique ltd

Unit 141, Molesey Avenue, West Molesey trading Estate, Molesy, Surrey. KT8 2RY
Telephone: 0044 (0) 208 941 3510, Fax 2763 . E Mail kevin@mototechnique.com

Carbon Fibre / Kevlar Specialists

Repairs carried out using Vacuum Infusion processes



Visit our impresive Web Site
www.mototechnique.com

DAVID A. C.
ROYLE
& CO. LTD.
01833 660452

RESTORATION SPECIALISTS
Long established, wealth of experience, whole or part restorations, originality a priority, no compromise on quality.

RESTORATION



CONSERVATION

www.david-royle.co.uk e-mail: enquiries@david-royle.co.uk

THE OLD SCHOOL, STAINDROP, DARLINGTON DL2 3NH.

01268 774141
WEATHERWEAVE

Transporter Awnings
Pit Tents, Trailer Covers



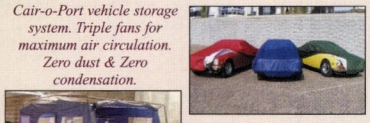
Aluminium Structures
direct from the manufacturer
www.weatherweave.co.uk

Hamilton Classic

Specialists in accessories for the preservation of cars

CC06.04/CDB/9

Cair-o-Port vehicle storage system. Triple fans for maximum air circulation. Zero dust & Zero condensation.



Solve your flat battery blues with The Smartest Battery Charger & Conditioner in the World. Perfect for vehicles not in regular use.



Indoor & Outdoor Fleece lined Car Covers Fully Breathable and Waterproof.



Tel: 0870 204 8080

www.hamiltonclassic.co.uk email:office@hamiltonclassic.co.uk

Suppliers of: Cair-o-port, Moto-Lita, ETB gauges, instant race marquees.

101387

HERITAGE

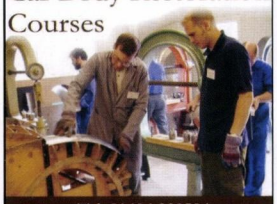
IAN MASON

ASTON MARTIN HERITAGE SPECIALIST FOR LONDON

139a Freston Road, North Kensington,
London W10 6TH
Tel: 020 7727 1944 / 020 7727 7678
Fax: 020 7792 8102
E-mail: imason@powernet.co.uk
Website: www.ianmason.co.uk

Andy ROBINSON RACE CARS
ROLL CAGES
CUSTOM FABRICATED
TO FIT YOUR CAR PERFECTLY
see our web page for examples
www.robinson-race-cars.co.uk
phone for prices 01256 880589

Car Body Restoration Courses



Tel. 01406 330504
www.contourautocraft.co.uk

To advertise in this section call Richard on 020 8267 5351

Where is it safe to store your pride and joy?
UNDER COVER CLASSICS
Storage in a heated secure building on a military base
Located South West of London. Collection/delivery by purpose-built vehicle transporter.
Tel: +44 (0)1420 488940
E-mail: info@ Undercoverclassics.com

Powervamp
ADVANCED POWER PRODUCTS
RACING/RALLY BATTERIES
Used Worldwide for starting Military Aircraft our Hawker SBS and Odyssey batteries are manufactured to the specifications already in use in the Racing/Rally Industry.
*Lightweight
*Maintainence Free
*Sealed
*Flame Retardant
*Small
Best prices - all available ex-stock
SBS 8, SBS 15, SBS 30, SBS 40, SBS 60
Odyssey pc 535, pc545, pc625, pc680, pc925, pc1200, pc1700
Tel: 01934 643000
Fax: 01934 642800
e-mail: info@powervamp.com
VISA AMERICAN EXPRESS MasterCard

RACEMETTLE

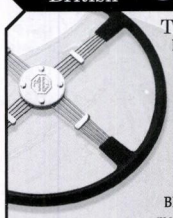


Starting Problems? Put them behind you with our lightweight high torque Starters. For classic car, kit car or motorsport applications. We will get you going regardless of temperature or compression.
Saving weight ? Tight on space ? see our range of 45 -55 amp lightweight alternators and our famous Dynalite alternator that looks like a dynamo



Racemettle Limited. Tel: 01427 679784
Fax: 01427 810593 e-mail darryl@racemettleltd.co.uk
www.racemettleltd.co.uk
Trade enquires are welcomed

The Great British Steering Wheel
138914



The Brooklands We manufacture the BROOKLANDS Steering Wheel from the original BLUEMEL tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The CENTRE BOSS fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too.
Now in ivory



BROOKLANDS AEROSCREENS are made using laminated glass to original specification to suit all vintage and sports cars.
Established 1969
KIMBLE ENGINEERING LTD
E-mail: john@johnkimble.com
Tel: 01803 835757
Fax: 01803 834567
Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN.
MasterCard VISA

Rod Jolley
COACHBUILDING
Specialist Panel Beating and Ash Framing
171802 v2
37 GORDLETON INDUSTRIAL PARK,
SWAY ROAD, LYMINGTON, HANTS SO41 8JD.
TEL: (01590) 683702. FAX: (01590) 683634.
INTERNET: http://www.rodjolley.com
EMAIL: rod@rodjolley.com
Member
"Monza Lister Jaguar"
YOU CAN ALWAYS "BANK" ON OUR QUALITY.
Please call if you have a similar project that you would like to discuss.



Richard Thorne CLASSIC CARS
Lancia Specialist
MORGAN
The Courtyard Garage
James Lane
Grazeley Green
Reading RG7 1NB
TEL: 0118 983 1200
FAX: 0118 983 1414



1991 Lancia Integrale 16v. Metallic Bordeaux, grey alcantara interior, 30,000 km only from new, FSH, completely standard, exceptional condition £8,750
1973 Fulvia 1.3 Coupe. Lancia Blue with Tan interior. Imported from Italy in the early 90's but original RHD and very low recorded mileage. An outstanding and very useable car £7,250
1983 Lancia Montecarlo. Red, cloth interior, a very presentable and useable example in good mechanical order, recent tyres etc. Odometer only showing 35,000 miles. Whilst this cannot be guaranteed the excellent interior supports the low miles ..... £4,995.
1972 Fulvia 1.3 Coupe. Series 2, LHD, maroon, lovely cream interior, recently imported from Italy and in excellent order. Just had new sills, otherwise delightfully original. Odometer showing 56,000km only. New MOT, tax-exempt £6,750
MANY MORGANS AND LANCIAS IN STOCK PLEASE VISIT THE WEBSITE OR CALL FOR DETAILS
Please telephone for details. Visit our website: www.rtcc.co.uk

metex car DUSTCOVERS
British made covers at very affordable prices.

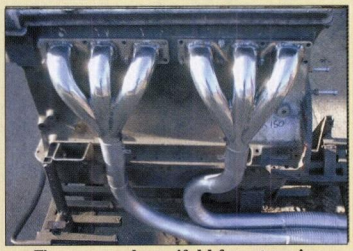


KEEP YOUR CLASSIC CLEAN AND PROTECTED WITH ONE OF OUR POPULAR COVERS
Made from a hardwearing yet very soft fabric the cover will keep your car dust free, damp free and in the pristine condition you would expect.

LOTUS 7/MINI	£25.50
SMALL SPORTS CARS eg Austin Healey, MG, TR 1	£29.50
SMALL SALOONS eg Ford Escort, Triumph Herald Morris Minor etc	£32.50
LARGE SPORTS CARS eg Ferrari, Jaguar (E Type) Aston Martin etc	£37.50
MEDIUM SALOONS eg Ford Cortina, Triumph Dolomite	£37.50
LARGE SALOONS eg Rover, Jaguar	£47.50
LARGE AMERICAN SALOONS ROLLS ROYCE/BENTLEY	£49.50
CANVAS STORAGE BAGS	£4.00

Covers available in black or white
Please state colour when ordering
THIS IS A SMALL SAMPLE OF METEX COVERS. IF YOU DO NOT SEE YOUR CAR ABOVE PLEASE PHONE. WHATEVER YOUR MAKE/MODEL WE'LL HAVE ONE TO FIT YOURS.
All the prices include VAT. PLEASE ADD £5.00 PER ORDER FOR POST & PACKING
If you require any assistance or any other size than the ones above please telephone us and one of our highly qualified staff will deal with you personally. (Trade and overseas enquiries most welcome).
metex car DUSTCOVERS
DEPT MS
BEE HIVE MILL, MOOR LANE,
DARWEN, LANCS BB3 0EJ.
CREDIT CARD HOTLINES -
01254 704625 / 703893
OR WHY NOT FAX
01254 776927
VISA MasterCard
139964

Hayward & Scott
STAINLESS STEEL
EXHAUSTS AND FABRICATIONS



Fia approved manifold for e type jag



e type replacement
110826 v2
Vintage and Classic
For all your needs in Stainless Steel Manifolds and Exhaust Systems, ring us on
Basildon (01268) 727256
UNIT 11, NOBEL SQUARE,
BURNT MILLS INDUSTRIAL ESTATE, BASILDON SS13 1LS
FAX: (01268) 590772
www.haywardandscott.co.uk E-mail: sales@haywardandscott.co.uk

PLUS POINTS OF OWNING A MORGAN

Melvyn Rutter Limited

Est. 1976

The Morgan Garage
Little Hallingbury
Nr. Bishops Stortford
Herts CM22 7RA
England

Tel: 01279 725725

Fax : 01279 726901

(SERVICE) Tel: 01279 726605

(PARTS) Fax: 01279 600498

E-Mail: MR@melvyn-rutter.net

Visit our Web sites:
www.melvyn-rutter.co.uk
www.the-morganworld.com

8th EDITION RUTTER
CATALOGUE IN FULL COLOUR
Packed full of new things, it's fantastic £4 UK
£5 Continental Europe
£6 Elsewhere

MORGANS WANTED URGENTLY

MORGAN SALES, SERVICE, PARTS & WORLDWIDE MAIL ORDER

MAIN DEALER

EXCITING NEW MORGANS
THIS Dealership Goes THAT Extra Mile
Come and test drive the Roadster and Plus 4. We know you will want one, the ladies will LOVE to take your order



New Roadster V6's and Plus 4
ORDER ONE NOW

TEST DRIVE THE NEW PLUS 4
IT'S HERE ANYDAY NOW
Fabulous car with bags of smooth power from the Ford 2 litre engine. Phone Melvyn and be prepared to get excited

THE MORGAN WORLD MAGAZINE
VIEW THE NEW SITE:
www.the-morganworld.com

SERVICE AND RESTORATION
Book now for an appointment. We can usually take service bookings without delay, restorations by arrangement.

Melvyn Rutter Ltd

Thomson & Potter

Morgan Agents in Scotland

CARS FOR SALE

1995 (M) 4/4 Ivory, black trim, wire wheels, 25k £13,995
1995 (N) 4/4 2 seater in corsa red, black trim wire wheels 26k FSH pretty car £15,495
2000 (W) 4/4 2 seater lowline, indigo, stone leather trim, walnut, door pockets, 700 miles £21,995
2004 Roadster Indigo blue, tan leather, piped blue, walnut, black mohair £36,995
2005 Plus 4 2 seater, Corsa red, black leather piped red, walnut, black mohair, delivery mileage ..... £POA

www.morgansinscotland.co.uk
MORGAN HIRE
High Street, Burrelton, 01828-670247

Williams Morgan Bristol



04 (04) Morgan V6 Roadster Storm Titanium, Mulberry Red lthr, stainless steel wire wheels 1k miles, New V6 Ford engine 0-60 in 4.9 secs Walnut dash, mohair weather pack..... £39,495



New Morgan +4 2.0L (150 bhp), sky titanium metallic, black yarwood leather, sports seats, walnut dash, stainless steel wire wheels, Le Mans gear lever. Many extras £30,995

NEW cars available in under 12 months
iant@williamsautomobiles.com
www.williamsautomobiles.com
0117 3115000
St Philips Causeway, Avon Meads, Bristol BS4 3BD

BERRY BROOK

Main Dealer



1994 PLUS 4 4 SEATER Connaught green, Rover 2.0 T16 twin cam, 24,296 miles..... £21,995



2001 PLUS 8 2 SEATER Regal red, Rover 4.6 V8, 3,165 miles..... £35,995

2000 PLUS 8 2 SEATER Maritius blue, Rover 4.6 V8, 6,938 miles £36,995

1997 PLUS 8 2 SEATER Connaught green, Rover 3.9 V8, 7,461 miles..... £27,995

2004 NEW RUNABOUT 2 SEATER Metalic silver, Ford 1.8 zetec £22,999

1997 PLUS 4 4 SEATER Regal blue, Rover 2.0 T16 twin cam, 2,027 miles..... £22,995

1986 PLUS 8 2 SEATER Corsa red, Rover 3.5 V8, 19,815 miles £19,995

1990 PLUS 4 2 SEATER Ivory, Rover 2.0 M16 twin cam, 35,674 miles..... £18,995

Dawlish Rd • Exminster
Exeter • Devon
www.berrybrook.co.uk
+44 (0)1392 833301

John Gill Limited of Bedale for the best deals on the best Morgans!

The New 3 Litre Morgan Roadster V6 Engine



Chrome Sport Wheels, Leather Interior, Mohair Tonneau Cover, Le Mans Gear Knob, Radio/CD Player, Organ Pedal, Available for immediate Delivery

£POA

Morgan 4/4 Runabout 2004/ 04 Reg



1,450 miles. 1.8 Zetec. Silver with black velour interior. Our demonstrator vehicle. Available for immediate delivery.

£22,000 OTR

Pictures shown for illustration purposes only

DELIVERY TIMES ARE NOT AS LONG AS YOU MAY THINK!
A new Morgan in less than 12 months
USED MORGANS BOUGHT FOR CASH
Build Slots Available for 2005!

View the cars on the Morgan website at: www.morgan-motor.co.uk
For further information or a demonstration contact our Bedale dealership.

JOHN GILL LIMITED
A FAMILY RUN FIRM SINCE 1923
Visit our website at: www.johngill.co.uk
AISKEW GARAGE, BEDALE. TEL: 01677 423134

Lifes Motors Ltd.

Morgan Agents since 1926 the oldest in the world

AS THE OLDEST MORGAN AGENT IN THE WORLD, AND BECAUSE WE DEAL IN MORGANS ONLY, WE PROBABLY HAVE THE LARGEST STOCK OF USED MORGANS FOR SALE IN THE WORLD!

OUR CURRENT STOCK INCLUDES:



1999 +8 4.6 CORSA RED. DARK BLUE LEATHER. AIR BAGS. CHROME W/WHEELS. 3,850 MILES £29,950



2004 V6 ROADSTER. CONN. GREEN. STONE LEATHER. STAINLESS W/WHEELS. OUR DEMO. 1,500 MILES £39,950



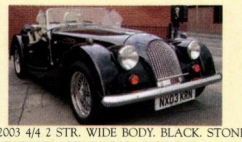
1993 +8 3.9 INDIGO BLUE. GREY LEATHER. GREY HOOD e.t.c. ONE OWNER. 17,200 MILES £23,950



1998 (NOV) 4/4 2 STR. BLACK. STONE LEATHER. CHROME W/WHEELS. BLACK MOHAIR. ONE OWNER. 4,800 MILES £19,950



1990 4/4 2 STR. CORSA RED. BLACK AMBLA. W/WHEELS. ONE OWNER. 12,900 MILES. £14,950



2003 4/4 2 STR. WIDE BODY. BLACK. STONE LEATHER. STAINLESS W/WHEELS. ONE OWNER. 4,700 MILES £25,950

SIXTEEN OTHER MORGANS ALSO IN STOCK
THE LONG AWAITED NEW +4 NOW IN STOCK - PLEASE PHONE FOR DETAILS

OTHER CARS IN STOCK - PLEASE PHONE FOR DETAILS

SERVICING • SPARES • ACCESSORIES • NEW CAR ORDERS
TEST DRIVES • MORGANS WANTED
West Street, Southport, Lancashire PR8 1QN.
Tel No's - Sales: 01704 531375 Service & Spares: 01704 513270
Fax: 01704 531126 www.lifesmotors.com sales@lifesmotors.com



New Model Morgan roadster demonstrator is here

Morgan Dealers for Surrey and Sussex.



Selection of low mileage TVRs for sale e.g. Griffith LE One Owner 8,000m



The fantastic NOBLE M400 is here! Do ring us for a demonstration, in this or the 3R

NOBLE

MOLE VALLEY

CHESSINGTON
0208 394 1114
www.mole-valley.co.uk

MORGAN

IN THE THAMES VALLEY



NEW CARS
4/4 2 Seater Lowline, Silver, Blue Lthr, St.wire Wheels, Walnut Dash, £29,995

+8 35th Anniversary, Ruby Red, Stone Leather, Maroon Mohair Hood, £39,995

USED CARS
2004 V6 Roadster, Mauritius Blue, Stone Leather, St.wire Wheels, Walnut Dash, 800 miles £39,500

2002 Aero 8, Tour De France Blue, Black Leather Piped Red, A/C, CD, ML Wheel, 3000 miles, £42,950

Lotus Elise SI Type 49, Hard Top, Red, 1999, CD, 5500 miles, £16,995

Call Julian on 01628 605353 or visit www.sgt.co.uk

SGT Station Road Taplow Maidenhead SL6 0NT

The Race Car Sales Site

Take Advantage of the Low Dollar!

400+ Race Cars Photos and Specs

Parts Wanted

Parts for Sale

Engines/ Gearboxes

List your car for FREE!

A modest commission only if we produce a buyer

www.race-cars.com

(USA) 505.384.3194

CLASSIC JAGUAR RACING LTD





Full Alloy E types built to order with FIA papers.
Low Drag coupe,
Roadsters and FHC.
Manufacturing all Dunlop Racing Wheels.
Alloy D and C type built to original drawings.

Tel: (+44) 0/1797 224555 Fax: (+44) 0/1797 224666
web: www.classic-jaguar-racing.co.uk

119183

Richard Thorne CLASSIC CARS
Lancia Specialist

The Courtyard Garage
James Lane
Grazeley Green
Reading RG7 1NB
TEL: 0118 983 1200
FAX: 0118 983 1414



2002 4/4 1.8 Zetec. Lowline body, metallic silver, blue leather, sports seats, 9000 miles, 1 owner, walnut dash, blue weather equipment, radio CD player, luggage rack, FSH, pristine condition. **£23,950**
2003 +8 4.0. Connaught green, tan leather, green mohair weather equipment, walnut dash, woodrim wheel, sidescreen bag, wind deflectors, bonnet strap, radio CD, wire wheels, 1 owner, 12,000 miles, FSH.....**£34,950**
2002 LM62 Limited edition +8. Le Mans green, black interior, one of only 40 made. 8,800 miles, cream hard top, Simmonds Hood. Many acessories, MOG numberplate included. **£35,950**
2003 Aero 8. Metallic Blue body with silver wings, latest wheels and easy up roof. 1 owner, FSH, sports exhaust, Radio/CD, Mint condition, 7 months factory warranty to run.....**£48,000**

NEW PLUS 4 AVAILABLE TO TEST DRIVE PLEASE CALL FOR DETAILS

Please telephone for details. Visit our website: www.rtcc.co.uk

1974 Abarth Osella PA2
'Pininfarina'



A rare opportunity to acquire one of the few remaining PA2 Group 6 2 litre sports racing cars

This car is offered in race ready condition with correct BMW M12 (300+ bhp) and Hewland FGA 400 Gearbox. FIA papers.

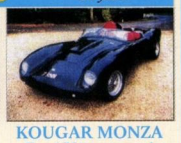
Comprehensive spares back up available Eligible for SuperSports and a host of European invitation events.

For further information and full spec's please visit www.abarth-osella.co.uk
Or
Contact Colin Pool on 07771 600 350

KOUGAR CARS
Manufacturing for over 30 years







KOUGAR SPORT
Now over 30 years old.
Built around a competition bred spaceframe chassis, powered by Jaguar available in component form or complete cars for road or race use.

KOUGAR CARS
Manufacturers of Classic Sports Cars for over 30 years. All cars are available in fibreglass or aluminium. Restoration and competition work undertaken in our factory.

KOUGAR MONZA
Ford V8 powered open top sports car with classic 1950's Grand Prix design.

Tel: 01797 224555 Fax: 01797 224666
web: www.kougar-cars.com

125427

Vintage CARS.com
HISTORIC BODYWORK SPECIALISTS

tel 01590 688799 Lymington, Hampshire

"Experience is Everything"

When it comes to providing stunning craftsmanship on classic cars, experience is everything. For a company with only a short history, Vintagecars.com has a wealth of experience amongst its dedicated and highly skilled team of craftsmen.

Having gained their skills over many years working on a variety of projects, the team at Vintagecars.com has now come together in the new company, which was formed last summer. It is a new company, but it has a big history!

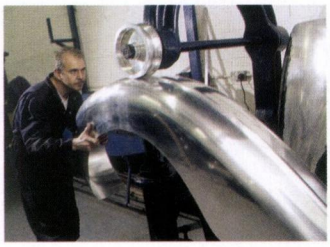
In truth, there is not a lot that the team has not seen before in terms of bodywork and members of the workforce have worked on the Alfa Romeo Bimotore and the Auto Union Streamliner in recent years. Now, that sublime skill is available for a range of projects, from the humble to the exotic and unique. In fact, the more unusual and the more challenging, the better for this team of craftsmen!

Currently in the workshop is a 1928 supercharged Fiat-Maserati, which is receiving a new body, while the ex-works Allard of Don Shead has recently been returned to its owner after a careful rebuild of the original bodywork. Badly damaged in a major accident at Brands Hatch, superb workmanship ensured that 95% of the original bodywork was rescued.

Other current projects include the repair of a damaged Aston Martin DB2/4 racer, the restoration of a rare booted DB2/4, a new body for an Austin 7 racer and work on a 1930s Bentley.

So, for routine work right through to the most rare and complex projects, Vintagecars.com is the answer.







1980 "Joest" Porsche 935 chassis # 000 0016



Fabulous history (incl. LeMans 24hr) with several major wins driven by Stommelen, Winkelhock, Schornstein, Rohrl and Grohs

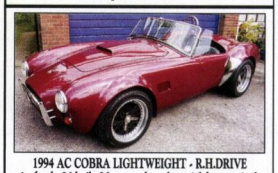
Latest 3.2 liter twin-turbo engine w/ air-to-air cooler. Fully restored and race ready

Tel: +49/(0) 1735612080 (after 18.00pm)
Email : roitmayer@t-online.de

AC COBRAS
(1963-2002)
FROM ROD LEACH
N.B. ONLY GENUINE AC COBRAS - NO KIT/REPLICARS



AC COBRA 427 MKIII 'SEMI-COMP' - L.H.DRIVE.
1 of only 8 specially commissioned AC Cars Ltd. Factory Continuations hand built over 3000 hours using the original 1960's Works jigs and bucks etc. Mathwell 485 bhp, 7 litre side-oiler gives 0 to 100 mph in 9.8 secs, but total docility when required! Fully trimmed (all black); matching weather gear. Indistinguishable from the 1965 original.
UK Reg. No. (411 VTW). 1,150 miles & absolute perfection. Awesome!



1994 AC COBRA LIGHTWEIGHT - R.H.DRIVE
1 of only 26 built. Many mods and special features incl. Uniclip handbuilt 370 bhp 5 litre engine (0 to 100 mph in under 10 secs!), full suspension conv., 3.77:1 diff. and much more. 4,950 miles. Magnificent!



2002 MERCEDES SLK 32 AMG
1 of only c.200. Supercharged 347 bhp 3.2 litres gives 0 to 100 mph in 11.3 secs. Beautiful Designio Tanzanite Blue metallic; alpaca/anthracite leather. Total AMG Spec. UK supplied; FSH. 1 owner - 9,500 miles. Mint!

ROD LEACH's 'NOSTALGIA'
TEL: 01992 500 007
Email:rodleach@waitrose.com



1964 Mercedes 220 SE Fintail

Specifically built for long distance endurance and Winter rallies. This car is designed to win. Specification includes - floor shift gearbox, specially-valved Bilstein shocks, full underbody protection, long range fuel tank, big-bore exhaust, racing seats and harnesses, six-point cage, and all usual rally extras. Class wins on Classic Malts, Monte Historique, Winter Challenge, Ilkley Jubilee, Rallye des Alpes and finishes on Le Jog and Rallye Flanders.
Comes ready to rally with spares - cost £35,000 to build available now for £12,500 ono.

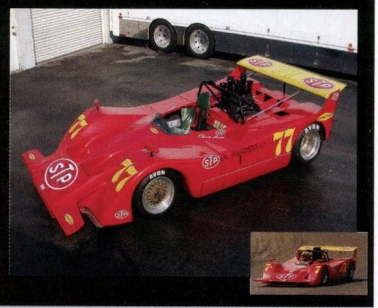
Call 07811 456239

1971 March 707 Can Am

The famous STP car, raced to 9 victories in the Thundersports Series by Charles Agg. Fresh 515 ci / 800 hp engine and professional level spares kit.

If you want to run with the big dogs, this is the ultimate ride!

£150,000.00

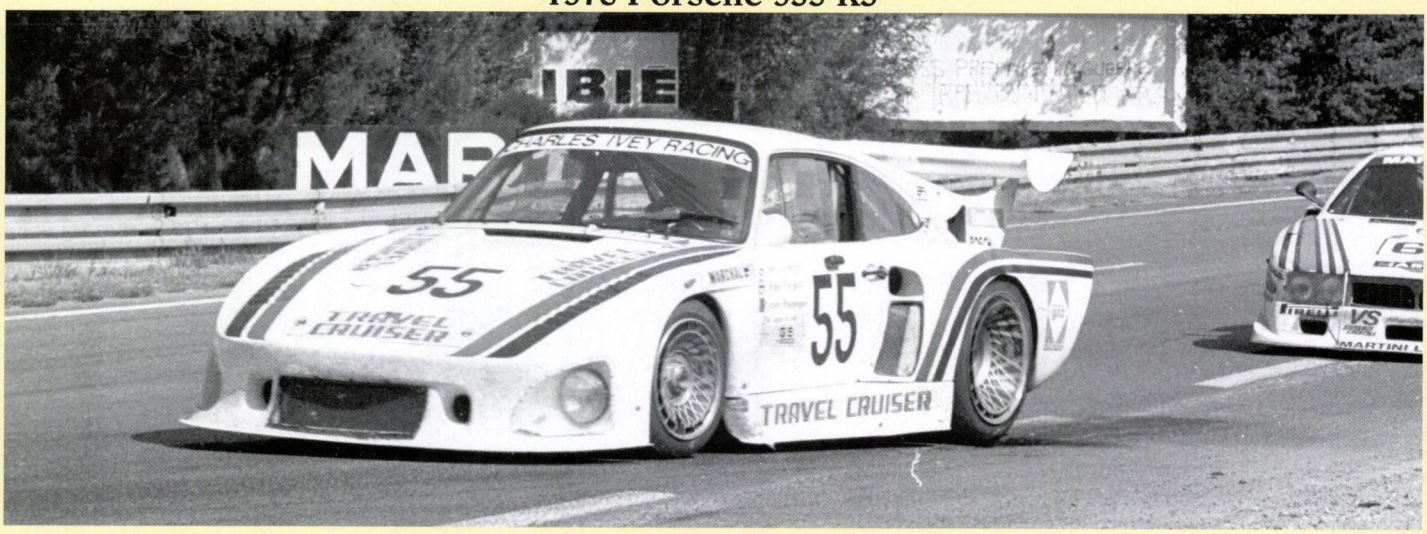


Tillack & CO., LTD.

Full details at www.tillackco.com
click to sales, double click on the photo.
Contact: Steve Tillack at 001 310 318 8760 Fax: 001 310 376 3392
630 Mary Ann Drive • Redondo Beach, California, U.S.A.

MARTIN CHISHOLM COLLECTORS CARS LTD

1978 Porsche 935 K3



4th overall and class winner at Le Mans in 1981. This serious racing car with fabulous history and provenence is Ideal for next years Historic Le Mans.
Offered for sale with a large stock of spares in its original Charles Ivey Racing livery.

FOR FURTHER INFORMATION ON THE ABOVE AND OTHER CARS IN STOCK PLEASE CONTACT:
TEL: 01242 821 600 FAX: 01242 821 555
E-MAIL: MAACHISHOLM@AOL.COM
VIEWING BY APPOINTMENT ONLY
BROCKHAMPTON, NR. CHELTENHAM, GLOUCESTERSHIRE
LONG TERM STORAGE ALSO AVAILABLE

Race a Tiger in 2005



factory built to order

complete kits available

NEW 2005 race series

used Tigers for sale

hire drive only £695 +VAT



See us at the Autosport show, NEC, Jan '05

See us at the Historic Racing Car show, Feb '05

Call Jim on 01733 271131, email: jim@tigerracing.com, www.tigerracing.com

The start of a new ERA



Experience the thrill of the new ERA at LOW cost



Race the

ERA CHALLENGE 2005

Talk to us NOW

- Controlled series with extremely low running cost *(Sealed engines)*
- Friendly paddock with factory support
- Available in full component form *(70 hour build)*
- Factory built "*push button*" to order
- Ultimate trackday/sprint/hill climb car
- ERA Racecar customer car storage and circuit delivery

NEW for 2005

The Tiger 2005 Series

Race our 2 seater sports cars

Excellent rates

Used Tigers available

Hire drives for 2005 kept at 2004 prices
ONLY £700 + VAT per race

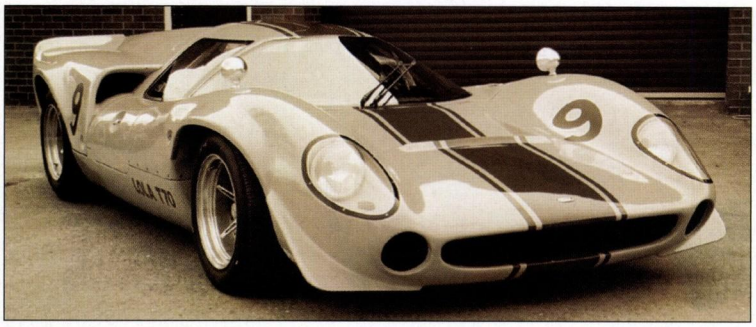
After the adrenaline rush, we are confident you'll want more. If you purchase a kit or factory built push button ERA we will refund the cost of the drive.

New for 2005 Crossflow (Kent)/Hewland ERA Class - ring us for more details.

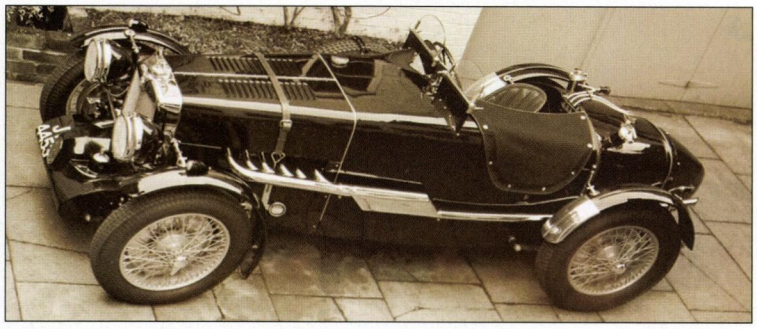
English Racing Automobiles, ECCO NEW Toll Service Station, Thorney Toll, Nr. Wisbech, Cambridgeshire, PE13 4AX

Call Jim on 01733 271131 (office), email: era@tigerracing.com, www.tigerracing.com

Lola T 70 coupe1967



M.G. K - Type Racing Magnette 1934



View at www.historicracingcars.com or telephone 01782 616799

Dave Karaskas Racing.



Formula 1 Arrows.

Arrows A4 chassis number 1. Top spec. Cosworth DFY lightweight short stroke engine. prepared by Langford engineering. Very large inventory of spares. (list available on reguest). 2 sets of bodywork, 1carbon fibre, 1fibreglass. Complete set of moulds. Complete set of engineering drawings. Stack dashboard with software and manuals. Current crack test cetificates. Historic Vehicle Identification Form. Ragno livery, as raced in 1982. Complete professional restoration in 2001. Extensive winter rebuild just completed, including chassis overhaul. Raced in 1982 by Brian Henton and Marc Surer, scoring World Championship points in Canada and Germany. Only Arrows to win an FIA sanctioned event. Eligible for class 'C' of The Thoroughbred Grand Prix World Championship. Two races left before engine rebuild. Preparation, full technical and track support can be arranged with FISA Racing, who have run the car for the last two years.

Price £POA with no VAT

Contact Dave Karaskas on Tel: 01992 573262 Fax: 01992 579676 Mobile: 07836 317454

1973 MARCH 73A-1 F-5000



Restored to original 1973 specification; original Morand engine; DG-300; competed in UK and US F-5000 series; featured in www.marchives.com
$85,000 w/spares
Greg Wold (USA) 001 763-420-4503 or Email; minics1@comcast.net

www.jameswattautomotive.com



Tyrrell 012
2003 TGP Champion 2004 TGP 2nd Overall 1st Class D, Race ready
Period correct low mileage DFY
£165K



March 711
Very Original ex Peterson/Pescarolo Race Ready with 400 mileNicholson short stroke 2003 Monaco 6th Overall
£120K



March 811
1983 Chassis Number 5
Potential TGP Race winner
Zero mileage Nicholson Short stroke
£165K



Osella FA1
2004 TGP Championship 5th Overall
Chassis 3 Run either Class C or D
Zero mileage Nicholson short stroke
£95K

Toj SS02	BMW M12 engined Sports car 1974	£65K
Tyrrell	020 1994 Bosscar 2004 Podium finisher	£Offers
Alfa Romeo	GT ex TOCA Twin Spark 2 litre engine	£30K
FIA Lola T70	Mk III race ready FIA Papers	£185K
Chevron B32	F5000 car race ready 1975	POA

Purchase, Hire or interesting part exchange
Please call
James on 01785 851122

To advertise in this section call Richard 020 8267 5351

GREGOR FISKEN

Fine Historic Automobiles



1964 Brabham BT8

This Brabham BT8, Chassis no. SC2 64, was originally supplied to Hugh Dibley who campaigned the car for the 'Stirling Moss Automobile Racing Team' in a number of events that season including Goodwood, Oulton Park and the Silverstone International Trophy. The car crossed the Atlantic in 1967 where it continued to be campaigned by a number of Canadian privateers before returning to the UK in the mid 80s. SC2 64 has recently taken part in the Gentleman Drivers Series as well as also being eligible for the Group 4 Series.

14 Queens Gate Place Mews
London, SW7 5BQ
Tel: 020 7584 3503
Fax: 020 7584 7403
E-Mail: cars@gregorfisken.com
www.gregorfisken.com

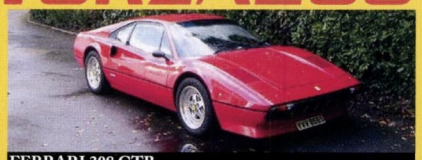
GREGOR FISKEN

moto technique ltd

Unit 141,
Molesey Avenue,
West Molesey trading Estate,
Molesey,
Surrey, KT8 2RY

To advertise in this section call Richard 020 8267 5253

FORZA288



FERRARI 308 GTB

1977 (S), Red, RHD Black leather, sports exhaust, deep front spoiler, wide wheels, recently restored, documented service history. **£24,995**

My stock changes weekly. Ferrari's constantly changing.
Please phone me whether buying or selling a Ferrari - only Ferraris with full services history please.

Tel: 01425 273682 Mobile: 07007 288 288 Fax: 01425 270293
www.forza288.com

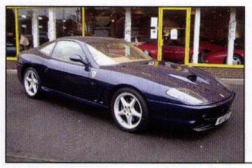
THE FERRARI CENTRE

THE FERRARI CENTRE

• SALES • SERVICE • RESTORATION • ACCESSORIES •

Kent High Performance Cars (Sales) Ltd

Probably the largest indoor display of Ferraris in the UK



Ferraris urgently required - For sale or return or outright purchase

£69,995

Ferrari 550 Maranello 2000 W. Tour de France blue with beige hide, piped in blue with blue stitching, dark blue carpets, 20,600 miles, air conditioning, FSH. Fitted with Navtrak. A choice of 3 in our showroom.



£59,995

Ferrari F355 Berlinetta 1998 S. Red with crema hide and red carpets, 10,100 miles, air conditioning, twin airbags, CD player, FFSH. Fitted with Tracker. One of the best examples available.



£57,995

Ferrari 360 Modena F1 LHD 1999 T. Red with black carbon Kevlar race seats, 10,900 miles, race specification, road legal, rear challenge, full roll cage, PMFC 'O' class championship winner in 2001 & 2002. Available as is or put back to road specification. Ideal fast road and track day car. **£57,995**







Selected Ferrari's... Many more available

Ferrari 456 GTA 1998 R Automatic. Metallic black with black hide and black carpets, 14,800 miles, air conditioning, two owners, full service history. Cambelts have recently been replaced **£47,995**

Ferrari F355 Berlinetta 1995 M. Red with black hide and black carpets, 38,500 miles, air conditioning, black overmats, sports exhaust. Service and cambelts recently carried out. LHD's also available ...**£44,995**

Ferrari Testarossa 1990 G. Red with tan hide and red carpets, 8,400 miles, air conditioning, red overmats, twin mirrors, sports exhaust. Fitted with Tracker. Original low mileage example. Registration G512 TES (optional) **£39,995**

Ferrari 328 GTS 1989 G. Red with magnolia hide and red carpets, 20,700 miles, air conditioning, colour coded rear aerofoil, ABS model. One of seven in our showroom. **£34,995**

Target Business Centre. Bircholt Road. Parkwood. Maidstone. Kent ME15 9YY

sales@theferraricentre.co.uk www.theferraricentre.co.uk 07000 360355

Independent Ferrari Specialists since 1983

TALACREST

EUROPE'S LEADING FERRARI SPECIALIST



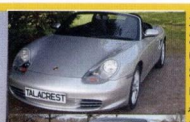
1987 FERRARI 328 GTB
Rosso Corsa with Black Hide, Red Carpets, Air Conditioning, Rear Aerofoil, Radio/Cassette, V8 3.2 Litre 270 BHP, 4 owners from new, 9,600 recorded miles. £39,990

VISIT OUR WEBSITE: www.talacrest.com



SERVICING AND RESTORATION

TALACREST CATERS FOR ALL FERRARI, FROM HISTORIC RACE CARS TO THE LATEST MODELS WITH A FULL SERVICE FACILITY. OPTIONS RANGE FROM A MINOR SERVICE TO A FULL RESTORATION, FROM ROUTINE ENGINE TUNE TO FULL REBUILD. ENTHUSIASTIC STAFF ENSURE CARS RECEIVE THE BEST QUALITY CARE.
PLEASE CONTACT US FOR A FULL RESUME



2002 (52) PORSCHE BOXSTER (FACELIFT)
2.7 Arctic Silver with Black Hide, Black Carpets, Climate Control, Tracker, Power Roof, ABS, Power Steering, Electric Seats, 17" Alloys, Wind Deflector, Radio/CD. 1 owner from new, 12,700 recorded miles.
£29,990



1998 355 BERLINETTA
Grigio titanio with Asprey purple hide seats, Asprey purple and black hide to dashboard, black carpets, climate control, abs, adjustable suspension, power steering, twin airbags, alarm/immobiliser, pioneer radio/cd, fitted luggage, 3 owners from new, 12,900 recorded miles.**£59,990**



1996 355 BERLINETTA
Canna du Fucile Metallic with Bordeaux hide, black carpets, adjustable suspension, power steering, climate control, ABS, twin airbags, V-8 3.5 Litre 380 BHP, 34,000 recorded miles.
£49,990



1990 TESTAROSSA
Rosso Corsa with Magnolia Hide, Red Carpets, Air Conditioning, Electric Windows, Electric Wing Mirrors, Sigma Alarm/Immobiliser, Kenwood Radio/Cassette/Multi CD. 15,414 recorded miles.
£37,990



1993 348 TS
Grigio Titanio with Grey Hide, Black Carpets, Climate Control, ABS, Electric Windows, Pioneer Radio/Cassette/6 x CD, Sigma Alarm, 1 of Only 261 UK RHD Cars, 15,600 recorded miles.
£34,990



1983 512 BBI
Rosso Corsa with Sabia Hide, Red Carpets, Air Conditioning, Rear Aerofoil, Electric Windows, Original Pioneer Radio/Cassette, 5.0 Litre Flat 12 340 BHP, 10,400 recorded miles.
£44,990

ALL FERRARIS URGENTLY WANTED
PLEASE CONTACT GUY TEDDER
FOR A VIEWING OR MORE INFORMATION
74 STATION ROAD EGHAM SURREY
01784 439797. SUN/EVES 07050 250360

IVAN DUTTON LTD

Type 37/44 cylinder blocks now available from our new patternwork, £2,600 fully machined plus VAT. Also available fully assembled with valves, guides, springs etc., £3,308 per cylinder block, plus VAT.

Type 35 cylinder blocks, fully machined £2,500 or fully assembled with valves, guides, springs etc., £3,190 plus VAT.

Type 51/55 cylinder blocks fully machined £4,800, also available with hardened valve seats for running on unleaded fuels.

Type 46 cylinder blocks available fully machined, price on application.

Brescia. Last year seemed to be the year for working on Brescias for us. After never having done much work on these cars we were called on by a prominent Brescia owner and enthusiast who wanted to take his Brescia to the Sicily Rally. In something like eighteen weeks we turned it from a rolling chassis with no body and a myriad of details needing to be finished into a driving car, which was only started the day before it left for Sicily. It performed faultlessly on the Rally with hardly a spanner having to be laid upon it.

Brescia No. 2. We rebuilt the engine on James Diffey's Brescia and gave him advice on many other parts of the car. The first time he used the car was on the Welsh Trial and again it performed faultlessly. James was the first Brescia home and won his class, a performance he very nearly repeated on The Lakes. At the Wescott driving test he was only beaten by the handicap, taking fastest time on almost all the tests. We are now working at developing the car further over the winter, taking another look at the cam profiles in light of what we had found so far. While we were doing James's engine we also sorted out white metalling the banana tappets and also a process for reclaiming worn tappets, which on average cost £25 (cheaper than buying new ones).

So 2004 will always be thought of as our year with Brescias.

Parts sales last year went incredibly well. I am amazed how many people in the VSCC are building GP cars. It seems a whole new generation are becoming interested in Type 35s and 35Bs, which can only be good news for the club, even if the Hill Climb is doing its best to alienate Bugatti owners.

The 75th Anniversary Celebrations, centred around the International Rally, seem a long way off now, and even watery Prescott seems like it must have been fun. A trip into London to celebrate that initial meeting of Madely, Ambrose Varley and G M Giles was well supported by Bugatti owners and held at the RAC Club, an impressive building on Pall Mall which has a modus operandi which belongs to a different age, an age which Bugatti owners to this day hold dear, with its, to quote the President "... decent, polite, good tempered behaviour and sportsmanship between members..." (Bugantics, Spring 2004)

In the real world times have changed, things have moved on. After visiting the RAC Club, a few of us ventured onto Simpsons in the Strand, where it really all began, walking through a London which is marked by the 24 hour culture and the lack of tolerance this brings.

I have been a member of many car clubs over the years, most of which are based around marques which have current models, and perhaps in line with the 'me generation' this brings, there is little sense of a club run for and belonging to its members. Luckily, perhaps because Bugatti is a pre-war phenomenon, our club seems to have kept this without the need for dress codes or mobile phone bans that the RAC Club uses to hold back the tide.

Ivan Dutton Ltd **Tel: 01844 339457** **www.duttonbugatti.co.uk**

---

info@ecuriebertelli.com www.ecuriebertelli.com

ECURIE BERTELLI LIMITED — Vintage Aston Martins

Tel: +44 (0)1234 240024 Fax: +44 (0)1234 240054

The Specialist in all Vintage Aston Martins

Registered Office • 53 Stilebrook Road • Yardley Road Industrial Estate • Olney • Bucks • MK46 6EA • United Kingdom





1934 Aston Martin MK11 short chassis chassis no. E4/442/S

One of the most perfectly presented vintage Aston Martins in the world, this short chassis MK11 was placed third in class at the 2001 Pebble Beach Concours. It has been meticulously maintained and has retained all its detailing since. This car has pre-war racing, and extensive post-war race and rally history in the U.K. and South Africa, and with a strong steel crank and rod engine rebuild in the early 1990's it is more than capable of such use now. Only 57 short chassis 2/4 seat MK11's were built and this example in perfect mechanical condition and with proven Pebble Beach standard concours preparation is without doubt the finest example available today.
Contact Andy Bell.

See car sales on www.ecuriebertelli.com

HANWELLS OF LONDON

The Ultimate Bentley & Rolls Royce Selection

24 months five star RAC warranty parts and labour on all cars.



BENTLEY 2004 54. BENTLEY Continental GT Coupe. Moonbeam with Beluga top roll and carpets. Portland hide interior. 19" split rim alloys. Many extras only 48 miles. **£123,950**



BENTLEY-300 2001 Y. Bentley Azure. Finished in Peacock Blue with Sandstone interior. Blue Mohair Hood. FSH. Totally immaculate throughout. **£125,950**



BENTLEY-298 2001 Y. Bentley Arnage Red Label. Finished in Masons Black with Soft Black interior. Very low mileage. FSH. Immaculate condition **£82,950**



BENTLEY ARNAGE RED LABEL 2000 (W) meteor blue with magnolia interior, low miles, history, outstanding condition and value .....**£76,950.**



BENTLEY 1999 T. Bentley Arnage Red Label lookalike. Finished in Verdant Green with Cotswold interior. Low mileage. FSH. Immaculate .....**£59,999.**



BENTLEY-303 1999 T. Bentley Arnage Red Label look alike. Finished in Verdant Green with Cotswold interior. low mileage. FSH. Immaculate condition. **£59,999**



BENTLEY ARNAGE 1998 (R) Red label look-alike in Silver Tempest rouched French navy interior, piped. Low mileage. Sat Nav. Walnut inlaid panels .....**£57,950.**



ROLLS ROYCE 1998 (S) SILVER SERAPH. Finished in Iridium with Soft Tan interior. 25,000 miles. FSH. Picnic tables, Electric sunroof. Immaculate .....**£66,950.**



BENTLEY 1997 (P). Bentley Brooklands in Royal Blue with Parchment int.,piped. Only 27000 miles. Service history. Immaculate condition. .. .. **£39,999.**



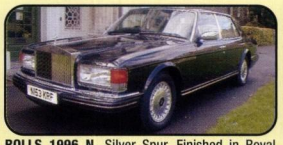
BENTLEY 1997 (P). Mulliner Brooklands. R LPT. Limited edition. Sherwood Green. Magnolia interior, piped. Racing mesh grille. Side vents. 17" Alloys. Low mileage Service history. Superb. .....**£39,999.**



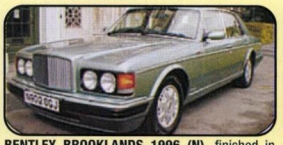
BENTLEY 304 1997 MDL P. BENTLEY TURBO RL MK IV. Finished in Peacock Blue with Magnolia interior. 61,000 miles. FSH. Immaculate condition. **£37,250**



BENTLEY 1996 MDL. Bentley Brooklands in Sherwood Green with Natural interior. Service history. Outstanding condition.....**£29,999.**



ROLLS 1996 N. Silver Spur. Finished in Royal Ebony with Silverstone interior. Only 48000 miles. FSH Electric rear seats. Immaculate throughout. .....**£37,950.**



BENTLEY BROOKLANDS 1996 (N). finished in special order aurora with parchment interior, low mileage, service history, immaculate, outstanding value.....**£31,950.**



BENTLEY-302 1994 M BENTLEY CONTINENTAL R. Finished in Royal Blue with Magnolia interior, piped. 17'' alloys. FBSH. 2 owners. Totally immaculate. .....**£49,750.**



BENTLEY BROOKLANDS MKIII 1994 (M) sherwood green with magnolia interior, low mileage, service history, immaculate throughout **£29,999**



BENTLEY TURBO R MKII ACTIVE RIDE 1992 (J). Finished in tudor red with soft black interior, fitted with 17" alloys, service history, immaculate condition .....**£22,950.**



BENTLEY-299 1990 G. Bentley Mulsanne S MK II. Active ride finished in College Blue with French Navy interior. History. Immaculate condition. **£18,950**



BENTLEY 1990 G. Bentley Mulsanne S. MK II Active ride. Finished in Balmoral Green with Parchment int. CD-Multiplay. History. Outstanding.....**£18,950.**



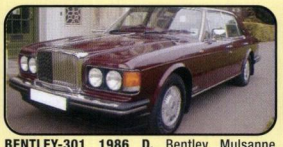
Rolls Royce 1990 'G' Silver Spur MK II. Finished in Royal Blue. Magnolia interior, piped. Electric rear seat, picnic tables. 72,000 mls. Outstanding. .....**£22,500.**



BENTLEY TURBO RL ABS EFI 1987 (D). Finished in Georgian silver with dark blue interior, history, outstanding condition throughout .....**£15,950.**



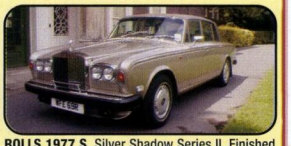
ROLLS ROYCE SILVER SPIRIT 1986 (C). Cotwold Beige with cream interior, service history, low mileage, outstanding condition **£15,950**



BENTLEY-301 1986 D. Bentley Mulsanne Finished in Redwood Metallic with Cream interior, piped. Low mileage. History. Immaculate condition. **£12,650**



RR CAMARGE 1980 V. Camargue. Finished in Peacock Blue with Magnolia interior. Complete restore costing £22000. 17" Alloys. Immaculate condition. .....**£28,950.**



ROLLS 1977 S. Silver Shadow Series II. Finished in Silver Sand with Nutmeg interior. Velour inverts, picnic tables, Alloys. History. Low mileage.....**£13,750**

86-88 Broadway, Uxbridge Road, London W7 3SU TEL: 020 8567 1777

For our up to date stock list of 60 Rolls and Bentleys, please call.

Rolls Royce & Bentley Specialists

www.hanwells.com 020 8567 1777 After Hours 01932 224 872

©mike07

172532

Sherwood Restorations Ltd.

Established 1966

Upton Fields Garage, Upton Road, Southwell, Nottingham NG25 0AQ
Telephone: (01636) 812655/812682/812700 Fax: (01636) 816830

www.sherwoodrestorations.co.uk — *Classic & Sports Car Specialist* — Email: sales@sherwoodrestorations.co.uk



1966 AUSTIN HEALEY 3000 BJ8. In Colorado Red with Black hide. Equipped with CWW, overdrive, alternator, radio, CD, door mirrors etc. Ground up restoration with photographic record by marque specialist. A most outstanding example of the best Healey.RHD - £31,995



1970 AUSTIN HEALEY SPRITE 1275 MK4. Royal Blue with Cream hard top and Black trim. Total restoration carried out a few years ago to an exceptional standard. Equipped with anti roll bar, minilite wheels, soft top and tonneau cover. An outstanding example.RHD - £6,495



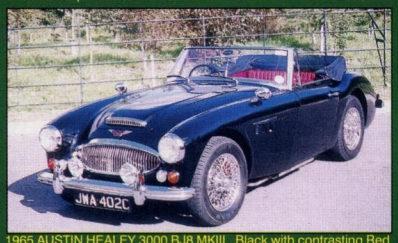
1960 AUSTIN HEALEY 3000 MKII BT7 TO WORKS RALLY SPEC. Red with Black trim, alloy panels, triple webbers 185BHP at the wheels, comp overdrive, LSD, 72 spoke wire wheels, spot lamps, reversing lamp, side vents, louvered bonnet, Halda, comp seats, wood rimmed steering wheel, uprated suspension etc. Totally rebuilt to an exacting standard, now ready for some serious rallying, full F.I.A. Papers.RHD - £39,995



1963 JAGUAR 3.4 MK2 AUTO. One lady owner until 2000. 58K warranted documented miles. Equipped with CWW, PAS, radio. Finished in unblemished Opalescent Maroon with Blood Red hide. Cars of this quality and pedigree rarely come onto the open market. Virtually as it left Browns Lane.RHD - £23,995



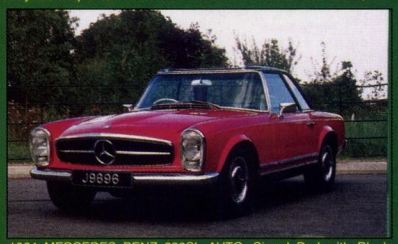
1998 AC COBRA SUPERBLOWER. Finished in Midnight Blue with full Red hide. Two owners, 20K miles, FSH. Equipped with roll hoop, cat 1 alarm, Halibrand wheels, stone guards, twin overtaking mirrors etc. An impeccable example of this very rare AC factory built supercar.RHD - £52,995



1965 AUSTIN HEALEY 3000 BJ8 MKIII. Black with contrasting Red hide interior. This exceptional example has only covered 50K miles from new and only had 4 owners. Fitted with CWW, original electric aerial, period radio and wing vents. In outstanding condition, this is one for the most critical.RHD - £32,995



1950 JAGUAR XK120 ROADSTER. Silver with two tone Blue hide and Black weather equipment. Total ground up concours restoration, little use since, winner of many major concours, an original UK car, fitted Kenlowe fan, high ratio axle etc. Look no further. RHD -.....£39,995



1964 MERCEDES BENZ 230SL AUTO. Signal Red with Black hide. 70K miles from new with FSH, ex-Jersey, equipped with PAS, factory hard top in Black, radio, tonneau cover etc. It would be hard if not impossible to find a better example, be quick! RHD - £28,995



1960 JAGUAR 3.8 MK2 VICARAGE, 5 SPEED. BRG with Tan hide. Restored & uprated by Vicarage, with later upgrades by CMC. 15K miles since completion. PAS, air con, elec sunroof, sat nav, VDP reclining seats, HRW, coil spring rear suspension, CD auto changer, head restraints, central locking, Kenlowe fan, remote alarm, Motolita steering wheel, CWW, unleaded head. Would cost to replicate today in excess of £100K. Impeccable condition and astonishing value.RHD - £34,995



1965 TRIUMPH 2000 MKI RACE CAR. Built & developed over 15 years by Carlow Engineering. 250 BHP, dry sumped, C/R gearbox, LSD, rose jointed suspension, front & rear ventilated disc brakes, long range fuel tank etc. Donington Park 1.23, eligible for Swinging 60's Series and a definite front-runner. Fresh engine just fitted and whole car fully prepared, cost in excess of £80,000 to build. Vast amount of spares and data, the cheapest historic race car you are likely to find, it is also road registered.RHD - £11,995

1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and all syncro gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning WAS £24,995, NOW .£21,995

1968 TRIUMPH 2000 MKI. White with Red trim. Prepared for historic rallying using the best of components in a superb shell. Works type dash, competition seats, overdrive, Motolita wheel, adjustable suspension, minilite wheels, spot lamps, reversing light etc. Could not be replicated for double this figure £15,000

1980 TRIUMPH TR8 CONVERTIBLE. Factory experimental car, 1 of only 2. Silver leaf with Biscuit trim. 2 owners, 48K, total history incl all letters from British Leyland. PAS, stainless exhaust. The most outstanding example you could wish for, virtually unique. £14,995



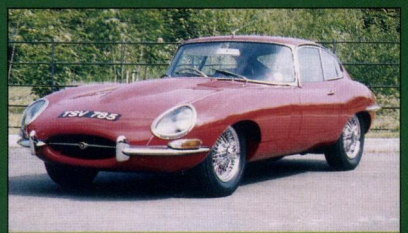
1936 MGPB 2 SEATER. British Racing Green with Green hide. Total ground up restoration on a matching number car, to an incredible standard. Balanced engine +60, aero screens, competition dash, spot lamp, stone guards, K type fillers etc. Very rare, one of only 500 PB's, the last of the triple M cars, impossible to restore to this standard for less than £40K.RHD - £25,995

1973 MGB ROADSTER. OEW with Red hide. Full ground up restoration and upgrades to the highest of standards. Stage 3 engine on 45 webber sports exhaust, Kenlowe fan, overdrive, wire wheels, uprated suspension, wood rimmed steering wheel. A most outstanding example with an excellent turn of speed£13,995

1967 MINI COOPER 1275S. Black with Cream roof and Black trim. A full house F.I.A. rally car, SC close ratio gear box, Safety Devices roll cage, twin tanks, Halda, triple spot lamps, minilite wheels, works rally spec brakes, suspension drive shafts etc. Superb condition and ready for the most serious of rallies, RAC & F.I.A. papers. You could not build this car for less than £25,000..... £12,995

1972 MGB ROADSTER. Teal Blue with Grey hide. Equipped with overdrive, CWW, music system, Motolita wheel etc. A very well restored example with unleaded head and uprated suspension. Outstanding value £9,995

1969 MGB 1.8 ROADSTER. Trafalgar Blue with Black hide, mohair hood, CWW, stainless steel exhaust etc. A very well restored example, realistically priced .. £9,995



1962 JAGUAR E-TYPE 3.8 FHC. Carmen Red with Navy hide, very low ownership and 35K miles. Supplied new to Gp Capt Harrison in Jersey, competition history from 1964 to 1970, fitted from new with Restall seats. Equipped with all synchro gearbox, CWW, unleaded head, alloy rad, alternator, S/S exhaust etc. A unique example used by Top Gear and Norman Dewis 'Jaguar test driver' in the making of 'The History of Jaguar'.RHD - £29,995

1963 JAGUAR 2.4 MK2 MOD. Opalescent Maroon with Cream hide, radio, reclining seats, overdrive, spot lamps etc. Low ownership & mileage, recent engine overhaul. A nice example at a sensible price £8,995

1979 TALBOT SUNBEAM LOTUS. Black over Silver with Grey cloth trim. Re-built some years ago using the last genuine factory shell. Uprated suspension, quick rack, oil cooler, spot lamps, fire extinguisher, catch tank etc. An outstanding example, now's your chance to make a serious rally car £7,995

1979 DAIMLER SOVEREIGN 4.2 AUTO. Regency Red with Tan hide. One owner, 30,000 miles from new, FSH. Equipped with air con, original radio cassette, elec windows etc. A most outstanding ultra low mileage example. Unrepeatable£6,995

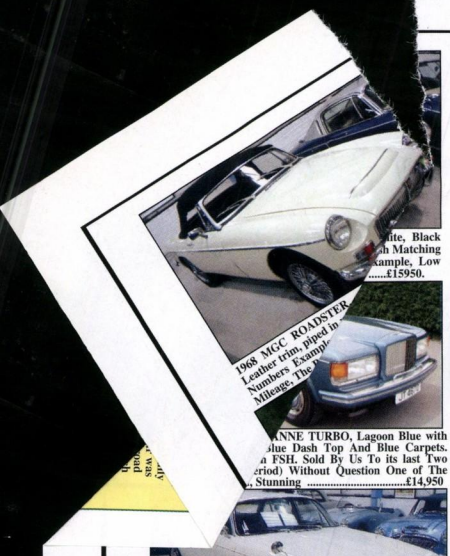
1973 TRIUMPH SPITFIRE 1300. Magenta with Black trim. Low ownership and only 80,000 miles, minilite wheels, radio, immobiliser, unleaded cylinder head. Ground up restoration in 1998 at a cost of £12,000, excellent value £6,995

1989 ALFA ROMEO 2.0 SPYDER. Black with Black trim. 4 owners, 90K miles with total service history, 5 speed, elec windows, alloy wheels, radio cassette. A most outstanding example of this popular usable classic £6,995

The School Garage

(MARTIN J DALY) Est 1979

A small selection of up to 60 Prestige and Classic Cars available
47 Buxton Road,
Whaley Bridge, High Peak,
Derbyshire SK23 7HX
Telephone 01663 733209
Mobile: 07767 617507
www.classiccarshop.co.uk



ite, Black
h Matching
ample, Low
.....£15950.

1968 MGC ROADSTER
Leather trim, Hood in
Numbers Exampl
Mileage, The

NNE TURBO, Lagoon Blue with
lue Dash Top And Blue Carpets.
a FSH. Sold By Us To its last Two
riod) Without Question One of The
Stunning £14,950



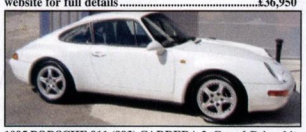
1974 JAGUAR XJ12L. 5.3 Old English white with blue leather trim 26000 miles only. Best we have seen. Please look at our website for full photos etc.....£12,950



1960, LOTUS ELITE S2. Famous Historic Racing car with FIA. papers. supplied NEW to Mr David Buxton of TEAM ELITE., Has Competed In many Top Events, Last owner over 20years, Restored by Simon Hadfield, Stunning Example, Please contact us for full details of history and spec.....£POA.



JAGUAR C-TYPE-REP BY PROTEUS (plus upgrades). 3.8 tuned engine, 4 speed box with overdrive etc. Alloy & GRP construction, correct in every way. Please see our website for full details £36,950



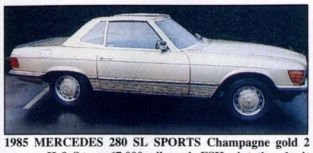
1995 PORSCHE 911 (993) CARRERA 2. Grand-Prix white with Grey Leather, Alloys, Aircond, ESR. 69000 FSH, Mint Example, This is as good as it gets.....£31,950.



1939 DELAGE D6-3L (cotal electromagnetique gearbox) Four door sports saloon, by Guillore (rare) Royal blue with natural leather trim, restored to concours winning standards over the Last 15 years please see our web-site for full details, photos etc. .....£POA.



1939 BENTLEY MK 5 SPORTS SALOON BY PARK WARD Black with grey leather, subject of a Circa 100k restoration, by its last owner, superb and very important history file, famous owners, and the rarest of all Derby Bentleys (one of nine left). Please look at our website,more details /photos etc .....POA



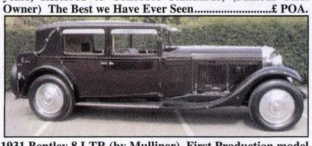
1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this £15,950



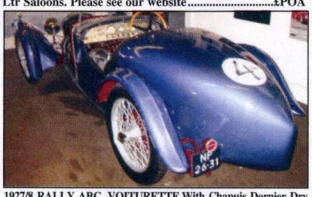
1997 FERRARI 355 GTB, RHD, Giallo Fly Yellow, with Grey leather Sports Seats, (kevlar Backed) Challenge Exhaust, SS, Aircond, CD, 18000 Miles Only (Just Had Cam Belt Service) FFSH, My Own car For The Last 4 years, One previous Owner, This is As Good As you Will Ever Find, ...£59,950) Inc. Reg, 143F. or £54,950 without.



1938 ROLLS-ROYCE 25/30 LIMO By H J Mulliner. Black over Oxford Blue Over Black, Blue Leather to the Front, and Tan Cloth To the Rear, (with Division) last Owners Circa 32 years, Restored to Concours Standards, (Famous First Owner) The Best we Have Ever Seen.....£ POA.



1931 Bentley 8 LTR (by Mulliner). First Production model # (YF5001). Historically the most famous of all Bentley 8 Ltr Saloons. Please see our website.....£POA



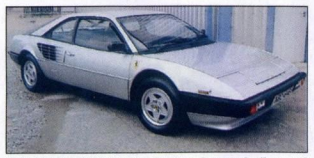
1927/8 RALLY ABC. VOITURETTE.With Chapuis Dornier Dry Sump Le-mans Engine.In Private Collection for many years, Has just been fully Re-commissioned, to a very High standard. Thought to be one of Two in Existence of this Specification. A unique Opportunity to acquire a very rare motoring Treasure. .....£ POA.



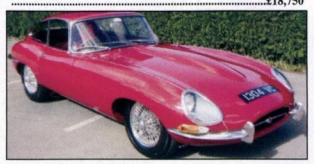
1978 (Oct) ASTON MARTIN V8 VANTAGE (OI) Manual. Finished in goodwood Green with Magnolia leather, alloys, air-cond, etc. Recent mechanical restoration work by HWM. Superb and totally sound, 48000 miles with extensive history file. Excellent Value at .....£39950.



1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only.....£19,950



1982 FERRARI MONDIAL 8 5 speed manual. silver, red leather 48,000 miles FSH, all books, tools, etc. Aircond, superb, original mint example (very very rare like this).....£18,750



1962 E-TYPE 3.8 FHC (early car on VC jaguar number) Signal red, with red leather and red webasto sunshine roof. CWW Restored By its previous Owner to Concours winning standards. Original English RHD with Matching Numbers. Stunning .....£36950.



1968 MERCEDES 280SL PAGODA. White with Black hard top. Automatic with power steering, 3 owners from new. 91,000 miles, original interior and perfect hood a superb and original motorcar (hard to find like this, see our website).....£26,950



1969 JAGUAR E-TYPE 4.2 FHC S2. RHD, Finished in special Order Ecossie Blue, With Red Leather Trim, chrome Wire wheels, Stainless Exhaust, and Upgreades. Restored To A very High standard By its Last Owner, And taken to Le Mans Last Season, Stunning £32,950



1960 JAGUAR XK150 S 3.8 FHC (VERY RARE) in indigo blue with red leather, CWW, special factory upgrades, touring seats, 50 gallon Le Mans tank. Genuine low mileage example, (famous owners) unique motor car, and stunning to drive .....POA



1924 Singer Two Seat, Open Tourer With Dickey Seat. Royal Blue With Black Trim, Superb Mint Example Very Seldom as Good as this , Please see our Web-Site....£12,950.



1947 TRIUMPH 1800 ROADSTER, with Twin Dickey and screen. Restored to Show Winning Standards, Superb and correct, drives as it should , A better Example would be hard to find.!! Original Buff Logbook, All Books Tools and History File. ..... £18,950.



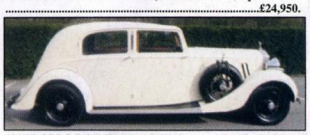
1996 (97MDL) BENTLEY TURBO RL, Midnight blue with parchment Leather, Massive Spec, 30000 miles only ,FBSH .Cost £168000 New, still as New, Please Phone/E-mail for Full Details etc £39950



1987E FERRARI 328 GTB. Nero with Cream Leather , Star Alloys, Air-Cond, 22000 Miles Only, FFSH, The Nearest To a Brand New Example you Will Find, All Books, Tools, MOTs, etc.Cherished Number, This is As Good as It will Get £41,950



1961 JAGUAR 2.4 MK 2, Manual BRG, with Suade Green Leather, This Amazing Car has Covered Only 20800 miles from New. and has Full Jaguar main agent, (and Specialist) History, all handbooks, Service Book (tools Unused) Totally Rot Free, Never Ever Restored, And The Most Original Classic car we have Ever seen, this must be Unique.!! ....£24,950.



1937 ROLLS-ROYCE WRAITH Sports Alloy Body Saloon By Park-ward. (original Factory Experimental Car) Very Famous, and Important Example, Please See our Web-site or Contact Us for Full Details etc. .....£44,950.



1954 AUSTIN HEALEY 100/4. Old English Wh
Trim, Overdrive, black weather Equipme
English RHD, example with Matching Numbe
Best you will Find .....



1951 MORGAN PLUS 4 ROAD
trim and hood. stainless steel
years, superb original Ex
Structure A1. Drives as it sho
.....



1979 FERRARI 40
Red, With Tan
Aircond, Pas, 47
miles Ago, Supe
.....

(Th

We are always interested in buying, part-exchanging OR selling, cars similar to the ab
website for more detailed photos, and info.

Telephone
(01753) 644599
www.runnymedemotorcompany.com

RUNNYMEDE MOTOR COMPANY

Telephone
(01494) 812115
...tonsales@aol.com



1970 Aston Martin DB6 Mk II in Agaean Blue with Blue hide interior. An excellent example with automatic transmission, chrome wire wheels and power steering. £39,950 .....£75,000



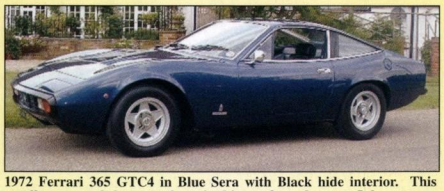
1963 Aston Martin DB4 Series V finished in Fiesta Red with Oatmeal hide interior and deep Red carpets. Fitted with four speed Manual transmission and overdrive, 15", 72 spoke wire wheels, this is a very rare model of which only 103 were produced and is the same shape as the DB5. .....£64,950



1961 Aston Martin DB4 Series III finished in Aston Racing Green with ... trimmed interior in Tan leather and fitted with dark Green carpets. This ... rebuilt by ourselves three years ago and has 6" x 15" chrome wires, 4.2 fast ... engine with high lift cams and three 2" su's, oil cooler, Kenlow electric fan, cat... tank, competition suspension, standard seating and two leather trimmed Cobra ... race seats. Ready for immediate use either for road or competition. £74,950



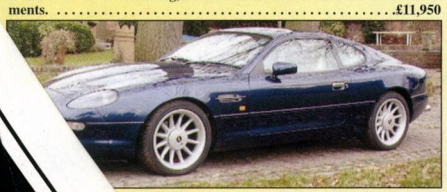
1988 Rolls Royce Silver Spirit in Grampian Grey with Blue hide interior piped Grey. This is a truly pristine 4 owner example with complete service history from new and has been with the last owner for 12 years. Fitted with air conditioning, electric windows and all other usual refinements. £11,950



1972 Ferrari 365 GTC4 in Blue Sera with Black hide interior. This excellent example has a total service history from day one. It has recently had the benefit of coachwork refurbishment and £16000 was spent recently on a major overhaul. Fitted with alloy wheels, electric windows and air conditioning. £37,950



1983 Ferrari 400i finished in Grand Prix White with Blue hide interior. Probably the best on offer having covered only 50,000 miles from new in the hands of two careful owners and having a complete service record. Pristine throughout. £10,995



...7 in Mendip Blue with Magnolia hide piped Blue. Fitted with ...ats, automatic transmission, air conditioning, electric seats, ...g wheel, sports exhaust, Vantage front grille, stereo sys... ...e alloy wheels. Full service history. £33,950



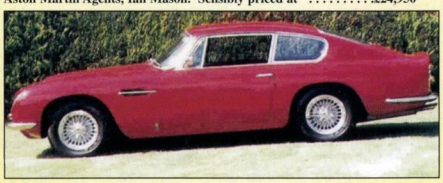
1972 Aston Martin DBS AM Vantage finished in Cumberland Grey with Blue hide interior. One of only 70 cars produced with 6 cylinder engine and single headlight configuration. Fitted with Manual 5 speed transmission, chrome wire wheels, 4 litre engine with triple Webers. This car was repainted by ourselves 3 years ago and comes with excellent service history including recent servicing by Aston Martin Agents, Ian Mason. Sensibly priced at £24,950



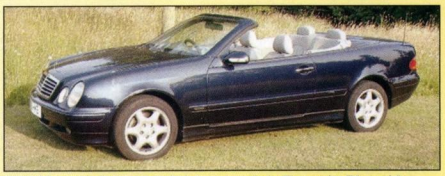
2000 Aston Martin DB7 Vantage in Galloway Green with Tan hide. Fitted with Green carpets and factory options include Burr Elm, premium Audio system, sports steering wheel, heated front screen, Parktronic, GT seat conversion, sports exhaust and Tracker. This is a one owner example which has covered only 18,000 miles and has full Aston Martin service history. £54,950



...with Blue hide interior. ...er car. Recent works £26,950



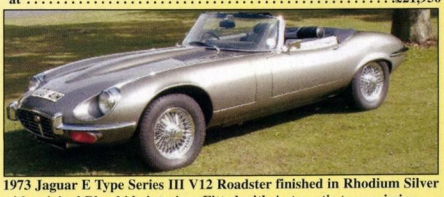
1965 Aston Martin DB6 finished in Fiesta Red with Black hide interior. This car is currently undergoing various upgrades including a 4.2 fast road engine build to unleaded specification. It is fitted with 48 dcoe Webers and has chrome wire wheels and 5 speed ZF gearbox. It is in excellent condition throughout. .....£P.O.A



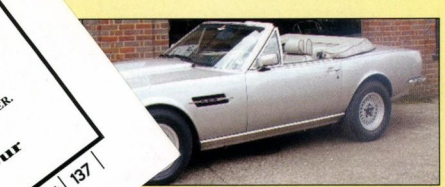
2001 Mercedes Benz CLK 320 Avantgarde in Tanzanite Blue with Grey hide. Fitted with alloy wheels, cruise control, climate control and multi play CD. An extremely nice example having had only one owner from new and has full Mercedes Benz service history. Sensibly priced at £21,950



...54 Jaguar XK120 SE in Pearl Grey. This is a really beautiful exam... ...of an extremely desirable model in time warp condition. Well ...viewing. £29,950



1973 Jaguar E Type Series III V12 Roadster finished in Rhodium Silver with original Blue hide interior. Fitted with Automatic transmission, chrome wire wheels and Blue mohair hood. Only 8,000 miles since full restoration by XK Engineering. £39,950



...ante in Rhodium Silver with pale Grey piped Burgundy interi... ...ly one of the nicest Volantes to be brought to the market place in ...e car is in near concours condition and has been serviced annually by the ...d with automatic transmission, BBS alloys and electric hood. £49,500



1990 Aston Martin 6.3 Virage finished in Suffolk Red with Black hide and fitted with Onslow Grey carpets edged in Black. This car has been highly modified to include 6.3 engine, 4 speed Automatic transmission, ABS, immobiliser, 18" split rim OZ alloys, Alpine radio cassette and Cd. This car has VANTAGE coachwork, wider wheel arches, front and rear lamp modifications and comes with full service history and was supplied by ourselves to the last owner. 55,000 miles. £36,950

...ection of our stock. We carry approximatley 65 cars in stock at all times
...ite at www.runnymedemotorcompany.com for more information

...te, with red
...t. Original
...s. One of the
.....£26950.

...TER. Royal blue with black
...Exhaust. Last owner many
...mile. wonderfull History,
...ld, The best we have seen .....£16950.



...0 GT (Ianhan Convertible) Auto. Rosso
...Leather. And Tobbacco Inserts, alloys.
...00 miles Only. Full Engine Rebuild c. 2000
...cb History File, A Lovely. Rare motor-car .....£19,950.

Arriving soon

...se vehicles will be available at time of press)
SEE OUR WEB-SITE
1990 MERCEDES 500SL (AS NEW)
1998 MERCEDES SL 320
1989 MERCEDES 560 SEC. SUPERB
1973 ASTON MARTIN V8 AUTO.
1973 ASTON MARTIN CC. SPORTS ROADSTER.
1947 MG TC.
1921 AMILCAR CC.

...ove, click-on to our

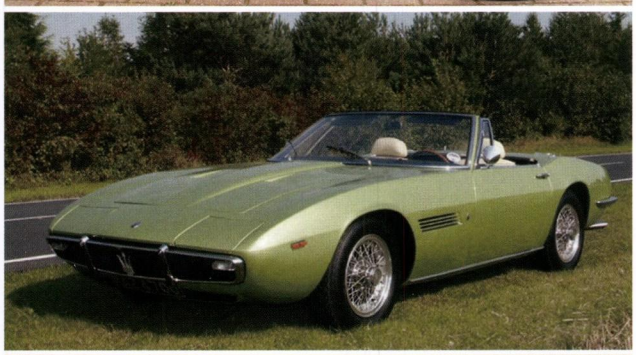
FEB 2005 | MotorSport | 137

01799 513131
FOUNDED IN 1825

www.cheffins.co.uk
Cheffins









CHEFFINS - UNBEATEN LOW COMMISSION RATES - UNSURPASSED LEVELS OF SERVICE

Saturday 15th JANUARY
The Autosport International Show, N.E.C. Birmingham

Friday 1st & Saturday 2nd April
The Millennium Grandstand, Newmarket racecourse

Saturday 4th June
The Millennium Grandstand, Newmarket racecourse

Saturday 8th October
The Imperial War Museum, Duxford

Saturday 3rd December
The Millennium Grandstand, Newmarket racecourse

GREAT KIT, INTERESTING VENUES AND EXCEPTIONAL PRICES

8 Hill Street, Saffron Walden, Essex, CB10 1JD
Tel: 01799 513131 Fax: 01799 522708 Web: www.cheffins.co.uk

Clockwise:
The ex-Works, Le Mans & World Sportscar Championship
1984 Lancia LC2 Group C Racecar (including extensive spares package)
photocredit: LAT Archive
Estimate: €400,000–600,000

1966 Grand Prix de Paris,
1967 Rallye des Vosges
1964 Lancia Flavia Sport Zagato Competizione
Estimate: €50,000–70,000

The 1972 Geneva Motor Show
1972 Maserati Boomerang Concept Car
Coachwork by Giugiaro for Italdesign
photocredit: James Mann
Estimate: €700,000–900,000

The ex-Works, 24H Le Mans entry
1982 Porsche 956 Group C Racecar
photocredit: James Mann
Estimate: €800,000–1,200,000

Auction
February 12

Viewing
February 11–12

Inquiries
Philip Kantor
+32 (0)476 879 471

Rupert Banner
+44 (0)20 7389 2851

Catalogues
+1 800 395 6300
+33 (0)1 40 76 85 61

Paris
9 Avenue Matignon
75008 Paris, France

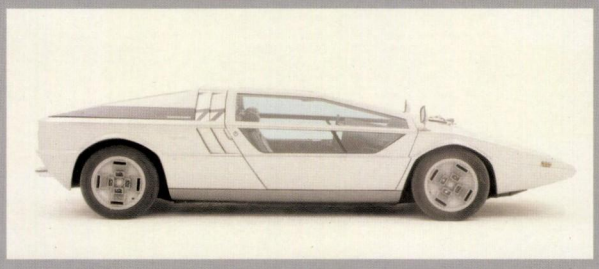
christies.com

© Christie's Inc. 2005 Principal Auctioneer: Christopher Burge #761543 Agrement 01/003









Exceptional Motor Cars at Rétromobile

February 12, 2005

CHRISTIE'S

SINCE 1766