MotorSport

Racing's greatest moments

August 2005 £4.40

haymarket

ROSBERG!

F1'S LAST GREAT ADRENALIN JUNKIE TALKS FAST AND TOUGH WITH NIGEL ROEBUCK



THE BTCC'S GREATEST ERA?

HOW FAMILY SALOONS KICKSTARTED A GOLDEN AGE FOR TIN-TOPS



DECLINE OF A BRITISH ICON

A PODIUM ON ITS DEBUT. SO WHY DID THIS BRM FAIL?



THE SWINGING '60s IN COLOUR

UNSEEN IMAGES FROM A CLASSIC DECADE OF F1



The Historic London Showrooms - since 1919

Coys historic London showrooms in Kensington in the heart of London have been synonymous with fine and elegant motor cars since we first opened in 1919. We are able to offer our clients unrivalled facilities for sale utilising our historic central London showrooms.

COYS

FOUNDED 1919

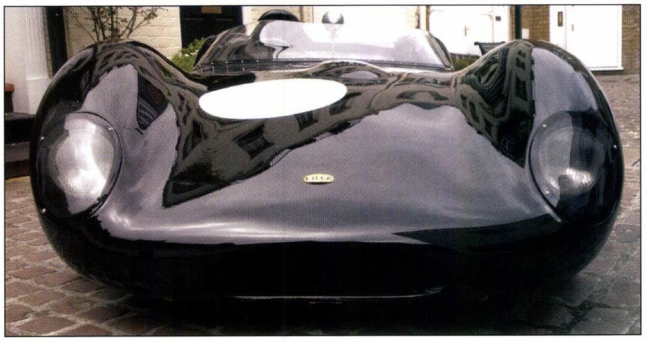
EXPERTS IN THE ACQUISITION AND SALE OF THE WORLD'S MOST IMPORTANT MOTOR CARS



1964 Ferrari 275GTB/2 - 6C
This is the original 1964 Geneva and London Motor Show car and is of original 6 carburettor specification. In recent years the car has formed part of and been maintained by one of the foremost Ferrari collections in the UK. A multiple Tour Auto entrant and eligible for the Ferrari Challenge.



The 1954 Mercedes-Benz Brussels Motor Show Car 300SL Gullwing
This original Rudge wheel exceptional example has been restored to the highest possible standard by known marque experts. One of the most desirable sports coupes ever made.



1959 Lola MK 1
This Lola Climax is not only original but with genuine and contemporary racing history BR 31 would serve the new owner well in major historic events for which it is suitable



The Richie Ginther 1962 BRM P578 Formula 1 Grand Prix Works Car - Stack Pipe Ex Centro Sud, Walter Grell, Geneva Motor Museum
A most important Formula 1 car with genuine and unquestioned originality, 5783 is amongst the most significant and well regarded racing cars in the world.



1959 Cooper Maserati T51 - Ex Scuderia Centro-Sud
This car has been raced extensively throughout Europe to include the Monaco Historic Grand Prix and remains one of the most charismatic and popular cars of its era.



1991 Ferrari F40
An immaculate example having covered less than 10,000 miles from new supplied with service history, original handbooks and instruction manuals.

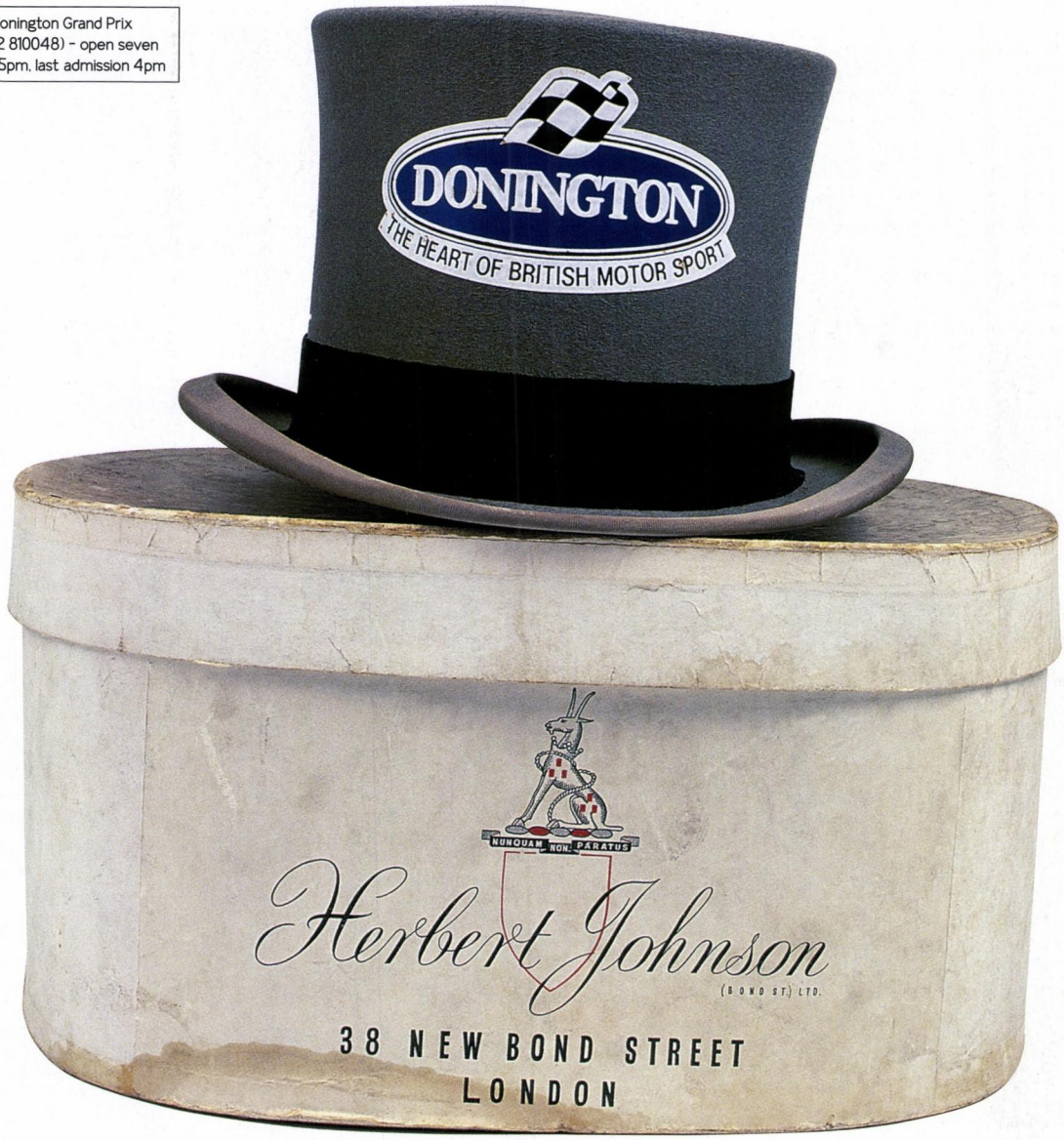
To view our showroom stock of over 40 cars please visit our web site. WWW.COYS.CO.UK

BUSINESS HOURS 9.30AM TO 6.00PM WEEKDAYS 10.00AM TO 4.00PM SATURDAYS

Queen's Gate Mews, London SW7 5QJ T. 020 7584 7444 F. 020 7584 2733 E. sales@coys.co.uk W. www.coys.co.uk

Donington saviour Tom Wheatcroft's 1993 European GP top hat

Our thanks to the Donington Grand Prix Collection (tel: 01332 810048) - open seven days a week, 10am-5pm, last admission 4pm



Top hat's tale linked with legendary Grand Prix

It marked the realisation of a dream. For so long Tom Wheatcroft had aspired to reinstate a grand prix at his beloved Donington Park and that's what finally occurred on April 11 1993 with the European GP. That it transpired to be the watermark race of the modern era was a bonus.

Having recently undergone heart surgery, Wheatcroft was warned not to get too excited. Predictably he ignored this and demonstrated – and spun – a Mercedes-Benz W125 before the GP.

Later he mounted the podium wearing this top hat to dish out the silverware to Ayrton Senna, whose incredible opening lap entered into legend. Plenty of excitement – then Tom was taken ill again!



Wheatcroft lifts his lid after Senna's win

'Predictably he ignored advice and demonstrated - and spun - a Mercedes W125 before the GP'

Peter Spinney/LAT

MotorSport August 2005 | MotorSport incorporating Speed and The Brooklands Gazette | Vol LXXXI No 8

30-Second Board 3
Donington saviour Tom Wheatcroft's top hat talisman
Letter from the Editor 7
US GP and Goodwood: what a contrast
News/My First Race 8
Kristensen beats Ickx's Le Mans record/Danny Sullivan
News/Mystery Car 10
Radical plan to change Formula One
Event of the Month: Goodwood Festival of Speed 14
F1 stars shine at the world's premier historic meeting
Nigel Roebuck's Legends/Cult heroes 20
Frank Williams in 1981/Chris Lawrence
My Only Grand Prix/My Only WRC Win 22
Warwick Brown/Andrea Aghini
Track Back/Adam Cooper's Track Forward 24
The fall-out of 'Indy-gate'
Book/DVD reviews 27
Subscriptions 30
Letters 32
Remembering Mike Spence; Alfa Targa racer
You Were There... 35
Roy Salvadori and Innes Ireland in a bed - together...
In the Hot Seat: Win Percy 38
Tin-top titan on the spelling of Samuri and life at TWR
Next Month 41
Goodwood's classic 1.5-litre F1 races; Patrick Tambay

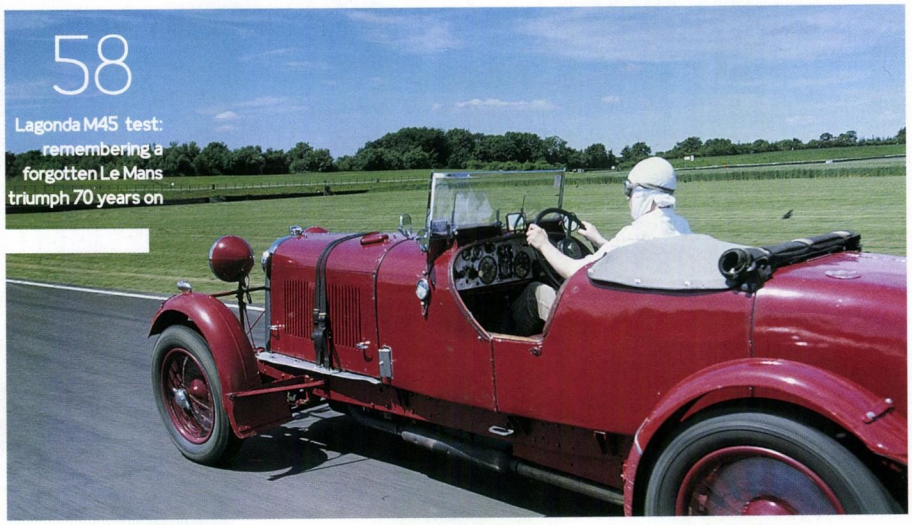
Features

Keke Rosberg/Nigel Roebuck 42
Chain-smoking hard man of F1 on racing and his rivals
Photo Feature/Marcello Minerbi 54
Classic images from Monza and Monaco GPs
Lagonda M45/Richard Heseltine 58
Testing a Le Mans veteran... at Castle Combe
Manfred Winkelhock/Adam Cooper 64
Portrait of the tragic hard-charging German
X-Ray Spec: Fittipaldi F6/Keith Howard 68
Ralph Bellamy on why Emmo's steed went lame
BRM P201/Paul Fearnley 70
British Racing Motors' last fling with the podium
Amherst Villiers/Paul Kenny 76
Racing's renaissance man from blowers to rockets
BTCC: birth of 2-litre/Marcus Simmons 80
Vauxhall Cavaliers? Exciting? Yes, really
Bill Boddy... 86
...on John Cobb's three LSRs: Brooklands pluggers

Wheel to Wheel

Reports 92
Euro Historic GP; Le Mans Legends
News 98
Bumper Chevron entry for Gold Cup
Previews 100
Brands Hatch Superprix; Silverstone Classic
Talk Curve/Paul Lawrence 104
How the HSCC has reversed its fortunes
Marcus Pye... 107
...on Max Mosley in Clubmans and the Ferguson P99
Simon Taylor's Notebook 109
The VSCC's Shelsley hillclimb
Parting Shot 110
Pigs fly low at Shelsley Walsh





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

cover photography
Schlegelmilch, LAT, Malcolm Griffiths/LAT



42
Rosberg on Villeneuve, Mansell and how he *was* scared - sometimes



70
BRM P201 - testing the last Bourne racer to ever bother the podium



80
BTCC - the birth of the 2-litre era. When touring cars topped the billing

LAT Malcolm Griffiths, James Mann

Legends

Preparation and Sales of Sports, Competition and Collector's Motor Cars



This superb Lister Jaguar is available having been raced extensively throughout its life on both sides of the Atlantic. Supplied with the ever important FIA papers, letters of confirmation from Brian Lister, UK V5 (Road registration) and extensive file. This represents a very rare opportunity to acquire such a fine historic sports car.

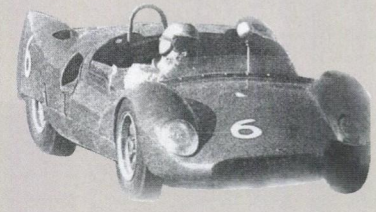
1958 Lister Jaguar (Knobbly)
1950s Sports Racing Car

£P.O.A.

A selection of the other cars also available at Legends - Please enquire



1951 Pierce MG
(Historic Grand Prix car)



1961 Ex Bruce Mclaren, Cooper Monaco, Fin Tail (Currently under restoration)



1948 Talbot Lago T26C Grand Prix car



1965 Lotus Elan 26R
(ex Team Lotus)



1959 Lola Mk1
(50's sports car)



1984 Alba AR3 C2 car
(Historic Group C)



1973 Porsche 911 2.7 RS Touring



1969 Ferrari 246 GT Dino Series 1



1973 Ferrari Daytona Spyder (conversion)



1962 Jaguar E-Type Series 1 Roadster



1969 Ferrari 365 GTC (RHD)

Legends

Sycamore Barn, Bourton-on-the-Water Industrial Park, Cheltenham, United Kingdom GL54 2HQ

Tel: +44(0)1451 821 611 Email: info@legendsracing.co.uk

www.legendsracing.co.uk

MotorSport

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

EDITORIAL DEPARTMENT
tel 020 8267 5255 fax 020 8267 5222
e-mail motorsport@haynet.com
editor Damien Smith (ext 5255)
founder editor Bill Boddy, MBE
deputy editor Gordon Cruickshank (ext 5259)
managing editor Marcus Simmons (ext 5258)
features editor Richard Heseltine (ext 5308)
art editor Faye Morrison (ext 5257)
picture editor Ian Marshall (ext 5303)
news editor Paul Lawrence
editor at large Simon Taylor
secretary Cathy Wythe (ext 5265)
special contributors Nigel Roebuck, Adam Cooper, John Davenport, Paul Fearnley, Alan Henry, Keith Howard, Mark Hughes, Andrew Frankel, Gary Watkins
picture library LAT Photographic (020 8251 3000)
subscriptions 08456 777819
back issues 08456 777819

ADVERTISING DEPARTMENT
tel 020 8267 5351 fax 020 8267 5350
advertising manager Claire Barrett
senior display sales executive Owen Griffiths
sales executives Gavin Williams, Rhys Owens, Christopher Lewis-Jones
special projects manager John Deverell
subscriptions executive Christel Wilson (ext 5501)
publishing executive Kate Rowlands
production Ailsa Donovan, Ed Slater
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 777819. 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



'To ignore over 120,000 people and let them realise the farce for themselves was simply unforgiveable'

Damien Smith's

Off the line

NO RESPECT

Yes, Michelin made a horrendous foul-up. Yes, the team owners were justified in putting driver safety above everything. Yes, Max Mosley had every right to be concerned about track changes so late in the day in the most litigious country on earth. Yes, the Bridgestone teams naturally wanted to make the most of a rare performance advantage in 2005. Yes, it was complicated. And yes, there was no simple solution. But why did Formula One treat its fans on June 19 at the Indianapolis Motor Speedway with what could be construed as utter contempt?

That's what really got to me. To run a 'race' for six cars, only two of which were competitive, was bad enough. But to ignore over 120,000 expectant people and let them realise the farce for themselves was simply unforgiveable. Sadly, it was also completely predictable.

What a contrast at Goodwood one week later. The Festival of Speed is a tonic for all those who have felt second-class at grand prix circuits over the years. The paddocks are packed and corporate guests still get the best views, but crucially the public are still made to feel welcome. A stark difference.

For what it's worth, I actually feel sorry for Michelin. It's a company that has served motorsport well for years and this misjudgement, made under the intense pressure of a tyre war, has hurt it badly. The public humiliation could take years to get over. Further punishment would be wrong: Michelin didn't mean to bring the wrong tyres, just as an engine supplier doesn't mean its motors to blow up on the first lap.

As for the teams, why are they being blamed for what happened? I can't accept that it was viable or safe for drivers to hit a rev-limiter button to run slower through Turn 13, and trundling down the pitlane on every lap would have made F1 as much of a laughing stock as it is now. There is no disrepute in failing to take either of these options.

The suggested chicane would have been problematic, but it was the solution. Why not run an extra practice session on race morning, then penalise the Michelin runners with a stop-go during the grand prix to be fair to the Bridgestone teams?

Oh, whatever. I don't know about you, but I'm tired of talking about it. So why don't you get away from it for a while? Turn to page 42 in this magazine and read about a man who had a true perspective of what motor racing is all about. Keke Rosberg didn't care about 'F1 issues'. He just kept his foot down.



No contest: the Ferraris did race each other for a while, but that was little consolation

Subscription hotline 08456 777819

LAT

Bell hails seven-up Kristensen

Dane breaks Jacky Ickx's Le Mans wins record in Audi R8

British Le Mans legend Derek Bell has lauded Tom Kristensen for breaking Jacky Ickx's record of six wins in the 24-hour classic, but has warned against comparing the "remarkable feat" with the achievements of his old driving partner.

Driving a Champion Racing Audi R8, Kristensen stamped his name in the record books in June with his seventh Le Mans win. Incredibly, it was his sixth victory in a row at the Circuit de la Sarthe and his fifth in an R8. He took his first Le Mans scalp in a Joest Porsche WSC95 in 1997 and was a member of Bentley's winning crew in 2003.

In the wake of his latest victory, Kristensen was quick to play down comparisons with Ickx, despite scoring his seven wins in just nine years. The 38-year-old Dane described Ickx, who notched up his Le Mans half-dozen between 1969 and '82, as "still Mr Le Mans to me."

Bell, who shared three of his five Le Mans wins with Ickx, said: "Bloody good for Tom. It's fantastic to have that ability to never make a mistake. Tom would be the first to admit that he has always been in the best team and car, but to pick the right team-mates and the right car every time is incredible."

As Kristensen himself pointed out, much of the credit for his run of success must go to Audi. Bell said: "In Tom's era there have always been three or four Audis, or a couple of Bentleys in the case of 2003, and those cars were always going to win. When we were driving for Porsche there were at least 16 other cars that could have won. Tom has driven for the best teams in the world and these days the cars are so reliable. The R8 has rarely failed to finish a 24-hour race. It is the most perfect car there has ever been."

But Bell did admit to one comparison that does stand up between Kristensen and Ickx: "Tom's had the most incredible luck. But Jacky was always a lucky bugger too, which is why I wanted to partner him.

"Jacky once wrote to me to say that to win Le Mans we needed the best car, the best engineer and the best luck, and that is what Tom has had. It's wonderful. In the past I've sometimes felt 'that could have been me,' but not this time. He totally deserves it."



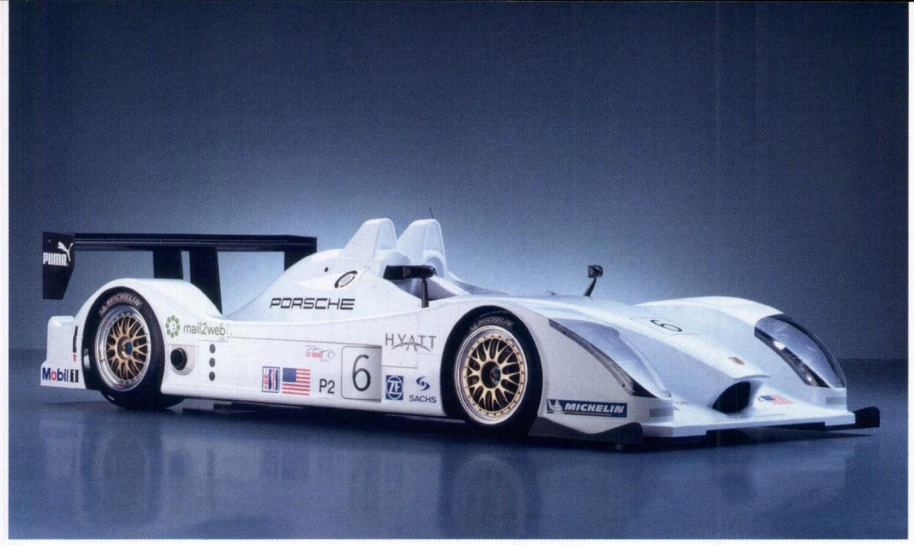
Jacky Ickx scored his last Le Mans win in 1982, partnering Derek Bell in a Porsche 956

FACT FILE
Multiple Le Mans winners

Tom Kristensen (1997/2000/01/02/03/04/05)	7
Jacky Ickx (1969/75/76/77/81/82)	6
Derek Bell (1975/81/82/86/87)	5
Olivier Gendebien (1958/60/61/62)	4
Henri Pescarolo (1972/73/74/84)	4
Yannick Dalmas (1992/94/95/99)	4
Woolf Barnato (1928/29/30)	3
Luigi Chinetti (1932/34/49)	3
Hurley Haywood (1977/83/94)	3
Klaus Ludwig (1979/84/85)	3
Al Holbert (1983/86/87)	3
Frank Biela (2000/01/02)	3
Emanuele Pirro (2000/01/02)	3



Seventh heaven: Tom Kristensen crosses the line in Champion's R8



Porsche has released photographs of its new, and as yet unnamed, LMP2 sports-racer. Two cars will be run by Roger Penske, architect of the marque's early 1970s Can-Am triumphs, in the final rounds of the 2005 ALMS

PEUGEOT TO BUILD DIESEL LE MANS CHALLENGER

In a surprise move, Peugeot has announced its intention to return to the Le Mans 24 Hours in 2007 with a radical turbo-diesel sports-prototype.

The French marque has long been at the cutting edge of diesel road car technology and already runs the RC Cup in France, for Diester-fuelled sports-prototypes. The news arrived in the same week as the event organisers announced a new ecology award, the Automobile Club de France Trophy, based on fuel consumption and limits of pollution.

The return to endurance racing follows the manufacturer's decision to pull out of the World Rally Championship at the end of '05. According to Peugeot Sport boss Jean-Pierre Nicolas, a switch to rally-raids had been considered along with a World Touring Car Championship programme. But the chance to return to Le Mans, the scene of victories in 1992 and '93 with the 905 Group C car, proved too tempting.

In recent years Peugeot has given some support to Henri Pescarolo's eponymous squad for its attack on the twice-round-the-clock classic, but it is widely believed that this new project will be an in-house effort. Alongside Peugeot, Nissan, Mazda and Toyota are tipped to return to top-level sportscar racing following Audi's confirmation that it is building a successor to the all-conquering R8.



Turner, Brabham and Sarrazin made it on to GT1 podium

ASTON MARTIN MISSES OUT ON COMEBACK WIN

Aston Martin's quest for glory on its return to Le Mans was thwarted as gremlins hobbled the two DBR9s in the closing stages of this year's 24-hour enduro. Car number 58, driven by Tomáš Enge, Peter Kox and Pedro Lamy, took the fight to the Chevrolet Corvettes early on and was leading the GT1 class at dawn, only to suffer a fuel pick-up problem and a damaged splitter in the final 90 minutes, prompting its retirement. The sister DBR9 of David Brabham, Stéphane Sarrazin and Darren Turner suffered radiator damage, but made it to the finish in ninth overall and third in class behind the American muscle cars.

BMW BUYS SAUBER - AND AIMS FOR 2008 TITLE

BMW is gearing up for its first in-house Formula One attack following its purchase of the Sauber team.

The deal comes in the wake of a disappointing string of results with Williams, although it still has a contract to supply the Grove squad with engines until 2009. BMW has slated '06 as a transitional year while it builds on existing Sauber personnel and facilities and has targeted '08 for a world title challenge. Peter Sauber said his reasons for selling up are age-related (he's 62), although he retains a 20 per cent stake.

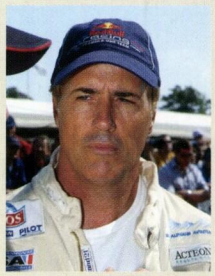
Sauber and BMW last linked up in sportscars: Nelson Piquet and Hans Stuck won the Nürburgring 1000Km in 1981 aboard a Sauber-BMW M1. Sauber also ran 320i saloons in Group 5 in the late 1970s.



Stuck/Heyer Sauber M1 in action at '81 Brands 1000Km

My first race

Jim Russell FF1600, Snetterton, 1971
by Danny Sullivan



It was a whim. Racing was just something that I'd seen in magazines when I was bumming around New York with Dr Frank Faulkner. He asked Jackie Stewart and Ken Tyrrell, and they said Jim Russell was the best school, so for my 21st birthday Frank sent me to England. Kenneth Tyrrell [son of the team owner] was an airline pilot and he picked me up at the airport, so I stayed a couple of days with the Tyrrells. Then I was taken up to the International Trophy, and from there I got a ride to Snetterton with Colin Chapman in his plane. It was, who is this guy? They had a Lotus Europa take me from Hethel to the hotel in Attleborough. After that it was all downhill! The very first time I drove it was everything I ever wanted to do. I think I was leading my race but I had a pair of big tennis shoes and I think I hit the brake and the gas at the same time. It was 'don't crash', because if you crash you don't get a signature!

...and my last race

Spa 1000Km, 2004

My last race was in the Ferrari 575GTC. And what a phenomenal place to do it – Spa, where I'd raced in Formula One with Tyrrell. Because of all the other things I was doing, driving had become a distraction. I realised that if you were going to race you had to be 100 per cent focused and get paid for it, and at 55 nobody was going to do that! I got to do the final stint. It was an exhilarating last lap, but sad as I realised I'm probably never going to have this experience again. **AC**



Sullivan's last outing netted fourth in class in Spa 1000Km

LAT/Jakob Ebrey

News



Damon Hill got back behind the wheel of a modern single-seater when he tested a GP2 Series car at Paul Ricard. The 1996 World Champion was very positive about the Dallara-built machine, also driven by Jacques Laffite, Patrick Tambay and Adrián Campos

NEWS IN BRIEF

Germany's star-studded touring car series, the DTM, is to stage a one-off 'legends' event for charity at the Norisring on July 17 - and four-time World Champion Alain Prost is the first to commit to it. Prost, who has been racing in French GTs this year, will join fellow big names in the contest and tested a Mercedes C-class, Audi A4 DTM and Opel Vectra GTS V8 at Oschersleben (pictured below in the Merc). Each driver will get a turn in each car against the clock. Six more World Champions - Emerson Fittipaldi, Nelson Piquet, Niki Lauda, 1990s DTM racer Keke Rosberg, Jody Scheckter and Nigel Mansell - were on the organisers' wish list of drivers as we went to press. The man responsible for the recruitment of the stars is Domingos Piedade, the former manager of Ayrton Senna.



We were saddened to hear just before we went to press of the death of Steve Fellows. He became a noted road-rally navigator before joining the staff of *Motoring News* in 1980. After a spell as rallies editor he left and subsequently set up the Proaction PR company, handling Opel and Marlboro. He had been fighting cancer for some time.

F1's back-to-70s shock

The return of slick tyres and a huge reduction in downforce are among the proposals issued by the FIA for Formula One from 2008.

In a document released in the build-up to the infamous United States Grand Prix, the FIA proposes to cut downforce to just 10 per cent of current levels. As well as slicks, the FIA is pushing for standard engine ECUs and gearbox internals, an increase in tyre width, standard brakes and a limitation on the use of exotic materials. It also wants to ban spare cars and limit testing to 18,000 miles per team per season.

Among the most controversial measures is a push for a single tyre supplier – and the FIA could well use what transpired in the United States as justification for this.

The document said: "It is the duty of the governing body to do what it can to keep all the manufacturers involved and try to attract new ones. A 90 per cent reduction in manufacturer costs without diminishing the spectacle of F1 would probably be possible, given close and rational collaboration with the manufacturers and teams."

Some have criticised the proposals, which will be open for negotiation with the teams, as a 'dumbing down' of F1. The timing of the document, when the teams were in North America and unable to react as they might normally have done, is also seen as significant.

BMW boss Mario Theissen hinted that the GPWC teams may unveil their own plans in August.

Jim Bullough

This former rallying champion died after a short illness at the beginning of June.

In 1966 Jim Bullough teamed up with navigator Don Barrow in a Lotus Cortina Mk1 and the following year they won the BTRDA Gold Star, *Motoring News* and RAC Rally championships.

As reward for his British title Bullough got one of the first Escort Twin-Cams for '68. This was a period when British rallying was moving from road to stage rallies and Bullough showed that he was part of that change by finishing third on the RAC Rally that year, thus helping Ford to win the European manufacturers' title. Always neatly dressed and self-effacing, Bullough won the BTRDA and *MN* titles again in 1970 before retiring. **JDFD**

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 August 5. In the event of there being more than one correct answer, we will favour the entry with the fullest information. Good luck!

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





Last month: Donnet-Zedel
Where & when: Brooklands, April 1926
Winner: Well, we really had you stumped on this one - we didn't get a single correct entry! The 1098cc Donnet-Zedel, driven by AG Miller, took part in a 75mph Long Handicap during the Easter Monday meeting at Brooklands. The French machine, which was making its Brooklands debut, was described in *The Autocar* report as being "very new and obviously not in real trim". That may explain why it didn't feature in the results. In the meantime we're going to be a bit easier on you this time around!

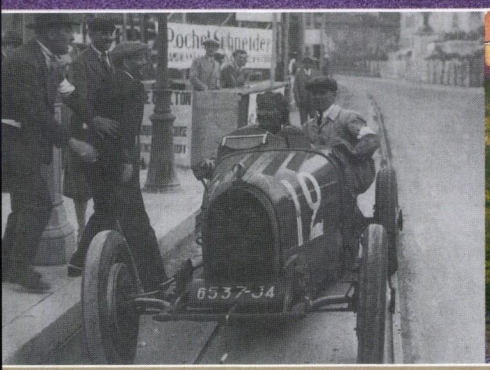
LAT GP2 media

Bonhams

Goodwood Revival

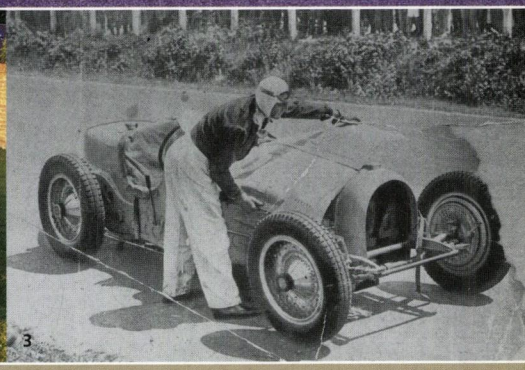
An Exclusive Sale of Important Sports & Competition
Motor Cars and Fine Automobilia
16 September 2005

Goodwood Revival 16 September





2



3

Bonhams is proud to announce the entry of two Bugatti motor cars of exceptional interest in its fourth annual Goodwood Revival Sale.

The Goodwood Revival offers a unique opportunity to offer a significant motor car at auction before one of the most international and discerning enthusiast audiences the world can offer.

Such is this Sale's calibre that only a strictly limited number of quality motor cars is sought.

Entries are invited

For further information and to enter a vehicle for sale please contact Tim Schofield, Marcus Ross, Robert Glover, William I'Anson or James Knight on
+44 (0)20 7468 5801
+44 (0)20 7468 5802 fax
or Stewart Skilbeck (North of England) on
01757 638894 tel/fax
cars@bonhams.com

For all Automobilia enquires please contact Toby Wilson on
+44 (0)8700 273 619
+44 (0)8700 273 625 fax
automobilia@bonhams.com

Catalogues will be available priced at £30 plus p&p (UK).
Call Catalogue Sales on
+44 (0)1666 502 200
subscriptions@bonhams.com

Illustrated:
Top: The inaugural Monaco Grand Prix winning, ex-Works 1928 Bugatti Type 35B - widely considered to be the most significant and original Bugatti in existence; the first winner of the motor sporting world's most charismatic Grand Prix, preserved in amazing 'time machine' condition since its acquisition by the present owner in 1954.

1 William Grover-Williams, after winning the inaugural 1929 Monaco Grand Prix.

2 1935 Bugatti Type 59/50B - as driven by Robert Benoist in the *Grand Prix de l'ACF* at Montlhéry - a spectacular example of one of the last refinements of the legendary Grand Prix Bugatti line. The car's chassis frame was purchased by the current vendor from the Bugatti factory no fewer than 37 years ago and has been in his possession ever since.

3 Robert Benoist refitting his Bugatti's bonnet after having caught it dramatically with one hand as it blew off the Type 59/50B in the preceding corner during the 1935 *Grand Prix de l'ACF* at Montlhéry.

Bonhams
101 New Bond Street
London W1S 1SR
+44 (0)20 7468 5801
+44 (0)20 7468 5802 fax

Alfa Romeo presents the Alfa GT.

Once you open the door, you'll know it's unique. While the outside has the distinctive style you'd expect from a coupe, the inside tells a different story. This car has space. Enough space in fact for five people and their luggage. Try it out for size at your local dealer now. To find out more, call 0800 718 000. Prices start from £20,995 on the road.

Beauty is not enough.



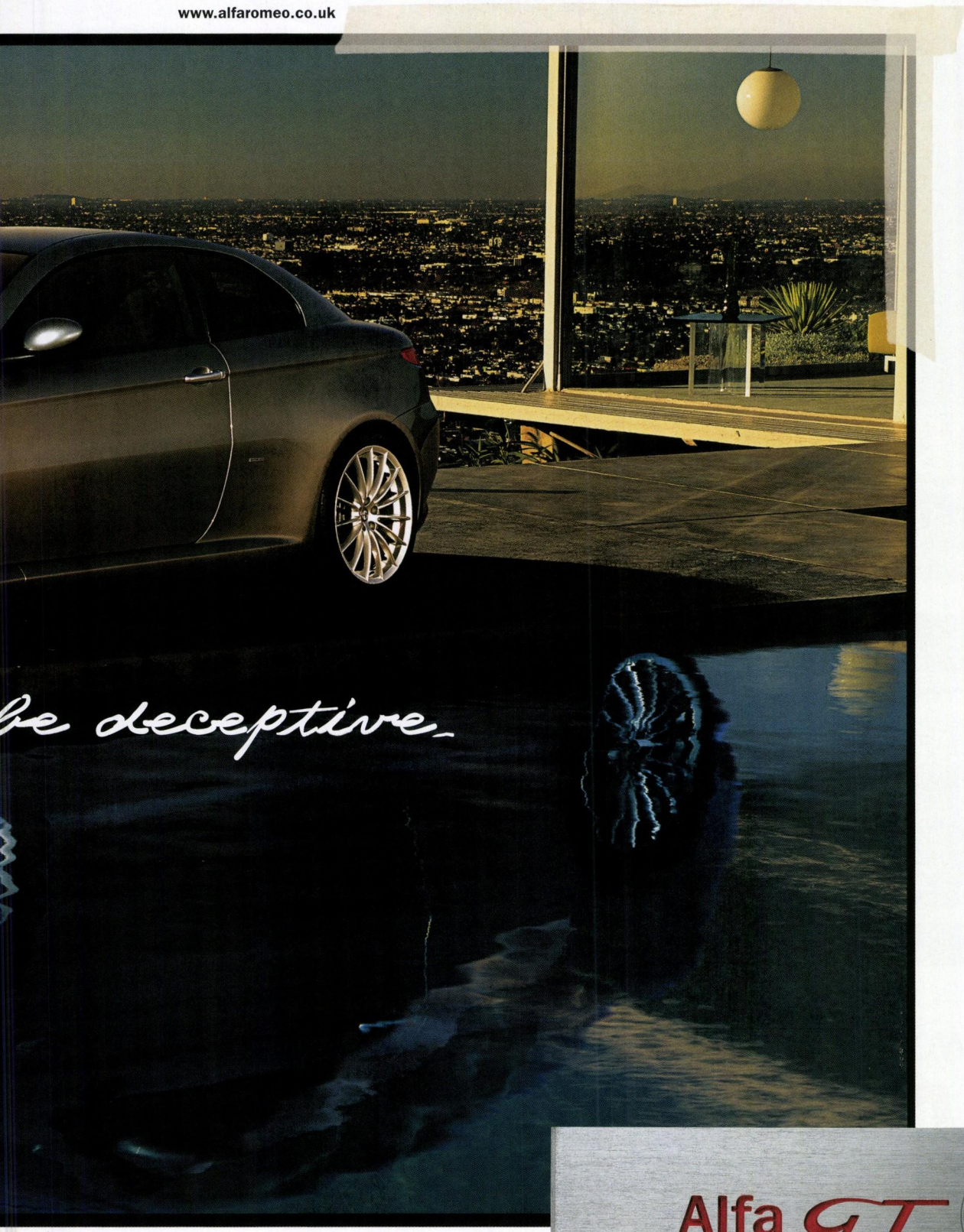
3-YEAR ALFACARE WARRANTY

SELENIA MOTOR OIL

Model shown Alfa GT 1.9JTD 16V M-JET, £22,385 on the road, including optional metallic paint and 18" spoked alloy wheels.

Fuel economy figures for Alfa GT range (1.9JTD – 3.2V6) mpg (l/100km): urban 32.5 (8.7) to 15.2 (18.6): extra urban 52.3 (5.4) to 32.5 (8.7): combined 42.2 (6.7) to 22.8 (12.4): CO_2 emissions (g/km) 176-295.

www.alfaromeo.co.uk



Alfa GT

ALFA ROMEO



EVENT OF THE MONTH

Goodwood Festival of SPEED

It's become as much a part of the British summer as Wimbledon and school holidays - and as usual Lord March's team delivered an event to savour

Photography by Jeff Bloxham & Gary Hawkins/LAT, James Mann

The six Formula One cars perched high on Honda's claw-like structure nod gently, towering over the heads of those milling about on the circle of grass in front of the house. The familiar strip of asphalt that runs past this stunning backdrop is lined by a crowd, four-deep, every neck straining to the right, every face peering over the straw bales to spot what is approaching: the greatest collection of racing cars to be seen anywhere in the world.

The 13th Goodwood Festival of Speed, themed this year as 'Racing Colours, National Pride and Culture', delivered its usual blend of nostalgia and excitement. A Friday downpour threatened a wash-out, but the curse of Glastonbury didn't reach the Sussex Downs. A capacity weekend crowd of 150,000 stayed dry the rest of the time.

So what was your favourite car? A straw poll in the *MotorSport* office threw up gems such as the 1905 Darracq V8 recreation, the neat streamlined 1926 Itala single-seater,



Lola-Mazda T616 blasts past Honda's showpiece in front of Goodwood House



Brian Redman on a run in Ferrari 312PB



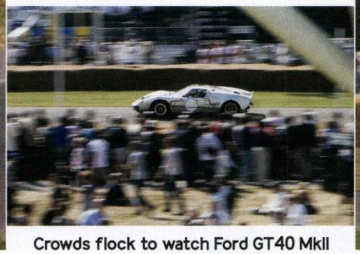
Roar of BRM V16 was an aural highlight



Geraint Owen in Parry Thomas's 'Babs'



Darren Turner and Aston Martin DBR9



Crowds flock to watch Ford GT40 Mkll



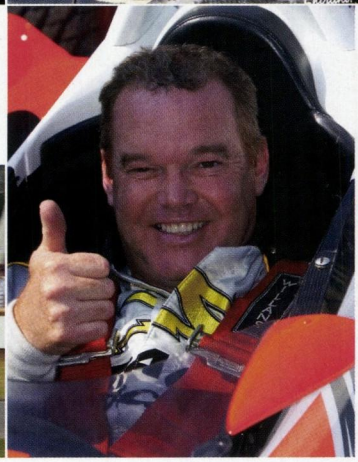




Above: Damon Hill starred in his father's eponymous GH2. Left: René Arnoux drove Renault RS01 despite a leg injury. Below: Tony Brooks takes Connaught B-type recreation, based on '55 Syracuse GP winner, for a run



Right: two-time Indy 500 winner Al Unser Jr gives the thumbs up to Penske-Ilmor PC20. Below: the 'bike boys always entertain. Trevor Nation pops a wheelie on Suzuki GSX-R1000



the Holman & Moody Honker II Can-Am flop, Chris Amon's Matra MS120 grand prix car and the curvy 1980 Chaparral 'Pennzoil Special' Indycar, made all the sweeter by its reunion with Johnny Rutherford.

All subjective, of course. But a major highlight had to be Stirling Moss back behind the wheel of the Ferguson-Climax P99, in which he won the 1961 Oulton Park Gold Cup to claim the only four-wheel-drive Formula One victory.

Understandably, the sight of contemporary grand prix cars and stars draws a lot of attention. Goodwood remains the best place for the public to witness the marvel of the modern F1 car without the hindrance of a chain-link fence, and the likes of Jenson Button, Olivier Panis and Vitantonio Liuzzi delivered the goods. But the biggest coup this year was the appearance of World Championship leader Fernando Alonso, who was suitably impressed by the scale of the Festival.

A walk (or tractor ride) up the hill was rewarded by the sight of the superb rally stage, new for this year. It's typical of Lord March that he should be willing and able to cut an authentic forest stage out of his own land. Hannu Mikkola in an Audi Quattro and Sandro Munari in the stunning Stratos were just two highlights of this welcome addition.

Fastest times up the hill are not the point of this event. But these are racing drivers: for some the temptation is too much. For the second year in succession Justin Law took the honour of fastest man up the drive, climbing his Jaguar XJR-12 in just 47.96sec, over three seconds faster than best-of-the-rest man Anthony Reid, in a 1999 Nissan Primera BTCC racer. Reid was so keen to go for a time he even resorted to tyre warmers before his run. But equally spectacular were those who were just happy to put on a show, like Darren Turner in the Aston Martin DBR9 Le Mans car, a week after the marque's return to the 24 Hours. His burn-outs and showmanship got a deserved cheer from the partisan crowd.

Every year at this time Lord March's team faces the same problem: how to top what they have just achieved. The truth is they don't have to – just matching it will be more than enough for 2006. »







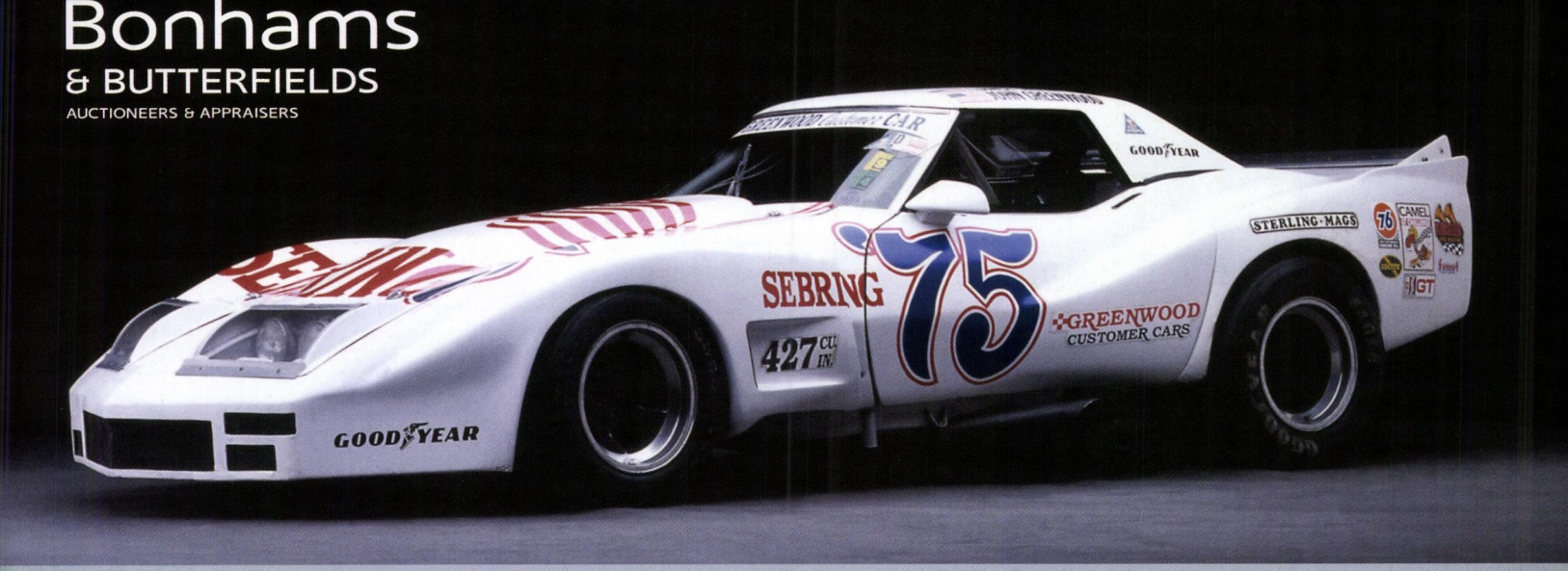
Above: RAC Rally 1986? Ford RS200 evokes the GpB era on Goodwood's new forest stage. Left: Jean Ragnotti puts on the style in Renault 5 Maxi Turbo. Below: Ford Escort Mk2 RS1800 kicks up the dust





Below left: Hannu Mikkola helped Audi celebrate the 25th anniversary of the car that began the 4WD revolution in rallying. Below: Antony Walker threads Bill Blydenstein-built Nissan 240RS through the trees

Bonhams
& BUTTERFIELDS
AUCTIONEERS & APPRAISERS





Quail Lodge

An Important Sale of Collectors' Motor Cars, Automobilia, Fine Jewelry and Timepieces

Friday 16 August
Jewelry, 1pm
Automobilia, 2pm, Motor Cars to follow
Quail Lodge
Carmel Valley, California

Viewing
17 – 18 August, 10am to 5pm

Illustrated Catalogues Available

Final Call for Entries

Additional entries are now invited for this year's internationally renowned auction of Collectors' Motor Cars and Automobilia at Quail Lodge Resort and Golf Club. Now in its eighth year, this annual sale is synonymous with fine cars and record prices.

Enquiries
Mark Osborne +1 (415) 503 3353
mark.osborne@bonhams.com

Andrew Reilly +1 (415) 503 3285
andrew.reilly@bonhams.com

Malcolm Barber +1 (415) 503 3203
malcolm.barber@bonhams.com

Illustrated from top:
The Ex-John Greenwood
1974 'Sebring 75' Corvette
The fastest Corvette in the world, 'Sebring 75' holds the official all-time highest speed achieved on Daytona's banking, at 236mph.

The Nurburgring and Reims Class-Winning Ex-Autodelta / Racing Team VDS
1966 Alfa Romeo TZ2
Berlinetta Competizione
The very last TZ2 built for the famous Milanese factory's quasi-works Autodelta team; today this car is among the most svelte, rarefied and sought-after of Italy's 1.6-liter Gran Turismo masterpieces.

Bonhams & Butterfields, 220 San Bruno Avenue, San Francisco, California 94103
www.bonhams.com/us +1 (415) 391 4000, +1 (415) 391 4040 fax
© 2005, Bonhams & Butterfields Auctioneers Corp. All rights reserved. Bond No. 57BSBBZ3253

The Quail
www.quaillodge.com
+1 (831) 658 3517

Classic Ferrari Parts
from
1948 - 1989



This Magnificent Ferrari 166 MM Barchetta touring, chassis number 040 MM.
This is the actual car that finished 4th overall in the 1950 Mille Miglia, driven by Bracco & Maglioli.

Owners Sally and Dudley Mason-Styrron who compete in this car on many Historic UK and European race events would like to thank Maranello`s Classic Parts department for their valuable contribution in locating correct and authentic parts and keeping this famous car race ready.

To discuss your parts requirements please contact
Maranello Ferrari Parts
Maranello Concessionaires Ltd
Ten Acre Lane, Thorpe Industrial Estate, Egham,
Surrey TW20 8RJ U.K.
Tel: International 0044 (0) 1784 436222
email: webparts@ferrariparts.co.uk
www.ferrariparts.co.uk



Stirling Moss enjoyed reunion with Ferguson P99. Below: Moss talks to Murray Walker about Merc 300SLR



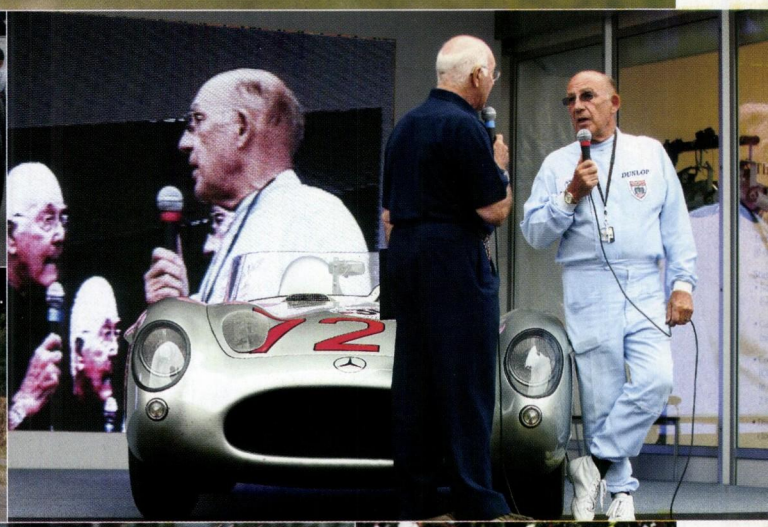
Above: David Coulthard, Jenson Button helmet, Tyrrell 006. Below: Button talks





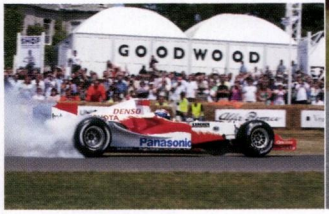
Above: John Surtees back in Honda RA300. Below: Jochen Mass in Mercedes W196







Above: Fernando Alonso, F1 points leader. Below: Olivier Panis lets rip





Sparks fly as Paul Osborn pushes on in Ferrari F93A



Above: oldtimers park up. Below: 1914 Mercedes gets a hand off the line





The storm before the calm: Frank Williams was angry with Alan Jones when he signed Rosberg in late 1981

A 'retro' interview this month. Recently I came across a tape, recorded in November 1981 with Frank Williams, and on a whim slotted it into the machine and began to listen. In so many ways I was reminded that certain fundamentals never change.

FW was riding high at that time. Very well, Alan Jones might have narrowly missed retaining his World Championship, but Williams had again won the constructors' title and everyone wanted to drive for Frank.

Except, it seemed, the two men who had been in the job for the last couple of seasons. At Monza Jones had stunned Williams, not only by arriving in less than pristine condition (finger broken, multiple bruising after, to quote Alan, "an altercation with some large gentlemen in the Chiswick High Road at around midnight..."), but also by announcing to his boss that he had decided to retire at season's end.

Then there was Reutemann. After a brilliant season, through most of which he led the championship, Carlos went to the last race, in Las Vegas, to fight it out with Brabham's Nelson Piquet, and there, having taken a scintillating pole position, he faded to nothing in the race. It remains the most inexplicable performance I have seen. And soon there came the news that he too had decided to stop.

Ultimately Carlos changed his mind, but there were doubts about his commitment. And alongside him for 1982 would be Keke Rosberg, blindingly quick but still unproven in F1 terms.

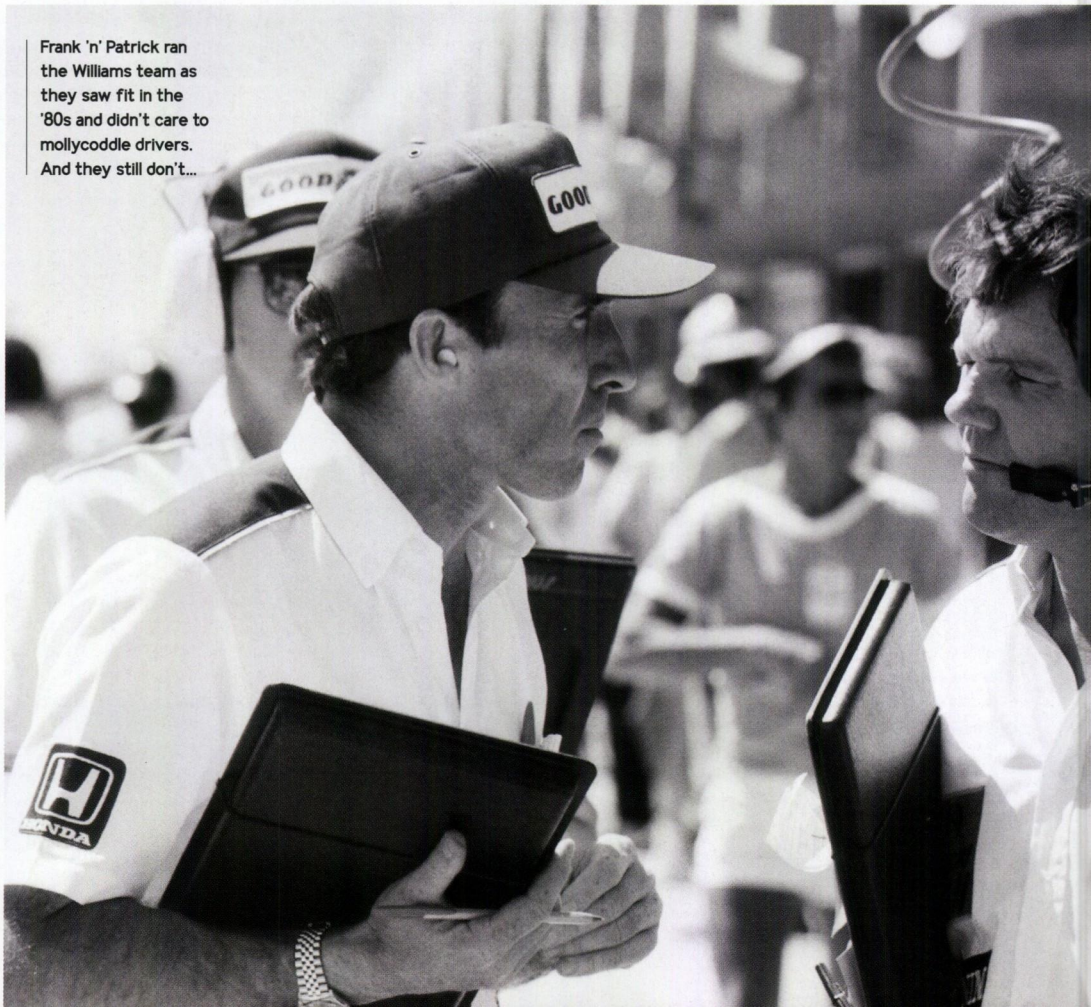
At the time of this particular interview, Williams was nearly five years away from the road accident which would consign him to a wheelchair. Not quite 40, he personified energy, ran for miles every day, couldn't abide inactivity.

Then, as now, he was a man of trenchant opinions, and it was very much *his* team, in the sense that there was no 'engine deal' back then, no link with a manufacturer. There were, of course, commercial sponsors to consider, but essentially Frank was answerable only to himself and his company, which helps explain why he, like all his fellow team principals, was far more willing to speak 'on record' than now.

Twenty-five years ago, after all, F1 was still a relatively simple business. As Patrick Head put it: "These days making an F1 chassis, with all the moulding and so on, takes a number of months – quite apart from the design process. Back then, two days after having some sheets of aluminium against the wall you could have a monocoque ready to go! You bought an engine from Cosworth, a gearbox from Hewland, organised some tyres – and went off to fight for the World Championship."

On that Sunday morning at Williams's house we began by talking about the driver situation. "I never thought Alan would change his mind about retiring," said Frank, "but I kept hoping. Patrick's more realistic than I am and a long time ago he said, 'No, forget it. Jones is history, a statistic.'

"Alan's indecisiveness has always amazed me. In a car he's incredibly positive, but out of it just the opposite. I think that if he had come back he would have been as good as ever. As a man he is immensely competitive. If you can get him on a tennis court, for instance, he'll try his very best – to the extent that he'll do silly

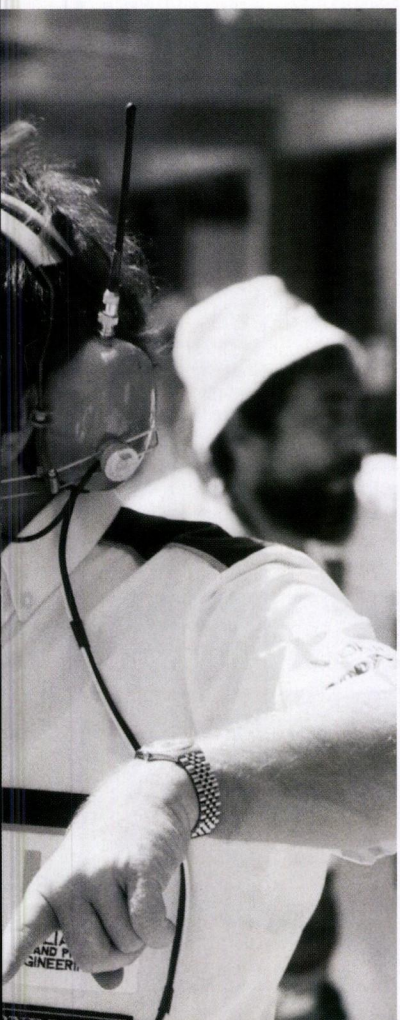


Frank 'n' Patrick ran the Williams team as they saw fit in the '80s and didn't care to mollycoddle drivers. And they still don't...



Jones led from start to finish at Caesars Palace in '81. Then he quit F1... temporarily

'Alan's departure was grossly inconsiderate and a big setback for our future plans. There was no one of his calibre left'



things like throwing his racquet on the ground in a fury. It's bloody hard to get him on the court in the first place, but once he's there it becomes a serious business.

"Same with racing. He might not want to leave Australia, come to Europe, live on aeroplanes and so on, but once he's in the car he gives it everything he's got.

"Therefore, I reckon that he weighed everything up, was well satisfied by what he'd achieved, had made a pile of money and decided to call it a day. Funnily enough, despite what a lot of people think, he's not madly ambitious for money. I mean, I'm far more ambitious for money – or the things you can get with it – than he is. He's got a farm, a few houses, various other business interests, and that's all he needs, you see. Now I require a lot more than that to satisfy me. I mean, Alan doesn't want a 2000-acre estate in England, which is what I would like! Now that's four million quid straight away..." Remember, this is a quarter of a century ago.

"Of course," Williams went on, "I'm a little bit jaundiced about Alan at the moment. One of the reasons for this team's success over the past three years is that it has always had the very best – and that includes drivers. Alan's departure so late in the season, besides being grossly inconsiderate to us, was a big set-back for our plans. By the time he'd told me he was stopping there was no one of his calibre – Villeneuve or Pironi or Prost or Piquet – available. They'd all done deals elsewhere.

"All Alan had to do was to tell me in July that he was thinking about stopping. I could have told Didier or Nelson or Alain – I knew it was too late to get Gilles – not to sign anything until they'd spoken to me.

"I don't think for a second that Alan's late decision was deliberate. It's just that he's very inconsiderate, quite honestly. Patrick and I both told him that we considered him guilty of gross thoughtlessness, but he said he thought that September was early enough to let us know.

"Every year I take a slightly tougher attitude towards drivers. And, let me be honest about this, I'm probably particularly jaundiced about them at the moment, thanks to all this messing around with Alan and Carlos. All I care about is Williams Grand Prix Engineering and the points we earn. I don't care who scores them."

'All this messing around with Alan and Carlos'. At the Brazilian GP Reutemann had gone against his contract and stayed ahead of Jones to the flag. Alan, livid, never spoke a civil word to him again.

"Oh, the Rio business was between them," said Frank. "It's true that Carlos did ignore the terms of his contract, and for that we did exercise a certain penalty. But after that the matter was forgotten as far as I was concerned. Frankly, I just found the whole thing very boring! I don't care who gets the points. Why should I care which one of them wins? They're only employees, after all.

"As in everything else, you have to learn the hard way. You have to be realistic about racing drivers, to accept that most of them are in it to make as much money as they can. As soon as they're satisfied... gone, right? Then, later on, they start thinking that maybe they got out too soon. And then they start to talk about comebacks..."

In the end Reutemann did change his mind and committed to another season with Williams – but after only a couple of races in '82 he went home to Argentina for good. It was fortunate indeed that Rosberg, who at that time had driven only for tail-end F1 teams, was available.

"Personally," said Frank, who had yet to see Rosberg in one of his cars, "I feel that Keke could be about where Jones was at the beginning of '78. He's got three hard years behind him and not too much to show for it. I certainly think he's got a lot of talent. He went very well when he first tested for us at Ricard – his times were good, and he was like Alan in that he'd be right on it from the first lap and was decisive on set-up. Frank Dernie, who's worked with a lot of drivers, was very impressed. He gave good information, didn't spin and went quickly. I think Keke might surprise a few people in '82."

He did indeed. He won the World Championship...

Cult heroes

CHRIS LAWRENCE



Never one to take the easy road, Lawrence is probably best known for his successes with Morgans. Having started out racing in the mid-50s with one of the Malvern marque's three-wheelers, this maverick designer/racer soon switched to an AFM before buying TOK 258, a Morgan Plus 4 in which he and Richard Shepherd-Barron won their class at Le Mans in 1962.

From there, the '60s saw a whirlwind of activity at his Lawrencetune premises in Acton, with engine building vying with single-seater and sportscar construction under the bizarre Deep Sanderson banner. Not to mention his stab at F1 glory with Jack Pearce's equipe. His '66 season aboard a Ferrari V12-powered Cooper T73 was curtailed by a freak fire that saw the race transporter and all its contents destroyed.

Undeterred, Chris went on to engineer the Monica luxury saloon car, prepared a Plymouth 'Cuda for Tony Lanfranchi and carried on driving with verve in historics until recent ill health curtailed his fun. He also played an unheralded role in returning Marcos to international motorsport in the mid-90s while restoring Morgan's presence at Le Mans. **RH**

LAT



F5000 star Brown's sole F1 start at The Glen '76 resulted in a finish – in 14th

My only grand prix

1976 United States at Watkins Glen
by **Warwick Brown**

How did the drive come about with the Wolf / Williams team?
I got involved because Chris Amon, who was my team-mate in the Talon Formula 5000 team, had broken his toe. He recommended to Frank Williams that I sub for him in the next race, so Frank rang me up. I said yes. It's funny – in those days I had always promised myself that I would only do Formula One if I thought that the car had a bit of a shot at it. I got the phone call and those ideas went out the window! It did turn out to be disappointing but, 28 years after the event, I am glad that I did it.

Williams then was not like now...
No. Walter Wolf was the owner, Frank was the team manager and Patrick Head was the team engineer. The car was a Harvey Postlethwaite design fitted with a Cosworth DFV and it had rubberised suspension. It was a disaster!

Did you get to drive the car before you got to Watkins Glen?
No, not at all. But I had been there three months before the US GP in the [F5000] Lola, against the likes of Mario Andretti and Brian Redman. I drove for VDS Racing for a number of years but this was Bay Racing Enterprises, owned by Bob Bay. The 5000s were a match for F1 cars at some circuits. The time that I fired in aboard the Lola would have had me fourth on the grid for the F1 race! The F1 car was five to seven seconds a lap slower than the 5000 and I kept thinking, "Gee, I would not mind having my old Lola here!" F1 cars had high cornering speeds, especially on faster corners, because they had better aero. They stopped better because they had so much less weight but a 5000 would eat them on some parts of the track. The 5000 had about 550bhp and the Williams car wasn't supposed to be far off that figure, but the Lola would eat it for breakfast coming out of a corner.

And the race was not a great result for you?
Well, I finished it. I got home in 14th, but there were no brakes left – no, not true, I had brakes on the front but the rears were gone! I think I had about three of the five gears left but I did better than my team-mate, Arturo Merzario, who didn't finish. I outqualified him as well. That's the first thing you have to do, isn't it?

When you finished the race, did you expect that you would get another chance at F1?
I had a good career going in F5000. I had been in that game for six or seven years by then and I had been in two big accidents. I knew that I did not have the capacity to survive another one. I would have liked to have carried on in F1 but Blind Freddy could see that that this car was a waste of mine and everyone else's time. **PB**

My only WRC win

1992 San Remo Rally
by **Andrea Aghini**

How long had you been driving 4WD?
During the previous year I drove an Integrale for the Jolly Club. Before that I drove only front-wheel-drive cars. I did the San Remo for the first time in a Renault 5 Turbo in 1986, the last year of Group B. From 1989 I drove a Peugeot 405Mi16 in the Italian championship and still did some rallies for Peugeot Italia in that car during 1991.

What was your experience on gravel roads?
Of course many Italian rallies use unsurfaced roads and I had done San Remo five times already. But in 1991 I got the chance to go to Catalunya with the Jolly Club and that was 50/50 asphalt and gravel. I found I could keep up with Juha Kankkunen and François Delecour on those roads I was unfamiliar with.

What was the deal that got you the drive with the Martini Lancia team?
They wanted to have a young Italian driver alongside guys like Didier Auriol, Kankkunen and Philippe Bugalski. They offered me five WRC rallies plus some Italian events like Costa Smeralda in Sardinia. That event was good experience for me because I went there with just Auriol as a team-mate and we finished 1-2. I'd already done Portugal, where I led before finding out where the limit of the car was on gravel! So Sardinia was a good exercise in restoring confidence.

What happened after the start?
Lancia lost Auriol on the first stage. There was some problem with a wheel on the front of his car and he crashed. For me it went very well on those asphalt stages behind San Remo and in Il Ciocco. We had the new Michelin SO2 racers that suited our car and set-up perfectly on the wet roads. We were quickest on the first eight stages but it was Delecour, not Kankkunen, who was chasing us hardest.

Then came the gravel roads?
Yes, and of course Kankkunen started to catch up. The weather was drier in Tuscany, which was good for us as the Lancia understeered a bit when it was slippery. I was pleased that I could hold him on times and it was just a few seconds between us even on the longest stages. He got past Delecour and finally, on the last gravel stage, he took the lead. I only had one bad moment in all, when on the second gravel stage I put two wheels off the road and thought we were going to roll.

What discussion was there within the team now that Auriol, leading the WRC, had failed to score?
Of course there was the idea that I should let Kankkunen win to get him as far ahead of Carlos Sainz as possible. I talked with Claudio Bortoletto [Martini team manager] and Nini Russo [Abarth liaison] and at first they were keen to suggest this strategy. But then I had another talk with them and Kankkunen. He was not happy to play the game even though he was just in the lead. So we went into the last night of asphalt stages with no team orders. After five stages I was back in the lead – in Monte Ceppo I won by 20 seconds. Delecour was trying like hell to catch us but it was not possible. It was a wonderful win for me and for the fantastic crowds of Italian supporters who had cheered us round the route. **JDFD**



Despite little experience with 4wd, Aghini soon mastered the Integrale to win in San Remo

all LAT

CLASSIC H&H AUCTIONS

H & H Classic Auctions are pleased to announce a very special sale...







The Dick Van Dijk Collection



An auction of 60 Fine Historic Motor Cars from one of the best private collections in the UK.





1964 Alfa Romeo Giulia GT
1929 Alvis Silver Eagle
1935 Alvis Tourer (RHD)
1921 Amilcar (RHD)
1916 American La France Speedster
1966 Aston Martin DB6
1959 Aston Martin DBMk3 Convertible
1935 Auburn 851 SC Boat-tail Speedster
1932 Auburn Boat-tail Speedster
1903 Beeston Humber (Humberette)
1954 Bentley MKVI Sedanca *by Gurney Nutting*
1948 Bentley MK6 Special
1926 Cadillac Model 314 Coupe
1931 Cadillac Fleetwood Sports Roadster V12
1930/1931 Cord L29 Convertible
1937 Cord 812 Supercharged Cabriolet
1995 Chevrolet Corvette V8
1929 Chrysler Imperial 80 Roadster
1942 Dodge WC 47
1994 Dodge Viper RT/10
Elden Formula Vee
1912 Empire Roundabout Roadster
1983 Ferrari 400i
1988 Ford RS200
1956 Ford Thunderbird
1931 Ford Model 'A' Cabriolet
1966 Ford GT40 D Coupe MkV
1968 Ford Shelby Mustang GT500
1934 Frazer Nash TT Replica
1926 Hispano Suiza H6B Landaulet
1936 Jaguar SS 100
1957 Jaguar XK140 Coupe
1976 Jaguar XJC 4.2 two Door Coupe
1962 Jaguar Mk2 Saloon 3.8
1962 Jaguar 'E' Type 3.8 Flat Floor Roadster
1955 Jaguar XK 120 Roadster
1963 Jensen 541S Coupe
1973 Jensen Interceptor III
1934 Lagonda 2.0 HC Four Seat Tourer
1967 Lotus Racecar
1924 Marmon Special Racecar 'Big 6'
1971 Mercedes-Benz 280SL
1931 Mercedes-Benz 370S Mannheim
1952 Mercedes-Benz 220S Cabriolet
1951 Mercedes-Benz 220S 4 Door Saloon
1970 Mercedes-Benz 280SE Coupe
1947 Mercury Eight Convertible
1960 MG A 1600 Roadster
1937 Nash La Fayette
1943 Nash Healey Coupe
1912 Napier T46 Fixed Head Coupe
1918 Oakland Model 34 Roadster
1968 Opel GT 1900S
1963 Porsche 356B 1600 Super
1939 Plymouth Coupe
1966 Triumph TR4 A 1RS (RHD)
1974 Triumph TR6
1973 Triumph GT6 Mk3
1946 Triumph 1800 Roadster (RHD)
1997 TVR Chimera

PRELIMINARY ANNOUNCEMENT. KEEP CHECKING OUR WEBSITE FOR FURTHER EVENT INFORMATION PLUS A COMPLETE LIST OF ENTRIES AND PHOTOGRAPHS.

All cars photographed at 'The Moat' property which is currently being offered for sale by the joint agents:

Knight Frank
www.knightfrank.co.uk

Charles Clark & Co.
AGRICULTURAL & RURAL PROPERTY AGENTS
www.charlesclark.co.uk

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

TRACK BACK
50/30/20/10 YEARS AGO

1995



Damon Hill wins the Hungarian GP by over 30sec from fellow Williams man David Coulthard. Champion elect Michael Schumacher retires.

1985



As Niki Lauda announces his retirement from driving, McLaren team-mate Alain Prost cruises home to victory in the Austrian GP from Ayrton Senna (Lotus).

1975



Brabham's Carlos Reutemann wins the German GP at the Nürburgring by over 90sec from Williams driver Jacques Laffite.

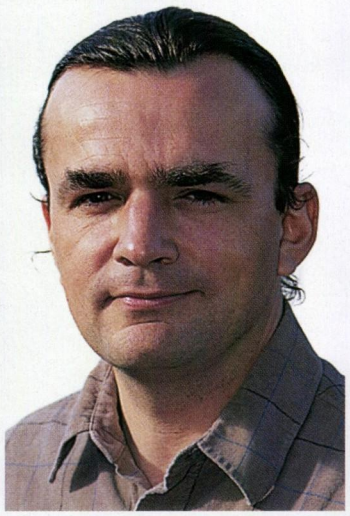
1955



Peter Walker and Dennis Poore win the BARC 9 Hours at Goodwood aboard a works Aston Martin DB3S, with Desmond Titterington and Ninian Sanderson second in their Ecurie Ecosse Jaguar D-type.

LAT, DPPI

Adam Cooper's Trackforward





Indy fiasco robbed fans of a race and may have nailed down the coffin on Formula One in the US

Infighting and chicanery blighted the US GP but don't expect a contrite Max Mosley...

While the action on the track this year has been the best we've seen in aeons, there have been political rumblings in the background as the future of Formula One has been debated. For the most part the real drama has gone on behind closed doors, but the US Grand Prix tyre debacle came like a bolt from the blue, sent shock waves through the sport and polarised the manufacturer teams in their ongoing struggle with Max Mosley.

In the days after the race there seemed to be confusion in some people's minds as to who was responsible for what went wrong. Of course, Michelin created the initial problem through an unfathomable screw-up in its R&D department. The company has done nothing to escape its culpability, and from the start behaved impeccably in its dealings with the teams and the media.

The question of who could have resolved the problem – or at least exercised some degree of damage limitation – is another matter. The seven Michelin teams did their best to provide an instant solution and, in public at least, Bernie Ecclestone was on their side. The one man who could have helped craft a more elegant outcome than the one we had was Mosley. Of course a hurriedly introduced chicane would have been far from ideal, and rules are rules after all. But, given the exceptional circumstances, it could have happened. If Max had wanted it to.

From the off he adopted a confrontational stance. What angered the teams was that, far from seeking to protect them from the damnation that inevitably descended, the man who has overall responsibility for our sport added fuel to the fire. His hounding of Michelin, a great supporter of motor racing, was not very constructive.

'Far from seeking to protect the teams, Mosley only added fuel to the fire'

Perhaps others have seen the light. Although the teams did not entirely escape censure in the World Motor Sport Council hearing in Paris, the consensus is that Mosley emerged damaged. If he saw the Indianapolis fiasco as a chance to get one over on the teams, he was wrong.

It remains to be seen where Bernie fits in this delicate political game. The cynical view is that at Indianapolis he was playing for both sides, and perhaps didn't do as much as he could have to get Ferrari on board. If he was, then it was a dangerous game, for he has lost some credibility. He failed to get the show on the road, and looked like an emperor with no clothes.

The key to what happens in the next few months is where Bernie's loyalties ultimately lie. There are suggestions that in the aftermath of Indy he's tighter with the teams than he was. Perhaps he has realised that a grand prix with two Ferraris and a few makeweights is not really a viable proposition...

What goes around...

STREET RACING IN SPAIN



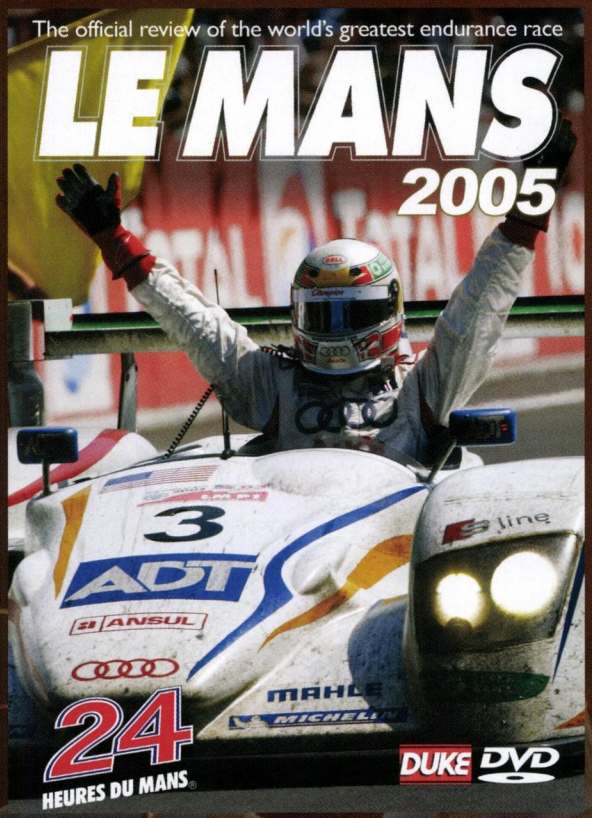
Hulme leads Stewart at Montjuich in 1973



World Series at Monaco: shunts not pictured

International racing returns to the Spanish streets on July 16/17 when the World Series by Renault competes in the Basque city of Bilbao. 30 years after the Spanish GP was last run at the Montjuich Park track in Barcelona. World Series promoter RPM has been working hard on the Bilbao event, and the tight circuit includes a crossover as well as a trip over a river bridge. When you consider that the World Series Dallara chassis are powered by 450bhp engines, and that this series has Europe's worst driver disciplinary record of 2005, you'd be forgiven for expecting a few shunts.

Your VIP pass to the most action-packed night on the planet!



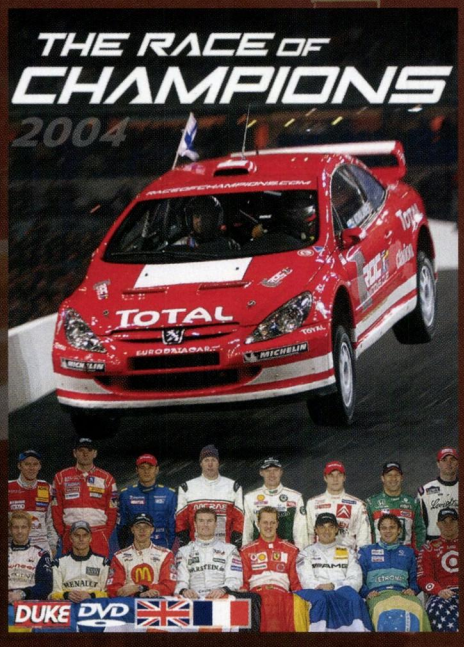
Le Mans 2005 Review

This official and exclusive review captures the atmosphere and sense of occasion that only a visit to the Circuit de la Sarthe can provide. All the very best action from 24-hours of pedal-to-the-metal racing is condensed to provide the official record of this truly memorable event - delivering awesome race footage and interviews with the top drivers.

DVD £16.99 No.DMDVD3750
(Release date 8th August 2005)

SPECIAL OFFER!

Order Le Mans Review 2005 and you can buy 'The Race of Champions 2004' for ONLY £2.99! PLUS FREE P&P!



The Race of Champions 2004

16 drivers... 7 Nations... 8 racing drivers... 8 rally drivers...
1km track... the Stade de France... head-to-head.
But who was the fastest...? It's all captured right here!
DVD £2.99 (SRP: £16.99) **No.DM4868**

Watch history being made in front of your very eyes!

DUKE

Order direct phone 01624 640000, or online www.dukevideo.com go to special offers

or by post: Champion House, Douglas, Isle of Man, British Isles, IM99 1DD

PHONE 01624 640000 FOR FREE 2005 CATALOGUE email: mail@dukevideo.com

Offer closes 28 July 2005. Orders despatched after 8th August, credit cards not debited until despatch. Media Code.6708



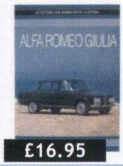
www.motormedia.co.uk

Silverstone • England

Much more available at www.motormedia.co.uk or by telephone on 01327 85553

NEW RELEASES

Marque Histories



£16.95



£18.95



£59.95

ALFA ROMEO
Alfa Romeo Alfetta 158/159 Grand Prix Cars £18.95
Alfa Romeo Guilia - ITALIAN TEXT! £16.95

ASTON MARTIN
Aston Martin DB2, DB2/4 & DB3 in Detail - by Nick Walker £29.95

BMW
Complete Book of BMW by Lewin, 384pp,1600 pictures £31.95
BMW by Schlegelmilch - new edition from Konemann Press .. £19.95

CITROEN
Citroen DS, The Design Icon by Malcolm Bobbitt £29.95
Citroen 2CV, The Complete Story £13.95

JAGUAR
Jaguar Mk 1 and 2 - Haynes Great Marques £18.95

LAMBORGHINI
Lamborghini Countach - Complete Story, new s/b edition £13.95

LOTUS
The Lotus Book, Series 3 ..... £34.95

PORSCHE
Porsche 911 3.2 Carrera, Last of the Evolution £27.95
Porsche Turbo USA £18.95

Yearbooks

CAR DESIGN
Car Design Yearbook 03 (2004) £24.95

RALLYING
WorldRallyNews 2004 ..... £19.95
Pirelli World Rallying 27 ..... £22.95
Slideshow 2004 ..... £17.95

LE MANS 24 HOURS
2004 Yearbook £27.95



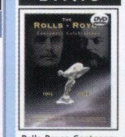
£29.95
OTHER YEARS AVAILABLE

AUTOCOURSE
Autocourse 2004-2005 ..... £29.95
Rallycourse 2004-2005 ..... £29.95

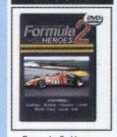
OTHER YEARBOOKS
Ferrari Yearbook 2004 ..... £49.95
Porsche Sport 2004 ..... £29.95
Le Mans Endurance Series 2004 ..... £29.95
2004 FIA GT Championship £27.95

DVD & Video


2004 Goodwood Festival
£19.95



Rolls Royce Centenary
DVD VHS | PAL NTSC
£19.95



Formula 2 Heroes
£14.95

RALLY
2004 WRC £15.95
2004 Open £19.95
On The Limit - Jonny Milner £16.95

GOODWOOD
Festival 2004 ... £19.95
Revival 2004 .... £19.95
Festival 93-03 .. £34.95

MARQUES
Metro 6R4 ..... £16.95
GT40 ..... £16.95

MOTORCYCLE
Moto GP 2004 . £19.95
Superbike 2004 £17.95
On-Bike TT £15.95

4x4 & Off Road
Camel Trophy .. £16.95
Extreme Offroad £14.95

OTHER
Nissan Skyline . £19.95
Drift Bible £19.99
Hardcore Underground Racing £19.99
Hyper Street Racing ... £19.95
Clarkson - Hot Metal £14.95

Motorsport Titles

FORMULA ONE
Who Works in Formula 1 2005 ..... £34.95
Formula 3 - The Screamer Era £32.95
David Coulthard - His Decade in F1 ..... £12.95
Ferrari Formula 1 - Peter Wright £49.95
Formula 1 Technical Analysis 2003/2004 ..... £18.95
Golden Years - Michael Schumacher £49.95

RALLYING
Rallying Imprezas by David Williams £18.95
World Rally Championship, 352pp £24.95
Works Rally Mechanic - Brian Moylan £17.95
The Works Escorts - 4th Edition £22.95
Walter Rohrl Diary £34.95
50 Years of Safari Rally by McKlein £49.95

TOURING CARS
Touring Car World 2004 ..... £14.95
British Saloon Car Championship 58-72 ..... £34.95

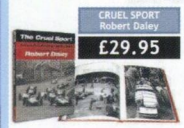
OTHER MOTORSPORT
Goodwood Festival of Speed £34.95
Blue & Orange - Gulf in Motorsport £34.95



Signed Copies Available
£16.95



£16.95



£29.95



by Chris Nixon
£39.95

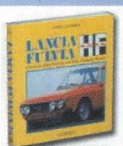
ITALIAN MARQUES

ABARTH
Abarth, The Man & The Machines, 520 pages £59.95
Abarth 595/695 (New Updated Edition) Italian Text £24.95
Abarth 850TC & 1000, 240 pages, Italian Text £24.95
Fiat & Abarth 500 & 600 & Seicento, h/b, 192 pages £24.95

ALFA ROMEO
Alfa Romeo - Always with Passion, new & updated £18.95
Alfa Romeo All Alloy Twin Cam Engines, Pat Braden £26.95
Alfa Romeo Coupes 1954-1989 by Graham Robson, 192pp ... £17.95
Alfa Romeo Duetto, s/b, Giancenzo Madaro £16.95
Alfa Romeo Giulia GT/GTA Coupe by Tipler, definitive work £27.95
Alfa Romeo Giulietta - Golden Anniversary, English text £29.95
Alfa Romeo Spider, John Tipler, h/b, 200pp £17.95
Alfa Romeo Spider 1955-1986, Schiffer Automotive Series £16.95



£24.95



£24.95



£17.95

FERRARI
Ferrari Prototype Era 1962 -1973 by Alan Henry £34.95
Scarlet Passion - Ferrari Sports Prototypes - by Pritchard £24.95
Ferrari Granturismo, Sport, Prototipi (IT), H/b, 563pp £25.95
Ferrari Enzo Great Cars Series £21.95
Ferrari Opera Omnia (3 Volumes) £129.95
Ferrarissima No 17 2004 ..... £29.95



£24.95


£34.95



MOTORSPORT BOOKS



£24.95

CLASSIC
The Amazing Summer of '55 - Eoin Young £16.95
Le Mans 55 - The Crash - Chris Hilton £19.95
Motor Racing At Goodwood, Robert Barker £14.95
Targa Florio - The Post-War Years 48-73 ..... £32.95
Four Seasons at Ferrari - Lauda Years £14.95
La Sport 1937-1965 (Italian Sportscar Races) . £59.95
French Kiss With Death - Steve McQueen £34.95
The Unfulfilled Dream - Racing at Aintree £18.95
Mille Miglia - The Postwar Years £22.95

RACING CAR MARQUES
Brabham Ralt Honda £15.95
March - Rise & Fall of a Legend £26.95

Chevron The Derek Bennett Story £24.95
Archie & The Listers £17.95
Napier - The First to Wear The Green £29.95

BIOGRAPHIES
Driven Man - Dave Richards, Prodrive £16.95
Eddie Jordan - The Biography £14.95
Nuvolari - The Legend Lives On £24.95
Jenks, A Passion for Motorsport £18.95
Alex Zanardi, My Story £17.95
Martin Brundle, Working The Wheel £17.95
Castellotti - A stolen heart £24.95
W.O. Bentley,The Man Behind the Marque £22.95
Stirling Moss - The Authorised Biography £14.95

Out of Print Titles - COLLECTORS CORNER



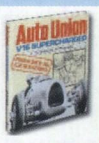
£69.95



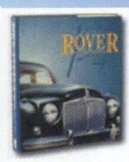
£59.95



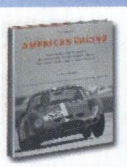
£29.95



£29.95



£29.95



£19.95



FIRST EDITION
£39.95

MARQUE HISTORY
Alfa Romeo - The Legend Revived . £34.95
Alfa Romeo 6C 2500 (IT) £59.95
Alfa Romeo GTA (IT) by Tabucchi £124.95
Alfa Romeo - Alfissimo! - Owen £29.95
Alvis - Story of the Red Triangle £59.95
Unbeatable BMW - Walton £39.95
Dino - The Little Ferrari - 1st Edition £59.95
Fantastic Ferraris - Prunet £29.95
Ferrari Sports Racing Cars - Prunet £89.95
Ferrari - The Road Cars - Prunet £74.95
Ford Escort RS - Osprey £12.95
Healey - Autocar Test Book £24.95
Healey - The Specials £34.95
Iso Rivolta £59.95
Jaguar Saloon Cars £39.95
Jaguar Sports Cars £39.95
Jaguar/Daimler - Hughes £29.95
Jaguars in Competition £19.95
60 Years of Trieste-Opicina Race (IT) 3 vol set in slip case £79.95
Lotus - GT & Touring Cars £29.95
Maserati Catalogue Raisonne - 1990 edition, 2 vol slip case £49.95
Tiger - Making of a Legend ... £69.95



£19.95



£59.95



£34.95

Motormedia, Silverstone Innovation Centre,
Silverstone Circuit, Towcester, Northamptonshire NN12 8GX
Call **01327 855531** (9:00am – 5:00pm, Mon – Fri) or shop online

Reviews

Golden Age of Motor Sport: Volumes one, two and three
DVD, 80mins, 80mins, 75mins
www.throughthegears.net
£16.99 each



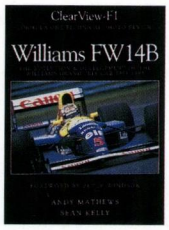
Dubbing anything a 'golden age' is a dangerously subjective thing to do but, after almost four hours of self-indulgently ignoring the missus, kid and cat and immersing myself in this footage, I'm inclined to agree with the title of these superb DVDs.

The first two are essentially mid-to-late '60s promotional films for Alec Mildren Racing, the self-proclaimed "biggest motor racing team in the Southern Hemisphere". Which it probably was. Mostly these have a home-movie feel – 'After the race had settled down we wandered up to Corner X to study the drivers' lines' etc – but are all the more charming for it. You really get a sensation of speed from the hand-held cameras, especially at the fantastic Lakeside track in Queensland.

Mildren ran single-seaters in the Tasman Series, as well as an Alfa Romeo GTA and Ti Super in the touring car events and a TZ2 in sportscar races – often all on the same day – for star drivers Frank Gardner and Kevin Bartlett. Usually they were at the front of the touring/sports races, and in the Tasman events lurking just behind the international aces. But such was the team's enthusiasm that its films are loaded with footage of Hill, Clark, Stewart, Amon, Brabham and Rindt.

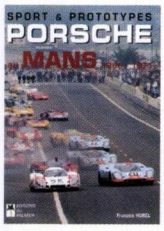
Volume three is propaganda stuff for Repco/Brabham. Among the 1965 Tasman Series segment there are some thrilling sequences from the scarily fast Longford road circuit in Tasmania, where Bruce McLaren won a sensational race from Jack Brabham. Having said that, the images from Brabham's glorious '66 European season are disappointing.

But that's a minor gripe. The remainder of the film in this series veers from the glorious to the unexpected (the 1969 Japanese GP at Fuji, with banked first turn). My favourite bits? Bartlett's stunning car control in the TZ2 at Warwick Farm, and the realisation that the Aussies have *always* had better grid girls than the rest of the planet. **MS**



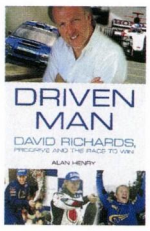
Williams FW14B: the evolution & development of the Williams grand prix car 1991-93
by Andy Mathews and Sean Kelly
ISBN 0-9754127-0-1
published by Hilton Lifetime Publishing, £19.99

A renowned model maker, Mathews produced a 1:12th scale version of the FW14B, and then set about putting together this book with statistician Kelly. It's labelled as a "technical-photo review", but there are also short written portraits of all the major players from the Williams-Renault team of this period and potted recaps of each season. It's a pretty competent and – more crucially – accurate run through of a dominant era for Frank's lads. **MS**



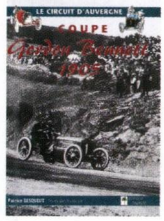
Sports & Prototype Porsche au Mans 1966-1971
by François Hurel, published by Editions du Palmier, www.editions-palmier.fr, €50

Another month, another comprehensive history by the prolific Hurel, who is rapidly becoming a Le Mans authority. Following on from his Alpine and Ford works, this hardback centres on an era when Porsche nearly bankrupted itself in its bid to win the 24 Hours. Much has been written about the subject before (and in English), but there's plenty of fresh gen here. Aside from the race-by-race, entry-by-entry summaries, the author has spoken to many of the drivers, but it's interviews with the likes of aerodynamicist Robert Choulet of SERA that really captivate – you will genuinely learn something new. The layout is crisp and there are some wonderful images too. But there are annoying errors, not least the naming of Scooter Patrick as the father of current IRL darling Danica. **RH**



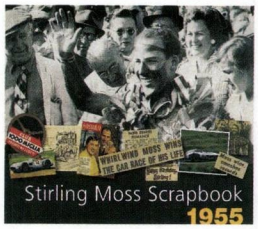
Driven Man: David Richards, Prodrive and the race to win
by Alan Henry, ISBN 0-7603-2175-2
published by Motorbooks, £16.99

A book on David Richards has to be a good idea. He is, after all, the most eloquent and charismatic of British motorsport empire builders. The problem with 'Driven Man', however, is that this is a book with an identity crisis. Richards got quite involved with the whole process, and you're not sure whether you're reading a sporting book with a business context or a business book with a sporting context. The entitling of one chapter as 'Creating the Prodrive brand and reputation' suggests it's the latter. Dig further and there *is* some good stuff, especially when Henry's prose is allowed to flow. Rather dangerously, DR promised at the launch that in 10 years' time, when he's finished with the sport, there'll be a *really* candid book. Let's hope he leaves Henry to his own devices for that one! **MS**



Coupe Gordon Bennett 1905
by Patrice Besqueut
ISBN 2-914920-45-8, published by Editions du Palmier / Menoshire, €35

A non-grand prix race series where teams gain points for their country and not the drivers? No, not the new A1GP series, but the Gordon Bennett Cup. There were only six GB races, and this focuses on the last, run in 1905 on an 85-mile road circuit near Clermont-Ferrand. Even if you don't read French, the photos alone make this a wonderful browse. The Auvergne Automobile Club made a complete photographic record not only of the race but also of its track survey, the preparations and the eliminating trials. The result is a feast of detailed shots of the road, the villages, the entrants and the officials – even the notorious local donkey which regularly knocked over passers-by. Besqueut supports his descriptions of drivers and cars with reports and memoirs of the time. Fascinating. **GC**



Stirling Moss Scrapbook 1955
by Philip Porter, ISBN 0 9550068 0 5
published by Porter Press International
£34.99 (£75 deluxe edition)

Worship of the racing knight continues apace in this large-format offering based on Moss's personal scrapbooks, private diaries and photo albums. This, the first of an intended year-by-year series, centres on his remarkable 1955 season. Reading the period press reports, you do get a feel for how much the then relatively hirsute Moss was revered: a globe-trotting hero to millions, just as at home ensnaring some young beauty as besting all-comers on the track. Which makes it entertaining to dip into, not least for the wonderful images (we especially liked the one of him in the Bond Minicar) and to see some of the ads he used to front. It's perhaps a little over-designed in places but don't let that put you off. Bound to sell out. We look forward to the next instalment. **RH**

Models

Thanks to GP Models. Tel: 01727 845645
or see www.grandprixmodels.co.uk



1952 Indy-winning Agajanian Special driven by Troy Ruttman is the first of a new series of 1:43 front-engined sprint cars from UK-based Midlantic. Available as kit at £44.05 or ready built for £141



Jo Bonnier's privateer Maserati 250F from 1958 German GP, by Jade Miniatures. Built only, for £95



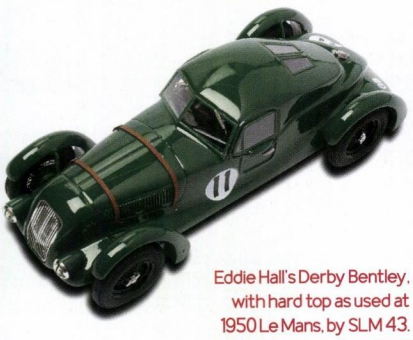
Bizarre's 1954 Panhard Riffard record car which clocked 201.88kph at Montlhéry. Price is £30



Very glam Osella PA20S, winner of 2004 Trento-Bondone hillclimb. By Tron, kit at £34.54, built for £108.65



Spark's Lotus Elise GT1 as raced in 1997 FIA GT series. Diecast, price £30



Eddie Hall's Derby Bentley, with hard top as used at 1950 Le Mans, by SLM 43. Kit £39, ready built £120



Classic Maranello team colours adorn 1:43 Ferrari 365 P2 of Graham Hill and Jo Bonnier from 1965 Le Mans. By Renaissance, kit for £40.80 or built at £147.50



Outstanding 1931 Le Mans Bugatti Type 50 as driven by Varzi and Chiron, from SLM 43. Kit £39, or built for £120



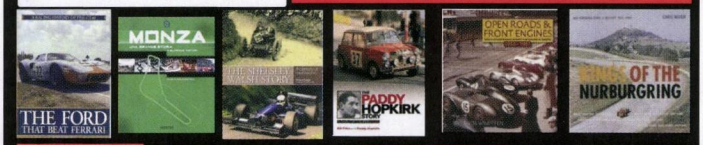
Jürgen Barth's 1979 Safari Rally Porsche 924 from Microsprint. £34.54 as a kit, or £108.65 built

James Mann

MOTOR BOOKS

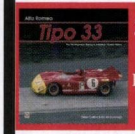
www.motorbooks.co.uk

Stirling Moss Scrapbook 1955
Stirling Moss Scrapbook 1961 (September)
£34.95 Each
Leatherbound Signed & Numbered Editions £75 each



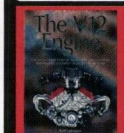
MOTORSPORT

12 Hours of Sebring 1970.....£17.99
2004 FIA GT Championship.....£29.99
Alfetta: Alfa Romeo 158/159 Grand Prix Car (Signed copies available).....£19.95
Alpine Trials and Rallies 1910-1973.....Sept£12.99
Amazing Summer of '55 (Eion Young).....£17.99
Autodrome: Lost race circuits of Europe.....£34.99
1950s Motorsport in Colour.....£49.99
Blue & Orange: History of Gulf in Motorsport £39.99
BMC/BL Competitions Dept. (Re-issue).....£35.00
BMCs Competition Department Secrets.....£24.99
Brighton National Speed Trials.....£12.99
British Saloon Car Championship (1958-1972)£39.99
BRM Vol.1: Front engined cars '45-60..sale£49.99
BRM Vol.2: Spaceframe cars '59-65.....sale£60.00
Brooklands (Bill Boddy).....£65.00
Bugatti: A Racing History.....£35.00
Chaparral: Can-Am & Prototype Race Cars.....£16.99
Davidstow: Cornwall's F1 race circuit.....£10.95
Desert Grand Prix then & now.....£25.00
Ferrari By Mailander.....£65.00
The Ford That Beat Ferrari: A Racing History of the GT40.....£75.00
Ford That Beat Ferrari (Limited Edition) Sept£200.00
Formula 1 in Camera 1980-1989.....£30.00
Formula 1 2004/5 Technical Analysis.....Oct£21.00



ALFA ROMEO TIPO 33
The Development, Racing and Individual Chassis History
By Ed McDonough & Peter Collins
Price £39.99
Signed copies avaiable!

Kings of the Nurburgring.....£45.00
Last Road Race: 1957 Pescara Grand Prix.....£9.99
Maserati - A Racing History.....£35.00
Maserati 250F.....£19.95
Maserati 450S.....£42.95
Mercedes-Benz Grand Prix Race Cars 1934-1955 (Sugahara, English Edition).....£27.99
Mercedes & Mille Miglia 1930-1957.....£20.00
Monza: A Glorious History.....£25.00
Motor Racing in England: Then & Now.....£15.99
Motor Racing: Reflections of a Lost Era.....£35.99
Open Roads & Front Engines: World C/Ship Sports car racing in photo's 1953-1961....£89.95
Porsche at the Mille Miglia.....£20.00
Porsche Prototype Era1964-1973.....£29.99
Powered By Jaguar: Cooper, HWM, Tojeiro and Lister sports racing cars.....£29.99
Race Bugatti Missed, The.....£79.50
Racing At Crystal Palace.....£12.99
Shelsley Walsh: A Century of Motorsport...£30.00
Sports Racing Cars: Expert analysis of fifty motor racing greats.....£25.00
Triumph & Tragedy (1955 Sports Car Season)£50.00
Who Works in Formula One 2005.....£39.50
Who Works in Motorsports 2005.....£39.50
V10 Formula 1 Engine Technology.....£60.00



THE V12 ENGINE
The untold inside story of the technology, evolution, performance and impact of all V12-engined cars
By Karl Ludvigsen
Price £40.00

BIOGRAPHIES

Alex Zanardi: My Story.....£18.99
Alberto Ascari.....sale£8.99
Archie and the Listers (Reissued).....£19.99
Driven Man (David Richards).....£16.99
Emerson Fittipaldi.....sale£8.99
It Still Beats Working! (Eoin Young).....sale£9.99
Imagenes de Carlos Sainz.....£34.99
Jack Brabham Story (Signed - a few left!).....£30.00
Jim Clark - Racing Legend (pb).....£9.99
Jenks: A passion for motorsport.....£19.95
James Dean: At Speed.....Sept£14.99
Jensen Button - Unauthorised Biography.....sale£7.99
Jo Ramirez: Memoirs of a Racing Man..Sept£18.99
Ken Miles (p/b).....£24.99
Life of Senna (paperback).....£9.99
Martin Brundle: Behind the Wheel (Signed).....£18.99
McLaren Memories: A biography of Bruce McLaren (Eoin Young).....£17.99
Mon Ami Mate.....£59.95
Only Here For The Beer: Gerry Marshall.Sept£14.99
Paddy Hopkirk Story: A dash of the Irish...£19.99
Racing Zborowskis, The.....sale£12.99
Rubens Barrichello.....£18.99
Scottish Motor Racing and Drivers.....£40.00
Toj - John Tojeiro and his Cars.....£20.00
Vic Elford: Reflections on a golden age of Motorsport.....£19.99
Vukovich - Hardback £21.99 or Paperback £17.99

MARQUES & MODELS

Alfa Romeo Tipo 33: Race & Individual Chassis Record (Signed Copies).....£39.99
Alvis Three Litre 1950-67 in Detail.....£35.00
Armstrong Siddeley: Cars, Company, People..£75.00
Aston Martin DB2/4 & DB3 in detail.....£35.00
Bentley 3 1/2 & 4 1/4 Ltr 1933-40.....£35.00
Lagonda 4½ Litre & V12 in detail.....£35.00
Caterham Sevens: From Conception to CSR....£39.99
Citroen 2CV (3rd Ed.).....£19.99
Lamborghini: Supercars from Sant'Agata.....£19.99
Maserati 250F.....£19.95
Porsche 993 "King of Porsche".....£39.99
Riley: The Legendary RMs.....£19.95
Rolls-Royce Silver Cloud I & Bentley S1.....£23.95
Rolls-Royce: The Classic Elegance.....£45.00
Sunbeam: The Supreme Car 1899-1935.....£49.95
TVR: An Illustrated History (2nd Ed.).....£14.99
Works Minis.....£19.99

DVD TITLES

50 Years of Formula 1 On-Board.....£19.99
Cobra Ferrari Wars (2 disk set).....£24.99
Golden Age of Motorsport Vol's 1-3.....each£16.99
formula one review 1970-1980.....each£16.99
Formula 2 Heroes.....£14.99
Full Throttle (Tim Birkin Story).....£17.99
Goodwood Festival of Speed 2004.....£19.99
Goodwood Revival 2004.....£19.99
Gulf/Wyer GT40s & 917s in Action.....£17.99
History of Motor Racing 1950s & 1960s..each£16.99
Le Mans 2005 Review.....£16.99
Le Mans - Steve McQueen Feature Film.....£9.99
Motorfilms Quarterly Vol's 1-13.....each£19.99
Motorsport 1950 and 1953.....£14.99
Return of the Silver Arrows (1954-55).....£17.99

VICTORY BY DESIGN SERIES
Alfa Romeo, Aston Martin, Ferrari, Jaguar, Maserati, Porsche - £17.99 Each

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
Tues-Sat 09hr15-17hr30
Freephone Orderline 0800 0267890

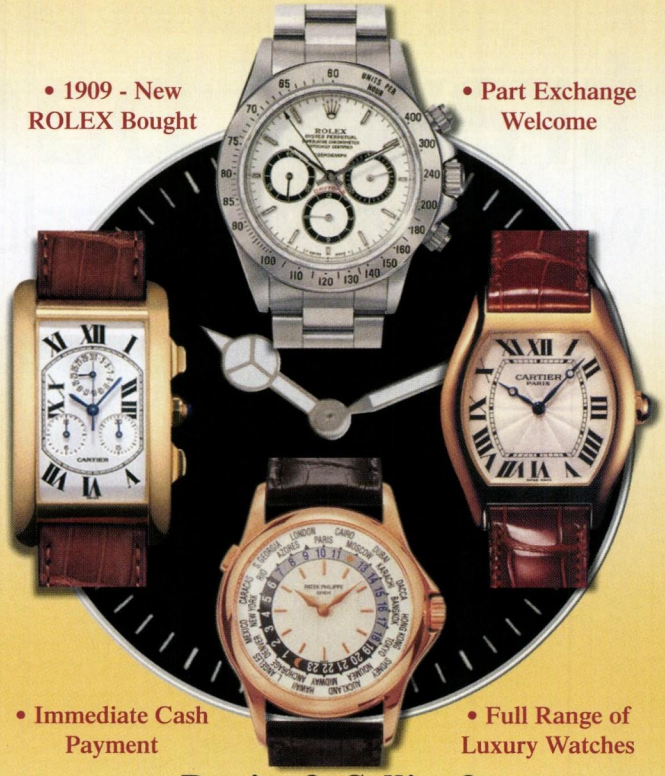
Postage & Packing
UK : Add £4.00, over £60 Post Free
Single Video/DVD Title £1.50
Overseas: Minimum £5.00, Add 15% for orders up to £150,
Add 10% for orders over £150
(Air Mail rates on request)
All prices subject to change.

WE BUY

ROLEX
PATEK & CARTIER
"TOP PRICES PAID"

• 1909 - New ROLEX Bought

• Part Exchange Welcome



• Immediate Cash Payment

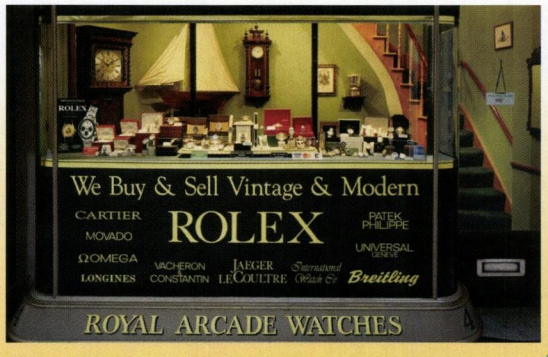
• Full Range of Luxury Watches

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



020 7495 4882

FREE
travel bag
when you subscribe



Worth £69

This truly exquisite bag is made from canvas with a durable underside, handles and detailing. Complete with embroidered 'retro'-style badges and stripes, it fastens via a full-length zip along the top. Perfect for those weekend events!

Call 08456 777819

5 great reasons to subscribe

1. You get a free travel bag worth £69
2. You'll also save 15% on the shop price
3. You pay just £11.20 per 3 issues by Direct Debit
4. Get your issue two days before it hits the shops
5. Never miss an issue of *MotorSport*



Bag size 70cm (l) x 32cm (w) x 40cm (d).







Visit www.haymarketsubs.com

Please have your bank details ready and quote M085P

Subscription Order Form

☐ PLEASE START MY SUBSCRIPTION TO *MOTORSPORT* AND SEND ME MY FREE TRAVEL BAG.

FOR SPECIAL USA & CANADA RATES PLEASE CALL +1732 424 7819 or e-mail subs@britmags.com.

Your Details (Must be completed in block capitals)

Title Name

Surname

Address

Postcode Country

Tel

E-mail

We would like to send you other great offers and information by email and SMS. Please tick this box if you want to receive these offers ☐

DIRECT Debit Originators ID No 850699

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

We'd like to send you great offer and information from other magazines from Haymarket Publishing. Please tick this box if you don't want to receive these offers ☐ Very occasionally we may pass your contact details to another company in whose offers we think you'd be interested. Please tick this box if you don't want to receive these offers ☐

M085P

Please send this form to:

MotorSport
Freepost SEA14727
Haywards Heath
RH16 3BR

TERMS & CONDITIONS

This is an introductory offer, open to new subscribers only. This offer is open to UK residents only and is a direct debit offer only. Details of the direct debit guarantee will be sent to on request. Overseas rates are available by calling +44 8456 777 821. Please allow six weeks for delivery of your free gift and first issue. This is a limited offer only. If stock runs out you will be asked if you would like to wait for your gift, the choice of an alternative gift, 10 free issues or a refund. Offer closes August 30 2005.

Feedback

write to: **MotorSport, 60 Waldegrave Road, Teddington, Middlesex TW11 8LG**
e-mail (please include your address): **motorsport@haynet.com**

MANNERS AT BOURNE

Sir, Your feature on Mike Spence (June 2005 issue) brought back happy memories of a works outing to the BRM factory at Bourne, Lincs, at the end of April 1968.

The death of Jim Clark, three weeks earlier, still hung heavily in the air, and Raymond Mays mentioned this in his welcoming talk.

In the main building there were BRM grand prix cars and other artefacts on display, including a 2.5-litre front-engined GP car. Outside, the Rover-BRM gas turbine racer was parked in the yard.

Mike Spence was there and was willingly answering questions. We had noticed a small double-ended spanner taped to the centre of the steering wheel of a current F1 car and asked Mike what it was for.

He told us that this was fitted as a result of the accidents in the Belgian Grand Prix two years earlier (1966) when, following the deluge on the far side of the track, many cars came off and Jackie Stewart was trapped in his BRM. The purpose of the spanner was to remove the steering wheel (how things have changed!).

Mike was very pleasant and very unassuming, and we were very saddened to hear of his death at Indianapolis a few weeks later.

Richard Lascelles, Lincoln

BREAD DELIVERY

Sir, The sale advertisement for the 'Breadvan' Ferrari in the back of *MotorSport* prompts me to write.

I seem to recall having seen this car in action at Mallory Park in the early 1960s, but a gentleman who is a Ferrari historian isn't so sure.

Can any readers confirm or deny this? A photograph of the car would be welcome proof as to whether my memory is correct!

Eric Kwiatkowski, Nottingham

JENKS: MR SARTORIAL!

Sir, The reference (on page 98 of the June issue of *MotorSport*) to "DSJ going past on a racing bicycle, in shorts and shirt, presumably to be interviewed for a job, although not suited as anyone else would have been" reminded me of something I read in the Autumn 1974 issue of *The Lagonda Magazine*.

In a tongue-in-cheek report Herb Schofield wrote that DS Jenkinson was awarded third prize in a members' sartorial *Concours d'Elegance*, judged during the combined Lagonda Club and Bentley Drivers' Club meeting at Finmere on July 14 1974. The judges' comment on his placing was, "Jenks on the other hand is totally original and exactly as turned out by the factory – apart from the beard which we thought was a replica, probably purchased from the Complete Automobilist. He lost points, however, by having one or two leaks, and the exhaust was loose."

A picture of a bespectacled face peering out of a crumpled, all-enveloping, ankle-length anorak shows DSJ, hands snugly tucked in pockets, photographed against a bleak background on what obviously must have been a miserably cold day.

During the 1960s and '70s I was one of the thousands who would first read the *MotorSport* reports bearing the initials DSJ before pursuing other articles in the eagerly awaited magazine.

Doug Metcalf, Pietermaritzburg

RUBBIN'S NOT RACIN'

Sir, To quote Damien Smith ('Off the Line', July issue): "There's nothing wrong with a bit of panel rubbing."

Yes there is – because what starts as a bit of panel rubbing becomes, when the red mist descends at the next corner, the "blatant punt" he then refers to. The fact that "the perpetrator was excluded" is scant consolation to the Clio driver for the damage inflicted on his car and the bruises to himself!

Physical contact should have no place in circuit racing – full stop. For that, go and watch stock-car racing. Sadly, however, this is something which became acceptable in Formula One. As a result of the authorities failing to clamp down on this it has now spread to other classes of racing – and in the case of the British Touring Car Championship some of the drivers even seem proud to boast about it and engage in it to the point of crass stupidity when two team-mates take each other off.

You also talk about the "small turnouts at British circuits" – this unruly behaviour and the preponderance of one-make races are the two reasons why I have stopped watching circuit racing.

Mike Dodman, Bromsgrove

GILLES-GOOD FACTOR

Sir, As ever, Nigel Roebuck continues to deliver a superb mixture of insight, knowledge, and acerbic wit.

That Gilles Villeneuve article ('Legends', July 2005 issue) seems familiar, but I was intrigued to read that a film is being made about him. Let's just hope that Sylvester Stallone isn't involved...



Gilles Villeneuve gave Ferrari 312T3 a victorious send-off in the 1979 Race of Champions – and made reader Simon Hill very happy

In 1979, as a Villeneuve-mad 12-year-old, I eagerly traipsed up to Brands Hatch with a friend to watch my hero in action at the Race of Champions. The race had been re-scheduled and in glorious sunshine I delighted in seeing the great man deliver, but was even happier to have met him and got his signature the day before.

In those days, before the high-security compound that is the F1 paddock, I managed to sneak down the back of the F1 garages and squeeze between the trucks to get closer to the Ferrari pit. Not only did I get to where the team members were organising their Michelin tyres, but right in front of me, lounging on a chair with his feet up on a rear tyre, was Gilles, munching a bowl of pasta. I managed to pluck the courage up to ask for his signature. He smiled, handed me the pasta, signed the book, asked his mechanic something in Italian, then he asked my name and commented that he liked my Gilles Villeneuve T-Shirt. The mechanic came back and handed me a couple of Ferrari stickers and on parting I said, "Hope you win tomorrow, Gilles" to which he replied, "So do I, Simon!"

The same day I managed to get Lauda, Piquet, de Angelis, Watson and a charming Gordon Smiley to

Star letter



Stephen Scott has happy memories of driving the Alfa RLTF, seen here at Silverstone

TARGA FEATS

SIR, Your feature in the June issue on the Alfa Romeo RLTF brought happy memories flooding back.

I drove this car many hundreds of miles on the road while it was being campaigned by my good friend, Chris Mann. Later we used it as a tender car at race meetings as well as for social forays. In the late 1970s, when Chris was racing other splendid machinery, he suggested with typical generosity that I should do some VSCC events in 'the Targa', as we always called it. I competed in it at Wiscombe Park and in several races at Silverstone including the 1978 Fox & Nicholl Trophy race, in which fellow competitors included Victor Gauntlett in his 4-litre Bentley and Jenks in one of the three 1931 Talbot 105 team cars in the race.

The Targa had acceleration and brakes best described as modest, but its good torque and roadholding and agile handling were all outstanding for a 1924 car. For hillclimbs we retained the domed cycle-type wings that complemented the rather handsome pointed tail which, to my mind, made for a more aesthetically pleasing rear end than the slab tank.

According to David Owen in his authoritative book *Targa Florio - 70 epic years of motor racing*, Count Giulio Masetti's RLTF finished second in the 1924 Targa Florio and inherited second place also in the Coppa Florio when Antonio Ascari was disqualified, presumably as a consequence of the assistance he received when a crowd of helpers pushed his car over the line at the end of the fifth lap. After the race Alfa Romeo sold off the specially prepared TF team cars, which could explain how Tony Lago came to acquire this car for Agostino Lanfranchi to race in 1925, although its 2996cc capacity leads me to speculate that the engine may have come from one of the 1923 cars.

I can sympathise with Richard Heseltine's initial problems with the "on-off" clutch and central throttle, but once I got used to it the Targa was very tractable and a sheer joy to drive.

I have been fortunate to own a number of enjoyable cars over the years but this Alfa, which I never owned, retains a special place in my affections.
STEPHEN SCOTT, WINCHESTER

sign my book. Ten years later my cherished book was in my wallet which was stolen from my car...

Gilles Villeneuve: the ultimate racer and the ultimate gentleman. Let's hope that the film makers do the great man justice.
Simon Hill, via e-mail

HITCHCOCK HORROR

Sir, Now that I've had some time to cool down and digest all the finger pointing, I have some thoughts on the recent United States Grand Prix.

All the constituents of Formula One have failed in their obligation to motor racing. They are all guilty: the manufacturers of incompetent preparation for a grand prix; the FIA of a failure to govern responsibly; and FOM of failure to properly administer in a crisis. Rules are broken all the time, sometimes by design, sometimes by accident. When faced with a catastrophic event that threatened the GP, civilised minds would have deliberated, collaborated and arrived at a compromise to save the race for the dignity of F1 and out of obligation to millions of fans.

But the clowns involved in F1 retreated into their foolish self-aggrandisement. The three recommendations by the FIA were stupid at best and unsafe in practice. The World Council of motor racing fans condemns them all. We sentence Mosley and Ecclestone to banishment in the Bahrain desert, chained to a television to forever watch some exciting F1 racing presented by the GPWC. We sentence the manufacturers to 10 years' hard labour trying to rebuild the F1 they brought to its knees. January 1 2008 awaits.
Glenn Hitchcock, California

Jenks on...

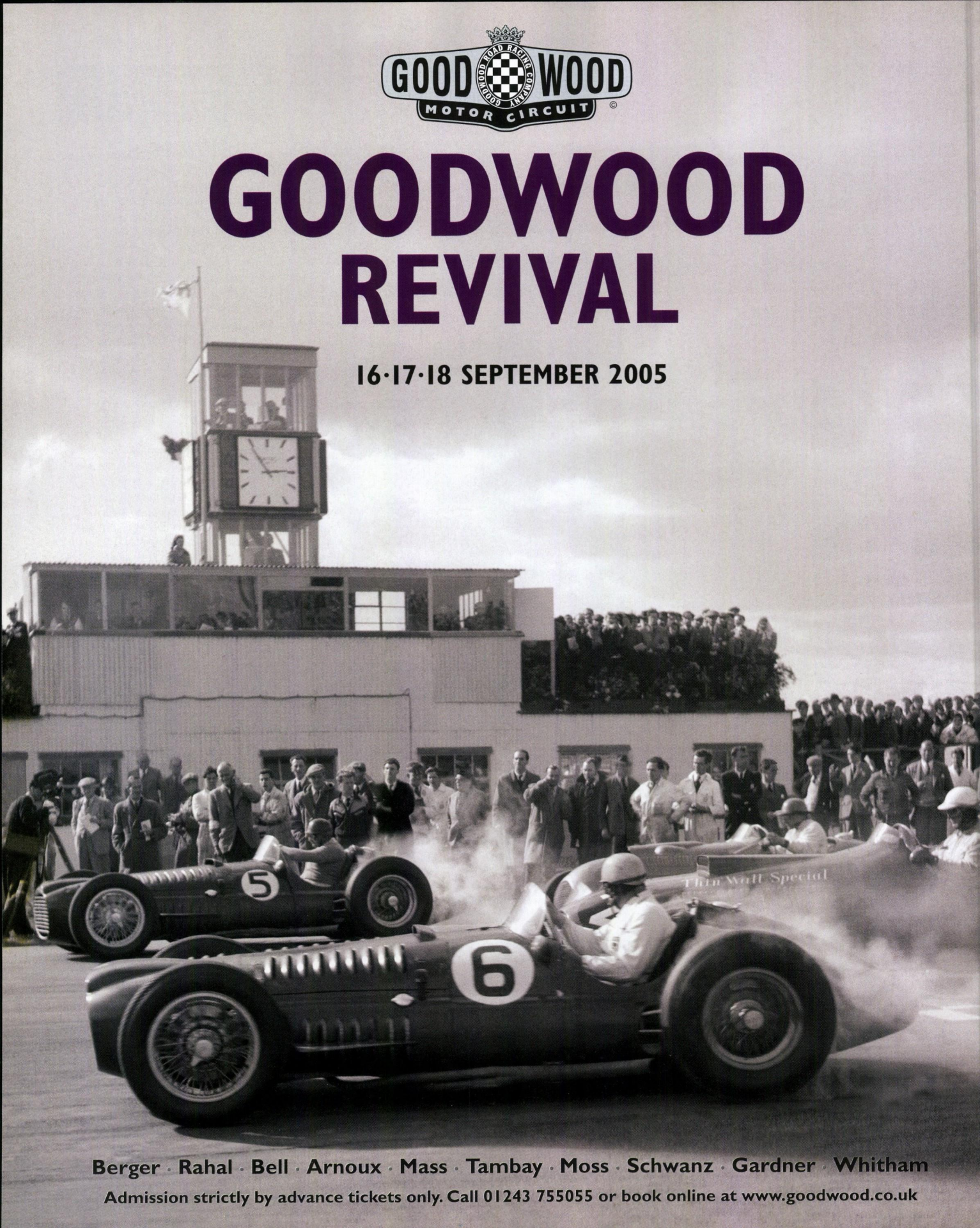
LADIES' BIKES, 1974

Once again at the Dutch Grand Prix I had a little meeting with a World Champion on a motorcycle, only this time I could not help, as I did with Jackie Stewart in Monte Carlo. With the Zandvoort circuit being on the very edge of the town it is pointless commuting each day from the hotel to the paddock by car. On race day it is as quick to walk and a lot less trouble, but this year I joined the Dutch and hired a pedal cycle, which I found even less trouble than walking. Cycling quietly along towards the circuit on race morning I was overtaken by a small Honda mini-bike (I can't bring myself to call it a motorcycle) carrying two people. At the controls was Emerson Fittipaldi, and behind him sat Teddy Mayer, his team manager, who made a rude sign as they putt-putted their way by. Within 200 yards I saw them stopped by the roadside, so I rang my bell derisively as I cycled by, but then stopped as I realised they were in trouble. Poor Fittipaldi had been running with the choke out and had filled the engine with petrol, the plug calling it a day. Now normally I would have a plug spanner not far away, but being on a push-bike I did not even have a shifting spanner with me, and as there were no tools on the mini-bike the World Champion and his mate were stuck. We tried all the usual tricks to clear the engine, but to no avail, so while I bicycled quietly on my way I left them to push their evil little contraption to the circuit. I could not even offer Fittipaldi a lift on my crossbar, as I had rented a ladies' bicycle, Dutch male bicycles being built for people over six feet tall. - Yours DSJ

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



At least Fittipaldi was third in his McLaren


GOOD WOOD
GOODWOOD ROAD RACING COMPANY
MOTOR CIRCUIT
©
GOODWOOD
REVIVAL
16·17·18 SEPTEMBER 2005
5
6
Thin Wall Special
Berger · Rahal · Bell · Arnoux · Mass · Tambay · Moss · Schwanz · Gardner · Whitham
Admission strictly by advance tickets only. Call 01243 755055 or book online at www.goodwood.co.uk

You were there...

F3 from 1983; the 1971 British Grand Prix. Oh, and Roy Salvadori in a Jag, an Aston – and in bed with Innes Ireland!



Senna moved into F1 with Toleman in 1984. Here he is at Brands Hatch

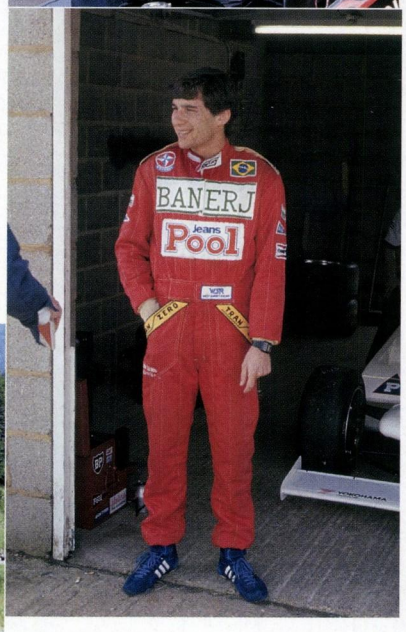


The Brazilian in his West Surrey Racing Ralt-Toyota at Donington Park

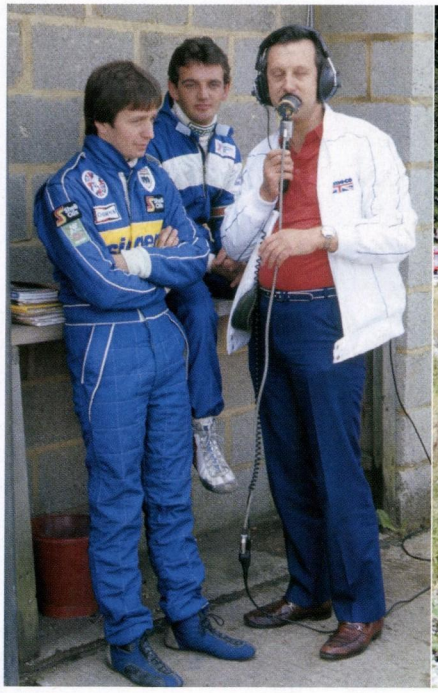


Irishmen at Silverstone: Byrne chats with team boss Jordan

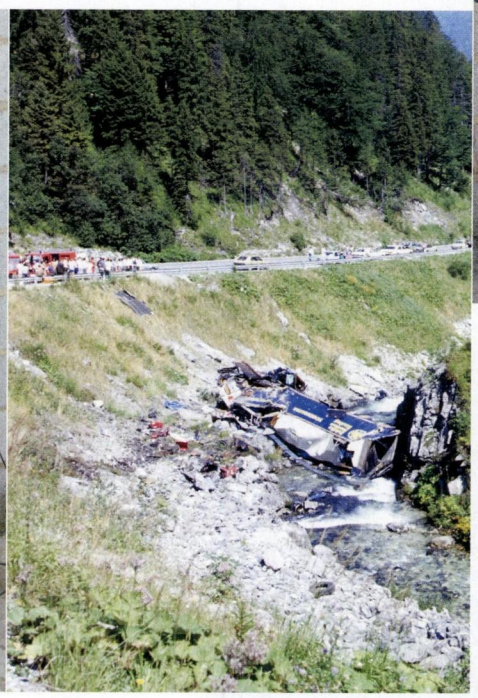
Ayrton Senna was clearly a megastar of the future to **Nigel Bland**, who sent a selection of shots from the 1983 Formula Three season and some material from the Brazilian's early Formula One career. Senna narrowly won the '83 British F3 title after an amazing fight with Martin Brundle, who was driving for the Eddie Jordan Racing team. Adding further spice were the European championship races, in which Jordan ran the '82 British champ, Tommy Byrne. "Unfortunately the season also included tragedy," points out Mr Bland. "After Brundle won the Austrian GP support race the Jordan transporter crashed on the way back to Britain, killing Rob Bowden, his chief mechanic. The transporter in the bottom of an Austrian gorge was quite a shock as I began the long drive home."



A youthful looking Senna cracks a smile in Silverstone pits



Silverstone commentator Ian Titchmarsh with Brundle, Byrne



Poor Rob Bowden was killed when the EJR truck crashed in Austria

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!

You were there...

Just days after leaving school, Derbyshire reader **Fred Drabble** turned up at Silverstone for the 1971 British Grand Prix, where he took these atmospheric shots from the pits and paddock. "I borrowed an Anglia van and set off for Silverstone," he remembers. "I had decided to go for qualifying on the Thursday, reasoning that it would be quiet and that I would get a better view and photos than on race day. It is interesting to parallel the degree of sophistication, freedom of access and friendly atmosphere of a GP practice day at the time with a 750 Motor Club meeting of the present day. I'm sure that goes a long way to explaining why that is where I am to be found most weekends in the summer now." We particularly like the cluttered area between the March and Lotus teams – look out for the No3 turbine Lotus of Reine Wisell. Also of amusement, in the top right pic, is the dark blue Transit van of the Williams team. A far cry from the paddock paraphernalia of today.

Right: Pescarolo's Williams-run March finished in fourth place



Below: sea of red as March and Lotus cars are scattered around





Left: Surtees recruit Derek Bell crouches beside boss 'Big John'



Right: Beltoise's Matra; John Bolster in his deerstalker!



Charles Kelsey (Chevy II) heads Salvadori's Jag in tin-top battle



And here's Roy in bed at Druids with Innes and a model



Salvadori, now in an Aston Zagato, took second to Ireland's Ferrari

The letter had a string of colourful South African stamps on it, so imagine our surprise when we opened it up to find a succession of photos from a national-level meeting at Brands Hatch in 1962. "My sabbatical from the colonies was due to end in June '62," says **David Pearson**, "and I was determined to see as many race meetings as possible. I even bought a Russian 35mm camera for five pounds from an impoverished Australian. Goodwood, Silverstone and Aintree were not the best places for the camera, but Brands was better. And easy to get to. Just a quick hop from Earls Court onto a Greenline bus, that infuriating detour into a village on the right, just before Brands, and an agonising delay to cross the main road. Then there I was." Bizarre shot of the month is surely the one of Innes Ireland and Roy Salvadori with a model from the National Bedding Federation... It was Ford-powered, by the way.

BCA

CLASSIC AND HISTORIC

www.classic-car-auction.co.uk

Auction of Vintage and Collectors' Motor Vehicles

Monday 1st August at BCA Blackbushe, Surrey.

Sale to commence 1.00pm

Suitable quality entries now invited

For further details on this sale, or to discuss entering your motor vehicle please contact **Robin Lawton** or **Peter Bourne** on ***(01252) 877317***



Bentley S1 Continental by H.J. Mulliner sold at our last auction at Brooklands on 2nd June

Admission to Previews and Sales by Catalogue only.
Priced £17.50 – admits two.

To pre-order please telephone **Sue Carter** on ***(01252) 743329***
or available at sale venue.

BCA Classic & Historic Automobile Division,
Auction Centre, Blackbushe Airport, Blackwater, Camberley, Surrey, GU17 9LG.
E-mail: bcahistoric@bca-group.com

Next Sale:
Wednesday 12th October at the new BCA Bedford (J13, M1)

He became a racing driver by accident and left TWR by mistake, but Win Percy loved his job. He was never tempted by single-seaters though. And don't mention football...

Is it true that you started your competition career racing a Ford Anglia on ovals?
Christopher Regis, via e-mail
It was a 997cc Anglia. Rosemary, my fiancée, and I went to watch the stock cars at Weymouth. They allowed you to try your road car against the clock and I won. I absolutely *loved* going sideways and joined Woolbridge Motor Club the next week. I'm still a member.

Did you enjoy driving for Spike Anderson and the Samuri (that's how they spelt it) team? Was it really as chaotic as it appeared from outside?
David Wells, Scunthorpe
Dear old Spike – yes, he did spell it wrong. It was my first break and I have great memories of Big Sam [the Modsports Datsun 240Z]. It was a bit amateurish – like when someone forgot to insert the brake-retaining pin, which I discovered at the end of the first straight...

Can you tell us about the great TWR XJ-S 'modifications', in particular the football in the petrol tank?
Maindrian Pace, Portland, Oregon
The XJ-S was amazing – heavy, no power brakes or steering, really hot inside, but with almost 500bhp and heaps of torque. I'll never forget standing on the podium after our Spa 24 Hours win in 1984. Football? We never played football in the car – let's leave it at that.

Why did you leave TWR Mazda to go to Toyota for 1982?
Jules Martin, Birmingham
I'd just won the championship with Mazda and Tom [Walkinshaw] congratulated me, then said, "Pity we haven't got anything for you for '82." I walked down the pitlane and bumped into Mike Copeland of Toyota. He asked me why I was looking glum, and I explained I had no drive. He said, "We'll take you" and we shook hands. Then Tom said, "I was only joking – you've got a Rover for next year." I told him I'd shaken hands on a Toyota deal and he told me to go and unshake. I said, "I don't do that." Then we won the title with the Corolla!

Just how good was Tom Walkinshaw as a driver?
Trevor Bartlett, Reading, Berks
Tom was very good. Very aggressive, very hard on the machinery, but his goal was to ensure any weak link would break – once. Then he'd have a bulletproof car. He was the most enjoyable partner I ever had in a car; I think you could say we got the best out of each other.



Win took back-to-back titles in the TWR Mazda RX7s – then jumped teams by mistake

Is it true that you were approached to run the TWR Volvo squad?
Craig Fortune, Wolverhampton
No. Tom summoned me up to Donington Park to test the car on Dunlops, which made me chuckle after so many years fighting them in the ETCC. We were quick on those tyres but it never happened – probably for financial reasons.

You were very competitive in British GTs with Harrier. How come you left the squad?
Derek Aucock, Cambridge
Two reasons: one, I was running the team as well as driving, living at Evesham away from my family, which couldn't last; two, I couldn't agree a package for the next year. We'd been very successful and the team was growing fast, but I just wasn't comfortable.

How good was the late Kieth O'dor, your Janspeed Nissan team-mate in the BTCC?
James Black, West Bromwich
Very, very good. He was honestly the only team-mate in my 40 years of competing who could kick my butt. I wasn't comfortable with front-wheel drive, but I had the greatest respect for Kieth and for Janspeed. I enjoyed my time »

LAT Peter Tempest

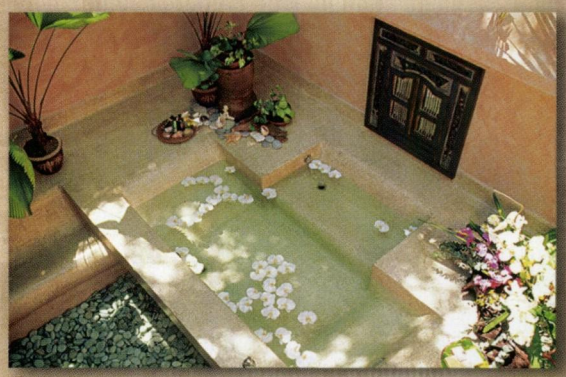

TOYOTA

PANGKOR LAUT RESORT

One Island. One Resort.

We're Number One In The World

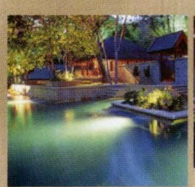
And our awards are the milestones to success

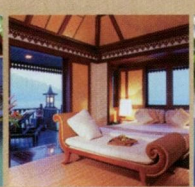


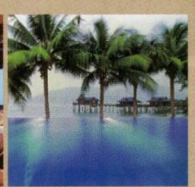
Pangkor Laut Resort – proclaimed first in the world's Top 100 by Condé Nast Traveller magazine, started humbly but won recognition all along the way.

These prestigious accolades have recognised us for our innovative architecture, impeccable service, outstanding accommodations, world class spa facilities, and the beautiful natural surrounds of our island. The awards include:

- "Best Hotel of the Year" by Pacific Asia Travel Association UK 1997.
- "One of the World's Top Five-Star Resorts" by Business Traveller Asia Pacific 1997.
- Voted second in "The Best Island in the World" poll by Condé Nast Traveller, UK, in October 1999.
- "One of the World's Most Enticing Retreats on the Waterfront" by Harpers & Queen, UK, in May 2000.
- "The 50 Best Swimming Pools in the World" by The Independent Newspaper, UK, in August 2000.
- "One of the Most Romantic Bathrooms in the World" by Honeymoon and Romantic Travel Magazine, UK, Summer 2001 issue.
- "The Top Ten Honeymoon Destinations in the World" by Honeymoon and Romantic Travel Magazine, UK, Summer 2001 issue.
- Five Star Diamond Award 2003, 2002 by The American Academy of Hospitality Sciences.
- "Best Beach Resort Spa", Senses Wellness Award 2002 for Senses Magazine, Europe.
- "One of the World's 25 Best Beach Houses 2002", Condé Nast Traveller, UK.
- "Best Resort Spa" by Harpers & Queen UK, Travel Awards December 2002.
- "World's Ten Best Beaches" 2003 – Daily Telegraph UK.
- "Best Overseas Destination Spa" 2003 – Condé Nast Traveller UK.







Experience Pangkor Laut Resort for yourself. There is no other place on earth quite like it.

YTL Travel Centre:
Tel: 603-2145 9000 • Fax: 603-2148 7397
Email: travelcentre@ytlhotels.com.my

www.pangkorlautresort.com

there. In the end it was only a misunderstanding which caused the break. Someone told Jan O'dor I'd accepted a Mazda offer, but I hadn't.

Who was the best driver you ever competed against in saloon cars?
Ginevra Rees, Leatherhead
Steve Soper.

Is it true that you left the BTCC because you were upset with Eugene O' Brien's driving?
Clive House, Banbury
No. I did become very angry with him, but that wasn't why I left. I wasn't comfortable with FWD and general BTCC driving standards.

Were you ever tempted to have a go at single-seaters?
Daniel Meek, Tumbridge Wells
The only one I ever drove was a Formula 600 when I was coaching Rob Austin at Cadwell Park – I'd never seen the wheels go round before! But I just enjoyed touring and sportscars.

How come you drove at Le Mans for Nissan in 1988 rather than Jaguar?
Rashed Chowdhury, Telford
Jaguar had nothing else apart from Le Mans, whereas Nissan offered me a whole season of saloons, the GTS-R turbo touring car, and Group C in Japan and Le Mans.

How disappointing was it not to win at Le Mans?
Ken Browning, Little Leighs, Essex
Oh, hugely. I always had the greatest respect for Le Mans and a slight fear of the place. It was not until my days in historics that I relaxed. I was dogged with bad luck in Group C and never came to enjoy it until the historic phase.

What did you think of the Bathurst 1000, and how satisfying was it to win there in 1990 with Allan Grice?
Peter Grace, Lincolnshire
That was the biggest motorsport project I ever took on. I went to Australia in January 1990 to build a team from scratch, from just a blank sheet of paper. I was both driver and manager, and to win the biggest touring car event in the world aside from the Spa 24 Hours was immensely satisfying.

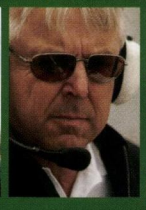
What were your feelings when Johnny Herbert recently won the Le Mans Legends race in 'your' ex-Hawthorn 1955 D-type?
Christopher Hill, Horsham.
Well, I wasn't there – I'm no longer allowed in the pitlane because of my wheelchair – but I was genuinely happy for Johnny, and more so for Nigel and Naomi Webb [the owners of the D-type]. They gave me so much pleasure in that car. I'll never forget it.

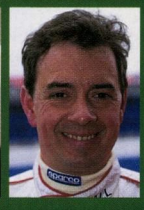
You always seemed to get a great deal of pleasure from your racing, but which is the most enjoyable car you ever drove?
Roger Baillie, Croydon
You have to remember I never dreamed of being a racing driver. My career just went from year to year and I've had so many enjoyable cars. My 105E Anglia with a 1650cc twin-cam was wonderful. In touring cars the XJ-S was just amazing; in Group C I loved the Jaguar XJR-11 with the twin-turbo V6. One of my favourite memories is Spa in 2003 when I did a 2min12.4sec, faster than the top F1 cars in the TGP race! And I love 505, that D-type: going sideways in that at 150mph at Goodwood is wonderful – as much fun as I've ever had in a motor car.

Do you have any more plans to get back into racing after your injury? [Win's legs were paralysed when a back operation went wrong.]
Rob Barnes, via e-mail
Currently, no. The operation has caused quite a few problems, and my priority is to get back as much movement as possible and spend more time with my family who have meant so much to me over the last couple of years. M

Coming up...


WALTER ROHRL


RICK MEARS


JOHN CLELAND

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

Next month



GOODWOOD REVIVAL PREVIEW

40 YEARS ON: WE REMEMBER GOODWOOD'S CLASSIC 1.5-LITRE FORMULA ONE RACES



PATRICK TAMBAY: NICE GUYS *DO* WIN IN F1

plus

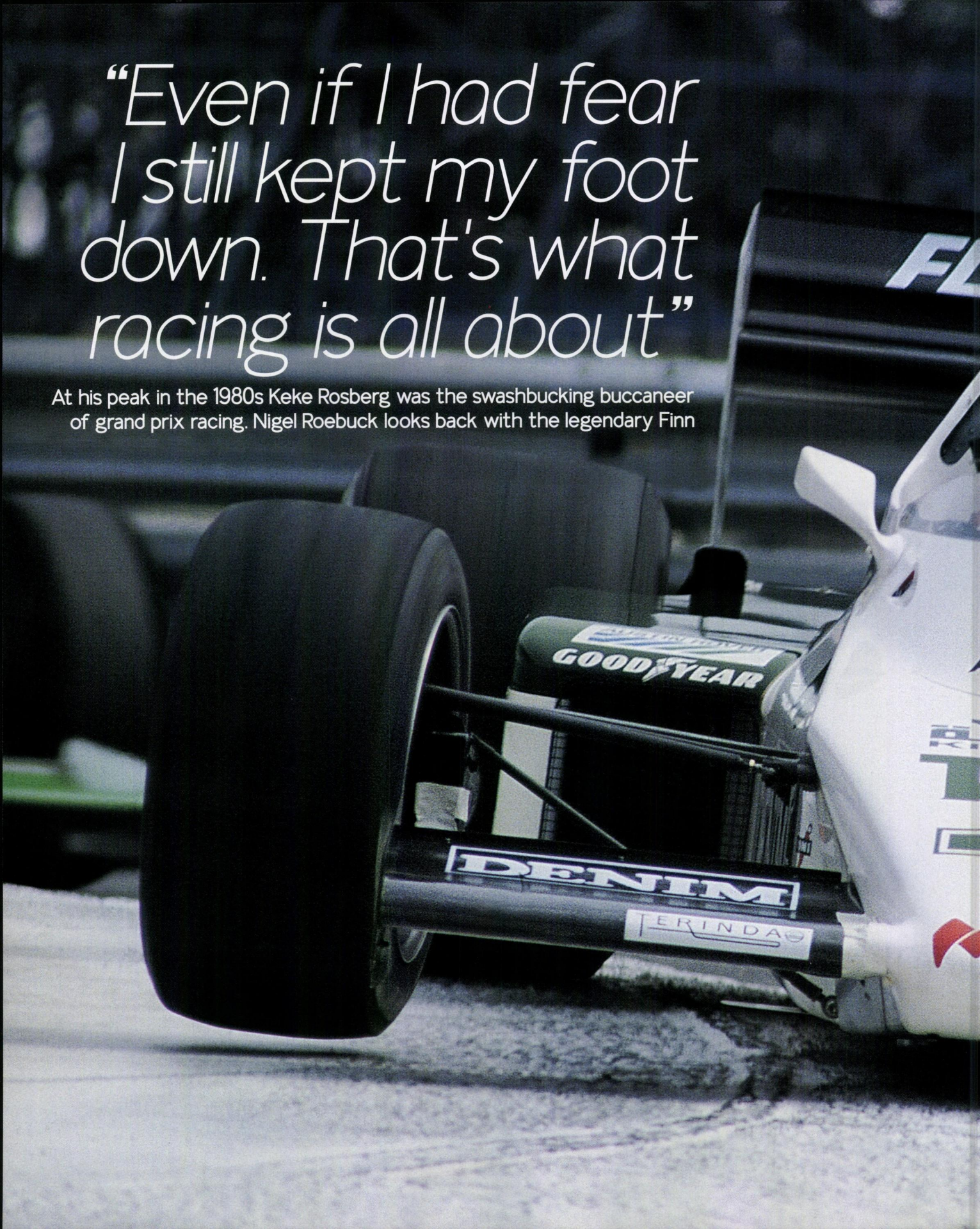
Desiré Wilson: on F1, Indy and sportscars
McLaren MP4/4: designer talks of GP great
Billy Coleman: profile of an Irish rallying legend

ISSUE ON SALE AUG 19

all LAT

"Even if I had fear I still kept my foot down. That's what racing is all about"

At his peak in the 1980s Keke Rosberg was the swashbucking buccaneer of grand prix racing. Nigel Roebuck looks back with the legendary Finn




Marlboro
GOODYEAR
DENIM
ERINDA

Moments from the life of Keke Rosberg. The 1982 World Champion has always been a fine story-teller – and well able to tell a tale against himself. Rosberg's sense of humour, dry and cynical, is never far from the surface, but there is also a deeply sensitive side to the man which one might not immediately suspect.

Keke has a very quick mind which flicks from this topic to that, but it's always best simply to let him talk, follow the conversation wherever it leads rather than lose the anecdotes.

By common consent, Rosberg was among the very fastest drivers in the sport's history, always exciting to watch, always apparently close to the edge. On a sunny afternoon in Monte Carlo, drinking beer on his boat, we began by talking about that day of qualifying at Silverstone in 1985, when he ran the first 160mph lap in Formula One history, and then it was a natural progression to the subject of fear and how a driver copes with it.

Nigel Roebuck: Why did you decide to do that run at Silverstone? After all, you were on pole already...

Keke Rosberg: It had nothing to do with trying to do a 160mph lap or anything like that. I was already fastest by half a second, but I had a set of tyres left so, if nothing else, going even quicker would demoralise everyone else. We were racers, after all, so let's go for it. I was a horse that never needed to be pushed.

NR: You picked up a slow puncture as well...

KR: Yeah – and it made life quite exciting! Really I only remember Woodcote, because I ran wide but didn't lift. It was spitting with rain too – but that helped the engine, so it was give and take.

NR: Everyone would remember you as being among the more fearless of the drivers, yet you say not. When were you consciously afraid?

KR: I've never really opened my mind to that subject, actually. But I wasn't fearless – totally on the contrary, in fact. I was very aware of the risks involved and tried to minimise them. On the other hand I enjoyed pushing to the limit, so it was always a bit of a conflict – brain said this and heart said that.

NR: Well, if you felt fear, no one ever hid it better than you did.

KR: Yes, but that's what it's all about, isn't it? I always said that fear is your life-saving angel. If you don't have it, you're going to hurt yourself.

NR: Like Gilles Villeneuve?

KR: Well, I didn't want to say that, but of course when I think about this I always think of Gilles. I raced with him in Formula Atlantic, and I remember at Mosport there was a huge jump at one point, where all four wheels got in the air and we hit each other just at that point!

Gilles probably didn't have fear, but even if I did I still kept my foot down, and that's what it's all about in racing. You should not get carried away to the point that you can't sleep because you're so scared – but controlled fear is good protection.

I was certainly scared at Adelaide in '86, but I think that was normal, honestly. You've raced for a long, long time and this is your last race. I always said you have 150 reasons why you become a race driver and 150 reasons why you retire. On your last day in a race car, of course some aspects of your career – your life – pop up higher than others.

Rosberg's last grand prix was among the best of his life. He didn't win it – a tyre blew in the closing laps – but his McLaren-TAG/Porsche led for most of the way, well clear of the rest. On the morning of that race he had told me how important it was to him to remember the day well.

KR: You want to go out on a high note, maybe to prove to yourself and to others that, even if you've decided to retire, your heart's still in racing. It would have been beautiful to have won in Adelaide and walked away.

NR: On the other hand, you told me at the time that, if necessary, you'd have given that race to Alain [Prost] to help him win the World Championship.

KR: I would have, yes – but I'd have led it until five yards before the line! It was the easiest race of my life – 28 seconds' lead or something. But the fact is that, when I later went to pick up my gear from McLaren, I was shown my left-front brake disc, and you could *see* through it! It had maybe half a lap left in it – and then I'd have been in a wall somewhere, exactly like Niki [Lauda] the year before. If McLaren ran out of brakes with Lauda, what chance did they have with Rosberg?

I misread the situation with the blown tyre, though. I thought the crankshaft was gone, because it was like a bomb had gone off on the straight. And as I walked back I heard from a spectator, 'Oh, you had the same problem as Mansell...' I'd looked under the car, but I never looked at the left-rear tyre – which was in pieces! Actually, I didn't mind too much. I'd been leading and the tyre went. End of story. I just took a deep breath and said, 'Boy, was I lucky!' And walked away, the happiest man in the paddock.

Through his early years, Rosberg was known as a driver who worked hard, travelled constantly, competing in a variety of series, proud of the fact that he never paid for a drive in his life. Although his fundamental speed was never in doubt, F1 was a long time coming, and it wasn't until 1982 that his career truly turned around.

KR: In '81 I was with Fittipaldi, but the problem was always that we had no money. In the autumn I was in California and got a call from Jeff Hazell, the Williams team manager, who said, 'We'd like to do a test at Paul Ricard in a couple of days – can you be there?' I said of course – I'd swim over the ocean if I had to!

He said it was just a test, but I got on to my lawyer, told him Fittipaldi had failed to meet its payments to me and I wanted to cancel the contract immediately. And when I landed at Heathrow I was handed papers saying it wasn't valid any more.

I went to the factory for a seat fitting and said to Frank, 'I know it's only a test, but I want you to know I'm a free agent'. I'm sure he thought, 'This guy means business'.

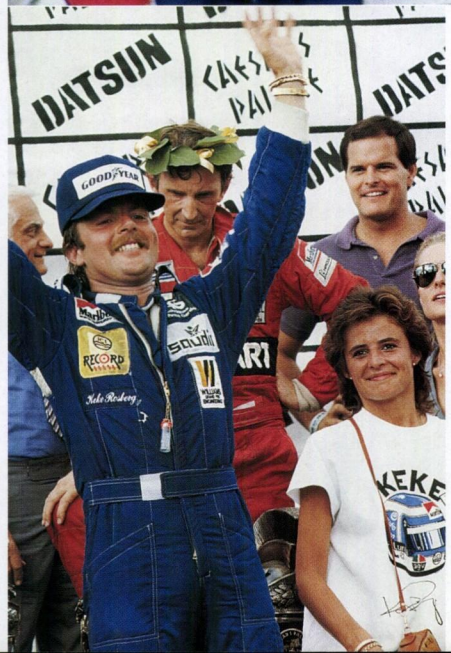
Then we went to Ricard and did the test. Frank phoned them and said, 'Stick him on qualifiers at eight o'clock in the morning – let's see if he has it or not'. Normally I'm not good in the morning, but at 8.10 I set a new lap record – and that's how I got into the Williams team!

Although Rosberg finished his career at McLaren, he will be forever synonymous with Williams. In that first season with the team, 1982, he won the championship, and he remained there for three more seasons, very much the 'racer' type so appreciated by Frank Williams and Patrick Head.

NR: Something I've never forgotten is the sight of you, in the Williams FW08, clinging on to the leading bunch of turbos through Eau Rouge at Spa...

KR: Well, that was probably the time when I was at my absolute quickest, but of course no one noticed because I was in a normally-aspirated car. Tell you what, I'll take the honour of being the first driver to go through »





Rosberg impressed Frank Williams from the start, and (below) clinched the 1982 World title at the Las Vegas finale from John Watson (the glum-looking Roman impersonator)

Schlegelmilch LAT



In Detroit on the way to the '82 title: Rosberg is alongside Prost's Renault and ahead of Pironi's Ferrari and Giacomelli's Alfa Romeo. Keke finished the race fourth

SILVERSTONE CLASSIC 30/31 JULY 2005

with Bonhams 1793

Six decades of Formula One™, Le Mans and World Sportscars in one weekend!

17 races celebrating motor racing's greatest from the 30's to the 80's. Classic car club and motorcycle displays, BRDC 500 RetroRun, trade stalls, period funfair, hot air balloons and vintage aircraft too. A sensational weekend for all the family.

Book in advance and save up to £15 per person
£10 Saturday (£15 On the day)
£15 Sunday (£20 On the day)
£20 Weekend (£35 On the day)
Children and parking **free***

Ticket Hotline
08704 588 260
www.silverstoneclassic.com
*terms and conditions apply

Sponsored by
Bonhams 1793 · Classic & Sports Car · MotorSport



BRDC · Historic Sports Car Club · World Sportscar Masters · Grand Prix Masters · Historic Grand Prix Cars Association · Group C GTP Racing · TGP FIA Thoroughbred Grand Prix World Championship www.tgpfi.com

Silverstone Classic, formerly International Historic Festival

SILVERSTONE

Rosberg bows out in style in his final grand prix, at Adelaide in 1986. He led much of the race. Below: the '84 Williams was a beast, but the Finn took one win

Eau Rouge flat – but of course it was easier with 500 horsepower than with a turbo. Of course, Eau Rouge now is just a sandpit for kids.

NR: What?!

KR: It *is*! I have a photo, taken from the top of Eau Rouge, where I'm flat through the corner with three wheels in the air. In those days it was so bumpy you could see almost nothing – but of course now you can't have a bump anywhere, because racing drivers don't like bumps.

It's like the area around the swimming pool in Monaco. These days it's defined by marks on the road – it used to be defined by stone walls! And you've also got visibility through the corner, where before you hadn't. You don't glance the wall any more going in and then bang into the wall at the exit – no, you just take a bit too much kerb.

Life changes, doesn't it? Who am I to say that life was better then or better now? The safety has increased tremendously, and for that we should be grateful. I'm sure if Stirling Moss had looked at us in the '80s he would have said, 'Oh look, these kids with their fireproof overalls and full-face helmets. They're chicken, aren't they?'

NR: Having said that, which were your favourite circuits?

KR: Oh, the bad ones of course! That's the whole contradiction. I thought Brands Hatch was magic – there was nothing better than the old Paddock – and it was the same with Eau Rouge at Spa. In fact, doing F2 at the old Nürburgring was probably the biggest thrill I ever had. I was on pole by six seconds and I was *totally* carried away. All four wheels in the air, maximum speed, four times a lap. I was dead scared, but I – just – loved – it!

NR: You once told me that, in races, you talked to yourself.

KR: Well, not exactly – but I thought aloud. I *thought* through every corner. In complete sentences. It was the same when I was coming up behind someone. I always approached every driver in a different way – because everyone has a different style of driving.

There were a few guys you could never read, like Andrea [de Cesaris], but with Mario [Andretti] or Carlos [Reutemann] or Jonesy, you knew exactly what was coming. Same with Gilles...

Rosberg and Villeneuve had a lot of history, beginning, of course, with their Formula Atlantic rivalry in Canada in the mid-70s. Over time the pair of them had innumerable battles on the track, and Keke remembers them – and Gilles – with affection and relish.

NR: It was always said of Gilles that he was hard but totally fair. Would you go along with that?

KR: Absolutely. I loved racing with him – he'd never make an incorrect move, never move over on you, but he'd fight for the last inch. That's what motor racing was about – or should be.

NR: And you never chopped each other?

KR: No. We were too busy trying to keep on the road!

NR: Was that the most intense racing you ever did?

KR: Atlantic with Gilles? Oh yes, for sure – by a million miles, *much* more intense than F1 ever was. In Atlantic it was him and me, at each other all day long.

In fact, Gilles was too brave for my world – for the parameters I had set. He was fantastically quick – »



LAT



Top: with Mansell in 1985. "That's funny - Elio told me you were a moany old bugger but you seem fine to me." Above: leading Jacky Ickx at Trois-Rivières in '79 Can-Am series. Below: Rosberg beat Prost to second in Rio '82, but Keke and winner Piquet were excluded



there was no one in our era as competitive as Gilles. Remember the Arnoux battle at Dijon in '79? It couldn't have been done with anyone else but Gilles. You think of them at the end of the race, embracing each other! Today two guys like that would be screaming at each other, and that's the difference.

Back to Williams. Keke, always feisty, always honest, fitted the team to a tee and always had a good, straightforward relationship with Frank and Patrick. For some reason, Head seemed to produce cars that suited Rosberg's style, just as they had his predecessor, Alan Jones.

KR: The FW08 was a lovely car in '82. Front wings off, small rear wing as a flap, all the downforce coming from the underside. Jesus, it was quick! I felt I could do anything with it, and the '83 car was the same - just not as quick, because now we had the 'flat-bottom' rule.

I don't know why it was, but Patrick just built cars that I liked to drive. I always needed a car with a front end - and then the back just followed. That was what really caught me - in a big way - when I went to McLaren.

NR: I think of you and Williams, and a couple of races always particularly come back to me, both of which you won in adverse conditions. Let's start with Monaco in '83.

KR: Well, I'd say I was at my best from '83 to '85. And yes, I suppose that was a good win, because it was so hard to finish the race, given the pain from my hands. The vibration through the steering was so bad it went through my gloves - and then through *two* layers of skin.

NR: Did you go to a doctor about that afterwards?

KR: What would have been the point? He would have said, 'You've got blisters'. No, I remembered the old thing about salt water healing it very fast and I stuck my hands in the sea in Ibiza. But in those days that was normal - everyone had blisters because of the gear shifts, the vibration and all that. It was part of the game.

NR: The early laps of that race were incredible - the track was damp and you were on slicks, leading, with everyone else on wets...

KR: Well, I was proud of that race because we were smart. I was the only one - apart from Marc Surer - who did the warm-up lap on slicks. I mean, what was the downside? If it hadn't worked then, OK, you go on wets. I knew exactly how much grip the slicks had - but the others didn't, so they had to stay on wets.

NR: The other race I always remember was the Dallas GP in 1984, the unbelievable heat, the track surface coming apart. You were in the most wilful car in the race, the Williams FW09, with 'lightswitch' power delivery from the Honda turbo. Was that perhaps your best win?

KR: No, not at all. It was a question of survival - being smart and staying away from the marbles at all costs. You had to go only at the speed the track allowed you to go.

You know, I used to get flak from Frank about smoking. Of course he was a health freak, always running like crazy, but he had to admit that I never showed any physical weakness during a race. And that wasn't because I was so strong - it was because I was able to handle the pain.

NR: You did have incredible stamina...

KR: I did, yes. Once I got over the boiling point, which »

LAT

P&A Wood

ROLLS-ROYCE AND BENTLEY
HERITAGE DEALERS

"Attention to Detail"





Rolls-Royce Phantom August 2003
Supplied and maintained by P & A Wood



Bentley S3 Continental 1963
H.J.Mulliner 2 Door Coupé



Bentley Azure August 1996



Rolls-Royce Corniche Convertible 1990



Bentley Mk VI
Freestone & Webb Clubmans Coupé



Bentley 4¼ Litre 1937 A. Mulliner
Top Concours condition



Rolls-Royce Silver Ghost 1924
Gill Open Tourer



Bentley 4½ Litre 1928
Original Vanden Plas Tourer

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

ROLLS ROYCE

BENTLEY

was painful, I could go on forever. About halfway through the race, when you think you're finished, that's when you start running on pure... adrenalin, I suppose.

I remember Dallas, when Elio [de Angelis] and Nigel [Mansell] were sitting under an umbrella with ice packs all over them. And I was having a fag on the pit wall, overalls top down, enjoying the sunshine. Elio was looking at me like I was from the moon! Dallas was the hottest race I can remember - about 45 degrees, wasn't it? Williams were the first to use a cooling hat in F1, like they had in NASCAR, but of course ours didn't work! It was OK for a bit, but it sort of blew up, making the helmet way too tight, and it hurt like hell! After 10 laps, in 45 degrees, it was cooling nothing - it was just pressing you on the head.

D'you remember the esses after the pits? It was incredibly bumpy and fast there, and in the Williams I had that year you had to hang on for dear life - the tub was twisting and you never knew where it was going to jump next. That was the last pre-carbon car they did.

The only race in which I ever gave up was Austria that year - I came in with a completely intact car and I said to Patrick, 'I *cannot* drive it'. The Osterreichring was so fast, and in the Boschkurve, when you started loading it, it would just let go. I think I had some car control, but it wasn't possible to finish a race at that track in that car on that day. And, luckily, Patrick understood. It would have been easy to blame me, but he never did.

NR: If Dallas wasn't your best race, which one was?

KR: I never thought about it, actually. I think probably it was the '83 Brazilian GP, when I was on pole - with a normally-aspirated car - and I thought that was a good effort. Behind me were all the turbos. We finished second, after I'd been out of the car for a minute, when we had a pit fire. Patrick said, 'Get back in the f****** car!' and I thought he'd gone mad. Anyway, I went back out and we were just flying. Physically, it was no problem at all - I could have gone on for three days.

NR: The year before, [Nelson] Piquet had fainted on the podium and you held him up...

KR: Yes - which I was very happy to do!

NR: Because it was saying, 'Well, I'm all right?'

KR: Exactly! There was no way I'd have fainted, even if I'd wanted to.

NR: Looking back on your time at Williams, when you think of Frank, what's the first thing that comes to mind?

KR: Well, it was really so clear in those days that Frank was in charge of financing the team and Patrick was in charge of running it. He's still the same Frank today, but of course it's easier to talk to him now - he can't run away! I loved the bugger. It was his team and he was the man whose respect you had to get first - but at the end of the day it was all car, and car was Patrick.

NR: When Frank said he was having Mansell for '85, I seem to remember you didn't take it very well...

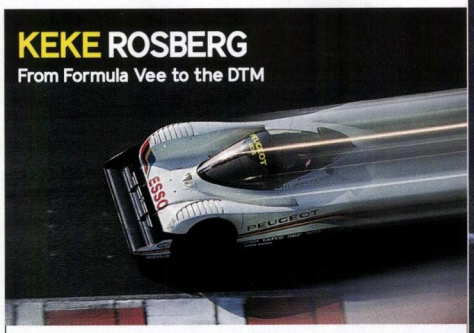
KR: No, I didn't - I said I was leaving! And Frank said, 'You ain't going nowhere!' And I didn't go nowhere! I thought I could twist his arm, but *not a chance*. And later I respected him for that.

I didn't want Mansell as my team-mate because Elio was with him at Lotus and he'd been telling me about this awful atmosphere in the team. I'd had a lovely time with Jacques [Laffite] and I was keen to maintain harmony. But like always, when it comes to drivers Frank makes the decisions.

In fact I was proved completely wrong - I know other drivers had problems with Nigel, but I worked fine with him. I think we pushed each other, in a great way: in '85 we were the dominant team in the second half of the season. Of course, in hindsight it would have been great to continue with Williams, but I already knew I was going to retire after one more year and I said to Frank, 'I'm »

KEKE ROSBERG

From Formula Vee to the DTM



Peugeot 905: probably the fastest car Keke ever raced

1965-71	Karting: won Finnish and Scandinavian titles.
1972	Formula Vee in Veemax: third in Finnish championship; fourth in Scandinavian.
1973	Formula Vee in Hansen MkIVB: won European, Finnish and Scandinavian titles.
1974	FSuper Vee in Kaimann: third Gold Cup; second in Castrol series (both Euro-based).
1975	FSuper Vee in Kaimann: won Castrol GTX and German titles; fourth in Gold Cup.
1976	Formula Two in Toj-BMW: 10th in Euro ch'ship.
1977	F2 in Fred Opert Racing Chevron-Hart: sixth in Euro championship. FAtlantic/Pacific in Opert Chevron: winner of New Zealand title; fourth in North American championship.
1978	Formula One in Theodore, ATS and Theodore Wolf: winner of International Trophy. F2 in Opert Chevron-Hart: fifth in ch'ship. FAtlantic/Pacific in Opert Chevron: winner of NZ title; second in Nth Am.
1979	F1 in Wolf. Can-Am in Newman-Freeman Racing Spyder: fourth in championship. Some F2 in ICI March-BMW.
1980	F1 in Fittipaldi: 10th in championship. Some Can-Am in Newman Lola.
1981	F1 in Fittipaldi.
1982	F1 in Williams: World Champion - one win. Various touring car/saloon races.
1983	F1 in Williams: fifth in championship - one win. Some sportscars in Porsche/Lancia.
1984	F1 in Williams: eighth in championship - one win. Some FPacific (second in Australian GP).
1985	F1 in Williams: third in ch'ship - two wins.
1986	F1 in McLaren: sixth in championship.
1987/88	In retirement.
1989	Races Ferrari Mondial in Spa 24 Hours!
1990	Two World Sportscar rounds in Peugeot.
1991	World Sportscar Ch'ship in Peugeot: two wins.
1992	DTM in AMG Mercedes: fifth in championship.
1993	One DTM round in Joest Opel.
1994	DTM in Joest Opel: 14th in championship.
1995	DTM in Rosberg Opel: 23rd in championship.

Rosberg has rallied on occasion from the 1970s to date. He also did some ice racing in the early days!



Rosberg's career came to an end in the DTM with Opel

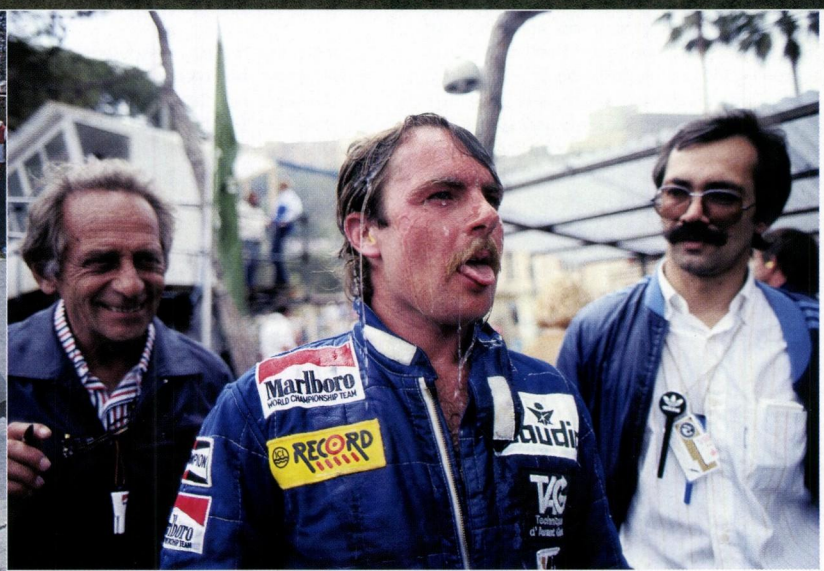


Rosberg's finest ever drive? The start at Rio '83, leading Prost, Tambay and Piquet. Then came the pit fire (below). Below right: comparing 'taches









Schlegelmilch LAT

going'. I'd got to know Ron [Dennis] well, and I wanted to see how he and McLaren operated.

After four seasons with Williams, Rosberg found life very different at McLaren, better in some ways, not so in others. He appreciated the way the team was run but never really got along with the MP4/2 – or, for that matter, its designer.

KR: I got off on the wrong foot with [John] Barnard on day one, when I hit a bump in Rio and went off into the bloody catch fencing. That did it! After that he was never interested – he thought I was a rock ape who didn't belong in his car. I had no communication with JB *at all.*

That car was very slow in its reactions – it was like a Rolls-Royce, softly sprung and wallowy. It had some speed, but it had no crispness in it and the engine never felt powerful. What was good? Well, I suppose the driveability of the engine and the grip of a softly sprung car. But I never had the feeling, 'Hey, this is great' whereas, with Williams, you knew this thing was going to go.

I remember saying to Alain, 'Does it understeer?' 'Yes.' 'Would you go quicker if it understeered less?' 'Yes,' he said. So I said, 'Well, why don't we *do* something about it?' But nobody would do anything about it.

Alain drove differently. I always braked in a straight line and then turned in, but Alain had this ability to drive deep into the corner with the car down on its knees, and because of that he had less understeer – I was already on the throttle with the nose going up! It was phenomenal, the way he took the performance out of that car.

I was never blown off by a team-mate like I was by Alain, but it was great working with him – I really like the guy. And, don't forget, Ron was the same age as us! Now these guys are approaching 60 and they've got young kids driving for them. We were all of one generation: the team owner didn't have to see in the paper that his driver had been in a disco – because he'd been there himself!

NR: You'd made up your mind to retire at the end of 1986. Did you waver at all?

KR: I didn't. Don't forget that we lost Elio in June and that finally made up my mind – we were very close friends.

I remember the night before his funeral. I sat up, debating not if I *should* go, because I knew I should, but whether I *could* go or not – and in the end I decided, 'No, I cannot – if I go there I cannot continue racing'. I didn't go to that funeral and I haven't been to another one – except my dad's. I won't go. Family, yes. Otherwise, no. I had my suit and everything ready, and at five in the morning I decided I wasn't going. Even today it's something I don't like to think about.

The two worst things I remember in racing were the accidents to Gilles and Elio. I remember leaving Zolder on the Monday morning and I had to pass the track. There was nothing but a ton of rubbish – and Gilles's helicopter. That was when it really hit me hard.

After Elio's accident I drove back from Marseille with Nigel, and I'll never forget that either. Not much was being said, you know. Nigel spoke one sentence during the whole trip: 'How long is a piece of string?'

And that's the single sentence I've heard in my life that I remember better than anything else.

A particularly fascinating aspect of Rosberg's career was its variety, and some of his most memorable stories come from the days before he was a full-time grand prix driver. In Can-Am, for example, he drove for Paul Newman, and remembers the time with great affection.

KR: I loved the guy – in fact I think he's the best single person I met in my career. There's an aura around him – and it has nothing to do with the fact that he's an actor or whatever. He's so uncomplicated, so warm.

NR: And did you like the cars?

KR: Oh, they were shitboxes – but they were *quick*! And they sounded great. They were men's cars. We went to some great circuits – Elkhart Lake, Riverside, Watkins Glen and so on – that were incredibly dangerous but wonderful to drive on. And the cars themselves were lethal, with that great V8 lump in the back and just a little tub at the front.

I had a huge shunt at Laguna Seca at the first corner – which in those days was flat. I blew the offside front tyre and went into an earth bank at what felt like the speed of sound. That happened in qualifying on the Saturday – and I raced on the Sunday! I can't even remember if I went to the hospital or not. I had a lovely hotel room in Carmel, complete with fireplace. I was dating an American stewardess at the time and she looked after me, and I didn't feel too bad at all... On Sunday, though, I was so out of it that, after the warm-up, I went back to the hotel and slept until the race. I should never have raced – I had concussion! But the medical checks in those days were sort of, 'Are you OK?' 'Yes, I'm OK'. 'All right then...'

I couldn't hold the steering wheel because I was so badly bruised, so we put double-sided tape on it and I just stuck my gloves on it! Of course it got away from me – I spun in the Corkscrew, but I still finished fourth. When the tail came out I just didn't have the strength to correct it.

I don't think I broke anything, but then for two weeks I lay in bed, unable to move, in a house in LA belonging to Michael Brockman, a good friend of Paul's. Michael would come home every lunchtime from the movie studio to feed me. I felt completely destroyed.

Then one day it was beautifully sunny and I thought I'd go out – on roller skates which I found in the cupboard! I'd never been on roller skates in my life, but I stuck them on my feet and they seemed OK. Thing was, Michael's house was on a hill which led down to the beach. I got out of the door – and this sidewalk was going down and I suddenly thought, 'Hey, I don't know how to stop these things!' I'd been ice-skating all my life, and those you can

"Can-Am cars were shitboxes – but they were *quick*. Men's cars!"

put sideways to stop. These rollerblade things today have brakes – but roller skates didn't...

Anyway, I went flat-out straight across a four-lane highway – on a red light! – somehow got missed by all the traffic, and then fell over on the other side. I had a cigarette lighter in the back pocket of my jeans – and I sat on it, from a height of about two metres. Had a black mark on my bum for weeks after that. So that was my first day of fresh air. For many years after that accident I had to warm up my feet in the morning because I'd crushed the heels so badly. Different days...

NR: Last thing. Being Finnish, why did you always want to race rather than rally?

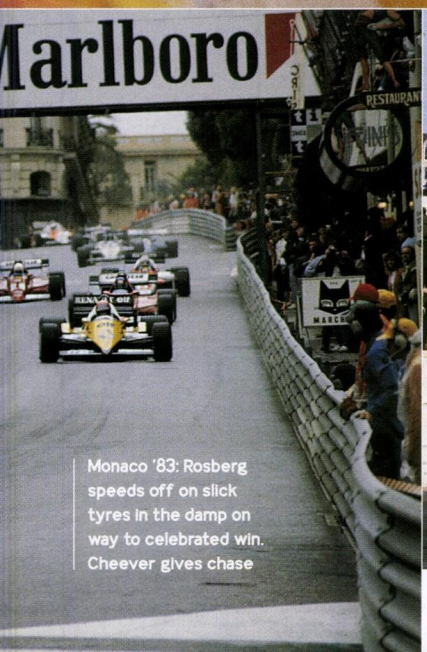
KR: I never even thought of being a rally driver. My dad had a kart and I started driving that, and then Formula Vee came along, offering a cheap way of getting into racing. I was just a little computer trainee at the time.

NR: I remember, in your house in Cookham Dean you had your business card, framed, on the wall...

KR: Yes, 'Keijo Rosberg. Systems Analyst'. I still have my last business card – and my wife's – on the wall, framed, to remind us of the last day when we did honest work!



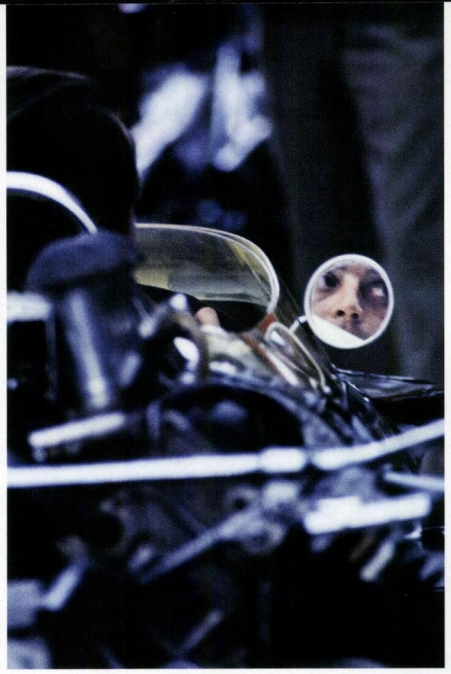
Schlegelmilch LAT



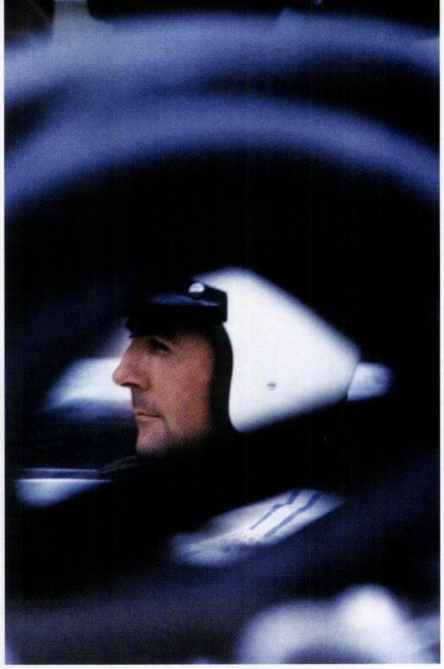
Monaco '83: Rosberg speeds off on slick tyres in the damp on way to celebrated win. Cheever gives chase



Quebec City Formula Atlantic 1977: Rosberg leads Villeneuve, Kevin Cogan, Bobby Rahal, Dave McMillan, Price Cobb



Left: Giancarlo Baghetti psyches himself up before the start of the 1967 Italian GP at Monza. Best known for his remarkable win for Ferrari in the '61 French GP – his first World Championship start – he's seen here in a Team Lotus 49 for his final F1 race. He retired



Right: a calm and collected Jack Brabham framed, according to Minerbi, by some 'racing spaghetti'. Seen here before the '67 Italian GP, 'Black Jack' would finish second aboard his eponymous BT24-Repco, but would lose the F1 crown to team-mate Denny Hulme

Below: a pensive Chris Amon awaits the start of the '67 Monaco GP. It marked the Kiwi's first grand prix start for Scuderia Ferrari. He would drive the 312/67 to third place around the Principality, two laps down on winner Hulme, for the first of four podiums that year

Style from Milan

He tried his hand at racing, but Marcello Minerbi's true forte was photography. Here are some of his superb images from the 1960s

"I fell in love with cars as a student," recalls Milan-born Marcello Minerbi. "I was lucky because, thanks to a friend of mine, the late great photo-journalist Corrado Millanta, I met the greats: Fangio, Villoresi – who was a friend of my mother-in-law – Lang, Ascari, von Trips and many others. At the end of the 1950s I started to write for *Road & Track*, *Auto Motor und Sport* and then as a journalist and photographer for the sports department of *Quattroruote*.

"In the 1960s I started to race with a kart and by '65 I'd moved on to a Formula Three Lancia Volpini, then a year later a Lancia Fulvia HF. In '67 I gained some very good results in the Formula 850 Biraghi, but after the death of my close friend Lorenzo Bandini I decided to stop."

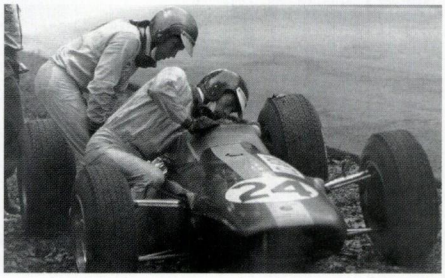
These images have never been seen before in a UK publication and reveal a deft touch for the more human side of Formula One.





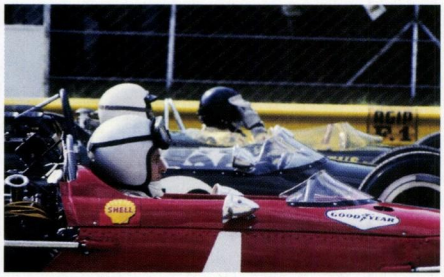
Left: the vastly underrated Richie Ginther's '65 F1 season with Honda got off to a bad start. Seen here at Station Hairpin at Monaco, he retired the RA272 with driveshaft failure. But the American came good in the final round, winning the Mexican GP

Below: Jim Clark peers into his Lotus 33 at the '65 Italian GP as team-mate Mike Spence offers advice over his shoulder. Both hit electrical trouble but got their cars going to crawl into the pits and retirement. They were still classified 10th and 11th respectively





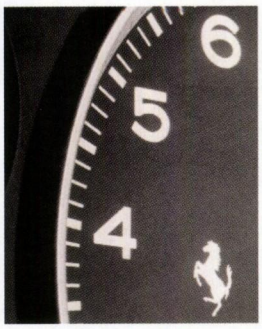
Below: Bruce McLaren, Jack Brabham and poleman Jim Clark line up at the start of the '67 Italian GP. Brabham went on to finish second to John Surtees's 'Hondola' with Clark third. The Scot was leading until the last lap when he ran out of fuel. McLaren retired





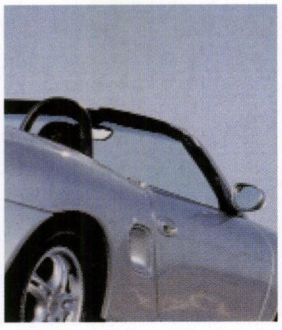
Above: Jo Siffert guides the ungainly Rob Walker Cooper-Maserati T81 through Monza's Curva del Serraglio, 1967. The Swiss, who had endured a miserable year, retired following an accident. Below: Lotus vs BRM approaching the Serraglio during the same race











porsche

tel +44 20 8202 8011 fax +44 20 8202 8013

GT3

2004 996 GT3 RS WHITE/RED 1,200 miles
Black interior, white roll cage, fire extinguishers, 4 point harness

GT2

2003/03 911 GT2 MIDNIGHT 7,000 miles
Black leather, ally kit, Bose

2002 911 GT2 ARCTIC SILVER 17,000 miles
Black Leather Sports Seats Ally Pack Lit Lights

996/TURBO/C4S/CAYENNE S

2003 CAYENNE S BLACK 41,000 miles
Black leather, all extras, 1 owner

2003 996 TURBO POLAR SILVER 8,000 miles
Black leather, sunroof, up rated radio CD, Litronic lights, Bose

2003 911 TURBO SEAL GREY 7,000 miles
Black leather, carbon pack, sat nav, park assist, 1 owner

2001 996 TURBO SEAL GREY 9,000 miles
Black lthr, PSM, sunroof, sports seats, Litronic lights, park assist

2000 996 TURBO FOREST GREEN 15,000 miles
Grey leather sunroof sat/nav litronic lights Bose

2004 996 C4S CABRIOLET BASALT BLACK 6,000 miles
Black leather, sat nav, PSM, Bose, memory + heated seats

2003 996 C4S BASALT BLACK 22,000 miles
Black leather, PSM, white dials, ally pack, Bose, park assist

2003 996 4S OCEAN BLUE 19,000 miles
Dark blue lthr, white dials, s/roof, sports seats, uprated radio, CD

CABRIOLET 996

2004 996 CABRIOLET SEAL GREY 6,000 miles
Black leather sports seats, 18" alloys, Bose, heated seats, ali pack

2000 996 CABRIOLET TIP MIDNIGHT BLUE 30,000 miles
Metropole leather, sat nav, PSM, mem seats, ruffled leather

1999 996 CABRIOLET ARCTIC SILVER 43,000 miles
Blue leather, white dials, 18" alloys, heated seats, ali pack

1999 996 CABRIOLET POLAR SILVER 51,000 miles
Blue leather interior, PSM, Xenon lights

COUPE 996

2003 996 COUPE OCEAN BLUE 15,000 miles
Blue leather, 18" GT3 alloys, switch able sports exhaust, Bose

2002/3 996 COUPE MET BLACK 8,000 miles
Black interior, sports exhaust, sunroof, 18" alloys

2002/03 996 COUPE SEAL GREY 37,000 miles
Black lthr, sat nav, PSM, sport exhst, 18" alloys, Bose, Litronic lights, ali pack

2002/03 996 COUPE SEAL GREY 28,000 miles
Black leather PsM Lit Lights Bose 18"alloys

2002 996 COUPE OCEAN BLUE 21,000 miles
Natural Hide interior, 18" alloys, Bose system, ruffled leather, PSM

2001 996 COUPE C4 ARCTIC SILVER 21,000 miles
Blue Lthr PSM GT3 alloys GT3 Kit sports seats

1999 996 COUPE MIDNIGHT BLUE 22,000 miles
Grey leather, 18" alloys, sunroof, sports seats, uprated radio/CD

1999 996 COUPE C4 OCEAN BLUE 42,000 miles
Savannah Lthr 18" alloys PSM S/Roof

993

1997 993 TARGA TIP ARCTIC SILVER 38,000 miles
Blue leather interior, climate control, split rim alloys

1997 993 2S ARCTIC SILVER 46,000 miles
Blue Lthr 18" alloys Up rated CD Alarm Red Callipers

1996 993 RS MIDNIGHT 25,000 miles
Very rare, black leather, RSR, Bi-plane spoiler, superb provenance

1996 993 COUPE 2S ARCTIC SILVER 45,000 miles
Blue leather, sports seats, 18" alloys, carbon kit

1995 993 CABRIOLET BLACK, 39,000 miles
Grey lthr int, elec seats, climate cntrl, airbags, 17" alloys, alarm, immobiliser

1995 993 CABRIOLET AVENTURA 61,000 miles
Lthr, 17" wheels, uprated radio/CD, Porsche crest, climate control,

1993 911 CABRIOLET BLACK 73,000 miles
Linen lthr interior, sports seats, uprated alarm and immobiliser

1990 911 CABRIOLET RED 56,000 miles
Linen leather, sports seats, computer, full service history

1987 911 COUPE MET BLUE 90,000 miles
Beige leather

BOXSTER

2002 BOXSTER S ARCTIC SILVER 11,000 miles
Black leather, 18" alloys, sat nav, Litronic lights, white dials

2002 BOXSTER GUARDS RED 15,000 miles
Black leather, PSM, 18" alloys, Bose, white dials, ali pack

2002 BOXSTER S SILVER 9,000 miles
Boxster red lthr interior, sat nav, climate, Xenon lights, white dials

2001 BOXSTER S ARCTIC SILVER 14,000 miles
Metropole blue leather trim, CD, 17" alloys

2001 BOXSTER 2.7 OCEAN BLUE 24,000 miles
Savanna leather, 17" alloys, hardtop, c/c, computer, sp/wheel

2001 BOXSTER 2.7 OCEAN BLUE, 28,000 miles
Climate cntrl, on board computer, airbags, 17 inch alloys, 6 stack CD

2000 BOXSTER 2.7 MIDNIGHT BLUE 34,000 miles
Grey Lthr 17" alloys Climate Sports Seats Deflector

2000 BOXSTER S MIDNIGHT BLUE 25,000 miles
Metropole leather, ali pack, white dials, 18" alloys, red callipers

ferrari

tel +44 20 8202 8011 fax +44 20 8202 8013

1955 MONZA 750 RED
Ex Le Mans, superb provenance

1967 275 GTB4 RED 44,000 miles
Crema hide interior, stunning Rosso coachwork

1971 246 GT RED 58,000 miles
Crema hide red carpets superb history

2003 360 MODENA F1 4,000 miles
Tan leather, sat nav, electric lights, embossed headrests

2002 360 MODENA F1 Red 7,000 miles
Crema interior, Crema lthr, red carpets, Litronic lights, CD, alarm

2001 360 SPIDER RED 6,000 miles
Crema leather, black carpets, 19" wheels, embossed headrests

2002 456 GTM TITANIUM 11,000 miles
Bordeaux Lthr 6 speed Fully serviced

1998 355 GTS F1 RED 20,000 miles
Crema leather, uprated radio CD, recent service

1992 348TS BLACK 9,000 miles
Black leather trim, climate control, 2 owners

1992 348TS RED 23,000 miles
Crema leather, uprated radio/cassette, immobiliser, climate

1991 TESTAROSSA RED 5,000 miles
Crema leather, red carpets, CD player

1991 TESTAROSSA RED 17,000 miles
Black hide, red carpet, uprated sound system

1985/6 MONDIAL COUPE QV RED 54,000 miles
Crema, red carpets, air con, sunroof, good history

1985 MONDIAL COUPE RED 36,000 miles
Black interior, black carpets, air con, sunroof, excellent history

1985 MONDIAL CABRIOLET LHD 40,000 miles
Tan leather, uprated CD/radio, climate, immobiliser

jaguar/AC

1967 E-TYPE 4.2 ROADSTER 1.25 SILVER 54,000 miles
Original RHD, factory hard top, concours

1998 AC COBRA SUPER BLOWER RED 6,000 miles
Black leather, ex Coca Cola car

1936 BENTLEY 4X4 PILLARLESS COUPE
Gurney Nutting, one owner 30 years

1998 DIABLO ROADSTER BURGUNDY 24,000 miles
Cream leather, sat nav, 19" alloys, DVD/CD, ex Motor show car

2001 BMW M3 4 DOOR COUPE SILVER 51,000 miles
Black leather

HENDON WAY MOTORS

address 395 Hendon Way London NW4 3LP ***email*** hwm@btconnect.com

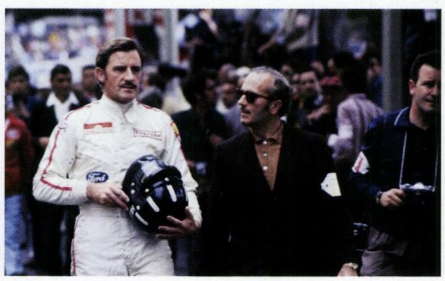
porsche & ferrari specialist
established 1952

[HWM]

Lorenzo Bandini gets all defensive at Station Hairpin during the '66 Monaco GP. He drove the 2.4-litre Ferrari Dino 246 with élan to second place and fastest lap. Team leader John Surtees had requested the car before the race, only to be denied



Left: atmospheric shot at Monza '67 shows Jim Clark's Lotus 49 approaching the Parabolica. Below: Monza 1970. A black weekend for motorsport as Jochen Rindt crashed fatally in practice. Graham Hill walks and talks with Lotus team boss Colin Chapman. Hill's Brooke Bond Oxo/Rob Walker Lotus 72 was withdrawn from the race following the Austrian's death

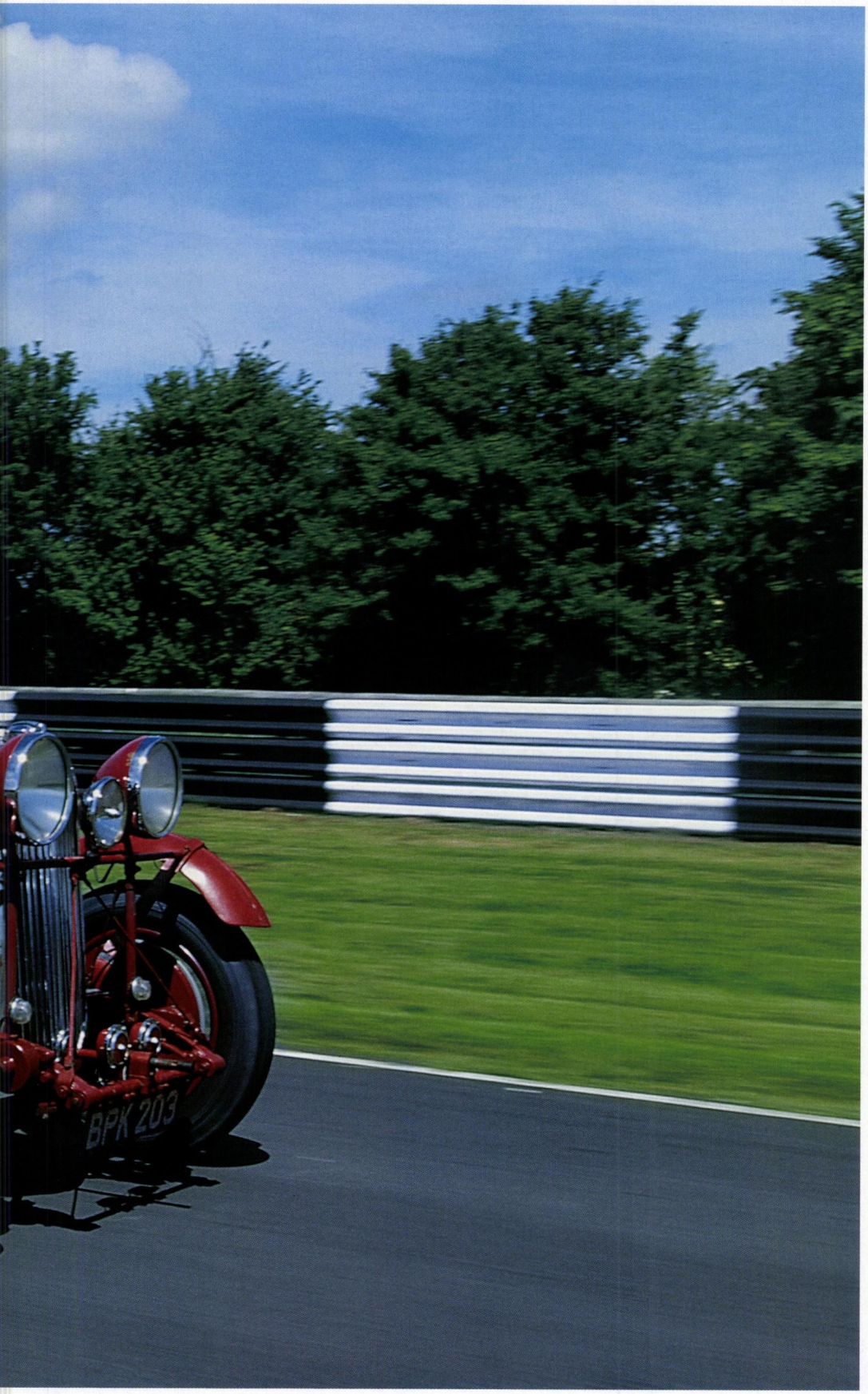


Staines Massive

As Lagonda scored its signature race win the Middlesex-based firm was staring death in the face. Richard Heseltine recounts the story of its Le Mans success and drives the sister machine

photography by James Mann





Thank you, you've been a beautiful audience. There's nothing quite like having a few (hundred) rubber-neckers watching your every move to ramp up the pressure. Which normally wouldn't matter much, but these spectators are 'bikers and they're as amused by your comedy headwear as they are by your choice of trackday weapon. Amid a mixed bag of eye-watering, multi-hued two-wheelers and a brace of Ferrari 360 British GT contenders, a 1934 Lagonda M45 being driven by what from a distance appears to be the Grand Cyclops of the Ku Klux Klan tends to enliven an otherwise dull lunch break. Glad to have obliged.

From the cabin of this glorious ex-Fox & Nicholl team car, Castle Combe seems much smaller than you remember, an impression only heightened by the two temporary chicanes that need to be negotiated at walking pace. Which gives you something extra to think about as you repeat the mantra 'the middle pedal is not the brake', the centre throttle not giving a moment's anxiety until the end of the session when you forget to engage brain and hurtle towards the back of your own car in the paddock.

What this Lagonda needs is space. And lots of it. But then it was built to contest the Le Mans 24 Hours, in which it not only finished the 1935 running but also averaged 68mph. Not that bad considering that in the latter stages only fourth gear was on the menu. If the transmission hadn't broken, it's not inconceivable that it could have finished second overall – to one of its sister cars.

Among the forgotten Le Mans wins, Lagonda's triumph at the Circuit de la Sarthe 70 years ago was all the more remarkable as the marque had lurched into receivership on April 18 1935, two months before the race. The Staines firm had introduced the M45, its largest-engined car to date, in '33. Powered by a 4-litre Meadows 6ESC straight-six, this quick and egregiously expensive machine soon caught the attention of the competition fraternity, not least Arthur Fox of Fox & Nicholl who acquired, via London dealer Warwick Wright Ltd, 'three 4-litre competition chassis in black with rough wood dashboards, special springs and batteries...' Based on a 10ft3in wheelbase (rather than the standard 10ft9in), these frames featured uprated Girling rod brakes, negative-camber road springs, special friction dampers, Bishop steering box with additional bracing and a close-ratio 'box. »

Anxious for the Meadows engine to be as reliable as possible, Fox gained access to factory testing data, the units fitted to BPK 201, BPK 202 and BPK 203 incorporating custom-made crankcases made of high-tensile alloy, a higher compression ratio, a Scintilla Vertex magneto in place of a coil and distributor along with twin SU carburettors linked to four SU fuel pumps, the secondary set ready to be engaged should the primary items fail. Limited to 3600rpm, period figures talk of 140bhp along with planet-shifting levels of torque.

Entered in the 1934 RAC International Tourist Trophy around the 13.72-mile Ards road circuit, the Lagonda trio wore special dual-cockpit bodies finished in a vivid red, the dieting regime ensuring a kerb weight of 1524kg (with 27 gallons of fuel), a 123kg saving over the production car. With Brian Lewis, test pilot John Hindmarsh and future Land Speed Record ace John Cobb on the driving strength, it was Lewis who starred in a fierce battle with Eddie Hall's Derby Bentley for much of the final 10 of 35 laps before being forced to relinquish the class

'The dieting regime ensured a weight of 1524kg'

lead after his tyres wore down to the canvas. A late pitstop meant he finished fourth overall with Hindmarsh in fifth and an apparently disinterested Cobb coming home in eighth place in 'our' car. They did at least win the team prize.

Retained by Fox & Nicholl as demonstrators, two of the M45s were entered for the 1935 Le Mans 24 Hours as black clouds hounded Lagonda Ltd. BPK 202 was assigned to Hindmarsh and Luis Fontes, with BPK 203 reserved for BRDC founder Dr JD Benjafield and Geoff Manby-Colegrave (though his seat was ultimately taken by Sir Ronald Gunter).

With further engine tweaking, scuttle-mounted cooling vents and specially-curved handbrake levers (so as not to cause any pratfalls during driver swaps), the two Brit leviathans proved surprisingly feisty against the hitherto dominant Alfas (Milan's finest having triumphed in the preceding four runnings), their elephantine torque making up for any deficiency in horsepower. After two hours, Hindmarsh was running second in BPK 202 with Benjafield a comfortable sixth. »



Lagonda chases down the Marsh/Guest Singer 9 Le Mans. A podium spot had seemed likely until the gearbox broke. Benjafield (bald; glasses) is seen below as repairs are effected



LAT

1962 ASTON MARTIN DB4 GT ZAGATO

We are proud to announce the availability of one of the original, rare and highly-desirable Aston Martin DB4 GT Zagatos - Chassis No. DB4GT/0190/L

0190/L was built in 1962 for Commander James Murray. Prior to delivery it was raced by Roy Salvadori in the May BRSCC event at Brands Hatch, finishing first in class and second overall behind the Ferrari GTO of Innes Ireland.

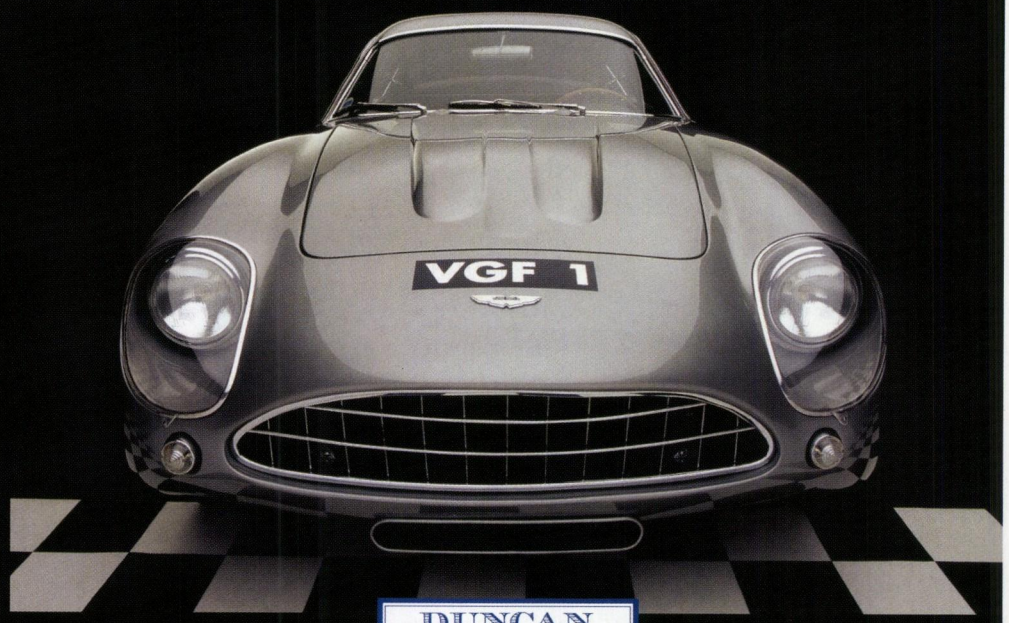
Subsequent owners have included: Swedes Ude Hansen and Lars Wendal; former motoring journalist and chairman of the Guild of Motoring Writers', Tom Leake; photographer Julian Cottrell, Richard Forshaw and Les Edgar.

The subject of a total restoration between 1995 and 1997 and a recent $30,000 refurbishment programme, 0190/L is offered in superb condition throughout and provides a unique opportunity to purchase arguably the most original of all DB4 GT Zagatos.

Please call Adrian Hamilton for further details. £POA.







DUNCAN HAMILTON & CO., LTD.

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



Barons



Classic, Historic, Vintage & Veteran Motor Cars

Tuesday 16th August 2005

The Esher Hall - Sandown Park - Esher - Surrey

Quality Entries are now invited. Catalogue closes Monday 8th August.

1970 MERCEDES 280SE 3.5 CABRIOLET



SOLD JUNE 2005 £32,643

1962 SAAB 95 COMMERCIAL



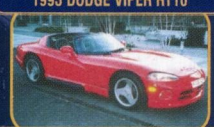
SOLD JUNE 2005 £5,440

5% sellers commission
Over £12 million in sales since 1998
Guaranteed payment in 8 working days
The most popular Website
The finest venue – Excellent facilities
Over 100 years of combined experience
Secure storage and transport facilities

A Good Deal More - for a Good Deal Less

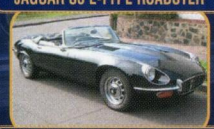
www.barons-auctions.com

1993 DODGE VIPER RT10



SOLD JUNE 2005 £23,410

JAGUAR S3 E-TYPE ROADSTER



SOLD JUNE 2005 £30,467

Contact: LoCall 08454 30 60 60

Laurence M Sayers Gillan Karen Ruffles Office: 023 8066 8413 – 023 8066 8409
Keith Saunders: 07860 780007 Fax: 023 8042 8469 E-Mail: classic@barons-auctions.com

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



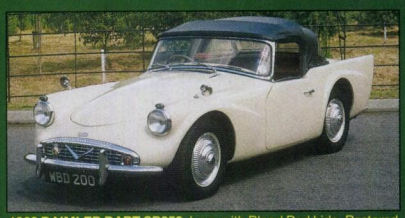
1986 MORGAN 4/4 2 SEAT. BRG with Tan hide and weather equipment. Two owners, 30K miles, FSH, alloy body, wire wheels, spot lamps, boot rack, wind wings, overtaking mirrors, bonnet strap, wood rimmed wheel etc. A magnificent example in show condition.RHD.....**£14,995**



1954 AUSTIN HEALEY 100/4 BNI. Ice Blue with Dark Blue hide and weather equipment. Recent professional ground up restoration to an exacting standard, original UK car equipped with overdrive, wire wheels, heater, laminated screen etc. An impeccable example of the purest Big Healey.RHD **£23,995**



1955 JAGUAR XK140 ROADSTER C TYPE. Signal Red with Black hide and Black weather equip. Total nut & bolt restoration to the highest of standards. C type head, twin spot lamps, dual exhaust, spats, heater, less than 800 miles since completion. This is just what the doctor ordered. Simply stunning!RHD **£47,995**



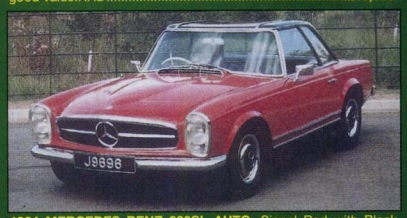
1960 DAIMLER DART SP250. Ivory with Blood Red hide. Restored over a number of years and maintained to an exceptional standard. Rack & pinion steering, unleaded heads, electronic ignition, ace wheel discs, motolita steering wheel. Excellent condition and very good value.RHD.....**£18,995**



1962 TRIUMPH TR4 SURREY TOP. Signal Red with Grey hide. Ground up restoration carried out in 1998, light use only. Equipped with overdrive, CWW, Kenlowe fan, large anti-roll bar, big bore exhaust, music system, wood rimmed steering wheel, alternator etc. A superb UK example.RHD **£14,995**



1968 MGC GT. Golden Sand with Black hide piped Red. Low ownership and mileage with a most detailed history. Overdrive, Derrington modified engine, minilite centre lock wheels, uprated suspension, webasto sunroof etc. An outstanding, extremely original example, would satisfy the most critical.RHD **£10,995**



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**



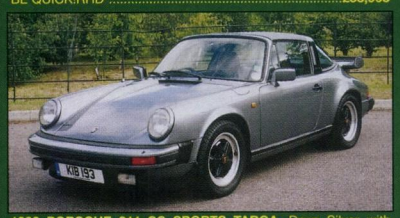
1963 AUSTIN HEALEY 3000 BJ7. Ivory with Black hide piped Cream. Professional restoration to the highest of concours standards; less than 1000 miles since. O/D, wire wheels, adjustable column, stage 2 engine with unleaded head, mohair hood. Examples of this quality rarely come onto the open market. BE QUICK!RHD **£33,995**



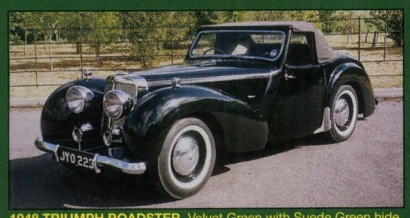
1959 TRIUMPH TR3A. Midnight Blue with Red hide and weather equipment, a totally restored example with overdrive, wire wheels & up-rated engine. The standard of restoration is stunning and would be hard to better.RHD **£21,995**



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**



1982 PORSCHE 911 SC SPORTS TARGA. Deep Silver with Black pinstripe trim. 3 owners, 79k miles with total service history, rear wing, alarm, music system, elec windows etc. An exceptional low mileage example.RHD **£12,995**



1948 TRIUMPH ROADSTER. Velvet Green with Suede Green hide. Total professional body off chassis restoration carried out in 1988 to the highest of standards, very little use since. Extensive history, full tool kit, correct specification, original registration etc, a splendid example of this 'cads' car.RHD **£14,995**

1965 FRUA JAGUAR 3.8 COUPE. '66 Geneva Show car, Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 90/95 costing in excess of £100K to the highest standards. Unique styling exercise by Frua, never taken up by Jaguar. I know not why, maybe due to cost of production; absolutely stunning; 'unrepeatable' £59,995

1963 TRIUMPH ZEST 2 LITRE TRI CARB. Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine & all syncro gearbox. Sebring White with Red hide. Restored to the highest standard by marque specialist at enormous cost. Unique & stunning £21,995

1965 SUNBEAM TIGER SERIES 1A. Speedwell Blue with Black hide. Uprated engine, T10 gearbox, Minilite wheels, Koni shockers, extra instruments; a very well restored example in excellent condition. One we have sold before £18,495

1948 TRIUMPH ROADSTER 2 LITRE. Burgundy with Biscuit hide & weather equipment. Ground up restoration to the highest of standards, wing mirrors, badge bar, twin windtone horns, rim embellishers. A stunning example, would please the most critical £15,995

1963 JAGUAR 3.8 MOD MK2. Metallic Burgundy with Red hide, uprated and equipped with PAS, CWW, coil over rear suspension, unleaded head, reclining seats, 4 pot callipers, Koni shockers, Motolita steering wheel, music system, all synchro overdrive gearbox. In extremely original condition and superb to drive £15,995

1968 TRIUMPH 2000 MKI. White with Red trim. Prepared for historic rallying using the best of components in a superb shell. Works type dash, competition seats, overdrive, Motolita wheel, adjustable suspension, minilite wheels, spot lamps, reversing light. Could not be replicated for double this figure £15,000

1977 TRIUMPH STAG. Man with overdrive in Inca Yellow with Black trim. 66K miles with extensive service history. A very well restored example, over £18K spent, PAS, elec windows, alloy wheels, radio, wind deflector, hard & soft tops, outstanding value £12,995

1967 MINI COOPER 1275S. Black with Cream roof & Black trim. 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, RAC papers and ready for the most serious of rallies. You could not build this car for less than £25,000 .....£12,995

1967 MGB 1.8 ROADSTER. British Racing Green with Black hide. Overdrive, CWW, unleaded stage 2 engine, boot rack, motolita steering wheel. Very little use since a professional ground up restoration costing £18,000. They don't come any better £12,995

1970 NGTC 3.9 V8 ROADSTER. Red with Cream hide, built at a cost in excess of £23,000. 260BHP side exhaust, ae ro screens, alloy wheels, full harness etc. The build quality and attention to detail is stunning, mind blowing performance for so little money £11,995

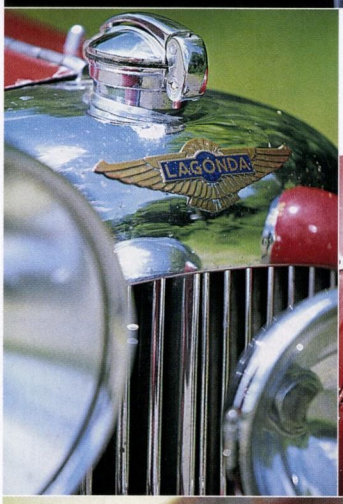
By midnight they were running first and fifth respectively and, despite a lengthy pitstop at dawn to repair some offside-front accident damage, Lagonda's lead entry was running second with its team-mate just two places behind. A few hours later BPK 202 was in the lead once more and a 1-2 finish seemed a possibility. After that transmission gremlins saw Benjafield stranded out on the circuit. After finding his way to the pits for instruction, he eventually returned to his stricken machine and managed to engage top before lapping 30mph slower than before. Lagonda took the flag in first and 13th.

Despite the late-in-the-day gearbox maladies, 'Benjy' evidently retained some affection for BPK 203 as he's known to have purchased it shortly after the race (some speculate that he already owned it, having bought the car specifically for Le Mans), although the JH Bartlett dealership plaque suggests that it was sold on again before the start of WWII. Its immediate history is then a mystery, but by 1955 it was in the keep of Lagonda devotee Tom Goodman, who retained the car in remarkably original condition until passing it in '72 to Mrs Anne 'Robbie' Hewitt. During her ownership the car was treated to a partial repaint and sympathetic overhaul by Denis Jenkinson.

Owned for the past 12 years by the manifestly enthusiastic Alison Moores, the car was shipped to New Zealand where it soon became clear that it wasn't in the best of health. After stripping the car down with the help of an engineer friend, Moores comprehensively rebuilt all the mechanicals, straightening the chassis on discovering that it had been in a substantial accident at some point. Since then she's raced the car at Pukekohe and Manfeild and also completed the 2000km Targa Rally. In June BPK 203 rejoined one of its sisters at Le Mans (but not the race winner as the Dutch owner bailed) for a reunion of the marque's finest hour.

What impresses most about Moores's approach to car care is that the M45 looks deliciously patinated: it hasn't been got at. The paint is flat in places, the leather worn and it looks all the better for it (a dash plaque records that it finished last in an '82 Lagonda Club concours). The old charger is set to go on the block at an H&H Classic Auction sale in July and you can only hope that the next owner doesn't have it subjected to a Pebble Beach 'it-ain't-done-'til-it's-overdone' restoration.





Above: well-stocked dash dominated by rev counter that reads to 5000rpm – in Le Mans race drivers were limited to 3600. Left: extra lamp added for 24 Hours. Below: exposed leaf spring





Above: car still wears its Le Mans finisher's dash plaque along with one for last in a Lagonda Club concours. Right: car still retains obvious signs of period competition preparation





Without doors, it isn't the easiest of cars to get into: you climb aboard and then generally shuffle around until your lower limbs are clear of the wheel. Centre throttle aside, it's about as conventional as '30s fast tourers get. The steering is heavy – as is to be expected – but reasonably accurate with it despite perhaps a bit of play on the straight-ahead: four laps of Combe – which is hardly the most demanding of circuits – and your upper arms are soon flagging. The gear change is a joy despite the long throw. A period four-speed Alvis item in place of the original, notoriously truculent Meadows unit (which has since been rebuilt and is ready to be reinstated), it's arguably the most user-friendly element of the entire car. That said, such is the torque spread from just about tick-over that you can leave it in third and top pretty much all the way around the track. Which is a boon as placement of the accelerator pedal tends to loom large in your mind when braking and double de-clutching on

'Four laps of Combe and you start flagging'

the up and down changes. Not that this is strictly necessary as there's synchromesh – it's just that it's very old synchro'. The brakes, too, are exemplary for their age and, according to the owner, at their best when being stood upon.

Not that there's much chance of being required to do so as our allotted hour on the circuit has been whittled down to 20 minutes as a 'celebrity TV pundit' needs to get valuable track time for a Formula Three broadcast. One last lap for luck, and this time getting some speed up the Lagonda shows its trump card. It's not quick by modern standards, but the way in which this car gains momentum is astounding. At about 60mph it gets second wind and romps along with the gusto of yore. But flat-chat into Quarry is sadly not going to happen and it's back to the paddock. And some gentle ribbing by a tattooed bulwark and his significant other (proving that behind every really big man is a *really* big woman). You've got to laugh. No, really.

Thanks to H&H Classic Auctions (www.classic-auctions.co.uk), Alison Moores and to Lagonda authority Arnold Davey



Manfred Winkelhock at Rio in 1982. He would score his only F1 points in his second grand prix start

Rock hard

Manfred Winkelhock never backed off in life or in racing. Adam Cooper recalls a true charger

The appearance of 'M Winkelhock' at the top of the timing screens caught the eye in Monaco – but then it all went wrong. The yellow car arrived at Ste Devote out of shape and slid into the tyre barrier with a thump. The driver clambered out, frustrated at wasting his chance to hold on to pole position.

It could have been a scene from the early 1980s, but this was in fact Markus Winkelhock, son of the late Manfred. According to those who knew his father well, the young man is from the same mould: after his mistake he tried hard to make up lost ground in the World Series by Renault race, only to crash again.

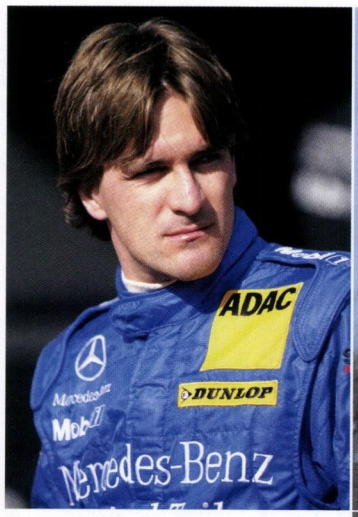
It remains to be seen whether Markus has the talent to make it. But he has some influential names rooting for him. His father, who lost his life at Mosport Park 20 years ago this month, is remembered fondly by those who knew him.

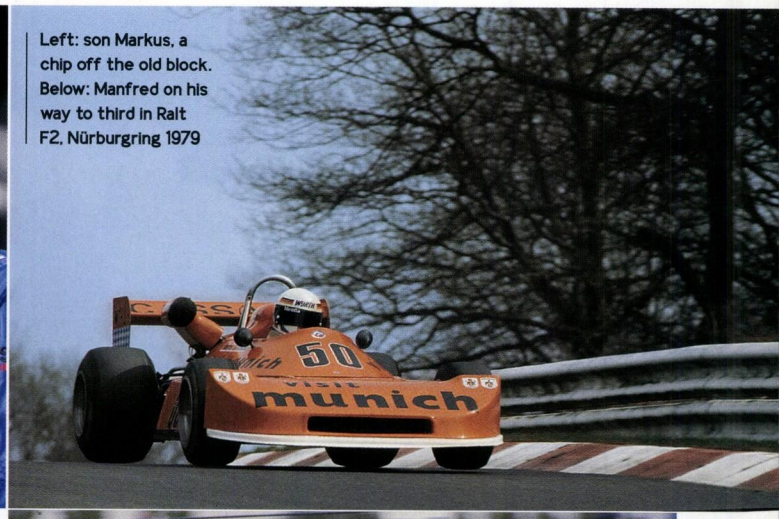
"Manfred was always a rock in the German racing landscape," says Christian Danner. "Whether I rated him as super or not is a different question, but I always rated him for being very strong."

Born near Stuttgart in 1951, Winkelhock came from a modest background. His father had a small garage business, and Manfred was a mechanic. His first experience of competition came in slalom clubbie events with a humble NSU. He moved up to circuit racing in 1976 in the VW Scirocco Cup, promptly winning the German title.

Victory in a celebrity race against established stars raised his profile, and he was invited by BMW competitions boss Jochen Neerpasch to join the company's Group 5 junior team in 1977 alongside Eddie Cheever and Marc Surer.

Fledgling journalist Norbert Haug was keen to help push a driver from the Stuttgart area and was to become a close friend. "It wasn't just a relationship between a journalist and a race driver," says the current Mercedes Formula One boss. "He came very often to my office in the morning to talk motorsport. We did some motocross together, skiing, driving cars in the snow – a lot of crazy stuff! He was a wild animal, hugely competitive. If you played darts with him, you could forget it if he did not win. But he was a really genuine and very positive guy."





Left: son Markus, a chip off the old block. Below: Manfred on his way to third in Ralt F2, Nürburgring 1979



RAM-Hart gave little pleasure to Winkelhock in 1985. He retired – as usual – in Canada

From virtually nowhere Winkelhock found himself in competition not just with his fellow juniors, but also the BMW 'senior' team of Ronnie Peterson and Hans Stuck. At a training camp in St Moritz, Marc and Manfred beat the Swedish ace in a cross-country ski race. "Manfred could not breathe," recalls Surer. "But he turned around to Ronnie and said, 'This is how it's going to be in the future!'"

BMW's Paul Rosche became a huge fan and in 1978 he pushed Winkelhock into the works March Formula Two team. The step to single-seaters was an enormous one. Nevertheless he was fifth first time out at Thruxton and finished the year with a third at Hockenheim. "He was a touring car driver, so he was driving too hard and destroying the tyres," says Surer. "He had a difficult time but wouldn't give in, so he crashed with everybody!"

He also had to adjust to a new life living in England, staying initially with veteran journalist Alan Brinton in Sevenoaks. Out of the cockpit he always seemed to get into scrapes. He lost his German driving licence after a road-rage incident involving a leading politician. Manfred took umbrage to being overtaken by a convoy of limos that paid no heed to a solid white line, so he repassed them and conducted a brake test.

'He wouldn't give in and crashed with everybody!'

Brinton helped him get a UK licence, but he put that at risk too. After a Goodwood test Winkelhock and Surer travelled to Southampton in their company 320s. When they made a wrong turn into the docks Manfred didn't think twice about nudging the Swiss down a ramp and into the sea. "I got out through the roof," smiles Marc. "We pulled it out, and of course it wouldn't start. Later we got it going, although maybe only on two cylinders! I told BMW I had a misfire and needed a new car. It smelled like fish…"

The full ground-effect F2 cars of 1979 didn't suit Winkelhock's style, but he took third at the Nürburgring and added another at Enna in '80, the year he stepped unhurt from an infamous backflip at the 'Ring. The relationship was never easy with March, which saw him as BMW's man. "He mistrusted them and there was a bad atmosphere," says Danner, who replaced him.

In September Warsteiner invited Winkelhock to stand in at Arrows for the injured Jochen Mass at the Italian GP. After crashing on Friday, he didn't make the field.

Away from March his F2 form improved, and in 1981 he led at Hockenheim, despite broken engine mountings, in Bertram Schäfer's Ralt, only to be outfumbled by Stefan Johansson on the last lap. He also impressed for Maurer that year.

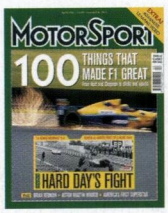
By now Manfred had married Martina, the daughter of a racing photographer. They would have two kids, Markus and Marina. "He used to say 'playing with my boy is the greatest thing in the world' – a real family man," says Surer.

In four years he had failed to win an F2 race, but Winkelhock still »

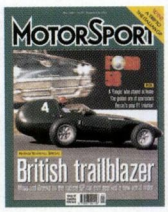
LAT

BackIssues

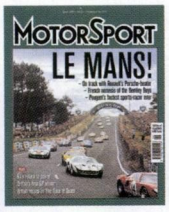
OTHER SELECTED ISSUES AVAILABLE UPON REQUEST



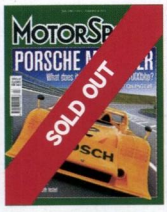
April 2003



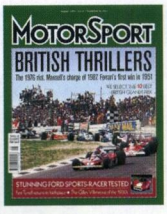
May 2003



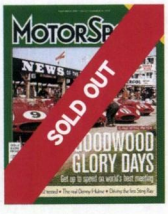
June 2003



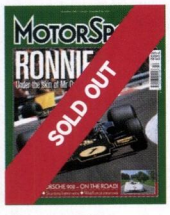
July 2003



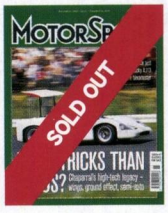
August 2003



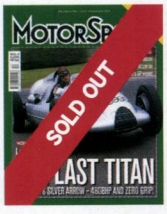
September 2003



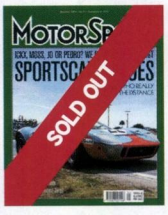
October 2003



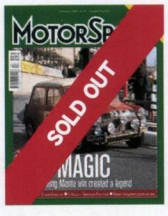
November 2003



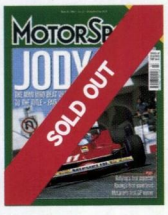
December 2003



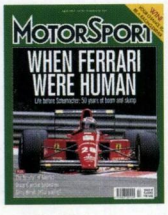
January 2004



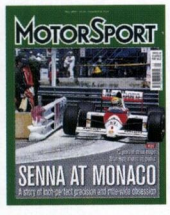
February 2004



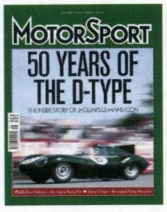
March 2004



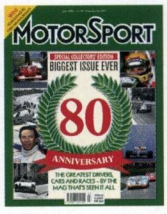
April 2004



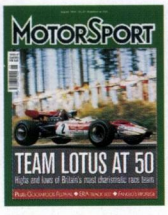
May 2004



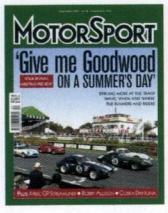
June 2004



July 2004



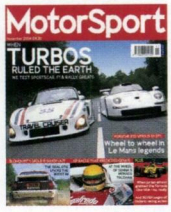
August 2004



September 2004



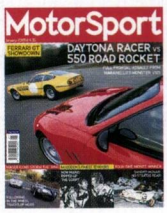
October 2004



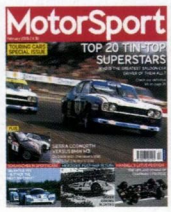
November 2004



December 2004



January 2005



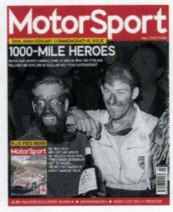
February 2005



March 2005



April 2005



May 2005



June 2005



July 2005

Back issues are £5.75 including postage

Please specify issue required _____

Name: _____

Address: _____

_____

_____

Postcode: _____

Telephone no: _____

E-mail address: _____

☐ Please send me offers and information by e-mail and SMS.

I enclose a cheque, made payable to Haymarket Reprints for £ _____

Please charge my credit card (Visa, Access, Diners, Amex)

☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

Expiry date

☐☐☐☐

POST TO: HAYMARKET BACK ISSUES
PO BOX 568, HAYWARDS HEATH,
WEST SUSSEX, RH16 3XQ
or call 08456 777819 or fax 08456 775 555

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 ☐



Zandvoort, 1984: BMW turbo power suited Manfred but ATS lacked reliability

shone as a crowd-pleaser in BMWs and Porsche 935s and later he would make a big impression in the Ford C100 Group C car.

But Formula One beckoned. In 1982 he earned a chance with ATS, where so many drivers had banged heads with volatile owner Günther Schmid. In only his second race, Winkelhock brought the car home seventh in Rio, then was promoted to fifth when Nelson Piquet and Keke Rosberg were disqualified – his only points finish from 47 F1 starts. Manfred could do little with the Cosworth-powered machine, but fifth on the grid on Detroit's street track raised a few eyebrows.

The following year he joined the turbo brigade as Rosche supplied engines for Gustav Brunner's neat ATS chassis. The turbo car suited Winkelhock's seat-of-the-pants style. "He was very brave and could handle the power because his driving style was not so smooth," says Surer.

Suddenly he was a serious contender, at least in qualifying. He started seventh at Imola, Spa and Montréal and was in the top 10 on six other occasions. But finishing was the difficult bit and the car always seemed to let him down.

The pattern continued into 1984, when he earned a career-high sixth on the grid at Zolder. Few noticed a charge on the heels of Stefan Bellof at a wet Monaco which ended in a clash with Rosberg.

Sadly ATS was fading away, and Schmid sacked his number one driver with two races to go to focus on rookie Gerhard Berger. A messy legal confrontation ensued, while an outing for Brabham in the Estoril finale proved disappointing.

For 1985 Winkelhock switched to John MacDonald's RAM team. The car wasn't any more reliable than the ATS, but he consistently outpaced Philippe Alliot.

That year he also teamed up again with Surer in sportscars. Both men saw the Porsche 962 as a ticket to winning races. Surer: "We were talking about doing something else, because we both felt that in this bloody F1, if you're not in a top car it's not very satisfying."

After pooling their resources the pair did a deal with Kremer. The partnership started well with second at Mugello, followed by victory in the Monza 1000Km after a fallen tree stopped the race. In August they travelled to Mosport. "I did the start and I had a coming together with a Corvette," says Surer. "He hit me on my left-rear wheel, so I came in with a flat tyre. I think they had to fix the bodywork and then Manfred went out. I went to the motorhome to get changed and about three minutes later there was silence. The pace car was out.

"I had a bad feeling and immediately suspected it was Manfred. I thought it was because of the little accident I'd had – maybe something had broken in the suspension. Then a mechanic said, 'Manfred had a crash'. It was in the fastest corner you can imagine, a downhill left-hander, a really bad place to go off, with a wall at the bottom.

"The Porsche was built for Hans Stuck. As a smaller driver you had to move the seat forward. We both sat very close to the rollcage, and he hit it with his helmet."

Manfred had a leg injury. More worryingly, he was unconscious. Surer drove straight to the hospital in Toronto and found himself managing the situation alone, keeping Martina and Haug updated by payphone. The news was not good. After a lengthy operation, doctors told Marc to expect the worst.

"They said get his family to come quickly," he recalls. "I went back to the hotel. The Kremer guys were hanging around and said, 'How is he?'. I said, 'He's going to die.' They said, 'Don't joke, he'll be all right.' I said, 'You're not listening to me. He's going to die.' Nobody else went to the hospital because they thought it was a little problem."

Back in Germany, Haug helped to organise flights to Canada, and on Monday morning Surer picked up Martina and her father-in-law from Toronto Airport. Later that day, Manfred's life-support system was switched off.

'You're not listening to me. He's going to die'



Pressing on in Group 5 BMW 320i in 1977



In Kremer Porsche at Silverstone, 1985

"I lost my only true friend in racing," says Marc. "The next F1 race was at Zeltweg. I thought if I can't switch off, if I remember Manfred, I will stop racing. It went so deep. Also, it could have been me. But all drivers are the same. While I was driving I forgot about it."

Surer was left to reflect on what happened. He was furious when it was implied that his partner had made a mistake: "The Kremers wouldn't tell me what happened on the car. I was worried about the rear suspension, but you could see the side I hit the other car with was OK, so it was not my fault, which was very important for me. Then in the next race, at Spa, Jonathan Palmer had an accident. He was also on Goodyear tyres. On his first flying lap he didn't have enough pressure, and the right front came off the rim."

Manfred died aged 33. He was two years and a day younger than Klaus Ludwig, and Haug is convinced that after F1 Winkelhock, like Ludwig, would have had a long career in sportscars and the DTM.

His memory was honoured by the successes of brother Jo, some nine years his junior. But Markus, now 25, is the one that Manfred's friends are watching. His mother was not too keen to see him follow the family business. "She still isn't," says Haug. "But obviously it's in their blood. He's quite similar – very talented – and is amazingly quick in changing conditions."

"He's turned out to be more and more like his father," says Surer. "I saw him in Monaco. He had this problem in qualifying and I said, 'You have to be patient.' But he was like Manfred – he passed about four cars on the first lap, then crashed! And he looks like him too..." LAT

X-ray spec

Fittipaldi F6

One small flaw crippled this Brazilian project, as designer Ralph Bellamy tells Keith Howard

By late 1977 Ralph Bellamy had had enough of Lotus. Having been a key member of the team which created the revolutionary Type 78, he'd then been banished to the Hethel factory for a year to work on the company's road cars. So when Emerson Fittipaldi, having watched the 78 trounce the opposition from the sidelines at Monza in 1977, invited Bellamy to Brazil to design a new car for his Copersucar-sponsored team, he leapt at the idea. He and his wife Anne moved there in early 1978.

"We enjoyed our time in Brazil," he recalls. "It was a wonderful opportunity to live and work in a fantastic country. I look back on it as one of the more pleasant experiences in my life, but professionally it was a disaster. You can't just walk away for over 12 months and do your own thing. You have to be on the scene, to see what other people are doing and where the technology is going.

"Having said that, the Fittipaldis had a terrific factory in São Paulo. The Interlagos circuit was the other side of the road and my office looked over to it. They had all the machinery and equipment needed and skilled craftsmen to operate it, and I had an engineer and draughtsman to help me draw the car. Up-country, Embraer – the aircraft manufacturer – had a wind tunnel, although it wasn't as sophisticated as the Imperial College tunnel that we'd used at Lotus. So we weren't that badly off. The project didn't fail because we were trying to make a Formula One car in the jungle or anything like that."

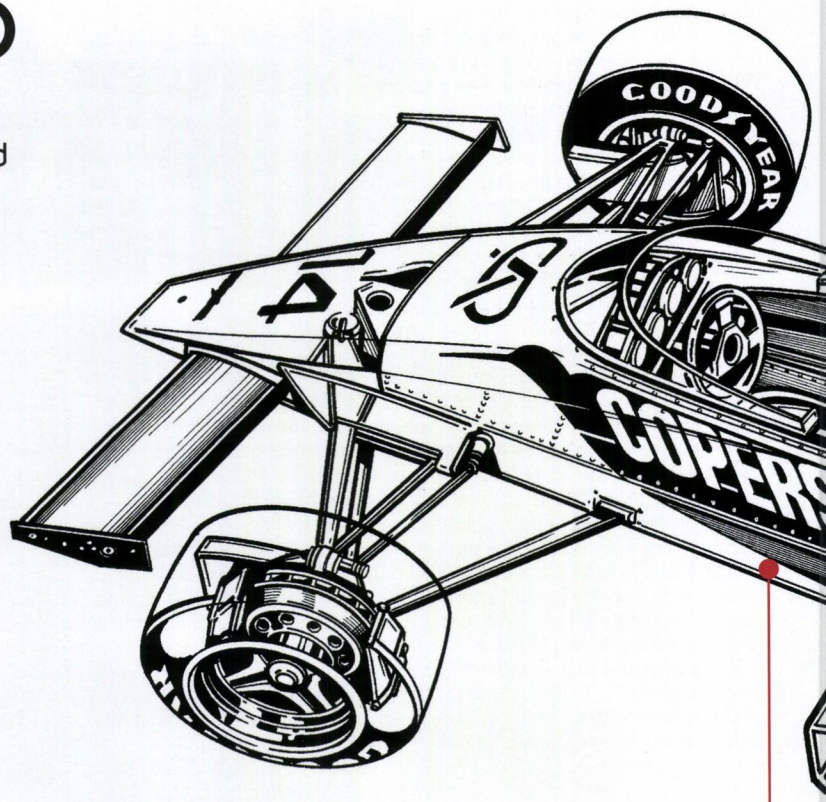
In fact it failed, as Bellamy candidly admits in his comments on the car, because one component of his F6 design – something few racing spectators would even consider – was not up to the job: the wheelbearings. "You have to remember that, because of the sudden increase in downforce, we were in an era when design solutions that had been perfectly adequate for many years suddenly weren't anymore. You can design the most brilliant, most advanced racing car within the rules for its class, but if you make one small mistake that car can be a clunker. That's the awesome thing about designing racing cars, the knife-edge you live on: that something will not be up to snuff and it will crucify the car."

Cue the F6...



Paolo D'Alessio, LAT

F6's bearing problem surfaced at Kyalami, and survived a major redesign



"The sidepod was designed with this flexible-skirt system in mind. Most people were then using sliding boards which tended to stick and jam. Teams had one if not two people whose entire role was to maintain them - they were forever stripping and servicing them - and the skirt mechanisms became more and more complex as the years went by. The F6 had these Kevlar fabric skirts which were attached to a bottom runner that ran on the road. It was located by four vertical rods passing up through tubes in the outer wall of the sidepod. There was nothing to jam or stick and it was low maintenance."

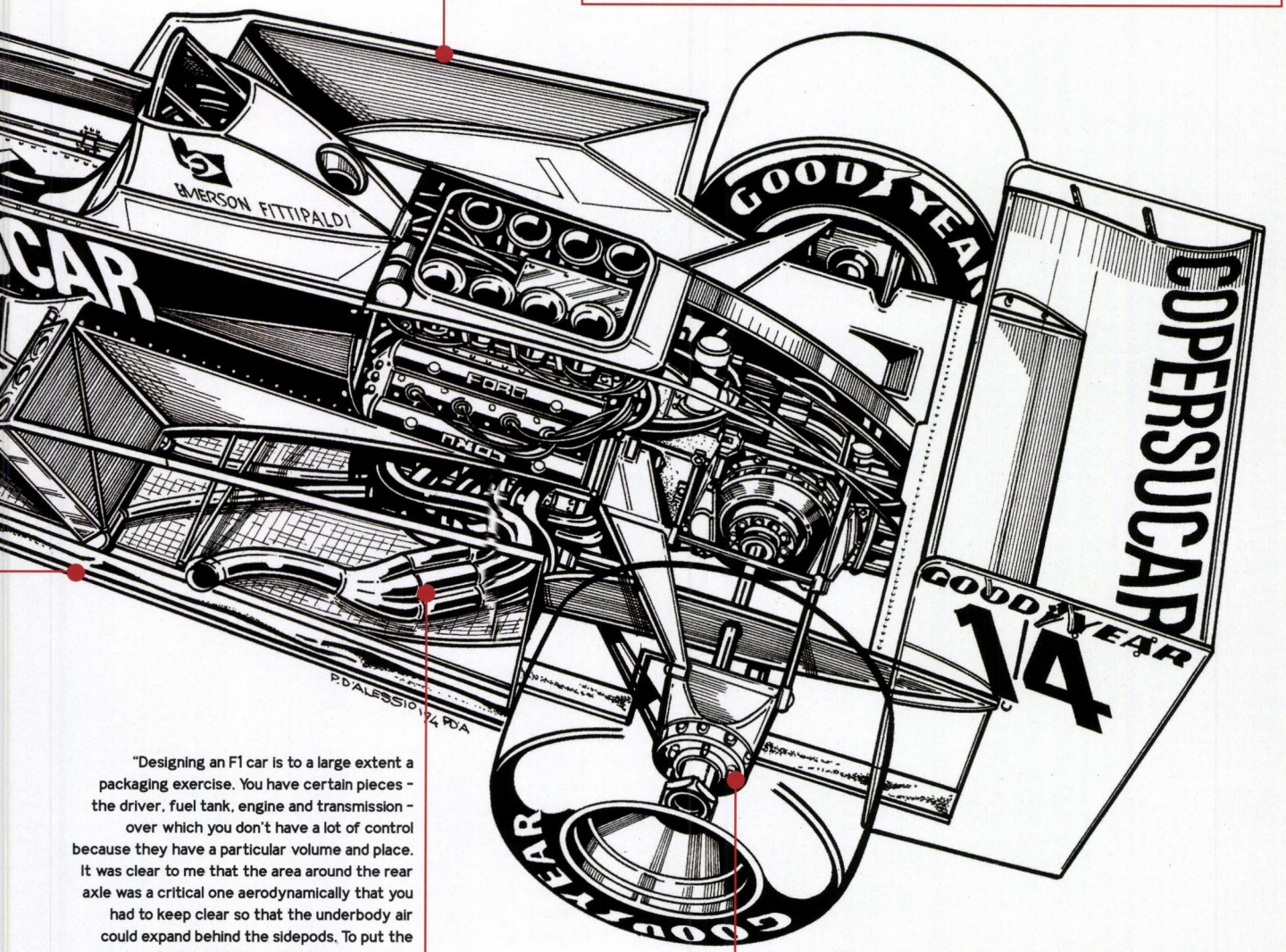
"The tub was designed to be as narrow as possible to maximise the body's wing area. It had a flat floor and then the sides - aluminium honeycomb panels made by Embraer - went up and out at an angle of about 15 degrees to the vertical. So across the bottom the car was only about 12 inches wide, although it had to taper out to the engine. It was quite neat underneath - I was very happy with the way all that worked." Again to maximise the wing area formed by the body, the back of the car was also completely enclosed. "I was keen to carry the top deck right through to the back of the car and make the whole bodywork as near to a wing profile as possible. What doesn't show up in this drawing is that there was bodywork beneath the gearbox too, an undertray right back to the trailing edge of the upper deck. Everything was panelled in."

One of the most obvious visual differences between the F6 and its F5A predecessor was the length of its sidepods. Whereas the F5A's reached forward to the front wheels, the F6's began much further back. "The sidepods were short because I wanted to move the centre of pressure backwards. It is very easy to get front downforce with the front wing and, because it is ahead of the front suspension and tyres, this doesn't increase the drag of the overall package, whereas putting more rear wing on does give more drag, because it's at the back of the car and controls the wake behind it. I wanted to get as much underbody downforce on the rear as I could and use less rear wing."

BEARING ON THE ISSUE

As Bellamy designed it, the F6 ran only once in 1979, at Kyalami, finishing 13th. "It took a long time to diagnose the bearing problem. Your drivers tell you a car is spooky to drive, but what's the cause? We put extra stiffening in the front, all sorts of things. It wasn't until a test at Donington that I fully understood. Meanwhile Fittipaldi had a consultancy agreement with a small Italian company and Wilson Fittipaldi gave the car to them to fix, so that was it as far as I was concerned. They took it away and rebuilt almost everything – things that didn't need rebuilding. But it was never much of a car even after that, and by then I'd left." When the F6 returned from its six-race makeover, during which the F5A ran instead, it still underperformed. It retired in Germany, Austria and Holland before finishing eighth at Monza and Montréal and seventh at Watkins Glen.

Three years later, at the end of the '82 season, the Fittipaldi team closed its doors. Ralph Bellamy, after a short time at Ensign, did design work for March and rediscovered his winning touch, first with the '82 F2 car which took the European championship, and then the 85B F3000 car in which Christian Danner won the inaugural championship in 1985.



"Designing an F1 car is to a large extent a packaging exercise. You have certain pieces – the driver, fuel tank, engine and transmission – over which you don't have a lot of control because they have a particular volume and place. It was clear to me that the area around the rear axle was a critical one aerodynamically that you had to keep clear so that the underbody air could expand behind the sidepods. To put the exhaust system through there was going to clutter the whole area up, so I thought I'd do something different. The exhaust system is quite bulky and there are quite specific requirements in terms of pipe diameter, pipe length and where the collector box has to be. But as you can see there's actually plenty of room in the sidepod for it all. People hated it, though, because it made the engine sound like a four-cylinder – it didn't sound like a Cosworth V8 at all as it drove by."

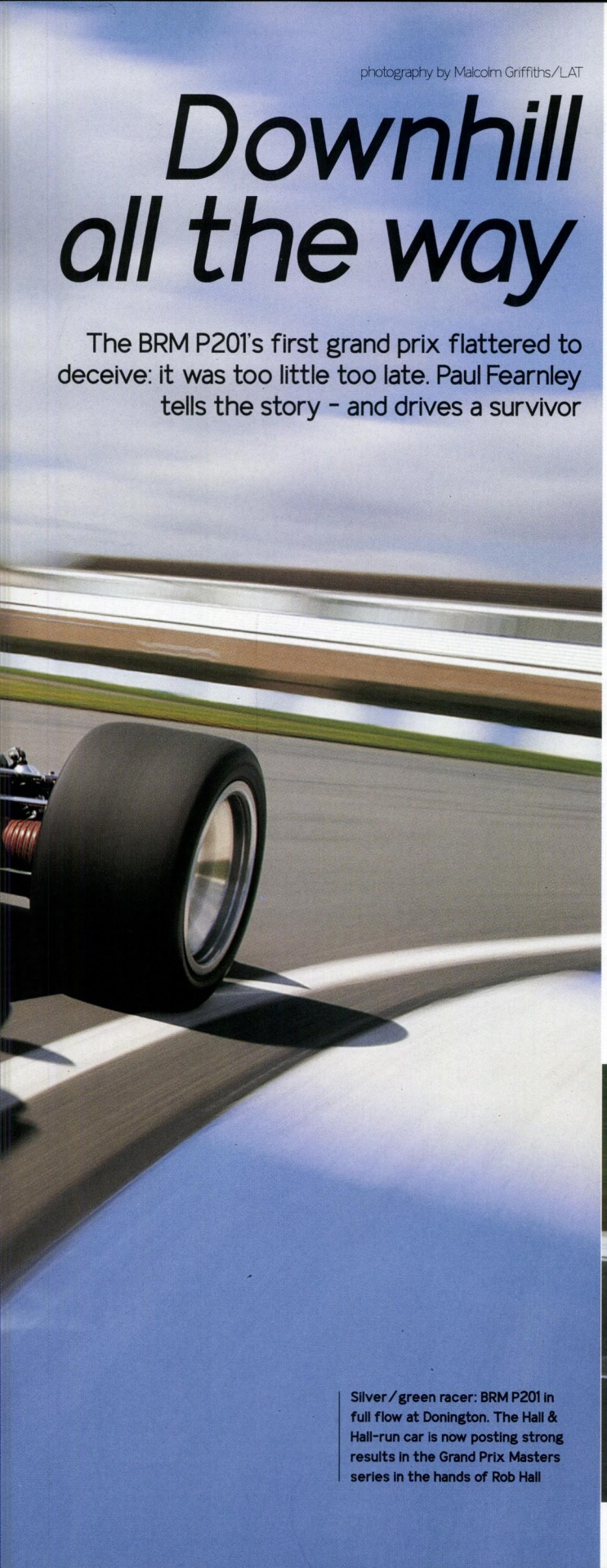
"In the Lotus 78 we had a unique wheelbearing system which has gone largely unremarked. A British bearing company called RHP made special hubs for us integrating hub and bearing. I wanted the same for the F6 and tried to get a Brazilian bearing company to do it. But even with the influence of the Fittipaldis we didn't succeed, so I had to use ordinary large diameter, small section, angled contact wheelbearings instead. I designed the hubs and bearings and at the end of the day they were no good. We couldn't assemble them in such a way that we got the level of stiffness we needed. So under racing loads the car had wobbly wheels, particularly at the rear. And if you didn't have control of those big rear tyres then you had no control at all. That's why the car didn't handle well."


MOTUL
Pierre Beltoise
12
CHAMPION
FERODO

photography by Malcolm Griffiths/LAT

Downhill all the way

The BRM P201's first grand prix flattered to deceive: it was too little too late. Paul Fearnley tells the story - and drives a survivor



Silver/green racer: BRM P201 in full flow at Donington. The Hall & Hall-run car is now posting strong results in the Grand Prix Masters series in the hands of Rob Hall

As his wheezy, knock-kneed steed cantered along Kyalami's main straight at almost 150mph – well, it was downhill! – the 'Cowangie Kid' had plenty of time to mull over his future. Larry Perkins, for it was he, desperately wanted to stay in Formula One – but no longer if it meant driving for Stanley-BRM. The team – renamed and "reconstituted" at the end of 1974 – had left him high and dry in Argentina when its crated-up P207, the new Len Terry-designed racer, wouldn't fit its allocated slot in the cargo plane. The car made it to Brazil, where its outclassed V12 left Perkins in a puddle of coolant on the opening lap. And now, in South Africa for round three of the 1977 championship, the Aussie battler found himself driving a three-year-old car that hadn't raced for over 12 months and which bore the scars of a three-week sea crossing. One wag wondered if the P201B had been used as the ship's figurehead.

Perkins qualified 5.8sec off pole – a good effort by all accounts – and stoically tugged round on 10 cylinders to finish dead last, five laps behind Niki Lauda's victorious Ferrari 312T2 and three behind the next-to-last privateer March 761 of American Brett Lunger. The 'Cowangie Kid' was strong and tough, but even he'd had enough of this increasingly cowboy operation.

BRM had been on a slippery slope since losing the Marlboro money to McLaren – and Lauda and Clay Regazzoni to Ferrari – for '74. But Jean-Pierre Beltoise stuck by the Bourne outfit for a third season that year and gave it a glimmer of hope – at Kyalami, ironically.

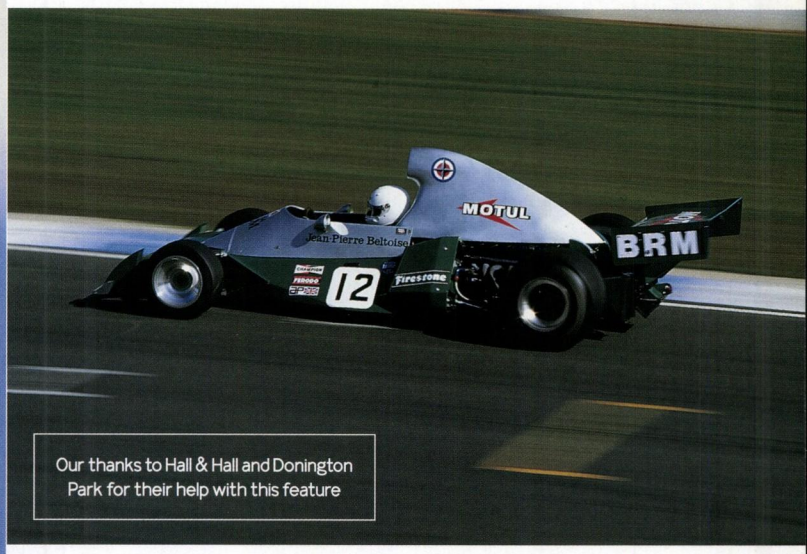
The 1974 South African GP was postponed by almost a month – from March 2 to 30 – because of a local ban on sport that used pump fuel. This delay allowed BRM, which had contested the opening two GPs with its long-in-the-tooth P160Es (Beltoise was fifth in Argentina), to complete its replacement model: Mike Pilbeam's P201, the first all-new BRM since 1971. Gone were the compound curves of the 'Coke-bottle' P160, to be replaced by a 'pyramid' monocoque with 'saddlebag' side rads.

"When [chief designer] Tony Southgate left at the end of 1972, I reworked the P160," says Pilbeam. "I worked closely with Lauda as it was already clear he was the man; Niki had a big say in P201 as well. We did a lot – for the day – of work in MIRA's wind tunnel and I decided on a triangular-section monocoque. This shape loses less downforce as a car turns into a corner."

The new-look BRM wasn't as pretty as Gordon Murray's similar Brabham BT44, but its tasteful green-and-silver scheme meant P201 caught the eye on the move – as did Beltoise halfway through its debut race.

The Parisian had qualified joint 11th – less than a second shy of Lauda's pole – and had made an important discovery: P201 was so light on its tyres, even in these hot conditions, the team reckoned it could race on Firestone's qualifying rubber. "Our inboard front brakes meant we didn't roast the tyres from the inside," explains Pilbeam, who had worked with Maurice Philippe on the similarly equipped Lotus 72.

Having avoided a first-corner tangle between the Lotus 76s of Ronnie Peterson and Jacky Ickx, Beltoise spent 30 anonymous laps back in the pack. He insists that »



Our thanks to Hall & Hall and Donington Park for their help with this feature

this was not part of a pre-race plan to nurse the tyres. He was, however, staying out of others' slipstreams to keep his P142 V12 cool (overheating had forced the team to trim the radiator shrouds). But by lap 40 (of 78) the race began to come to him. He picked off Denny Hulme's McLaren M23 and the Tyrrells of Patrick Depailler and Jody Scheckter in short order. Two more M23s, both suffering bad tyre vibration, lay ahead: Emerson Fittipaldi was dispatched on lap 58, Mike Hailwood on lap 63. And that appeared to be the BRM man's lot because the top three were way out front. But luck was on his side too: sagging oil pressure caused third-placed Regazzoni to pit on lap 66, and nine laps later his team-mate had second snatched away by an electrical glitch that strangled his flat-12. Thus Beltoise finished a surprised runner-up, 34sec behind Carlos Reutemann's BT44.

"It was a close-run thing, though," recalls Pilbeam. "I was stood next to the car after the race when I noticed my feet were wet. A stone had gone through a radiator."

Donington Park, with its sweeps and plunges, does a passable impression of the much-missed old Kyalami. My 'Beltoise', though, needs a lot of work. Even so, what strikes me immediately about P201/02 is how many options it gives you. That sonorous V12 pulls away from as low as 1500rpm and will happily short-shift from 6500 on. Which is handy because I'm having my usual early stirrings with an unfamiliar gearbox. The P161 five-speeder has no detent spring and I'm vaulting over the gate and catching the corner between third and dogleg first. I'm still wrestling with the best method of cog-swappery when Justin Law's Bud Light Jag almost blows me off the track.

Plan B: third for the Esses – we're on the short circuit – and fourth everywhere else. It works a treat and frees up my tiny journalistic brain to concentrate on lines and braking points – they're mine and I'm sticking to them – and that fantastic sound. Exiting Coppice faster each time I eventually see 10,000rpm in fourth (9500 in top on my last lap) as I pass under the Dunlop Bridge. And to think that, like Nigel Tufnell's custom-built Marshall amp, it will go to 11.

Geoff Johnson's P142 – originally a two-valver designed for sportscars – is renowned for its smooth delivery. But is it too linear? There's none of that DFV kick out of corners or top-end grunt at the end of straights. Current driver (and preparer) Rob Hall reckons this 1968 design, albeit reworked by Aubrey Woods – four-valve heads, inlets to the inside of the vee – delivers around 420bhp at a safe 10,500rpm. That's 50 down on a period DFV, albeit with a few hundred revs still to go. But just as telling is the packaging: this V12 is longer, taller and heavier by a full 80lb than its Cosworth rival. Yet it's not stiff enough to act as a stressed member and is supported by an A-frame. It needed more fuel too: a tanked-up Lotus 72 carried 40 gallons, P201 had room for 47.

"You can feel that weight," says Hall. "But you can work with it. You can chuck it in on the brakes, which are excellent, and catch that pendulum effect on the way out. The steering is very light; Beltoise used to drive with one arm, basically [his left was badly injured in a 1964 crash at Reims]."

Yeah well, I've got two left feet, which is why I leave the scruff-of-the-neck stuff to the experts. I'm instead left with (tinnitus-assisted) memories of a silky machine that takes you to extremely high levels of performance with the minimum of fuss. But then I'm not trying to match a Lauda pole. Beltoise had his arm full.

'Beltoise used to drive with one hand, basically'

BRM's 1974 went into steady decline after the dizzy heights of high-altitude Kyalami. The Belgian GP at Nivelles wasn't too bad – Beltoise qualified seventh and finished fifth – but there would be no more point scores as the retirements and non-classifications began to rack up: engine, gearbox, ancillary drive belt, engine, electrics.

"The basic problem was that money was tight," says Pilbeam. "The cars were built okay, but after South Africa we had a lot of blow-ups and the team was having to reclaim blocks, weld and patch stuff that should have been thrown away. The engine wasn't bad – at its best. As for the car, I wasn't happy with its radiator installation and I would've liked to tidy up the rear end..."

But a disillusioned Pilbeam would leave at the end of 1974. As would long-time team manager Tim Parnell: "I wasn't happy with the way things were going. Nobody seemed to know what was going »





Beltoise heads Hans Stuck's March *en route* to a surprising second in the '74 South African GP: a final hurrah for BRM



Distinctive air scoop was described by Jackie Stewart as looking like 'a tent'



Above: V12 warhorse lacked power compared to period Cosworth DFV but revved higher – its basic architecture dated back to 1968. Right: P201 runs on Koni shocks



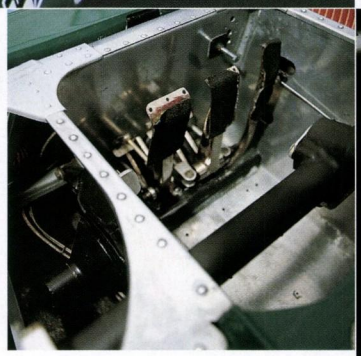
TECH SPEC
1974 BRM P201/02

CHASSIS
Type aluminium 'bathtub' monocoque **Front suspension** double wishbone, outboard springs **Rear suspension** lower wishbone, single top link, twin radius rods, outboard springs **Wheelbase** 101.5in **Track** (f/r): 60/62in

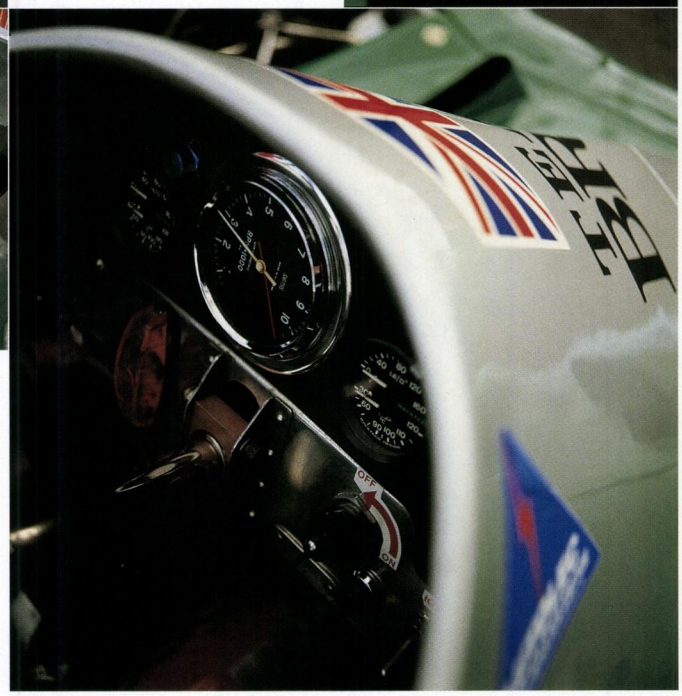
ENGINE
Type BRM P142 V12, 2998cc **Bore and stroke** 74.7 x 57.2mm **Compression** 11:1 **Power** 460bhp @ 11,500rpm **Fuel injection** Lucas **Ignition system** Lucas & Marelli

TRANSMISSION
Gearbox BRM P161, five-speed **Clutch** Borg & Beck

RUNNING GEAR
Dampers Koni **Steering** BRM, rack and pinion **Brakes** (f & r): Lockheed, inboard discs



The big castings to the side of the pedal box are the mounts for the inboard brakes. These days it runs outboards as "it's one less thing to go wrong", according to preparer Hall



LAT

on. Sir Alfred Owen [BRM's long-time industrialist owner] was very ill and his sons were saying they could not afford to keep backing the team. The company, Rubery Owen, was a big supplier to British Leyland, and BL was in a mess... the whole country was. When it became clear Louis Stanley would take over the team, I knew it would be a disaster. He loved playing Formula One, but he didn't really understand it. That was a shame because P201 was a step forward. It had a fantastic chassis – but the engines weren't good enough."

The team unveiled its Peter Windsor-Smith-designed short-stroke V12 (new heads, wider valve angle) at Nivelles, where it gave Henri Pescarolo, still in a P160E, his best qualifying of the year: 15th. Beltoise tried it in a P201 at Dijon, but chose to race the older unit. He sampled it again at Brands Hatch, where it went bang in practice. It let go in Austria too. And even when it worked Beltoise felt short changed.

"That engine [P200] was supposed to be our saviour," remembers chief mechanic Alan Challis. "But the drivers preferred the older motor. Plus there weren't enough bits to build enough of the new one.

"But what really hurt us was that the qualifying tyre we raced on in South Africa wasn't suited to the sea-level European tracks. The difference between the qualifying tyre and the race tyre at those races was much greater." The Euro qualifier was too soft to last a race distance, and although P201 invariably sat on the softest race tyre on offer it perhaps could have gone softer still. BRM wasn't alone as Firestone-shod Surtees and Williams also tumbled down the grids after qualifying second and third at Kyalami. It was obvious who was winning the tyre war. Free-spending Goodyear had rounded up the big names – Lotus, Tyrrell, McLaren, Ferrari and Brabham – forcing Firestone to live on the scraps before pulling out for good at the end of a winless season.

BRM seemingly hit rock bottom at Monza where all three P201s had retired by the fourth lap – all for different reasons. But then Beltoise crashed out of what would be his last GP, the US at Watkins Glen, in first practice. Pressing too hard too soon on cold tyres, he chipped an ankle bone in the subsequent shunt. New recruit Chris Amon – he'd labelled P201 "undriveable" in Canada – spent the whole of that GP "on the doorhandles" and drove brilliantly to qualify 12th and finish a distant ninth. And that, in truth, was this package's absolute limit. Nobody as good as Amon ever climbed into P201 again, and it was left to the inexperienced Mike Wilds and Bob Evans (1975), Ian Ashley (for the team's singleton GP of '76) and the 'Cowangie Kid' to nail down its – if not quite yet the team's – lid.

Yes, P201 died an undistinguished death, but for those who sought out the British Racing Motors' performances before reading the rest of a *Motoring News* or *Autosport* GP report, it will be remembered fondly as the car that caused the last skip of the beat.



Bob Evans plugs away at Zandvoort '75: "Louis Stanley thought he was Britain's Enzo Ferrari"

STANLEY'S LAURELS (OR LACK OF THEM)

BRM P201/02 was completed in the 1974 Monaco GP paddock and Jean-Pierre Beltoise undertook some leisurely laps with it during final practice. It was fitted with outboard front brakes. Henri Pescarolo gave the car (front brakes now inboard) its race debut at the next GP, the Swedish. He qualified 19th, but pulled off the grid due to a fire caused by a cracked fuel-injector pipe. Beltoise then used 02 in Holland (gearbox), France (a lapped 10th), Britain (a very distant 12th), Germany (electrics) and Austria (engine).

The third P201 was ready in time for the German GP, and the fourth made its debut in Italy. Beltoise switched to 03 at the latter race and so 02, which had been straightened after John Watson's crash in a Silverstone test, was handed to third driver François Migault: he qualified last and retired on the first lap with a broken input shaft!

The following year, under the Stanley-BRM banner, 02 gave Bob Evans his GP debut in South Africa: he qualified 25th and finished 15th, two laps down. Two weeks later he used it to finish sixth in the Race of Champions.

The team built a fifth P201 for this campaign but 02 was often pressed into action as the designated spare: Evans finished ninth in Belgium, qualified 23rd in Sweden (but raced 05 to 13th), sampled the short-stroke motor in final practice in Holland, finished 17th in France and retired with engine failure in Austria.

"P201 wasn't a bad car – it handled and braked well – but it was let down by its engine," says Evans. "I reckon we had no more than 410bhp. With a DFV I think it would've been a regular top-six finisher. We made some developments – a wider front nose that helped in the medium-speed corners and a narrower front track – and we got rid of the airbox Jackie Stewart had called 'a tent'.

"I'd expected BRM to be a step up from our little F5000 outfit: it wasn't. Louis Stanley was in a dream world. He thought he was Britain's Enzo Ferrari. His office at Bourne was dimly lit and had one of those ceiling lamps you could pull down. He'd have it so low that you couldn't see his face. It was all pretence. We didn't even have a decent F3 budget. It was laughable really. Sad too."



Fearnley heads through the Old Hairpin – but he's pretending it's Sunset Bend



Larry Perkins in the '77 South African GP. The P201 was four secs slower than in 1974

P201 KYALAMI TIMES

	Driver	Qualifying	Race	Pole	Fastest Lap
1974	Beltoise	1:17.34	1:18.59	1:16.58	1:18.16
1975	Evans	1:19.17	1:19.28	1:16.41	1:17.20
1977	Perkins	1:21.77	1:22.64	1:15.96	1:17.63

LAT

GREGOR FISKEN

Fine Historic Automobiles



1974 Porsche 911RS 3 Litre

The 3.0 RS introduced in 1974 was in essence the road going homologation special of the highly successful RSR. One of only 109 made, this example won the Swiss GT Championship in 1974 and continued to be campaigned in club events. The RS has always been maintained by marque experts and is in very good condition throughout. Finished in stunning black and gold, the car has a current set of FIA papers and is a blast to drive!



1956/77 Maserati 250F by Cameron Millar

Squadron Leader Cameron Millar, an early British Maserati enthusiast, was fortunate enough to purchase all of the factory 250F jigs and dies. He made an initial batch of chassis' numbering them CM1-CM6. CM1 is based on the earlier 1954/56 type frames, and being the first batch of three cars created, contained many original parts. CM1 is highly recognised in Historic circles and has been actively campaigned though out the years, it has a current set of FIA papers, and would be most welcome at a number of historic racing meets.



1985 Porsche 962C

Chassis No. 962-115 was originally supplied to the Brun Motorsport team and entered the 1986 World Sportscar Championships, finishing 1st at Jerez and 2nd at Le Mans, returning to Le Mans in 1987 and again in 1988. This 962 C, one of the most successful sportscars of all time, is not only eligible for the Group C series but is also a perfect contender for next years Historic Le Mans.

GREGOR FISKEN

CURRENT STOCK

1964 AC Cobra 289

1964 Alfa Romeo TZ

1929 Bentley Speed Six

1953 Bentley R-Type Continental (manual)

1965 Bizzarrini 5300GT (7 litre engine)

1964 Brabham BT8

1952 Ferrari 340 America

1952 Ferrari 212 Vignale Coupé

1965 Ferrari 275 GTB/2 Alloy LHD

1954 Maserati A6GCS

1956/77 Maserati 250F by Cameron Millar

1934 Mercedes-Benz 500K

1954 Moretti 750 GS

1968 Porsche 910

1974 Porsche 911 RS 3 Litre

1985 Porsche 962C

Situated in a Kensington Mews, internationally famous for old cars, we are proud to offer 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



When was the last time you properly cleaned the hood of your convertible?

Our Fabric Hood Cleaner freshens and revives the appearance of fabric hoods. Fabric Hood Protector helps preserve its new condition.



You don't always notice how dirty your convertible roof has become, but the fact is that it probably gets less loving care and attention than the rest of your car.

The chances are that, right now, your hood is pretty grimy, but with Autoglym's twin-pack you can, quickly and easily, completely transform its condition.

First make sure the roof is free of debris. A good vacuuming will do the job. Then simply



spray **Fabric Hood Cleaner** onto the fabric. Wet the hard foam sponge which is included in the pack and scrub away.

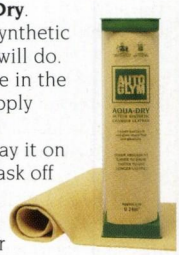
A lather will build up. Keep scrubbing!



When you're done, rinse thoroughly with a hose until the soap disappears and then dab dry with an **Aqua Dry**.

In fact, any synthetic chamois cloth will do.

The last stage in the process is to apply **Fabric Hood Protector.** Spray it on liberally but mask off the paintwork and windows with newspaper to avoid sticky overspray.



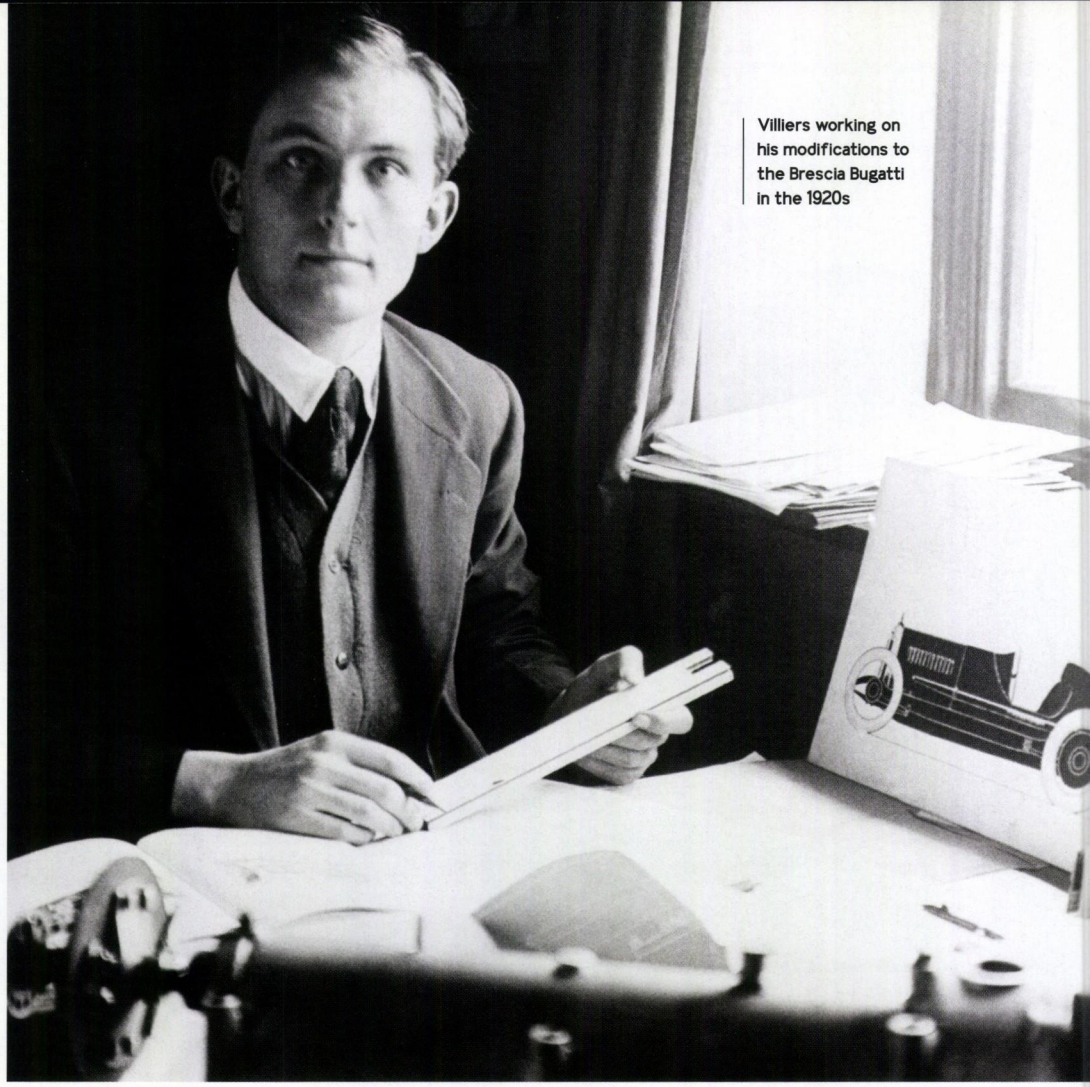
Sometimes it is easier to see where you have sprayed if the hood is totally dry.



Now you have a hood that, even deep down, matches the rest of your gleaming bodywork. And that's important because you never know when we're going to get another sunny day!

AUTOGLYM®

For further information visit:
www.autoglym.com



Villiers working on his modifications to the Brescia Bugatti in the 1920s

A life less ordinary

Charles Amherst Villiers: from supercharging to James Bond, Churchill and a manned mission to Mars. Paul Kenny looks at an amazing maverick

When you are next in London with half an hour to spare, take a cab to the National Portrait Gallery and go to Room 31. Halfway down the right-hand wall you will find a picture of Graham Hill painted in 1961 – trim moustache, pale blue Dunlop overalls and black rally jacket. I like to think that he is staring out at the World Championship he will pip Jim Clark to the following year.

The painting below it is of Ian Fleming, creator of James Bond, in trademark short-sleeved blue shirt and bow tie and sporting that unique nose which he reprofiled against the head of Henry Douglas-Home, brother of the future prime minister, in an Eton rugby match.

The same man painted both portraits. He also helped design the engine that took Hill to the 1962 championship, supercharged the Blower Bentley which Bond drives in *Casino Royale* and *Moonraker*, and provided Fleming with the first illustration for *Chitty Chitty Bang Bang*. He held dual British and US citizenship, was equally adept at making racing cars, planes and rockets go faster, and was a regular churchgoer who studied the teachings of a Yogi saint. His name was Charles Amherst Villiers.

Born in London in 1900, Villiers' father Ernest was Liberal MP for Brighton and his mother Elaine was daughter of Ivor Guest, of GKN fame, and Lady Cornelia Churchill. Winston Churchill was Elaine's cousin and half a century later would be godfather to Villiers' son Charlie.

At home his father's Renault and the butler's motorcycle entranced him, but it was when he went to school at Oundle that his love of the internal combustion engine took off. The famous headmaster FW Sanderson encouraged the boys to follow their interests, and in Villiers' case this meant commandeering an old Curtiss OX V8 aeroplane engine from the science lab and running it in a specially constructed shed on the cricket field. Another major influence on his life, Raymond Mays, was a fellow member of Oundle's School House and would team up again with Villiers at Cambridge.

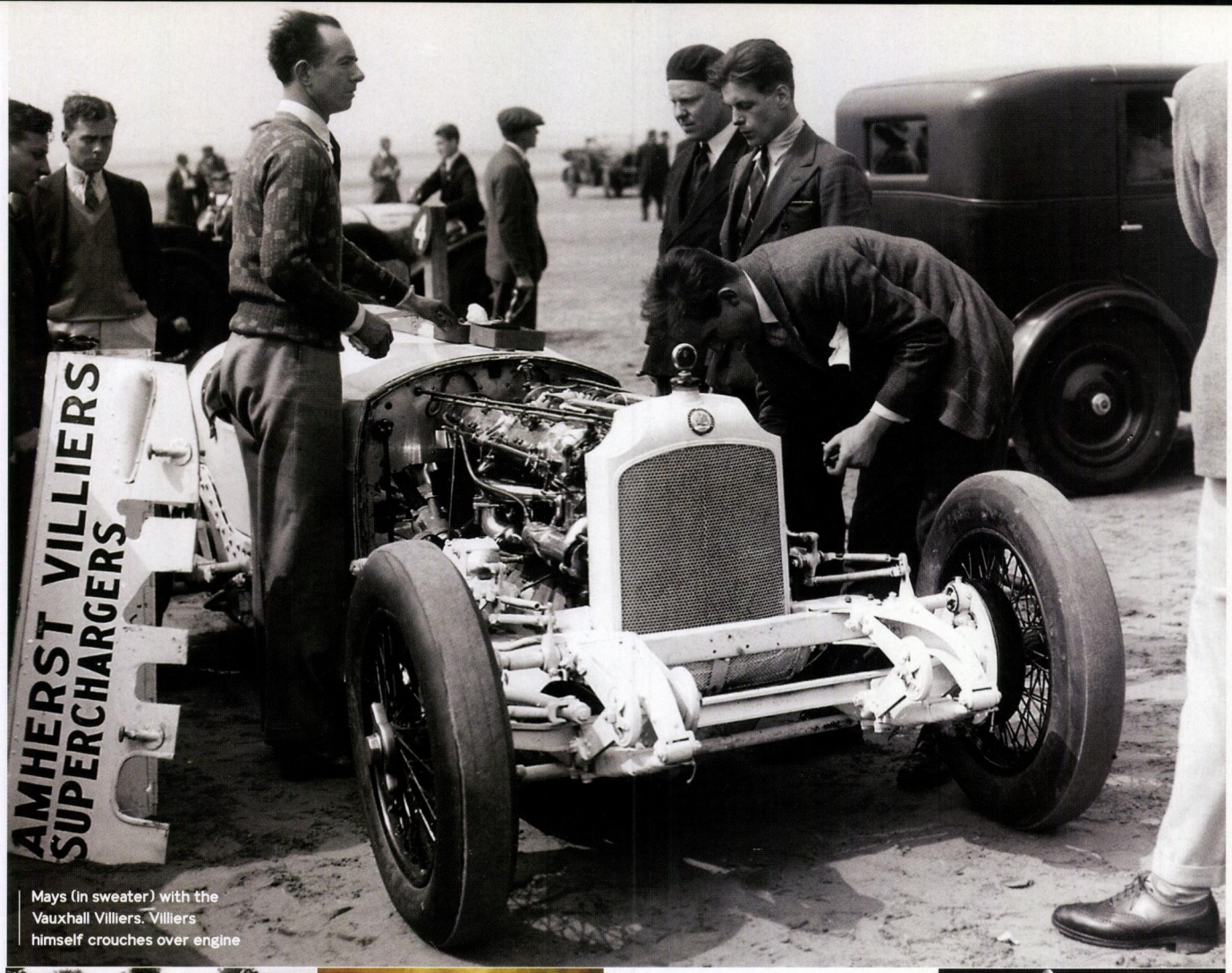
His time there was not noted for academic endeavour. He is better remembered for the extraordinary hydroplane he built which intrigued and soaked fellow users of the Cam in equal measure, and the enhanced performance which he wrung from Mays's 1-litre Speed Model Hillman. Mays used this heavily modified device to win his first Cambridge University Automobile Club hillclimb, and set FTD in the 1920 Inter-Varsity hillclimb at Aston Clinton. The car also enabled him to win his first handicap race at Brooklands and compete for the first time at the Shelsley Walsh hillclimb.

After Cambridge, Mays traded his Hillman in for a 1-litre Brescia Bugatti and the partnership delivered even more impressive results. Villiers designed a new crankshaft that enabled the Bugatti engine to rev to 6000rpm from its original 4000, and Mays opened his Bugatti account by winning at the 1923 Southsea speed trials. He followed up by lowering the Shelsley record to 51.9sec. These successes brought the pair to the attention of Ettore Bugatti, who invited them to bring the Brescia out to Molsheim to see what they had accomplished. Bugatti was so impressed that he agreed to provide Mays with a second Brescia and asked Villiers to stay on to oversee the rebuilding of the old car and preparation of the new one.

Mays wanted to distinguish between his brace of Bugattis, so he called the older one Cordon Rouge after spotting a bottle of Mumm champagne in a London restaurant and the new one Cordon Bleu after the brandy. Mumm duly sent three cases of champagne to Mays and thus, 44 years before Gold Leaf Team Lotus, non-trade sponsorship arrived in British motor racing.

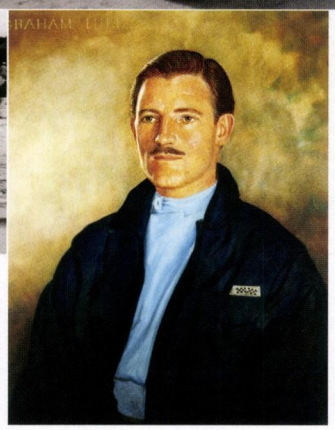
The 1924 season opened with an extraordinary 12 wins out of 12 for Cordon Rouge and Cordon Bleu. But Villiers continued to strive for greater performance and to ensure the cars could cope with it – the need for stronger axle shafts became clear when Cordon Bleu shed a rear wheel at Caerphilly. By the season closer at Holme Moss, Cordon Bleu was revving beyond 7000rpm and giving nearly 80bhp compared with the original 45. But Villiers had seen Dario Resta's supercharged Sunbeam at Aston and believed that forced induction was the way ahead.

His first supercharging projects involved supporting Mays's 1925 campaign in a 1-litre AC and giving



Mays (in sweater) with the Vauxhall Villiers. Villiers himself crouches over engine





Far left: the Amherst Villiers hydroplane on the River Cam in June 1920. Left: portrait of Graham Hill hangs in the National Portrait Gallery. Right: 1958 illustration of one of Villiers' proposed spaceships on its launch pad



Humphrey Cook's three-year-old TT Vauxhall a new lease of life. Neither venture would be a success: the AC's detachable cylinder head proved incapable of standing up to the rigours of supercharging, while Cook chose not to continue with his plans and – to Villiers' chagrin – sold the TT to Jack Barclay, who raced it without the supercharger.

But Villiers' fame was spreading and it was at this time that Malcolm Campbell asked him to establish the development potential left in the 18.3-litre Sunbeam with which he had recently become the first man to exceed 150mph. Villiers felt that a new chassis and power unit – a 22.3-litre Napier Lion aero engine – represented a better way forward,

'The hydroplane soaked fellow users of the Cam'

and persuaded the Vickers West Gunshop to undertake the chassis build to his design. He provided his services on what was to be the first Bluebird free of charge, first at the Robin Hood Engineering works in Kingston and then at Campbell's home at Povey Cross. But he had been dropped from the team by the time Campbell set a new World Land Speed Record of 174.88mph at Pendine Sands in February 1927.

Villiers never received the credit he deserved for the stepped increase in performance Campbell was able to exploit, but his next project, the supercharging of newspaper executive Jack Kruse's Rolls-Royce Phantom I, was certainly more lucrative. He dealt directly with the criticism that superchargers sap power by developing a self-contained 625cc 8000rpm engine to drive the supercharger and fitted it to the running board of the car. To offset the weight of this, he put two spare wheels on the opposite side. He fitted a dry-sump lubrication system to the main engine and had the single Roots supercharger serve both engines. Tim Birkin would take the huge car around Brooklands at 108mph, and Kruse was so pleased with the results that he gave to Villiers the Type 35 Bugatti which his wife had forbidden him to drive!

Villiers teamed back up with Mays for 1928, when the pair bought the ex-Cook TT Vauxhall and redundant supercharger from Jack Barclay. Villiers still looked on the car as unfinished business and set about refitting its supercharger in the small works he had opened in Colnbrook to complement his consulting engineering office in Sackville Street. »

All images copyright of Charles Amherst Villiers' family

The Vauxhall Villiers, as the car was initially known, was far more than just a hillclimb special. Mays, after all, won the famous 100-mile race on the sands at Southport with it in 1929. But of course the car is most associated with Shelsley Walsh, and it was in order to improve traction there that Villiers advocated the adoption of twin rear wheels fitted with low-pressure tyres. With this configuration Mays lowered the Shelsley record to 45.6sec.

For 1930, Villiers undertook significant developments to the car, which was re-named the Villiers Supercharge. An intercooler was fitted to lower the temperature of the supercharger's output before it reached the cylinders, while a new crankshaft, new connecting rods and increased boost pressure enabled the engine to reach 6000rpm. The car was not ready for the Shelsley meeting at which Hans Stuck's Austro-Daimler took nearly 3sec off Mays's record, but Mays did set FTD in the second Shelsley meeting that year.

Supported by Peter Berthon, a young pilot recently out of the RAF, Mays would go on competing at Shelsley Walsh with the Villiers Supercharge until 1936. It is said that the reason why the BBC chose the '32 event there as the location for its first live motorsport broadcast is because it was thought the sound of the fearsome car would impress radio listeners at home. Mays and Berthon, bankrolled by Cook, were about to embark on their ERA adventure and Villiers had long since moved on to aeronautical projects.

But he had briefly been involved in the racing project with which he is perhaps most associated – the Blower Bentley. Tim Birkin had been the main beneficiary of the failed 1925 AC campaign, as he had bought the supercharged engine from SF Edge, fitted it in a boat and raced it with some success. And Lady Dorothy Paget, who would sponsor Birkin's private Blower Bentley team, was also familiar with Villiers' supercharging skills, having bought the Phantom I from Kruse. So it didn't really matter that WO Bentley famously thought that "to supercharge a Bentley engine was to pervert its design and corrupt its performance". He was surrounded by people – most notably his chairman, Woolf Barnato – who disagreed. In fact, Villiers was the beneficiary of Bentley's scepticism. Since a supercharger was not fit to reside under a Bentley's bonnet, it would have to sit out in front of the radiator.

Villiers made the most of this, making it part of his contract with Bentley that the blower should display the words "Amherst Villiers Supercharger Mark IV". It did – eventually – but not in the proudly embossed fashion he had envisaged. When the car was launched at the 1929 Motor Show it showed no Villiers identification at all. He reached for his lawyer and the cars were subsequently fitted with a small boss to which Villiers' logo and the requisite wording were riveted.

The supercharged Bentley 4½ has become the stuff of legend. The fact that it never won a race, was too powerful for its tyres and suffered severe cooling and lubrication problems does not alter this and does not affect the efficacy of Villiers' supercharger design.

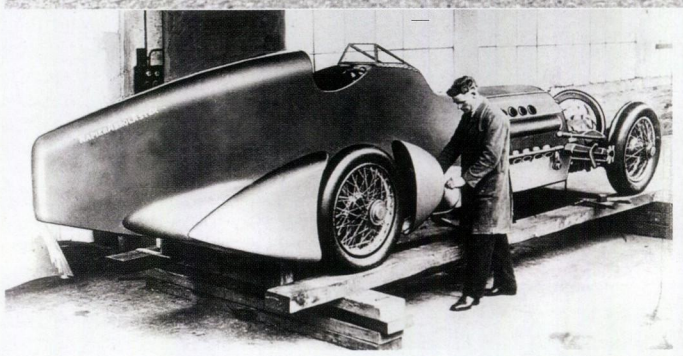
For the next three and a half decades aeronautical and space projects would consume much of Villiers' attention. He spent 20 years in North America, becoming involved in a wide variety of projects including a 10-man lunar base and a manned Mars mission! And when there was no aircraft or space project to get his teeth into there was always painting to fall back on...

'He was involved in a lunar base and Mars mission'

But he would return to motor racing. Having assisted Berthon with the BRM P56 engine in 1962, he linked up again with Graham Hill in '75. That winter he worked on a design to fit brass cylinder heads to the Hill team's Cosworth engines and regularly drove to its Feltham works in his little Fiat 500.

Villiers' race would reach its finish in 1991, just days after his 91st birthday. Today his daughter Janie lives in the studio designed by her father. In the far corner, sitting within a simple metal frame he built over a Black & Decker Workmate, is the little engine and supercharger from the Kruse Phantom. Two of Mays's Shelsley Walsh trophies sit lovingly wrapped in one box. In another are some rare first-edition James Bond hardbacks – one inscribed by Fleming, 'To Amherst, read it damn you.' Upstairs, a vast, unfinished canvas entitled 'The Miracle of Santa Clara' dominates, but just as striking are Villiers' charming water colour of Mays roaring up Shelsley in Cordon Rouge and his portrait of Pope John Paul II which was exhibited in London when the Pontiff came to Britain in 1982. Creations of an epic life that witnessed, and played a hand in, the greatest advances in the history of humankind. M





Above: Villiers with his son Charles's 1930 4½-litre supercharged Bentley. They restored the car in California between 1962-65. Left: the first Bluebird Land Speed Record breaker on which Villiers worked for Campbell

All images copyright of Charles Amherst Villiers family

EUROPA
Specialist Spares

INTERNATIONAL MAIL ORDER

Tel: +44 (0)1283 815609 Fax: +44 (0)1283 814976

Fuel Caps, Suspension bushes, Handles, Fastners, Gear knobs, Badges, No Plates, Horns, Switches, Electronic ignition, Boot racks, Fire extinguishers, Air filters, Silicone Hoses, Brightworks, Mirrors, Seating, Electrical, Instruments

Brightworks, Mirrors, Seating, Electrical, Instruments, Lighting, Steering wheels, Road Wheels, Wire wheels, Cooling systems, Heating, Dashboards, Race equipment, Seat belts & harnesses, Brake systems, Exhausts, Classic wiper arms & blades



NEW
2005 CATALOGUE
order or download now
www.europaspares.com
or phone our sales dept



Alloy Rocker Covers available for many popular applications

Prices from... **£45.23**



WILLANS HARNESS

3, 4 or 6 point Supersport or Club buckle. Red, black or blue

Prices from... **£50.53**



Sabelt

3, 4 or 6 point Clubman or Top Formula buckle, red, black or blue.

Prices from... **£42.30**



WEBER CARBURETTORS

Webber carbs, linkage kits, service kits and manifolds.



MOCAL oil control systems

Full range of oil cooler systems, radiators, fittings, adaptors to suit all vehicle applications.

Facet

Solid state or interrupter fuel pumps for road, fast road and competition applications. Along with all products to complete your fuel systems. Pumps from... **£38.77**





Moto-Lita

Full range of Moto-Lita woodrim and leather steering wheels, plus adaptor boss kits.

Prices from... **£108.10**

CARROLL SHELBY® LICENSING, INC.



Largest selection of AC Cobra and Shelby Cobra products in the World! Official distributors of Carroll Shelby merchandising.



Over 15 ranges of Classic, Motorsport instruments, along with sender units and adaptors to suit ALL vehicles.



SPEEDO CABLES

Full range of Classic and Specialbuild speedometer cables, oil/water adaptors unions and pipes.



LIGHTING

Vast selection of headlamps, indicators, stop and tail, sidelights, horns, dashboards, lamps and switches.



COBRA

Total collection of Cobra, Corbeau, Richfield, Intatrim, Sparco seating. From Classic, Retro to Motorsport or modified.

Prices from... **£88.12**



BILSTEIN

Shock absorbers and suspension springs, std or fully adjustable. Classic, Motorsport or Production modified.



sparco

Full range of Race suits and helmets, plus associated motorsport products. Race suits from... **£224.36**

EUROPA SPECIALIST SPARES
Fauld Industrial Park, Tutbury, Burton-on-Trent, Staffordshire, DE13 9HR, England
ORDER ON-LINE NOW @ **www.europaspares.com**



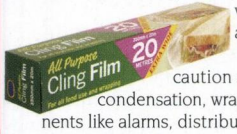
Just because it's out of sight, doesn't mean it should be out of mind.

Engine and Machine Cleaner is a powerful, solvent-free degreaser which rapidly dissolves oil, grease and grime from engines.

We often avoid cleaning the engine because we think it's going to be a difficult and messy job.

But actually, with the right products and some useful advice, you can get an excellent result with the minimum of fuss and bother.

Importantly, you should always work on a cold engine. If the engine is hot, the detergents dry on and will not be as effective.



As a precaution against condensation, wrap components like alarms, distributor caps and air-filter inlets with cling-film. Then you're ready to start applying **Engine and Machine Cleaner.** Be liberal, coat every surface, but don't be excessive.



Agitation is the name of the game. You have to break the bond between the dirt and the metal. The best tool for the job, we have found, is a decorator's radiator brush. Honestly, it's perfect.



The next step is the hose down. A trigger spray on your garden hose will help. A carefully controlled jet wash would be even better. Just avoid directing water at sophisticated electrical parts.

Start at the bottom of the engine and work upwards.



When you've finished, mop up any standing water or pools of water in the engine bay with ordinary kitchen towel.

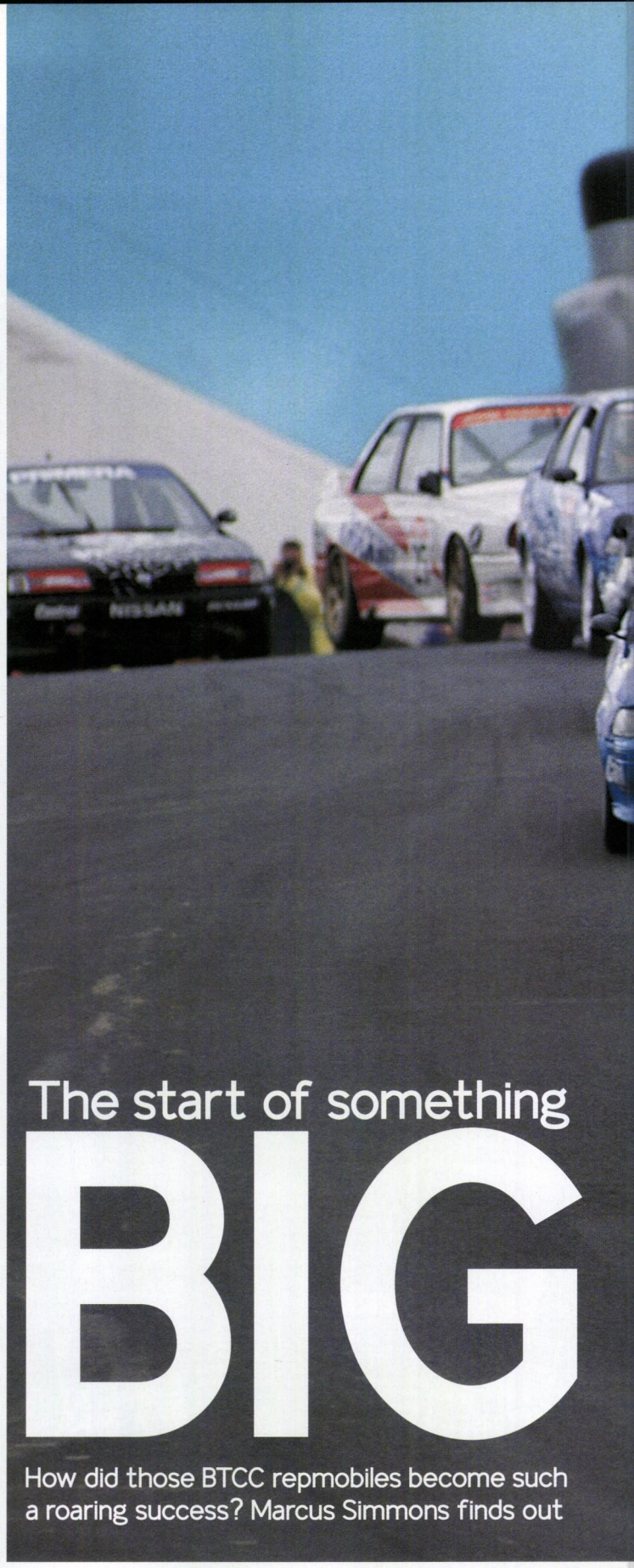
The final touch is to spray the whole engine bay with **Vinyl and Rubber Care,** which will give all the components and hoses that just-like-new look.

It also creates an anti-static barrier which will prevent the build up of dirt and dust in the future.

All of which means you'll no longer have anything to hide!

AUTO GLYM®

For further information visit:
www.autoglym.com



The start of something BIG

How did those BTCC repmobiles become such a roaring success? Marcus Simmons finds out

Somewhere in the busy, cramped, higgledy-piggledy paddock at Knockhill, that acrobatic and rustic little bullring track in the Fife hills, British Touring Car Championship star Will Hoy is inhaling from an oxygen supply. He's just driven his heart out in the first of two races being run more or less back to back, and knows that it's not long before he has to step back into his Toyota Carina to do it all over again. Elsewhere in the Toyota awning his younger team-mate Julian Bailey, ex-Formula One driver and recent BTCC recruit, is inhaling from a Marlboro. Less than an hour later Bailey is on top of the podium after taking his first win in the series. For Hoy there's always next time.

And for Hoy there was *last* time as well, in other words the preceding round, supporting the British Grand Prix at Silverstone. Will was leading, with Bailey on his tail, before the new boy tried an ambitious move into the complex. It ended with Hoy on his roof, Bailey also out of the race. A major embarrassment, especially as it presented Nissan with an unexpected 1-2 result. Such an embarrassment that Toyota considered dropping Bailey over the affair, only to relent before the next round at Knockhill.

For the packed BTCC crowds it was just the latest high-profile incident in what was becoming the success story of British motorsport since the new 2-litre rules had been phased in over 1990 and had taken over entirely for '91. When the regulations were formulated in '89, no one could have predicted that this would be the catalyst for what would become the biggest and most competitive domestic championship the UK has ever seen. By '93, Britain's ageing venues were bursting at the seams with crowds regularly at the 30,000 mark. And Hoy, John Cleland, Tim Harvey, Steve Soper and 'Smokin' Jo Winkelhock were becoming household names.

> 'I can't see anyone but BMW and GM getting involved'

Four years earlier the series' leading players had been worried. Up to the end of 1989 the BTCC had a complicated four-class structure running to FISA's existing Group A rules. At the front were the spectacular Ford Sierra RS500s, running with virtually no opposition in Class A, but the homologation of the RS500 was due to run out. FISA was thought likely to replace Group A by '92 at the earliest, but the BTCC's leading players wanted to make a change while the series was numerically strong.

They were going out on a limb, but something had to be done. The RACMSA's Jonathan Ashman worked with the teams, spearheaded by Andy Rouse Engineering and Prodrive, to devise the new rules and, perhaps surprisingly, opted for mid-range family saloons. "They looked at a broader view," remembers Alan Gow, who was working at the time for Rouse but would rise to take overall charge of the BTCC by '93 (we'll get to that later). "People like David Richards of Prodrive were instrumental that we didn't go down the hot-hatch route. The cars were the big-selling cars – the Mondeo, the Cavalier – the bread-and-butter cars for the manufacturers. And if you'd wanted hot-hatch it would have knocked out BMW. It was a commercial decision."

But there were doubters, on at least two fronts. Some claimed that the BTCC was making a mistake, risking alienation from worldwide touring car racing by making up its own rules. "Wait for FISA to decide and follow them," they said, though Richards intuitively said in '89: "You never can tell. FISA may follow us."

The second wave of criticism came from those who loved the 500-plus bhp of the flame-spitting Sierras, and felt a move to 285bhp buzzboxes (regulated by a rev limiter at 8500rpm) was a retrograde one. "If you want to see slow, close racing there's already the Metro Challenge, Renault 5s etc," said leading Sierra exponent Tim Harvey. "There are a lot of commercial pressures involved in it all and I can't really see anyone but BMW and General Motors getting involved."

Sixteen years later, Harvey laughs when reminded of his words. In common with many top professional drivers, he made good money out of the 2-litre era, which would level out for some years in the mid-90s with eight to 10 manufacturers. Harvey won the 1992 title in a Vic Lee-run works BMW and would go on to drive for Renault, Volvo and Peugeot. But he stands firm on the "slow, close racing" remark. "Recently I was reunited with my old Labatts RS500," he says. "I drove it for a video shoot and it just reminded me how bloody brilliant and exciting they were. The »

LAT



First visit to Knockhill: Allam leads Harvey and Soper (on dirt) in 1992



whole 2-litre era was a technical exercise, if you like. Through working at the regulations we achieved an exciting spectacle, but very little pleasure from a driver's point of view. Pleasure in racing? Yes, but not driving. I still believe we should've had more powerful engines."

The 'technical exercise' Harvey refers to really took off in 1994, when Alfa Romeo arrived with its aero kits and moved the category onto another level. At the same time TWR entered the scene with Volvo, a year later Williams was running the Renaults, and 12 months further on Audi arrived in the BTCC with its four-wheel-drive A4 Quattros. Suddenly, with its international star drivers and Formula One-level teams, the BTCC was a World Touring Car Championship in all but name and venues. But we're focusing here on the pre-Alfa era, when the foundations were being laid, the cars still handled more like saloons than single-seaters, and the series still had a mix between professionals and highly able amateurs.

For its first year, in 1990, 2-litre *was* effectively just BMW versus GM, and ran as a B-class while the overall title was fought out for the last time by the RS500s. The rules were written so that front-wheel-drive cars could run at 50kg below the rear-driven machines. It looked as though they were spot on, as John Cleland's Cavalier GSi 'puller' routinely outqualified the BMW M3 'pushers', but would fall back to them in races as his front Dunlops wilted. Vauxhall did build a rear-wheel-drive Cavalier. "We tested it at Silverstone," says John Cleland. "It was a beautifully balanced car, but the trouble was it was before the days of good technology for differentials and gearboxes, and you could feel them dragging all the power out of it. Then there were always arguments over weight and you never knew if BMW were sandbagging."

Prodrive's BMW M3 junior team driver, Kelvin Burt, took the very first win of the new era at Oulton Park, but the laid-back Midlander was rotating his drive with the fiery Kurt Luby and earnest Tim Sugden. In the sister car, controversial veteran Frank Sytner beat Cleland to the title, though not without an incident at the end of the Birmingham street race. It was reckoned to be Sytner's fault, but because Cleland squared up to the BMW man – "I was gonna pull Frank's Adam's apple out of his neck!" – he was the one fined by the organisers.

Meanwhile, Vic Lee Motorsport had bought an ex-Bigazzi BMW M3, procured a supply of Yokohama tyres and signed Jeff Allam, a touring car ace of the past decade who had dropped off the BTCC radar. Allam put in some great performances and this laid the foundation for great things from VLM in 1991.

Allam was snapped up by Vauxhall to partner Cleland, but Lee's team returned with no fewer than four new M3s. Ray Bellm was instrumental in this. He brought the Listerine backing to add to the Securicor money Lee had acquired for the season and would partner Hoy in VLM's 'lead' team. Amateur driver Laurence Bristow brought his Labatts cash and Harvey over from the Andy Rouse Sierra squad to run in a 'back-up' effort.

Crucial in VLM's armoury were the Yokohamas. While Prodrive, as a works BMW team, had to run Pirelli rubber, Lee's boys could go their own way. This was extended to engines, which were built by the private Eurotech company in Coventry, and gearboxes: Lee got slick-shifting Hollinger units from Australia. And Hoy did the rest. He won the first two races, and from there on he defended his lead by stealth. Cleland was his main opponent, but his Dunlops were still falling short on durability. "Unfortunately I told poor old Tony Gilhome from Dunlop to stick his tyres up his arse



Harvey's slow Renault battles Nissan and Peugeot at Pembrey in '93

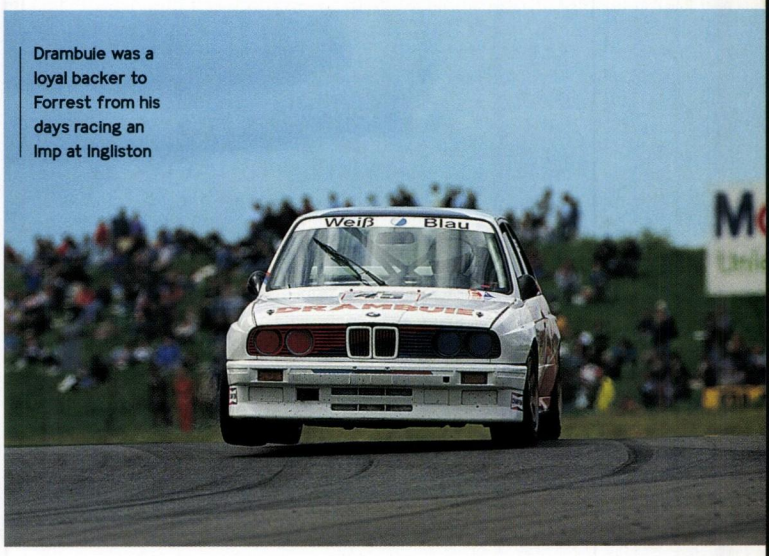
HOW TO MAKE A LITTLE GO A LONG WAY

Multiple Scottish club racing champion Iain Forrest estimates that his 1991 season, his third in the British Touring Car Championship, cost between £15-17,000 - and that includes a £10,000 bank loan he won back in prize money and immediately repaid.

Racing an ex-Zakspeed BMW M3, Forrest won the 10k put up to the driver who, over the course of the season, made up the most places from his grid positions to his finishing places. Forrest was quick - he'd beaten Kelvin Burt's Prodrive M3 in a final-round battle at Silverstone in 1990 - and his plan could have faltered when he found himself running in the top five in a wet qualifying session in '91 at the same venue, as he would clearly not make up many places from there in the race.

"I told my bank manager I'd win that prize and then cashed in my life-insurance policy to cover my championship registration fee. I was really struggling. I was half on the dole and signed on as a racing driver, and I had to keep on the dole because there was no way of getting employment. At Silverstone I just thought 'Stuff that' and had to park it!"

Contesting the BTCC effectively ruined his life for a while, but Forrest bounced back and is now operations manager of the Knockhill racing circuit. He still races at the track, in a Radical. "I'm 55 now, but when the lights go out I'm 18. You've got to do it with passion. After doing the BTCC I had to stay in a caravan at Knockhill and my marriage went down the tubes because of it. But I've picked myself up now. I don't regret any of it."



Drambuie was a loyal backer to Forrest from his days racing an Imp at Ingliston

and that I would never ever run on Dunlops again," chuckles Cleland. "We lost that championship because there were a couple of times when the tyres just fell apart."

Vauxhall switched to Yokohama for 1992, but would return to Dunlop in '94, at which point Cleland was taken quietly aside: "I had to apologise to Tony and say I hadn't *literally* meant to stick them up his arse! I had to sign a document saying I'd never slate their tyres again." Vauxhall's Mike Nicholson adds: "I don't remember it as being a problem. A lot of people knew Cleland would always say things. Drivers can be bloody good, but a liability at times!"

After a year patiently plugging away in the VLM 'number two' team in 1991, Harvey came good for '92. Hoy joined the Rouse-run Toyota team and Harvey was elevated to team leader, with the added benefit of touring car talisman Soper as a team-mate in the races

'I told Tony to stick his Dunlop tyres up his arse'

which didn't clash with his German commitments. Lee now had works blessing, but kept his Yokohama tyres (while Prodrive *still* stayed on the uncompetitive Pirellis) and took the engine build in-house. Both VLM and Prodrive now had a new BMW to develop, the 318is Coupé, complete with ABS. It was inherently superior to the M3, but in the early days both teams found the rear suspension extremely tricky to sort.

"Vic had his eye on the ball from an engineering point of view," says Harvey. "The three factors that helped were Yokohamas, Steve being a better development driver than the guys at Prodrive and Vic's attention to detail. That gave us the advantage. The rear suspension was flexing, affecting the geometry and making it very hard to drive. It was our engineer Dave Potter who sorted it out."

The BMWs were further helped by a mid-season reduction in the weight penalty for rear-wheel-drive cars. This had gone out to 100kg, but was reined in to 75kg. Cleland maintains to this day that prior to this Harvey and co may have been sandbagging. "I was offered that drive before Harvey was," claims the Scot. "Vic wanted me and Soper in his two BMWs. But Steve was *the* BMW man and I thought I wouldn't get a fair crack of the whip, and that I'd be too far away up here to see what Steve was up to."

Harvey denies the sandbagging claim, but admits that ABS (outlawed for 1993) was a help: "It helped us gain a bit back from what we were losing on the straights."

With the new suspension tweaks and the lower weight, Harvey went on a late-season winning spree and sensationally grabbed the title at the final round from under the noses of Cleland and Hoy. And Cleland was fuming, after contact with Harvey's team-mate Soper had sent him smashing off the road. "In all the pictures you see of me getting out of the car at that race I look like an American football player," says Cleland. "I'd been testing at Donington. A Formula Ford pulled across me in the Craner Curves and I got on the grass avoiding him. We were testing ABS, and I couldn't lock the wheels to spin around because the ABS wouldn't let me. So I hit the wall and broke my back and my sternum. I spent a few nights in hospital in Nottingham and was jabbed up by a doctor for Donington, and then Silverstone was after that. I was full of padding to protect my sternum. Adrenalin takes over at times like that and I tell you what, after Soper had hit me I didn't feel any pain!"

Hoy, meanwhile, had lost the title thanks to a couple of run-ins with team-mate and team boss Rouse, notably a famous crash on »

LAT

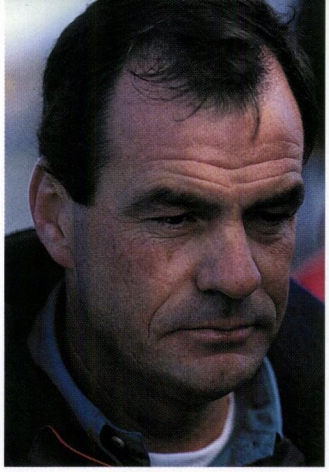
the Brands Hatch Grand Prix circuit which put both Carinas out of the race. Even in the Silverstone finale, where Rouse *could* have dropped back into the pack to aid Hoy's title quest, he stayed up front to take the 60th and final win of a glittering BTCC career. Toyota had had enough though, and the lost crown gave the company the perfect excuse to shift the programme to its in-house British motorsports base at TOM'S GB for 1993.

At this point Rouse got back in bed with Ford to develop the Mondeo for '93. As a rear-wheel drive purist, he attempted to go down this route before relenting and hastily putting together front-driven V6 machines for their mid-summer debut. Rouse had signed single-seater battler Paul Radisich – some claim because he thought the Kiwi would be a nice number two. But Radisich overshadowed Rouse to become the BTCC's new star, his spectacular kerb-grabbing, left-foot braking style doing much to change touring car driving technique. On the technical side, the Mondeo was the first competitive BTCC car to run on Michelins, heralding an almost complete takeover by the French company in the mid-90s. Radisich won the first Touring Car World Cup at Monza in October, and then came the TOCA Shoot-Out at Donington, complete with Nigel Mansell on board at Ford.

But who was TOCA and what was this about a World Cup? For 1992, David Richards's '89 prophesy was fulfilled when FISA adopted the BTCC rules as its replacement for Group A. Dubbed Class 2 (then Super Touring from '95), it spawned BTCC imitators in Germany, France, Italy, Spain, Central Europe, then Australia, Japan, Sweden and the Americas. That same year, a new company named TOCA negotiated with the RACMSA to take over the running of the series.

"I started a teams' association," says Gow, "a loose ragbag of guys who had no reason to be in it or not be in it. But we knew the championship needed to be taken forwards and the MSA had limited resources, knowledge and expertise. When I first approached them it was 'Who are you? Some bloody Australian making a bit of noise?' Clearly they were more comfortable with people who had a lot more credibility than myself, so I got together Andy Rouse, Dave Cook [Vauxhall team boss], David Richards and Vic Lee as partners in TOCA. The MSA were then confident about doing the deal. They gave us the rights and received an income for it, with us effectively buying a licence and having technical and sporting jurisdiction."

For 1993 TOCA also brought the 'junior' championships promoted by Vauxhall, Ford and Renault under their wing to create an unprecedented package of high-profile British motorsport, effectively on tour around the country. It made the whole thing very attractive to manufacturers, as Nicholson explains: "They were good days. The BTCC was easier to sell to Vauxhall because the TV



Gow: from Rouse employee to BTCC boss

'Mansell battled, groaned and then he hit the bridge'

coverage was so good. It leant itself to us taking a lot of guests and that made it much easier to sell than rallying. TOCA put everything on the map, with TV and promotion. It was all we could ask for at the time."

TOCA's major coup of '93 was getting Mansell for that Shoot-Out. "A fantastic event," gloats Gow justifiably. "He wasn't cheap and it was a huge risk. He'd won the World Championship and then f***ed off to America for Indycars and hadn't done his victory showing in the UK. We sold it to Nigel that this was the way to thank his fans. It was mighty expensive, but we had 63,000 paying adults, much more than the Grand Prix. He did everything you expected: he battled, he groaned, he hit the bridge and got carted off to hospital. And then checked himself out an hour later. Until then he was fantastic – he spent hours and hours signing autographs, got to grips with the car and wasn't the prima donna everyone had led us to believe."

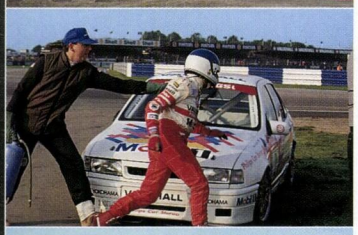
BMW had won the '93 title – yet again. But this time it was with Schnitzer and Winkelhock. Harvey's '92 crown, while fully merited as a driver, had been tarnished for the team by Vic Lee's imprisonment for his part in a cocaine-importing scandal. "It was the worst period of my life," says Harvey. "Having won the championship I thought I was on my way to a BMW factory contract. I went to Munich, but because of arguments over weight and ABS BMW pulled out. Renault were coming into the BTCC and offered me a good salary and it was hard to say no, but the worst thing is BMW sorted their differences with TOCA and Jo won in what should have been my car."

And the Renault 19, used for one year before the Laguna came in for '94, was a disaster: "It was a rally car – Jean Ragnotti was the test driver." Luckily for both Harvey and teammate Alain Menu, wet conditions gave them each a win at Donington.

By 1995 Renault's programme would be in-house at Williams, fighting Alfa, Volvo, Ford, Vauxhall, BMW, Peugeot, Toyota and Honda. But this was a new era for which 1990-93 had laid the foundations. The BTCC, and British motorsport, had changed forever from those seeds planted back in '89.









Clockwise from main: Burt takes first 2-litre win at Oulton '90; Hoy hit by Jonathan Palmer during '91 title season; furious Cleland after '92 Silverstone shunt; Hoy hit again, this time by Bailey at '93 Brit GP support

LAT



Your choice is our Speciality

Footman James policies include:
Motor Legal Expenses, 24 hour UK and European Breakdown Recovery,
Personal Accident Road Rage and Car Jacking cover.
With options for limited mileage and multi-vehicle policies also available.

For Over 20 years - *The Enthusiast's Choice*

Specialist Vehicle Insurance

FOOTMAN JAMES

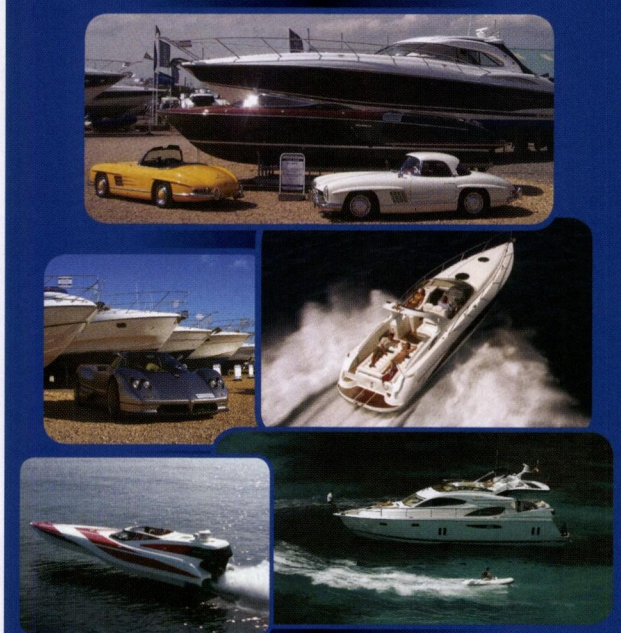
Tel. 0845 458 6746

Web: www.footmanjames.co.uk
E-Mail: enquiries@footmanjames.co.uk

Authorised and regulated by Financial Services Authority.
Telephone calls may be monitored or recorded for your protection.

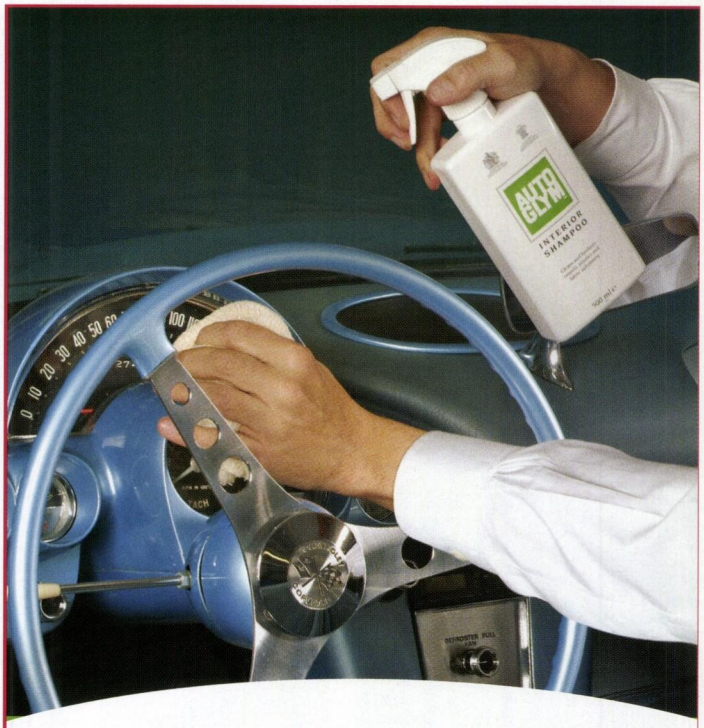
INWARDS

The Premier Location For Powerboat Sales



Over 100 Motorboats from £50K to £5M
All Moorings UK/Med – Buy/Sell

+44 (0)23 8045 8866 ***www.inwardsmarine.com***
sales@inwardsmarine.com Hamble Point Marina



Make your car interior look like it did when it left the showroom.

Our Interior Shampoo will clean and freshen carpets, headlinings, plastics and all fabric upholstery.



First step, a good vacuum. Get rid of all the dust and grime you can see. Use a clean 2" paintbrush to remove dust from the dashboard and a good tip is to put the heater blower on full to dislodge any particles in the air vents.



A trade secret. Use **Intensive Tar Remover** to get rid of unsightly scuff marks, and even chewing-gum. It really works!



If you've got car mats vacuum them outside the car. It's less messy.

When cleaning the inside of your car, start in the back seats and then move forwards, doing the front seats last of all, so that clean surfaces can be left undisturbed.



Spray the area you want to clean with **Interior Shampoo.** Then rub with a damp cloth. On the carpets, you can use a stiff scrubbing brush.

The best device on hard surfaces, especially deep grained plastics, is our new **Hi-Tech Cleaning Hand Pad.** It's the business and you can use it again and again.

After that, wipe off the dirt with a dampened piece of **Perfect Polishing Cloth,** or similar, making sure that you rinse it frequently in clean, warm water as you go.

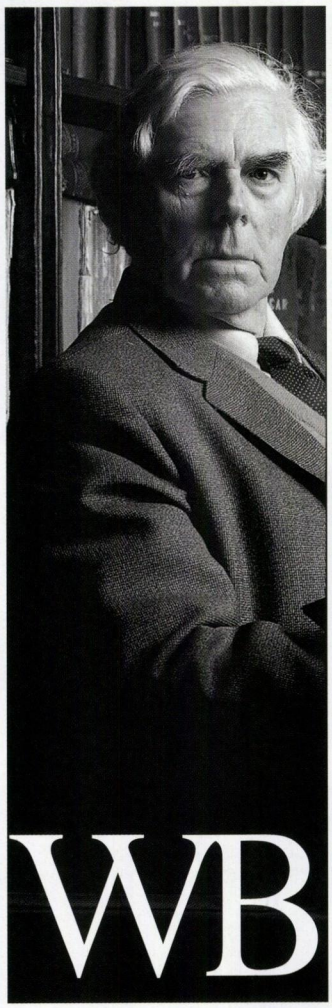


Finally, with a synthetic chamois, (we prefer our own **Aqua Dry**) you can then remove any excess moisture. Leaving all the windows open helps this process, provided, of course, it isn't pouring down with rain!

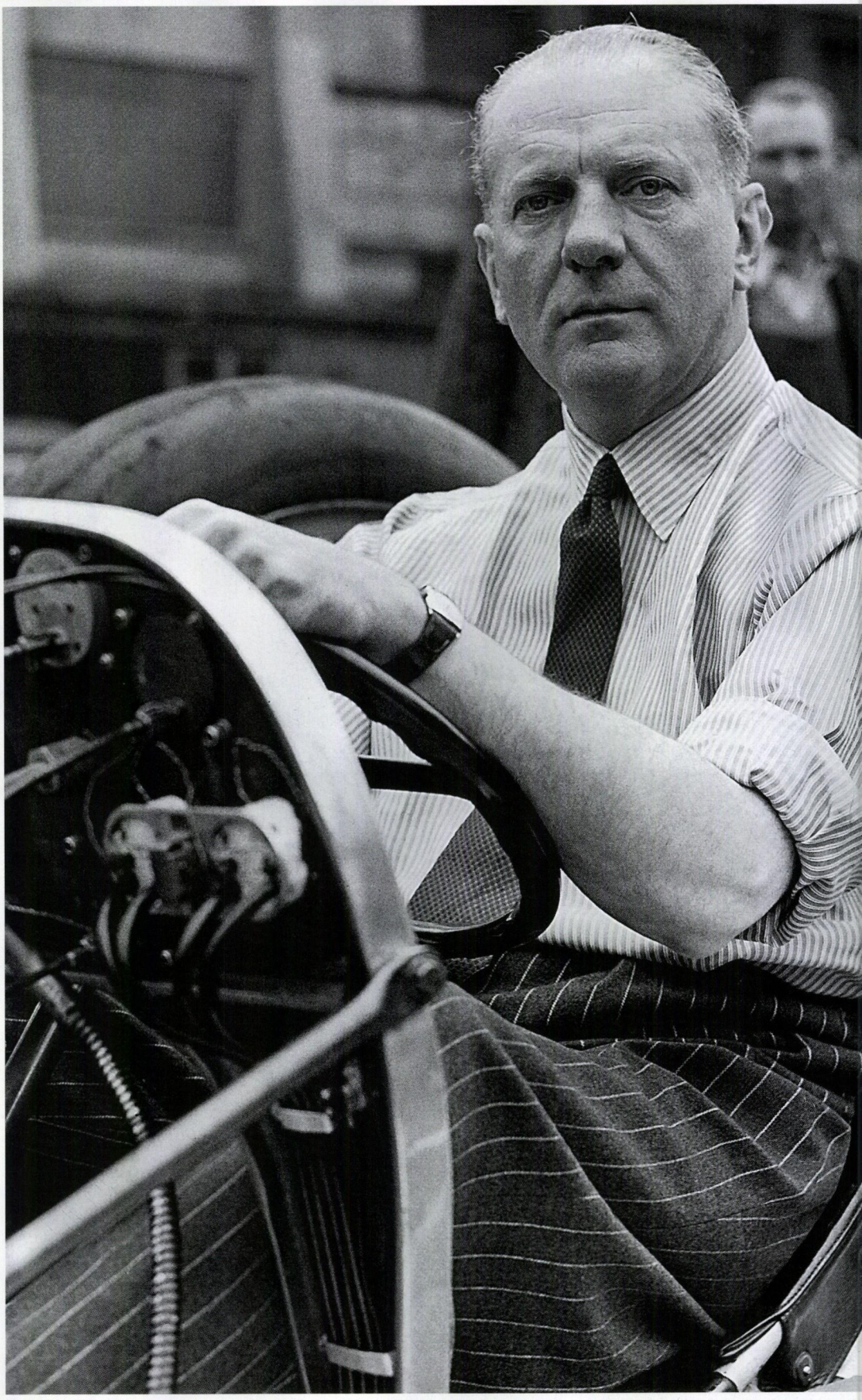
Oh, and don't forget to clean the boot and replace your mats. Now your car interior will look like new, again!

AUTOGLYM®

For further information visit:
www.autoglym.com



WB



John Cobb's three LSRs at Utah

Recently I wrote of how British record breakers with ultra-fast cars took them to the Utah salt flats in America after Daytona beach had ceased to provide a safe course, not only for the LSR monsters but for long-distance record bidders like George Eyston's 'Speed of the Wind' and diesel-engined 'Flying Spray' and John Cobb's Napier-Railton. Apart from all the technical problems with such cars, there was the difficulty of transporting them from England to Utah.

I obtained some idea of these difficulties when I was able to meet Jim Rands, who had worked at Thomson & Taylor's at Brooklands and who had accompanied Cobb on his three successful LSR record attempts at Utah, in 1938 (350.20mph), '39 (369.74mph) and '47, when he hit 394.20mph. First of all the Railton Mobil Special, designed by the remarkable Reid Railton, BSc, had to be assembled at T&T. Its design was a surprise to the mechanics, who had no concept of a car with one engine in the back driving the back wheels, another in the front driving the front wheels, with only the throttle pedal controlling their speeds. Nor had they visualised a bodyshell detachable from the car's backbone frame, with the cockpit out in front, from which Cobb was bravely to drive, with no bonnet to aim with and completely enclosed.

It soon became apparent what was afoot when the two eight-year-old Napier Lion aero-engines arrived, with the David Brown gearboxes. Meanwhile the oddly-shaped chassis was delivered from John Thompson and set up on two tables for marking out. The throttles were connected with Simmonds cables. It took two weeks to measure the runs, three days to fit them and a week for their adjustment. The bodyshell was made by George and Jack Grey, with careful sealing to prevent fumes entering the cockpit. This aluminium shell weighed 4cwt (165kg), was secured with eight pegs, and took six men to lift on and off. As delivered it was a perfect fit. Cobb could escape from his 'prison' at the end of a run by using two handles to open the cockpit cover and the surrounds of the cockpit were of aircraft fabric to enable rapid outside access in an emergency. Cobb refused to wear a gas mask but used goggles against possible ingress of salt particles, and a linen helmet.

The very unconventional Railton completed, then came the problem of getting it to the distant salt flats.

One of Campbell's LSR cars had got loose in its crate and a steering arm was broken, so Railton used steel plates bolted to his car's wheels, necessitating a claustrophobic crawl by Rands and John Morris inside the crate.

It took 20 men to close the travelling crate, after which it was moved onto the low-loader, watched with alarm by Ken Taylor, for the journey to the Port of London where it was winched onto the motor ship *Georgic* for the journey across the Atlantic. The car had never been driven in England, and thereafter only Cobb drove it. It was push-started by a Dodge truck with a nose-probe which fitted a tube in the Railton's tail. Only one spare Napier engine was taken. The crew in 1937 consisted of Rands, Norris, 'Dunlop Mac' to look after the special thin-tread tyres, Syd West, Harry Fletcher, Readings and T&T draftsman Beauchamp, supervised by Ken Taylor and Reid Railton. Sponsorship came from Shell-BP, and Railton's influence produced Hudson cars for the team transport.

'It took 20 men to close the travelling crate'

The engines were ice-cooled, and it is said that Railton could calculate within a few cubes the amount needed. There was little trouble, apart from one engine overheating, easily cured by adjusting a thermostat. Cobb made test runs at around 300mph, one without the body. When a tyre tread flew off, the ever-unflappable John described it as like a terrier shaking a rat. A tail air-brake had been tested in England but was not used. The body was dented by the downforce of the airflow.

Rivals Cobb and Eyston dined together and Cobb, having asked Rands whether the mechanics had enough money for beer, handed out dollar bills. After Cobb had taken the record he left for England.

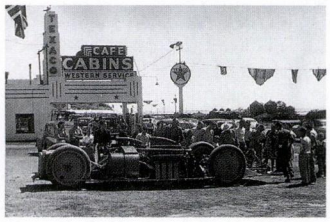
For his next record attempt in 1939 Railton stiffened the car's frame and restricted the back axle to vertical movement only. On the eve of war the team returned to Utah, Syd Couper replacing 'Dunlop Mac'. The 700x31 tyres gave no trouble, but slave wheels were used after test runs and the special tyres were protected from the sun with sleeves, even while the wheels were being changed. The turn-round time between the required two-way runs was quite a task, with 36-stud wheels, which were also changed for every quick practice run. The old Napier engines had not even been stripped down during the winter.

Restarting was now less easy because free-wheels had replaced the former clutches, locked for the push starts, the 'clutch' pedal then being kicked down to free them for gear-changing. Then after engaging top Cobb would release a catch on the pedal to re-lock the free-wheels, regaining engine braking to aid the water-cooled brakes in stopping from 400mph. Cobb would glance at a tachometer if he could to check engine revs and he had to cope with a difficult gear gate. The whole crew lifted the body off at the turn-rounds, Cobb would stand, calmly waiting, and Railton would look anxiously at his wristwatch.

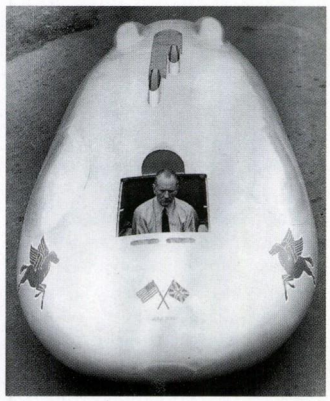
After the war Gilmore Oil backed the attempt, so the car was renamed the Railton Special. "The ice tank was now at the back," recalled Rands, "and power was increased by using 'fancy' instead of aviation fuel". Refurbishing of the gearbox gears was now necessary, and ribbed brake drums were fitted. The engines ran at up to 4000rpm, although Napiers "threw up their hands at anything over 3600". Testing was done on Thornycroft's Caversham test-bed.

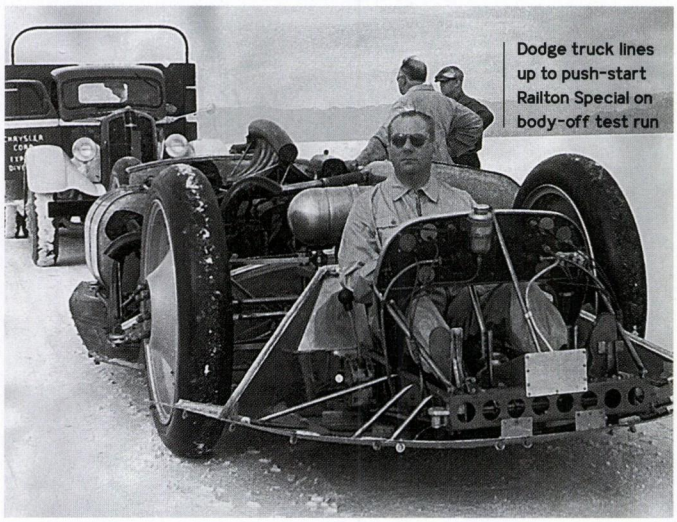
On arrival at Utah the American Air Force now had a useful unloading ramp. A camshaft seized and destroyed its drivetrain on a test run, and this time no spare engine had been thought necessary, but T&T's flew out spares. A leak in the ice tank took two days and nights to repair. After which, in spite of patchy salt, the record was put to nearly 400mph, with an official speed of over 403 in one direction. There was so much confidence in the team that the only change was the absence of Readings.

Cobb, the quiet ex-Etonian fur-broker, had achieved his goal. It was the Water Speed Record that killed him, as it did Sir Henry Segrave and Donald Campbell.

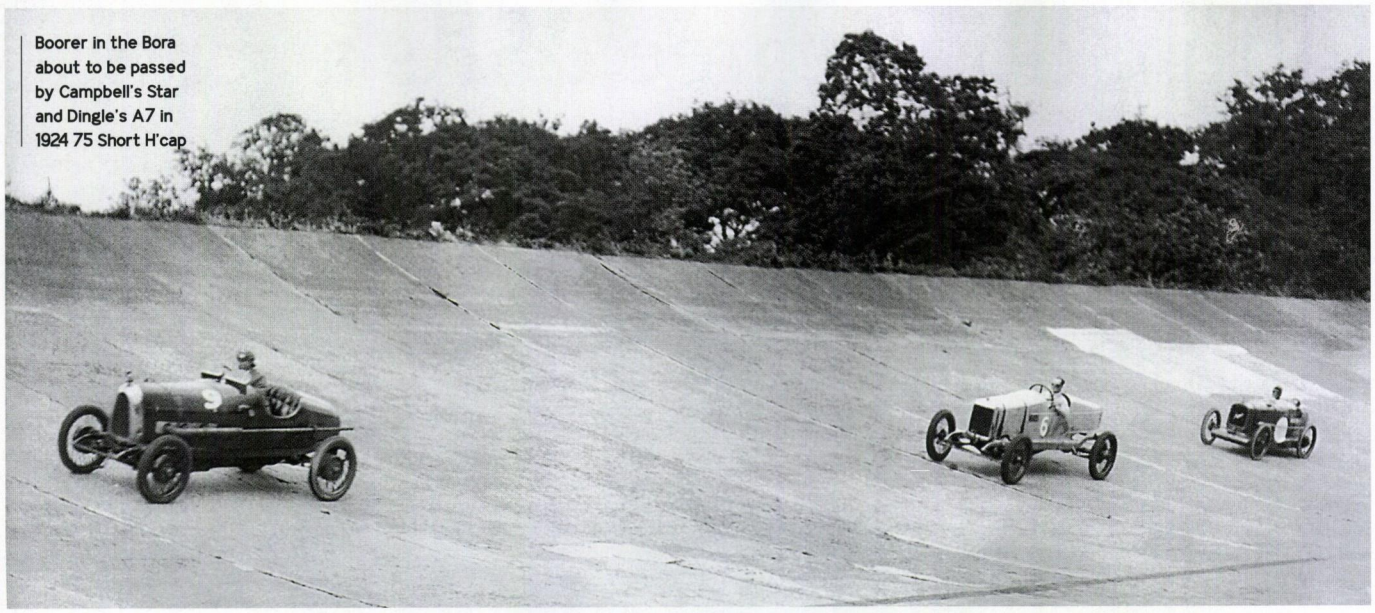


Railton team arouses local interest in Utah


Cobb sat in the nose of the huge vehicle


Dodge truck lines up to push-start Railton Special on body-off test run

all LAT



Boorer in the Bora about to be passed by Campbell's Star and Dingle's A7 in 1924 75 Short H'cap

If at first you don't succeed...

It is not completely uncommon to see someone compete in race or trial and never appear again, presumably because they found the experience less attractive than they expected or because their car blew up and needed an expensive rebuild they could ill afford. It happened from time to time at Brooklands. In contrast were those who persevered for a long time with little or no reward. One of these unfortunates who never gave up for five years was Mr A Boorer.

He commenced racing at the Track in 1921 with a car called the Bora. It appeared first at the August BARC meeting and had a six-cylinder 65x90mm (1792cc) Sage engine.

Frederick Sage of Peterborough was a shop-fitting company which made fighter aeroplanes during WWI, with Eric Gordon England, the post-war A7 racing exponent, as manager. Afterwards it made engines intended for the motor industry but which were used for only two makes, one Scottish, one Australian.

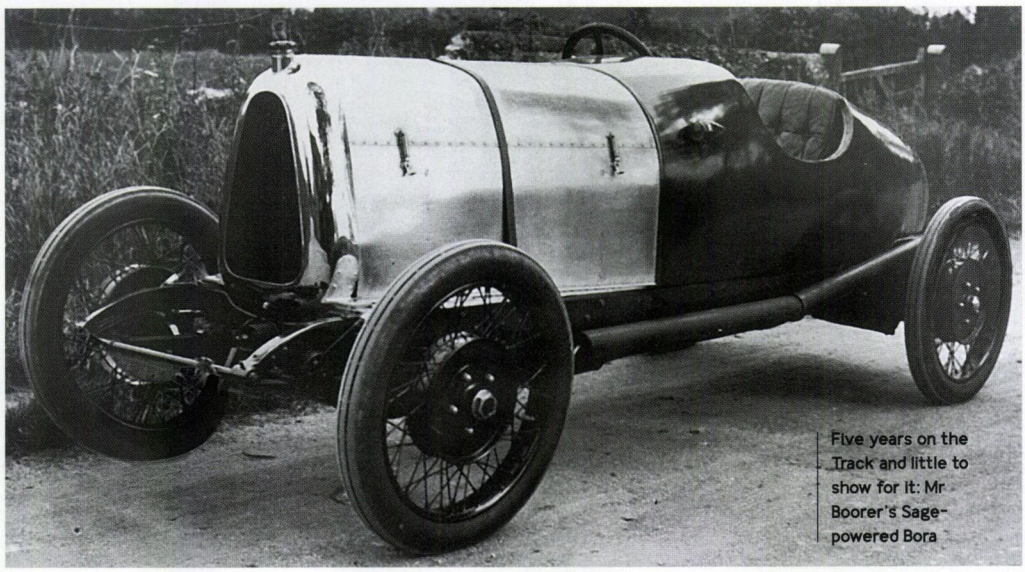
These Sage engines had separate cylinders and overhead camshaft and rockers, with the valve gear exposed. The perhaps optimistically misguided company made units of various capacities: in 1925 a car raced as a Sage (one of the 'only oncers') had a 73x82 (1373cc) engine, as did the HNT Special of 1927, and Felix Scriven's 'Mother Goose' was stuffed with a six-cylinder 66x95 (1590cc) Sage engine, before he changed it for a Parry Thomas power unit.

Boorer's son drove in the August 75mph Short Handicap but was the slowest by far of the 13 runners, with a lap at an embarrassing 54.17mph. Father Boorer then had a go that autumn in the Indian red car with its plated oval radiator shell. A fair handicap and a 73.78mph flying lap got no result and he stopped early in the next race. He appeared at the 1922 August races with another engine, a six of 73x101mm (2511cc), the car now painted royal blue, but he retired on the first lap.

For 1923 another Sage engine, a six of 65x100mm (1990cc) was used. At Whitsun the Bora lapped at almost 72mph, the slowest of 12 runners, and in June at 83.00mph, the slowest but one in its race. On the assumption that if at first you don't succeed, try, try, try again, Boorer appeared late in 1924 and was third in the Autumn 75 Short Handicap with a lap at 82.31mph, following home Campbell's Star and Dingle's A7. Boorer entered for the 1925 Easter meeting but did not appear until Whitsun, when a lap at 71.87mph was the slowest in his race, but later he did a 78.79mph lap without being placed.

Sir Ronald Gunter now decided to take up racing. He entered Boorer in the Bora for the 1925 Autumn meeting, the 2-litre engine gaining 1cc with no change in bore or stroke according to the race card (like the 747/749cc A7s). A stud came out and the engine ran dry, so the car was a non-starter for the next race.

That was the Bora's last Track appearance. Could Boorer have been Sage's works racing driver? Gunter entered a T37 Bugatti in 1928 which never ran, but he shared with SCH Davis the winning 4½-litre Bentley in the 1929 Double-12, and drove Hotchkiss, Wolseley and blown Mercedes-Benz cars in 1930s Monte and RAC Rallies. He also raced a Maserati at Donington in 1934.



Five years on the Track and little to show for it: Mr Boorer's Sage-powered Bora

The race Bugatti missed

The Race Bugatti Missed, by Michael Ulrich, has caused a stir among historians and the Bugatti fraternity, as the race Ettore did not drive in was the 1903 Paris-Madrid, the event which was stopped at Bordeaux because of the terrible accidents which had occurred on the open-road route. Very little has been known until now of this horrendous but historic event which, with 219 starters and the death toll it caused, was hard to report. Now Ulrich has unfolded it in a huge 414-page tome, describing the race and why Bugatti failed to make it. All starters are listed, with the finishers, class by class.

The race report is a reprint from Charles Jarrott's equally wonderful book *Ten Years of Motors and Motor Racing*, published first in 1906 and again by *MotorSport* in 1928. To this Ulrich has added many interesting newspaper and other items, with some very revealing information on how well the race was actually organised, with safety in mind, the regulations, timing, the prizes and so on. All embellished with truly wonderful race pictures, and those of some of the calamities. Indeed, it is the 470 period illustrations which make this work almost essential for historians. There are so many I have shirked counting them; some are double-page, some even in colour, a quite unique record of the racing cars of the true pioneer period. The author even includes and depicts races which preceded Paris-Madrid.

The same praise should be accorded to the Bugatti section, which has been approved by our Bugatti Trust and covers the Type 5 car Ettore intended for the race, of which the late Uwe Hucke was making a replica and 1/8th-scale model, work which Ulrich is continuing. All in all, unmissable! But you need a desk with strong legs, because with the French or German supplement the book weighs over half a stone, the heaviest book I have reviewed.

The illustrations really are stupendous and much pre-1903 de Dietrich/Bugatti material is included. This remarkable volume, English edition, is obtainable from Michael Ulrich, Sigismundkorso 44, 13465 Berlin and published by Verlagshaus Monsonstein & Vannerdat, Munster (ISBN 3 86582 085 9), price €97, plus p&p €20.

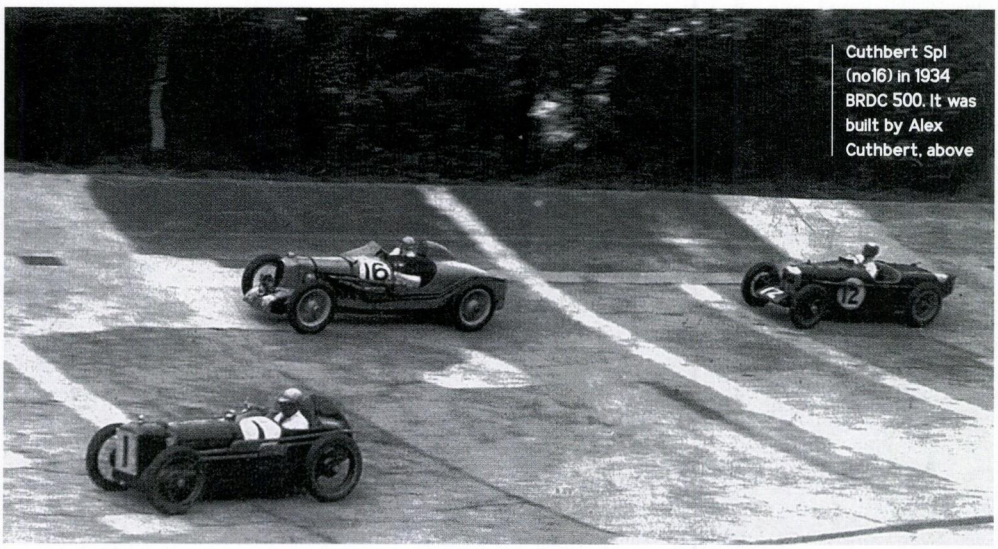
Ex-Brooklands special returns

Another ex-Brooklands car, the Cuthbert Special, is being restored by Geoff Uren, who hopes to drive it in suitable races and hillclimbs later this year. Based on a Riley Nine, the car was built by Alex Cuthbert helped by Arthur Kingston, and it was driven by Cuthbert in the long-distance races at Brooklands in the 1930s, Kingston riding as mechanic in the 1931 JCC Double-Twelve race. It crawled to the finish with a broken chassis. After that Cuthbert won a short handicap in 1932 with a lap at 100.61mph.

The car was supercharged for the 1934 BRDC 500-Mile race, but retired when the blower casing cracked. By then it was entered as the Cuthbert Special.

Its later history is obscure, except that Paul Richfield had it at one time and that more recently Julian Majzub has done much work on it. Mr Uren, who owns a CGS Amilcar, is now putting in more work, restoring the body to its 1934 form, with radiator cowl and head fairing on the tail. More information, especially what shade of blue the car was, would be very welcome.





Cuthbert Spl (no16) in 1934 BRDC 500. It was built by Alex Cuthbert, above

RUMBLINGS



The Midland AC is holding a centenary tour on August 18 starting from Shelsley Walsh. It will take in the venues the club used for hillclimbs prior to moving to the present historic venue, namely Sunrising, Gorcut, Weatheroak and Middle Hill, before returning to Shelsley Walsh for a gymkhana and supper party. A splendid idea, which might be copied by the Veteran CC with their members using 1905 and earlier cars. Details of the MAC tour from Jan Moody (01905 345240), members only.

At Shelsley's centenary meet on August 21 the 20 or so traditional Specials will probably be joined by a 2005 version. The modern very fast record attackers will be there, and it is thought that nine ERAs may compete.

The memory of the first Jaguar Mk1 and Mk2 saloons never quite subsides for those who drove them. To commemorate them Nigel Thornley has a book of this title about these "classic sporting saloons", in all their aspects, including in competitions. This is a magnificent, very large format production by Haynes (£19.99, ISBN 185960-965 1). A wonderful enjoyment book for all Jaguar chaps.

Apart from its comprehensive range of books about sporting events, Motor Books have published *The Six Men Who Built The Motor Industry* by Richard Johnson. It tells of the creation of today's global automotive industry, including Lee Iacocca's criticism of Bob Lutz and his Ford confrontation, Ferdinand Piech's only post-retirement interview about the state of the VW Group, and Lutz's inside story of the Chrysler comeback, etc. In the same outspoken manner the affairs of Henry Ford II, Eberhard von Kuenheim, the founder of modern BMW, and Soichiro Honda are dealt with. Should you want to take time off from reading about motor racing, I commend this book (£17.99, ISBN 0 7603 1958 8).

An error seems to have made me say that the Bentley race at Brooklands took place in 1926. But it was in 1936, and before the BDC sets its heavies on me I am well aware that the first 4½-litre was not in production until 1928. The increase of 89cc for Pelmore's car was achieved with a rebore of 1mm, that of 54cc for his other Bentleys with a rebore of 0.5mm (standard size 100x140mm, 3498cc - sliderules out!).

LAT Bill Boddy

Nothing new under the sun...

In the pathetic fiasco of the Indianapolis Grand Prix one tiny item stood out for me – that an ITV commentator had a knowledge of history, recalling that French GP when only three Bugattis started. But that was no comparison with what happened this year.

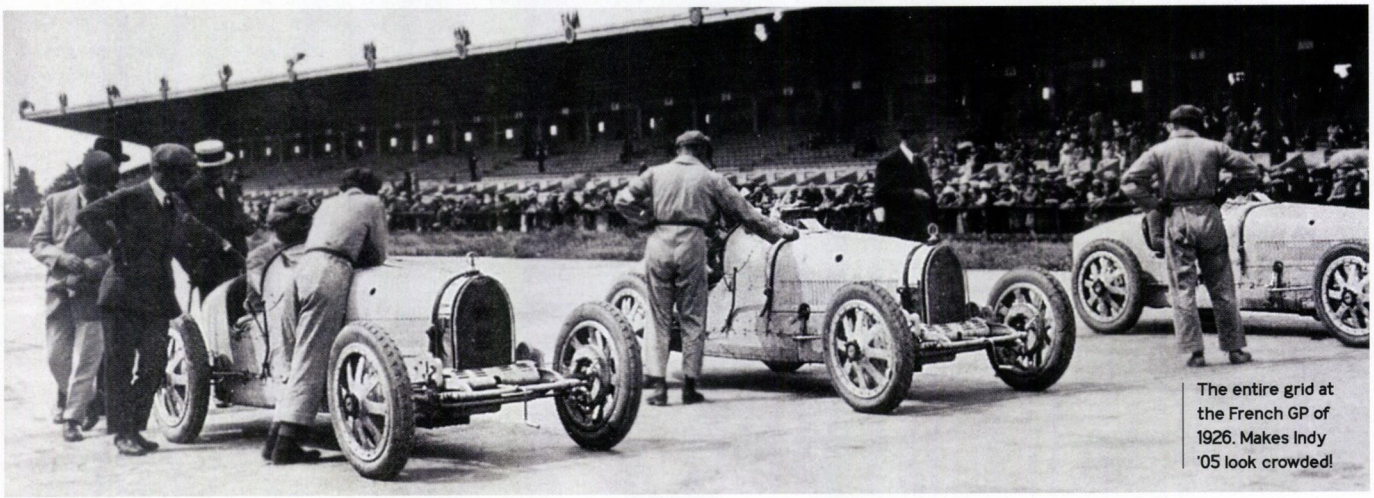
In 1926 the hoped-for entries simply dwindled to just that trio of Bugs. It was at the dull Miramas circuit , so it is safe to assume that not many spectators would have gone anyway.

Those who did must have been bored out of their seats, even though Jules Goux, poor chap, did his best by driving decently fast for over 4hr 38min, with a fastest lap of 127.39mph. Of the other two Bugattis (all supercharged Type 39As), that of Pierre de Viscaya retired after 43 of the 100 laps and Bartolomeo Costantini's was flagged off after 85 laps.

From 1906 until then the most important grand prix of them all had been run over the proper road circuits of Le Mans, Dieppe, Amiens, Lyons, Strasbourg and Tours. But for '25 the Montlhéry track-cum-road course sufficed, and in '26 the President of the AC de Marseille pleaded for the GP to be held over the new but featureless Miramas track, which would otherwise have to close.

The ACF had carelessly omitted the rule that unless a certain number of cars entered the race would be cancelled, so it had to concede that even if only one car were entered it would have to stage the race. Thus the fall from grace of this great event – but at least the public knew what to expect. Not like in 2005!

As for the proposed GP rule changes, in my humble opinion to eradicate mechanical driver aids is an excellent idea, but why put teams to the expense of new engines? A move to less power has never reduced speeds for long, and the supercharged 2½-litre versus 4½-litre unsupercharged formula of 1947-53 worked well. I would like to see designers allowed an entirely free hand to produce cars to win races, which is what motor racing should be about. Don't say this would produce speeds drivers couldn't cope with: before WWII they raced the Mercedes-Benz and Auto Unions which were nearly as fast as today's F1 cars, without downforce, modern wonder-brakes or sophisticated suspension.



The entire grid at the French GP of 1926. Makes Indy '05 look crowded!

An 'octagonal delight' on MGs

I cannot imagine that any MG follower would miss the *Triple-M Yearbook*. Edited by John Reid and Roger Thomas, the current edition is a wealth of historical, technical and eventing data. There is a study of Hans Herkuleyns the 'Flying Dutchman' and his racing MG QA, about the Le Mans P-types with all their non-standard mods(!) described, and the Turner MG. There is an account of trials with a J2, Len Goff's diary of a K2 Magnette, Peter Green's story of his NE Magnette, statistics of MG performances in MCC and MGCC events from 1929-39 and a list of surviving trials MGs by type.

There is more in what a journalist might call an "octagonal delight". Details from the Register Librarian, 49 Breach Avenue, Southbourne, Emsworth PO10 8NB, £10 post-free.

Historians versus the media

Among recent books from Haynes of Yeovil I have been reading *The Amazing Summer of '55* (ISBN 1 84425 1144, £17.99) by Eoin Young. Eoin believes that summer starts in January and ends in the autumn, perhaps influenced by the British weather. His two dozen look-backs at all manner of motor racing happenings of 1955 begin with Prince Bira's winter win in New Zealand and continue on to Tony Brooks's Syracuse victory in October. Brooks's foreword is very readable and interesting. This is just the thing for holiday browsing or bedside perusal.

Young includes the horrific Le Mans accident with much gory detail. Unless we ever see an official report (there surely must have been one) what really happened can only be based on eye-witnesses' memories, and surmise. Was poor Levegh too old at 49 to drive such a fast Mercedes? He did accomplish two and a half hours without incident and was alert enough to raise an arm to warn Fangio of impending disaster. After his Mercedes had hit Lance Macklin's Austin Healey, shunting it to the bank and back, did this give Fangio a better gap than that available to Levegh to negotiate, which he said he just managed to do? Or did Lance's car remain where it was, proving Fangio's skill in avoiding it? There seems to be absolutely no truth in the assertion made on BBC Radio 4 recently that Mercedes was using illegal fuel which resulted in a massive explosion and contributed to the massacre of so many spectators. The cars' fuel was supplied by the race organisers and in any case the inquests on spectators killed showed no traces of burns.

A BBC interviewee suggested that an explosion was why the Mercedes team left Le Mans quickly after retiring its cars as a mark of respect. More likely that they went before the roads were busy at the end of the race, or just possibly fearing repercussions? But this was more nonsense; the M-B team did not leave for a considerable time after being retired. So much for media information!

The book also recounts the morbid episode of former prostitute Ruth Ellis, who shot dead racing driver David Blakeley. She was the last person to be hanged for murder in Britain. A gripping read nonetheless, including Ferrari's *two*-cylinder engine, and the possible reason for Alberto Ascari's fatal accident. But Alex Issigonis! – Eoin, you should have read my little verse in a recent *MotorSport* explaining who was Alex, who Alec!

Bugatti Trust

EX-WORKS ASTON MARTIN DB3 TEAM CAR – Chassis No. DB3/5

This very historic ex-works Team Car has a wonderful period race history, some of the race results include:

1952
BRDC Silverstone - Macklin - 4th overall
GP de Monaco - Macklin - Retired
Le Mans - Collins/Macklin - Retired in 4th place in 20th hour
Goodwood 9 Hour Race - Collins/Griffiths - lst overall
Jersey Road Race - Parnell - 4th overall

1953
Sebring 12 Hour - Parnell/Abecassis - 2nd overall

The car is eligible for all the very best events throughout the world including Monaco and the Mille Miglia. Comfortable for two, easy to drive and in top condition throughout. This is a unique opportunity to acquire a very historic and special motor car.

For further details please call Adrian Hamilton. £POA.


DB3/5 at Le Mans 1952

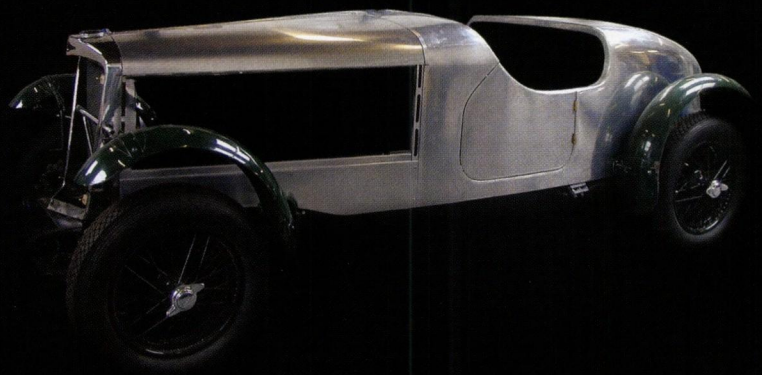


Leading international dealer in premium historic competition and road cars since 1948

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

Vintage CARS.com

HISTORIC BODYWORK SPECIALISTS



HISTORIC RECREATIONS ~ RESTORATION ~ PROTOTYPES ~ PRESERVATION

LYMINGTON HANTS UK TEL: 01590 688799 WWW.VINTAGECARS.COM

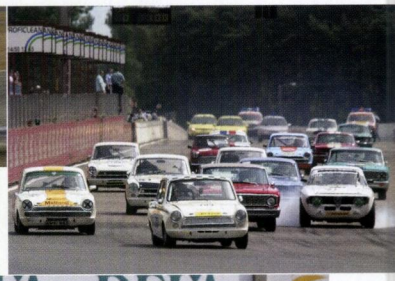
WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT

Edited by Paul Lawrence







Left to right: André Bailly's Lola T70 leads; Peter Mücke (father of DTM racer Stefan) in Capri; Alfa locks up in chase of Cortinas



Ex-Volvo ETCC driver James Hanson took an excellent win at Zolder in Surtees

FAST TIMES

KEEP TRACK OF ALL THE ACTION

Hanson takes debut win in Surtees

European Historic Grand Prix: Zolder July 2/3

James Hanson was the star of the 31st running of the European Historic Grand Prix at Zolder as he took a first and a second in Grand Prix Masters on his historic racing debut. Hanson, aboard the ex-Tim Schenken Surtees TS9B, shared the GPM wins with Peter Wuensch (Wolf WR1).

Hanson, who last competed in 2003 in the European Touring Car Championship, was racing an F1 car for the first time. The Surtees is currently for sale through his Speedmasters business and Hanson resolved that racing it would be the best form of advertising. "It's got about 200bhp more than anything I've ever driven, and it's a lovely car to drive," he said.

Hanson led the opening race until he made a mistake and Wuensch swept ahead. After that the cars were never more than a second apart as the Wolf racer stormed to his second F1 win in the space of seven days. John Crowson battled clutch problems in his Ensign N177 to take third, half a minute adrift, while Abba Kogan had one of his best ever results with fourth place in his McLaren M23.

"I saved my new tyres for the second race and that made the difference," said Hanson after winning in much hotter conditions on Sunday. Wuensch had to settle for second from Crowson this time around.

Like GPM, the World Sportscar Masters field suffered somewhat from running back-to-back with Dijon as André Bailly and Peter Dunn won for Lola.

The opening race was a contest between Bailly and the similar T70Mk3B of Allen Lloyd until Lloyd, who had opted for wets in tricky conditions, found his tyres going off as the track dried.

David Methley drove another mighty race to take second in his Lenham. With Bailly out with overheating and Lloyd missing the second race, Methley could have won overall, but spun back to third as Dunn's T70 Spyder won from the Chevron B8 of Chris Sanders.



Commitment! Left to right: Dodd (Cooper), Walker (Lotus) and Bronson (Lister) fight at Silverstone in Formula Ford 1600 style

AMOC Formula Junior: Snetterton June 11

CLARIDGE STORES A FIRST JUNIOR WIN

A month after showing prodigious pace at Silverstone, James Claridge converted that speed into a maiden Formula Junior victory at Snetterton. His Lola Mk5A went clear of the pack to win by over 10sec, although it could have been closer had Paul Smeeth not had a time-consuming spin in his Lotus 22.

While Smeeth recovered for fourth, Barry Westmoreland (Lotus 22) and Stuart Roach (Alexis Mk2) claimed the other podium steps, with Roach romping home as best of the front-engined cars. But Roach was out of luck less than 24 hours later when his gearbox failed in qualifying at Silverstone.

BRDC Summer Races: Silverstone June 12

DODD GETS TAXED BUT EVADES PACK

Graeme Dodd's learning period with the ex-Ted Williams Cooper Monaco was well and truly concluded at Silverstone. Dodd stormed to a brace of BRDC Historic Sportscar victories, but his battles with Philip Walker (Lotus 15) and Julian Bronson (Lister-Chevrolet) were among the highlights of an excellent BRDC event.

Bronson set off like a rocket, but was soon having all sorts of dramas in stopping the Lister and some lurid moments into Brooklands proved just how close to the limit he was. Dodd soon pounced, but not before the three drivers had turned on a marvellous display: Bronson lost second to Walker when they went either side of a backmarker at Luffield on the final lap! Dodd made it a double later in the day to establish himself as the new championship pacesetter.

Robin Longdon worked his Lola Mk2 ahead of the Mallock Mk2 of David Stevenson to win the front-engined Formula Junior race, while Alex Ames was able to keep his Chevron B38 out of reach of Keith White's Ralt RT1 for Classic Formula Three spoils.

Chris Woodgate topped an excellent field of Feltham Aston Martins to win the Parnell Trophy in his DB3S, but the Peter Hanson Trophy for 1-litre F3 cars drew just five starters, with Richard Urwin's Brabham BT28 winning convincingly.

Thoroughbred Grand Prix: Zandvoort June 12

TRIPLE GLASEL KEEPS OUT RAIN

Christian Gläsel completed a hat-trick of wins as the FIA Thoroughbred Grand Prix World Championship made its debut at Zandvoort. Home to the Dutch Grand Prix throughout the TGP cars' contemporary era, the circuit drew another capacity entry as 28 cars lined up at the seaside track.

Changing weather made life tricky for the drivers, and Gläsel's Brabham BT49D was beaten into Tarzan by the Arrows A4 of Hubertus Bahlsen. But Gläsel quickly reasserted himself and had built a heady lead by the time the rain increased. As the Brabham spun Bahlsen nipped ahead, but two spins cost him any chance of victory and allowed Gläsel through.

Some way back Richard Eyre completed the podium party in his Williams FW08, while Dutchman John Bosch thrilled the local fans by claiming fourth in his ex-Gilles Villeneuve Ferrari 312T3.

VSCC: Cadwell Park June 12

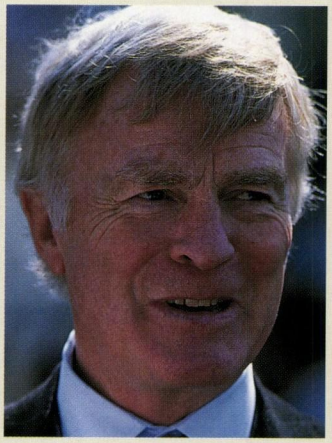
NO MISSING LINCS FOR HULBERT'S ERA

Mac Hulbert was the most significant winner as the Vintage Sports Car Club tackled Cadwell Park for the 29th time. Aboard ERA R4D, Hulbert romped to »



Surprise, surprise: Christian Gläsel takes another TGP win on a soaking Zandvoort track

Inside line



MAX MOSLEY

Former Clubmans racer

Did you enjoy the Clubmans racing 40th celebrations?

It's wonderful to see the cars again and it is fantastic that Ray Mallock made an original U2 Mk6B available for me. It's almost identical to the car I raced, except it's got a slightly different engine – a twin-cam instead of a pushrod Ford. But in all other respects it's exactly the same. And it's nearly 40 years old!

What do you remember of your Clubmans days?

A great deal. I remember all the main people like Tim Goss in the Lotus 37, who I've just met again today, Howard Heerey in his Chevron B2, and a whole lot of people who are still around motor racing in one way or another. Then a lot of people came later in Clubmans and went on to feature in Formula One, like Harvey Postlethwaite and of course Patrick Head. But they weren't quite my contemporaries.

But you didn't race your Mallock only in Clubmans, did you?

I took the mudguards off my Mallock U2 and did the F2 race at Crystal Palace in 1967. I sat in the collecting area that day with Bruce McLaren and people like that. It was quite an eye-opener.

What is the appeal of these cars?

Clubmans has kept going all these years because the performance per pound is so good: it's probably the quickest car anywhere in relation to its price. Driving the car was very nice, just like it was nearly 40 years ago. It would be nice to spend a day and try and go quicker in one, but I'm too old for all of that now!

Charlie Woodfine, Jakob Ebrey, Danny Sosef, LAT

Herbert walks it as Jags dominate

Le Mans Legend 2005 June 18

Johnny Herbert didn't land a drive in this year's Le Mans 24 Hours, but he still made it on to the podium at the Circuit de la Sarthe. The former Jaguar grand prix ace dusted off his Formula One overalls a few hours before the main event to score a stylish win in Nigel Webb's D-type.

The one-hour race for sportscars dating from 1935 to '55 attracted a mouthwatering entry topping 60 cars and began in traditional style with a Le Mans start. But sprinting is hardly Herbert's strong point thanks to the ankle injuries dating back to his Formula 3000 crash in 1988. He almost strolled over to his mount and was last away. Sadly, the start was just for show and he was back at the front of the grid for the proper getaway on the Mulsanne. No charge from the back required.

Still, Herbert put on a great show, dicing with Willie Green (in Sir Anthony Bamford's D-type). The pair traded the lead countless times for half an hour before the pitstops. As both were racing solo, they had to jump out and run round their cars before rejoining. Again, Herbert walked and Green was first away. But now Johnny really put the hammer down, putting on a superb display to win by 36sec.

Jaguars dominated the top placings: Ben Eastick's low-tail D-type was third ahead of the C-type of Julian Bronson and David Wenman.

Sir Stirling Moss should have been first C-type driver home, but a spin at the Dunlop chicane dropped him and Nigel Webb to fifth.



Johnny Herbert emulates Mike Hawthorn and Ivor Bueb from 50 years ago at Le Mans

victory in the Shuttleworth and Nuffield Trophies race for pre-55 racing cars as R4D returned to its home county.

Such was Hulbert's pace over modest opposition that he finished over 14sec clear of the rest of the field, which was headed by Stephen Davie's Riley Dobbs single-seater. Brian White completed the podium finishers in his Frazer Nash BMW TT, while an emotional fourth place went to Ben Fidler's Lagonda Rapier single-seater. Fidler earned the Len Thompson Memorial Trophy, presented by Brenda Thompson in memory of her husband, who lost his life at the 2004 event.

Earlier, White topped the Frazer Nash race, while Charles Gillett completed a good day for the marque by winning the Melville and Geoghegan Race in his Super Sports. Elsewhere, Simon Diffey clinched the 500cc Formula Three race aboard Mark Palmer's Cooper Mk9.

FIA Historic Touring Cars and GT: Misano June 12

FALCON BEATS ALFA IN ITALIAN BATTLE

Leo Voyazides and Andy Bacon maintained their bid for the FIA Historic Touring Car title with a convincing win at Misano. Their Ford Falcon eventually won the hour-long contest at the Italian circuit by a healthy margin, but for much of the race it had been embroiled in battle with the Alfa Romeo GTA of reigning champion Dieter-Karl Anton.

With Clay Regazzoni's Mustang sidelined in qualifying, Voyazides and Bacon battled hard with Anton, running solo as usual in his Alfa. Sadly, a clash late in the race delayed the Alfa and left the British-driven Falcon clear of the Lotus Cortina of Bo Warmenius/Gunnar Turebrand.

In the Pre-65 GTC contest, David Methley won twice in his Marcos 1800GT, but Sean Walker's Lotus Elan 26R 'Gold Bug' ran second to maintain his place at the head of the championship.

Aston Martin Owners' Club: Donington Park June 25/26

HIBBERD TAKES A DONINGTON DOUBLE

Mike Hibberd took his Lotus 27 to a brace of wins as the Aston Martin Owners' Club Formula Junior Championship continued at Donington Park. In the opening race Robin Longdon put his Lola Mk5A right onto the leader's gearbox as Barry Westmoreland continued his good season with third in his Lotus 22.

On Sunday Hibberd did it again as Longdon dropped away to a far more distant second. To compound Hibberd's joy, his son Andrew joined them on the podium after keeping his Lotus 22 ahead of the Lola Mk5A of Snetterton winner James Claridge.

Elsewhere on the AMOC programme, David Taylor took the 55th running of the prestigious St John Horsfall Trophy in his Aston Martin Speed Model and Irish visitor Jackie Cochrane claimed a brace of wins in his Sunbeam Tiger.

British Historic Rally Championship: Mid Wales Stages June 25/26

PORSCHE CHASED BY ANGRY OLD TIGER

Steven Smith and John Nichols moved to the head of the Armajaro MSA British Historic Rally Championship with a storming performance on the Mid Wales Stages in their Porsche 911.

While Smith topped the historic category, Jeremy Easson/Den Golding claimed the post-historic spoils and Gareth Lloyd/Ryland James triumphed in the Classic category.

After the opening two stages in Hafren and Sweet Lamb on Saturday afternoon, things had looked anything but secure for Smith: Patrick Watts and Elgan Davies had powered ahead in the Sunbeam Tiger, despite Watts being new to the classic gravel stages. "I've given myself a good talking to," reckoned Smith before Sunday's restart. Sure enough the Porsche quickly overhauled the Tiger, which still claimed second in the historics despite plunging through a fence on the penultimate stage in Cwmysgawen.

Leading overnight in post-historics were David Stokes and Ian Oakey (Escort Mk1), but Stokes was concerned that the clutch might not last until the main service on Sunday. It didn't and they were out after two stages, leaving Easson/Golding with a clear run to victory.

Lloyd/James took their ex-Roger Clark Escort Mk2 to classic victory once they had seen off the early challenge of Martin Freestone/Chris Heyes.


Jeremy Easson's Ford Escort took the post-historic spoils on the Mid Wales Stages

HSCC: Cadwell Park June 26

ANGLIA IN THE EAST AS COX TAKES WIN

Cadwell Park hasn't always been kind to Ford Anglia racer Dan Cox, but it came good this time around when he romped to victory in the Historic Racing Saloon counter as the HSCC made its annual trek to Lincolnshire.

Cox, who shunted the Anglia at Cadwell in 2003, had to contend with a race-long challenge from young James Dodd. After over 20 minutes of racing the Anglia only had a quarter of a second in hand over Dodd's Alfa Giulia.

Dodd's father Graeme parked his Jaguar Mk2, so Les Ely claimed the final podium slot in the ex-Simon Garrad BMW 2000, while Adrian Oliver bounced back from a disastrous engine failure to win the smallest class once more in his Hillman Imp.

Jeff Bloxham/LAT, Mike Hally

»

The Masters
RACING SERIES



Come and join The Masters as a driver, owner or spectator at our events to come.





Remaining 2005 Schedule

July 30, 31 - Silverstone, Classic
August 13,14 - Nurburgring, Oldtimers Grand Prix
September 3, 4 - Le Mans, LM Story
September 24, 25 - Spa, The '6 Hour' Weekend

Please contact us to register your interest in racing your Historic F1 or Sportscar with us in 2005:

The Masters Series
The Bunker, Lower End Road, Wavendon, Milton Keynes MK17 8DA
T: +44 (0)1908 587545 F: +44 (0)1908 587009
E: team@themastersseries.com www.themastersseries.com

GRAND PRIX MASTERS

WORLD SPORTSCAR MASTERS

The Masters Series is supported by:

SPEEDMASTER Octane · GPR motorsport equipment · GR · AVON TYRES Racing Avon Tyres exclusively serviced by BMTR · SUNOCO RACE FUELS · DUNLOP · HALL & HALL www.racecar.co.uk/hallandhall · CLASSIC TEAM LOTUS · jameswattautomotive.com

Mac to the max at MAC's meeting

VSCC/MAC: Shelsley Walsh July 3

Mac Hulbert's bid to lower his own pre-war hill record at Shelsley Walsh will have to wait until the centenary meeting in August. Although Hulbert clearly powered ERA R4D to fastest time of the day at the vintage meeting, he was a fifth of a second adrift of his year-old record.

Hulbert really had the FTD contest to himself and ended the day nearly two seconds clear of anyone else. It was a stirring performance from Simon Taylor aboard the Stovebolt Special that took second fastest: in claiming the post-war class in the Chevrolet-powered HWM, Taylor came close to Martyn Chapman's 1979 class record.

Leading the chase of Hulbert in the 3-litre racing car class was Goff Tidball in ERA R14B, with a best of 36.21sec. In the unlimited racing car class Simon Williamson's heroic handling of his 11-litre 1923 Delage produced an impressive 36.89sec.

One of the biggest cheers was reserved for Brian White, who decimated his own 3-litre sportscar record with a tremendous climb in his Frazer Nash TT Replica, over six tenths of a second inside his two-year-old mark. Also in record-breaking form was David Baker in the wonderful aero-engined Piccard-Pictet, in which he bettered his brother Robin's Edwardian record.

A bumper 1100cc racing car class was headed by Tim Whellock's Hardy Special. A broken plug on his first run hindered Michael Fitzmaurice and kept his Austin 7 Special half a second adrift.



Piccard about to be taken up to warp speed (well, Edwardian record-breaking speed)

Back from an injury that kept him away from the Croft round a month earlier, Nelson Rowe had to contend with returning multiple champion Neil Fowler in the Historic FF1600 race. Although Rowe put his Crosslé 20F ahead in the early laps, Fowler was able to squeeze in front in his Lola T200 and stay clear by a shade under three seconds.

After taking his Lotus Cortina to fourth in the HRSR race, Robert Hartley won a close battle of the Elva Mk7s in Classic Sports. John Monson ran him close, while Philip Nelson (Marcos 1800GT) topped the closed cars.

Fresh from a foray to Le Mans the previous weekend, Nigel Webb took the Jaguar XK spoils as Alan Harper (Lotus Elan) and Andy Shepherd (Lotus 7) claimed Roadsports wins. Edwin Jowsey (Brabham BT28) and Steve Maxted (Argo JM6) completed the race winners.

Grand Prix de l'Age d'Or: Dijon June 25/26

FRENCH FRANK GETS GOOD VALUE

Frank Sytner and Peter Wuensch shared the Grand Prix Masters spoils at a very hot Dijon, while Carlos Barbot scooped a World Sportscar Masters double in his Lola T70.

In the opening F1 race it was Sytner (Penske PC3) versus John Crowson (Ensign N177) and the matter was always in doubt as Crowson gave dogged chase. But Sytner's experience was up to the task and he took the flag with just over a second in hand.

Crowson went into Sunday's race determined to turn the tables and things looked good for him when Sytner was slow away. But a loose wheel soon sidelined the Ensign and instead it was Wuensch who came through to be an overjoyed first-time winner in his Wolf WR1.

Sytner also lined up for the sportscar races in his Lola T70, one of seven such cars in the field. But Barbot was in sparkling form in his T70 and fended off a determined challenge from Sytner to win twice. Irvine Laidlaw topped the 2-litre cars on Saturday in his Chevron B16, but an inspired David Methley claimed third overall on Sunday in his FVA-powered Lenham. Further down the field, Adrian Newey made his WSM debut in his Ford GT40.

Rally Costa Atlantica: Portugal June 22-25

ALPINE PASSES FIRST IN DIVINE GALICIA

With a start in Oporto, a route that ran through much of the famous territory of the old Portuguese Rally and the finish on the Rias Baixas coast of Galicia, the Rally Costa Atlantica classic had much to offer.

Forty superb classic cars took part with the final decision going to the ultra-precise Alpine A110 of Rufino López and María Albuerne by just seven seconds. Hard on their heels were José Campos and Daniel Figueroa in a Mercedes 280SL, in turn closely pursued by the Lancia Stratos of Miguel Oliveira, navigated by his father, also called Miguel Oliveira.

Jan Wellem Pokal: Nürburgring June 25/26

SPICE ADDS VARIETY TO LIFE AT THE 'RING

Nigel James and David Mercer each took a victory in the second instalment of the Group C/GTP racing season at the Nürburgring. But it was the speed of Sweden's Jenna Brorsson, who claimed a podium finish in her debut race in a Porsche 962, that grabbed the most attention.

James fired his 962 into the lead from the start of the first race and was able to keep Mercer (Spice SE90) at bay until the dentist found his engine losing power and dropped back to a secure second. Brorsson claimed third in a most impressive Group C/GTP debut.

For race two James again made the early running, but couldn't hold off the flying Mercer as the race headed into its closing stages. Jim Mullen (Spice GTP), fourth in race one, moved up to complete the podium finishers on Sunday.

Richard Piper continued his excellent Orwell Supersports season by bagging a brace of wins in his mighty McLaren M8F. John Grant's similar car was the big threat to Piper, but a spin in the opening race dropped the MSA chairman behind the best 2-litre cars. Grant recovered to take second in race two, as Cosimo Turizio again headed the 2-litre pack in his Osella PA4.

Thoroughbred Grand Prix Championship: Lausitz July 2/3

BAHLSEN TAKES THE BISCUIT IN GERMANY

Hubertus Bahlsen became the first driver other than Christian Gläsel to win a TGP race this year in the opening part of a double-header at the EuroSpeedway Lausitz in Germany. While Bahlsen's Arrows A4 won the first race, Gläsel's Brabham BT49D was back on top the following day.

Gläsel's pace was never in doubt, but he was forced to quit the opening race when his engine cut out. All was restored the following day as Gläsel romped to victory after both he and Bahlsen started from the back of the grid. They duly finished one-two as Janine Payne scored a podium finish in her Arrows A4.



Peter Wuensch was ecstatic on taking his first GP Masters win at Dijon in his Wolf WR1

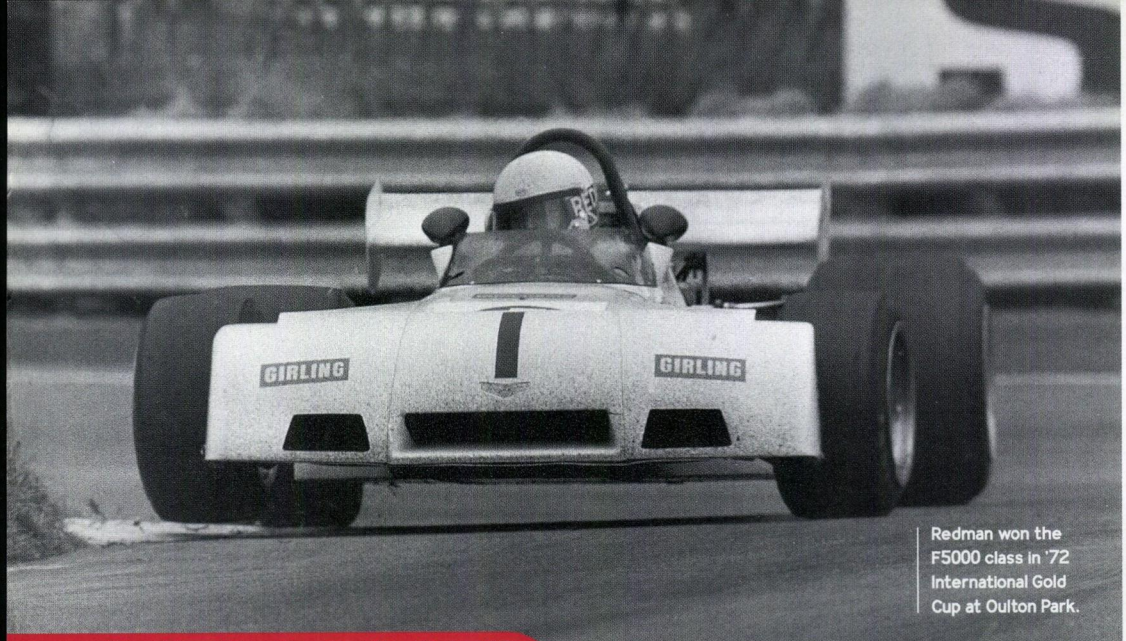
Jim Houlgrave Eric Sawyer



There's a world of difference between sponsorship and genuine technical collaboration. That is why you will find Shell technicians working alongside one of the most demanding teams in motor racing at practice sessions and at every single Grand Prix. And the result? What we learn on the track goes straight into fuel we develop like Shell Optimax.

Shell
Optimax

www.shell.com/ferrari



Redman won the F5000 class in '72 International Gold Cup at Oulton Park.

DATA LOGGER
KEEP TRACK OF ALL THE ACTION

Lancashire hot shot returns to Oulton Park for Chevron's 40th anniversary

Redman's Chevron frenzy

Brian Redman's return to racing at Oulton Park will be one of the star attractions as the 40th anniversary of Chevron is marked at the Gold Cup meeting on August 28/29. As many as 80 Chevrons are expected to be racing in what will be the biggest gathering of cars and former drivers in the history of the marque.

Plans are in place for split races for sportscars and single-seaters: it is possible that the sportscar section will need to be divided into two races if the 53 cars currently pledged are confirmed.

Redman is bringing a B42 F2 car and a B16 sportscar from the USA as he races at his home track for the first time in 30 years. One of his first major wins came at Oulton, when he triumphed in the 1967 *Daily Mirror* Trophy in a B8. He also finished fourth overall and first in the F5000 class in the '72 International Gold Cup aboard a B24.

Event organiser Helen Malkie is hoping that ex-Chevron F2/F3 star Riccardo Patrese will attend the event, which includes a reunion dinner on Sunday evening. "Patrese is a real Chevron guy," said Malkie. Other former marque pilots due to be at Oulton include Digby Martland and Teddy Pilette.

Among the notable cars due is the B24 F5000 which Peter Gethin took to victory in the 1973 Race of Champions at Brands Hatch. Recently returned from America, the car is being readied by historics stalwart Anthony Taylor for the meeting. Also expected to appear is the sole remaining B4.

The sportscar entry includes 14 B8s, 13 B19s and 11 B16s, while the early years are represented by the B1s of Vin Malkie and Geoff Temple. Set for its first run for many years is the DFV-powered B23 of Fred Goddard, which last raced in South Africa.

McRae brothers to star at RallyDay

Demonstration runs by the Mk2 Ford Escorts of Colin and Alister McRae will showcase RallyDay 2005 at Castle Combe on August 13. The famous brothers will drive laps of the Wiltshire race circuit and will also be taking part in runs on a demo rally stage.

"They'll go out on the circuit together to enjoy themselves," said event organiser Brian Stubbings. "Then they will switch to the rally stage, which we have set up to be as spectator-friendly as possible."

The McRaes recently contested the national event within the Scottish Rally with the brace of Escorts, which have both been significantly developed.



Colin McRae in action on 2005 Scottish Rally

The day, for which the organisers are expecting a record crowd, will also mark 25 years of the Audi Quattro – five ex-works cars will be present. Meanwhile, Swedish star Björn Waldegård will be reunited with his old Porsche 911.

Up to 30 Group B rally cars from the Slowly Sideways group will be on hand to take part in the demonstration stage. A pair of Lancia 037s, at least two Peugeot 205T16s and six MG Metro 6R4s will be in action during the event.

ALEXIS CORNER

The unique Alexis HF4 Formula Junior single-seater from 1962 is currently being rebuilt by Neil Daws after spending more than 30 years in storage. Although the restoration may not be complete in time for the Goodwood Revival, the car is scheduled to be running later this year.

The 1962 works car was given its debut by Steve Ouvaroff at the International Trophy meeting at Silverstone and was raced by saloon car ace John Rhodes before being shunted at Monaco by Eric Harris. After being rebuilt around a new chassis it was later developed into an F2 car for Paul Hawkins.

Daws acquired the car a couple of years ago and has been carefully rebuilding it to Formula Junior spec. It is believed to be the only rear-engined Formula Junior Alexis.

WILDS TO RALLY 911

Former grand prix racer Mike Wilds will make his rallying debut at the end of July when he contests the Manx Historic Rally in a Porsche 911. He will tackle round six of the British Historic Rally Championship in the car with which Steve Perez won the 2003 championship title.

Wilds, who started racing in 1965, made his GP debut in the 1974 US GP at Watkins Glen and then raced for Stanley-BRM in '75. More recently he has raced Chevrons to great effect in historics.

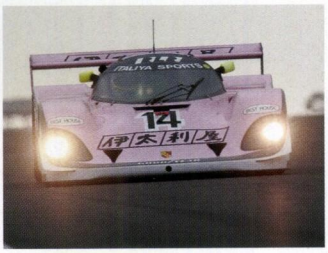
The chance to sample rallying came after Wilds taught Perez how to fly a helicopter. "It's very different, but I just love motorsport and it's another form of the sport to try," said Wilds.

BELL BACK IN 962

Derek Bell returned to the wheel of a Porsche 962 for the first time in more than a decade when he demonstrated one of Henry Pearman's cars during the Clubmans 40th anniversary meeting at Silverstone.

Bell, the long-time president of the Clubmans Register, drove the ex-Weaver/Reuter 1990 Le Mans car for a series of demonstration laps and declared himself thrilled to be back at the wheel of a 962. "It's like getting back into bed with an old girlfriend," he quipped.

Bell drove that particular chassis at Donington in 1989. It was also the car that Damon Hill raced at Le Mans the same year in his sole attempt at the 24 Hours.



Derek Bell relives his past in Porsche 962

LLOYD ON TOUR: 32 YEARS ON

Former saloon car and Le Mans racer Richard Lloyd will contest Tour Britannia in a Chevrolet Camaro, 32 years on from James Hunt's victory in the Tour of Britain in a similar car.

Hunt won the 1973 race/rally event in a Z-28 Camaro that had been earmarked for Lloyd. But when Lloyd was sidelined by a racing accident Hunt was invited to drive the car. Partnered by Robert Fearnall, the future Formula One World Champion promptly won outright.

At the time Lloyd was racing a Group One Camaro in the BSCC and he will now contest Tour Britannia in September in a 1970 Z-28 that was sourced from the USA via the eBay internet auction site.

"It is an attempt to turn the clock back more than 30 years and visit the days when the car was current; it will therefore be rebuilt in a period way," promised Lloyd. "The Camaro won that first event and we thought it would be fun to use one to compete in Tour Britannia, since it closely mirrors the original event."

The Chevy was scheduled to arrive in the UK in early July and will be rapidly rebuilt in time for the Tour, which starts on September 5. In recent years Lloyd has masterminded Audi Sport UK's Le Mans and BTCC campaigns.



HRCR IN CHARGE

The Historic Rally Car Register has retained the contract to organise the MSA British Historic Rally Championship for a further three years from 2006 onwards. The decision follows a period of evaluation by the Motor Sports Association over the structure and future of British rallying.

The HRCR has run the championship for the past five seasons, developing it into a major element of British rallying. In the past two seasons a classic category for pre-81 has run in tandem with the BHRC historic (pre-67) and post-historic (pre-74) categories.

"This is excellent news," said championship coordinator Dave Lucas. "We can now take the BHRC into the future with confidence."

ARRAY OF BURNS

The public debut of the 'Richard Burns Collection' will be at the Castle Combe RallyDay on Saturday August 13. The event is the idea of David Williams, the man who first supported and then managed the rallying superstar's early ascent to greatness. A collection of cars from Burns's rallying career has been gathered together and will be demonstrated at the Wiltshire racetrack by some of his many rallying friends. All of the cars have been meticulously prepared, and will range from the Peugeot 205GTi in which he first shot to prominence right through to his 2001 WRC title-winning Subaru Impreza WRC (above) and a Peugeot 206WRC.

SHELSLEY FINANCE

Following final confirmation that a new 100-year lease has been signed for Shelsley Walsh, work will soon start on the renovation of some of the buildings adjoining the paddock area at the famous Worcestershire hillclimb venue.

Some basic tidying up of the buildings has already been carried out ahead of the centenary meeting in August and decisions are due shortly about the exact plans. A restaurant, Midland Automobile Club offices, a library and archive are all likely.

"We have to raise more money for this work," said Martyn Griffiths, chairman of the Shelsley Trust. Visitors to the centenary meeting will have the chance to see the derelict buildings from a safe distance.

NEWS IN BRIEF

Our founder editor Bill Boddy has been honoured with a lifetime achievement award by the Transport Trust. It was accepted for him in June by our editor at large Simon Taylor from the Trust's patron Prince Michael of Kent.

A new organising team is now in place for LE JOG, the Land's End to John O'Groats Classic Reliability Trial in December. Although LE JOG founder John Brown stood down after the 10th event in 2004, a new team is now planning the 2005 trial under the HERO banner and is headed by experienced LE JOG official Peter Nedin.

Barry Cannell competed at Shelsley Walsh recently in his 1934 Alfa Romeo 6C on what was the car's first hillclimb. Best known for racing a Cooper and the Willment sports-racer, Cannell has used the Alfa for touring rallies.

Londoner Andrew Barnes will contest the 2005 East African Safari Rally in a 1972 Porsche 911 prepared by Tuthill Porsche. Barnes achieved a great result in the event in 2003 when he got his Mk1 Escort to the finish in fourth.

Richard Martin-Hurst has swapped his trusty Rover V8 for an ultra-rare 1970 Ford Perana Capri V8 for the 2005 East African Safari Rally in December.

Regulations have been published for the Archie Frazer Nash Memorial race meeting at Anglesey on September 24/25. Racing on two, three and four wheels will be topped by a dedicated race for Frazer Nash and GN cars. More information is available from www.frazernash.co.uk

Former British Hillclimb champion Andy Priaulx will return to Shelsley Walsh for the centenary meeting in August. The 1995 champion will demonstrate a BMW 320i, similar to the car in which he took the 2004 European Touring Car title.

Sir Stirling Moss drove his 1955 Mercedes-Benz 300SLR Mille Miglia winner on the Brooklands banking in June (below) as part of a naming ceremony for the manufacturer's new heritage centre. Mercedes-Benz World is due to open next summer.



HAMMER DOWN

Racers that are going, going, gone



Sothebys' much-hyped Ferrari sale at Maranello in June saw a world record price for an F1 car at auction when one of the F2004s raced by Michael Schumacher last year reached €2,760,000 (not including buyer's premium). Equally remarkable was the €1,897,500 bid for a 1940 Maserati 8CL, a record price for an Indy 500 racer at auction. Among the 72 (of 116) lots to sell, further highlights included the ex-Froilán González Ferrari 212 Inter sportscar that reached €483,000 and a gorgeous Maserati 4CL Monoposto at €425,000. Sotheby's CEO Bill Ruprecht said: "[The auction] represented a unique assembly of some of the world's greatest cars, which ranged from historic racing cars to some of the finest, fastest modern sportscars ever to have been produced."

Faring less well was the Christies' Exceptional Motor Cars & Automobilia sale: the ex-Ecurie Ecosse Jaguar C-type (below), driven in period by Ian Stewart and Ninian Sanderson, failed to reach its €1,800,000 estimate.



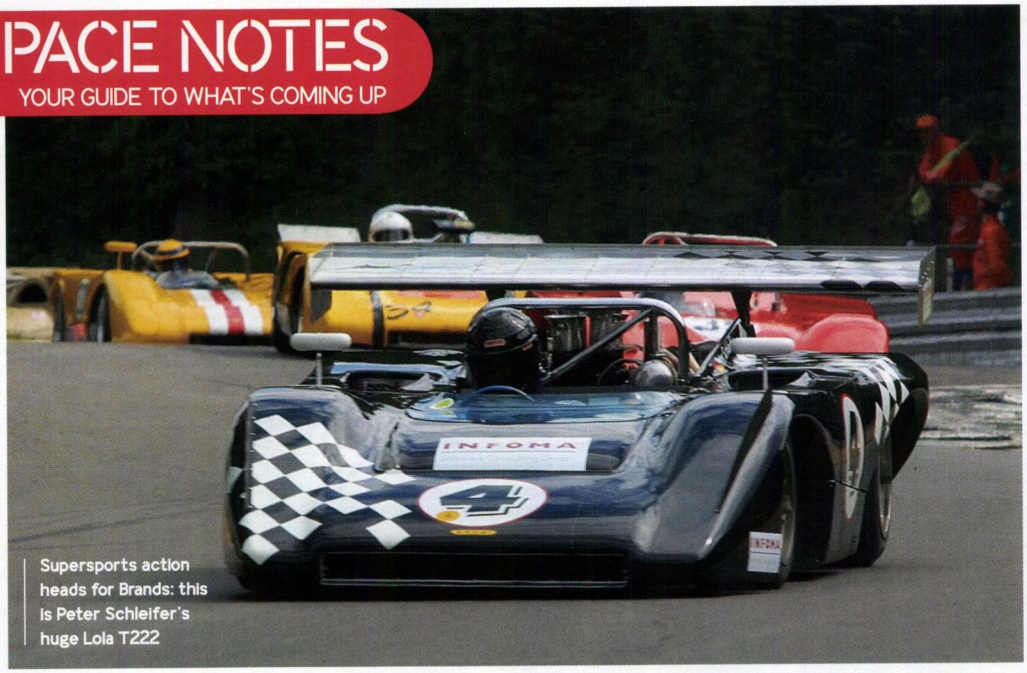


Up to 15 MG and BMC competition cars are to go on the block at the Transport Collector Auction sale at Silverstone on July 23. Among them is an ex-works 1934 MG Midget. This supercharged machine, as campaigned in period by Jack Bastock, once formed part of the 'Cream Cracker' triumvirate of trials cars. It is expected to reach £50,000. In the same sale is the Paddy Hopkirk/Henry Liddon/Raymond Baxter ex-works Mini Cooper S - 8 EMO - although no estimate has been released as yet. More details on 020 8940 2022.

Jim Holgrave, Konrad Lagger, LAT

PACE NOTES

YOUR GUIDE TO WHAT'S COMING UP



Supersports action heads for Brands: this is Peter Schleifer's huge Lola T222

Orwell's big bangers at Brands

HSCC Superprix: Brands Hatch
July 23/24

The only UK appearance of the year for the Orwell Supersports Cup is one of the features of the annual HSCC Superprix at Brands Hatch on July 23/24. As ever, crammed grids will pack the Kent track as historic racers get the chance to let rip on the glorious Grand Prix circuit.

It's a weekend with a real 'big-banger' theme, for the Supersports Cup is having a resurgence of support from Can-Am cars this season and around half a dozen are due at Brands, including the McLaren M8s of Richard Piper and John Grant and the sensational 8-litre March 707/717 piloted by local hero Frank Bradley. Series promoter Silvio Kalb currently leads the 2-litre pack in his March 76S.

Thundering Chevys will also dominate the Derek Bell Trophy race as the nine-strong New Zealand contingent joins a large European field to put more than 20 Formula 5000s on the grid. It's the biggest field since the renaissance of the class and includes visitors Noel Atley (Begg), David Abbott (Lola T430) and John Crawford (McRae GM1). Simon Hadfield (Chevron B37) and Frank Lyons (Lola T332) head the home contingent.

Also on for the first weekend of a UK double-header, culminating with the Silverstone Classic, is the Group C/GTP field.

Other highlights include a round of the BRDC Historic Sportscar Championship, in which Julian Bronson will be hoping that the GP circuit will give his Lister-Chevrolet the chance to outgun the 2-litre cars of Graeme Dodd (Cooper Monaco) and Philip Walker (Lotus 15).

Shelsley Walsh Centenary
August 19-21

HUNDRED YEARS OF WORCESTER SORCERY

For three days in August, Shelsley Walsh will echo to the sounds of racing engines as the longest surviving motorsport venue in the world celebrates 100 years of speed hillclimbing.

It was on August 12 1905 that the Midland Automobile Club first used the short and steep hill up the side of the Teme Valley in rural Worcestershire. That day EMC Instone set the first hill record at 77.6sec on his 35hp Daimler. Now the mark stands at less than 24sec, but the course remains the same.

Now, with the venue finally secure for another 100 years, it's party time. While Friday and Saturday are set aside for a round of the British Hillclimb Championship, Sunday is all about nostalgia as the full 100-year history of the hill and the men and machines that have competed over the decades are celebrated.



Another excuse to include a lovely old picture from Shelsley Walsh - 1934 in this case

Each era of Shelsley history will have its own class of cars, while other categories are dedicated to former hillclimb champions and hill record holders. ERA, so pivotal to the Shelsley story, will have its own class, topped by Mac Hulbert in R4D, the car driven by Raymond Mays to such effect at Shelsley. Another seven ERAs will chase Hulbert, including David Morris in R11B.

Around 170 cars will compete on Sunday, topped by representatives from the current generation of hillclimb single-seaters.

Elsewhere, the BRM P48 that Tony Marsh took to one of his six hillclimb titles will be handled by Guy Spollon and all three of Patsy Burt's hillclimb cars - two Coopers and a McLaren - will be together for the first time.

The list of attractions is endless and a massive crowd is expected. To cope, car parking will be available at the top of the hill as well and will be signposted. Practice on Friday runs from 10am to 5.30pm, Saturday has practice from 9.30am and timed runs from 11.15am. On Sunday practice starts early at 8.30am, with timed runs from 11am. It's an event that won't be repeated until the bicentenary!

Oldtimer Grand Prix: Nürburgring
August 13/14

WILL WUENSCH BE WUNDERBAR AGAIN?

Now established for 33 years, the AvD Oldtimer Grand Prix has a rightful position as one of the top three European historic festivals. As ever, the August event will feature crammed paddocks and wall-to-wall racing for a mix of international and German classes.

Headlining is Grand Prix Masters, with a double header forming the fifth date on the calendar for 3-litre F1 cars. A 25-strong field is expected, with recent Dijon winner Peter Wuensch (Wolf WR1) likely to be at the head of the action.

Up to 40 cars will contest the pair of 30-minute World Sportscar Masters races, including a gaggle of Lola T70s topped by Allen Lloyd. The Matra MS650 of Abba Kogan and the Ligier JS2 of Paul Knapfield add variety, while the Chevron B16 pack includes Jon Minshaw, José Albuquerque and Chris Ball.

McLaren M8s, Lolas and Marches will deliver the thunder in the Orwell International Supersports Cup, while the HGPCA has a major presence with races for Grand Prix cars split into pre-61 and pre-66 as well as a race for drum-braked sportscars. A typically frenetic FIA Lurani Trophy Formula Junior race runs in two parts, early on each morning.



Historic Marathon runs over Nordschleife

Jim Hougrave, LAT

From tiny acorns...













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

Oak. The material of choice for any English Heritage Building.

All our structures are designed to look as beautiful as they are strong; strength that actually increases with age. Little wonder some of Britain's oldest buildings are Oak framed.

That's why we only ever use hand-crafted, traditional jointing techniques. There are no metal brackets in our traditional builds.

Add to this our commitment to guiding you through your design from start to finish, it's no surprise we're the UK's leading Oak frame manufacturer.

Call: 0870 777 7178
for a brochure.

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

www.ehbp.com

ENGLISH HERITAGE BUILDINGS

№1 in Oak Framing

MS0506

1955
MILLE MIGLIA
by
Michael Turner

Driving the fabulous 300SLR Mercedes, Stirling Moss scored one of his greatest victories in the gruelling Mille Miglia of 1955.

Partnered by Denis Jenkinson, whose pace notes helped to guide him round the treacherous 1000 mile course, Moss took victory in the fastest time ever recorded.



Each print individually signed by SIR STIRLING MOSS O.B.E. and signed and numbered by artist Michael Turner.

LIMITED EDITION OF 722 PRINTS The print edition corresponds to the number carried by Moss' car to denote his start time from Brescia.

Overall print size 58cm x 46cm (23"x 18") Product Code **55MIL-95**

£95 each Plus £6 P&P in the U.K., £8 Europe and £10.50 the rest of the World.

HOW TO ORDER

By Phone, Fax, Post or On-Line, giving full details of your requirements. We accept payment by cheque (payable to Studio 88 Ltd.), postal order or Mastercard, Visa, or Maestro/Switch. Please remember to include the card valid from and expiry dates, security number (found on the signature strip on the reverse) and Maestro/Switch issue number. Overseas payments by the listed Credit Cards or I. M.O. only.

Ask for our **FREE COLOUR CATALOGUE** detailing our complete range of prints & cards by Michael & Graham Turner.

Studio 88 LIMITED

P.O. Box 568, Aylesbury,
Bucks. HP17 8ZX.

Phone & Fax: 01296 338504

www.studio88.co.uk

info@studio88.co.uk

EXHIBITION
OF PAINTINGS BY
MICHAEL TURNER
& GRAHAM TURNER

22nd - 24th April 2005

at Halton House, near Wendover, Buckinghamshire

Michael and Graham Turner are well known for their dramatic and evocative paintings featuring the motor sport, aviation, and historical subjects that inspire them, and Studio 88's exhibition provides the opportunity to see an unrivalled collection of their work.

At least 80 originals will be on display, mostly available for sale, together with Studio 88's extensive range of prints, cards, calendars and books.

For further information, please contact Studio 88 at the address on the left or log on to our web-site.

OPENING TIMES
Friday - 10am - 9pm
Saturday & Sunday - 10am - 6pm

ADMISSION FREE



Coys Festival '98: Hulme's Lola T70 and Baker's Alfa T33TT

Back on the festival circuit

Silverstone Classic July 30/31

Silverstone is back on the map of historic festivals. Now titled the Silverstone Classic, the meeting has all the ingredients needed to rebuild an event that once set the standard for multi-day racing festivals.

With a stunning 17-race programme containing virtually all the jewels of European classic and historic racing, an entry list that is set to top the 500 mark and a new long-term commitment from the BRDC and Silverstone, this just has to be a highlight of the season.

The awesome programme has races spanning 60 years of F1 development: from the pre-war HGPCA machinery through to Thoroughbred Grand Prix by way of Grand Prix Masters, there is F1 racing for all generations. For the first time TGP and GPM share the same bill, competing respectively for the Silverstone International Trophy and the James Hunt Trophy.

Sportscar fans are in for just as big a treat. From pre-war leviathans in the BRDC 500 through drum-braked sports, BRDC Historic Sports and on to World Sportscar Masters and Group C/GTP, it will be possible to trace sportscar racing history from the 1920s to the '80s.

Grids are invariably oversubscribed – some massively – such is the buzz around the event. The entry list includes Frank Sytner, Duncan Dayton, Jackie Oliver, Willie Green, Barrie Williams, Simon Hadfield, John Fitzpatrick, Alan Mann... the list goes on and on.

Each day offers a full programme of racing, with eight races on Saturday starting at 10.50am and a further nine on Sunday starting at 11.20am.

Chimay Race Festival July 23/24

WALLOONS BURST WITH EXCITEMENT

Once a year the public roads around the Belgian town of Chimay are closed for competition as the town remembers a racing history that goes right back to the 1920s. The result is a relaxed and unpressured weekend.

While the events for single-seaters are classed as demonstrations rather than races, the Top Hat movement is central to the racing programme with events for Top Hat saloons and Cloth Cap sports and GT.

Heading the saloon field is the Ford Mustang of Chris Chiles and Paul Ingram, which won at Pau after having some early-season gremlins sorted. But the nimble Alfa Romeo GTAs of Jon Shipman/Mark Hales and Peter Sugden/Peter Rutt are expected to give the American V8s a really hard time. Among the older cars is the splendid Alvis Grey Lady of Ivan Dutton and Adam Gittings.

Shipman/Hales are also likely to feature strongly in the Cloth Cap race as they wheel out Shipman's Crosslé 9S for the first time this season. John Young/Chris Ballard (Aston Martin DB4) and Antonio Bertini's ex-works Speedwell Sprite are other notable entries.



Utting/Gill Mustang leads at Chimay in '02

VSCC: Prescott August 6/7

NOT JUST TWO JAGS FOR PRESCOTT

The biggest hillclimb weekend of the VSCC season will pit a 200-strong entry against the classic Gloucestershire hill over the weekend of August 6/7. As ever, the event is heavily oversubscribed.

While James Baxter will urge his Frazer Nash single-seater into competition against the ERAs for overall glory, myriad class battles will entertain all day long. For sheer spectacle, the GN Vitesse of Duncan Pittaway and the 24-litre Napier-Bentley of Chris Williams will be tough to beat, along with James Diffey aboard a 1924 Bugatti Brescia, while an excellent Edwardian field includes the splendid Piccard Pictet of David Baker.

Saturday is set aside for practice from 9am; timed runs start at 10am on Sunday.

RACE PROGRAMME

Check out where the action is

JULY

When & where: 23/24 CHIMAY (B)
What: Historic Race Festival with Top Hat Racing
Contact: www.circuit.be/historycar%20anglais.htm

When & where: 23/24 BRANDS HATCH
What: HSCC Superprix, including International Supersports and Group C/GTP. Admission: £12
Contact: Tel: 01474 872331; www.motorsportvision.co.uk

When & where: 24 MALLORY PARK
What: VSCC Race Meeting
Admission: £10
Contact: Tel 01608 644777; www.vscc.co.uk

When & where: 28-30 ISLE OF MAN
What: Manx Historic Rally, round six of the Armajaro MSA BHRC
Contact: www.mir.co.im

When & where: 29-31 SILVERSTONE
What: Silverstone Classic, including TGP, HGPCA, GP Masters and Group C/GTP
Admission: £10 (in advance)
Contact: Tel: 01327 857271; www.silverstoneclassic.com

AUGUST

When & where: 6 CASTLE COMBE
What: HSCC races including Derek Bell Trophy and Historic Racing Saloons
Admission: £10
Contact: 01249 782417; www.castlecombecircuit.co.uk

When & where: 6/7 PRESCOTT
What: VSCC hillclimb. Admission: £25
Contact: Tel 01608 644777; www.vscc.co.uk

When & where: 12-14 NURBURGRING (D)
What: Oldtimer GP, including HGPCA and GP Masters
Contact: www.nuerburgring.de

When & where: 19-21 SHELSLEY WALSH
What: Shelsley 100 celebration meeting
Admission: £15
Contact: www.shelsley-walsh.co.uk

When & where: 20/21 LAGUNA SECA (USA)
What: Rolex Monterey Historic races
Contact: www.montereyhistoric.com

When & where: 28/29 OULTON PARK
What: Gold Cup meeting, including HGPCA drum-braked sports, BRDC Historic Sportscars and Gentleman Drivers
Admission: £12
Contact: www.motorsportvision.co.uk

LAT Eric Sawyer

MORE PAGES. MORE CARS.

Autocar is changing. The world's best weekly car magazine is bigger and better from front to back.

As well as a fresh new look, we're testing more new cars – with more first drives, more detailed comparisons and a new-look version of the world-famous Autocar road test that's tougher than ever before.

We're also revealing more secret new models that car makers don't want you to know about, and bringing you more of the personalities behind the news. Not to mention unrivalled coverage of the enthusiast car market and a re-booted data section that's updated every week.

So look out for our new-look cover on the newsstands every Tuesday.

All for the same price of just £2.20.

50p OFF AUTOCAR

To the customer: Present this voucher at participating WHSmith stores and redeem it for 50p off one issue of Autocar.

Terms & Conditions

1. This voucher entitles you to 50p off an issue of Autocar, from participating UK WHSmith stores. Subject to availability. While stocks last. 2. Voucher valid from 15 July until 31 July 2005 inclusive. 3. Cannot be exchanged for any other merchandise. 4. Only one voucher per transaction. 5. May not be combined with any other offer. 6. Only original, unaltered vouchers will be accepted. WHSmith reserves the right to reject any voucher it deems, in its sole discretion, to have been forged, defaced or otherwise tampered with. 7. Cash redemption value 0.001p.

Promoter: WH Smith Retail Limited, Greenbridge Road, Swindon, Wiltshire SN3 3RX

To the Store

Please scan voucher and product. Do not 'mint return'. Destroy voucher.

Autocar: bigger and better, every Tuesday





The HSCC's thriving '70s Roadsports series is one of many with a packed and varied grid

Reversal of fortune

Paul Lawrence reports on how and why the HSCC has grown in stature

Almost a decade ago the Historic Sports Car Club was in trouble. Its financial position was parlous and race meetings were regularly losing money. Change was needed, and needed urgently, if the club was to survive much longer. Chairman Nick Overall asked Grahame White to come on board.

"I didn't intend to get as involved as I have," says White with typically quiet understatement. Initially he declined Overall's request but subsequently gave in, little realising that he was about to become totally immersed in rebuilding the club.

Overall knew just what he was doing, however, as White's pedigree was impressive. He'd been competitions manager with the BARC and sales boss at Chevron, bringing a thorough knowledge of the sport.

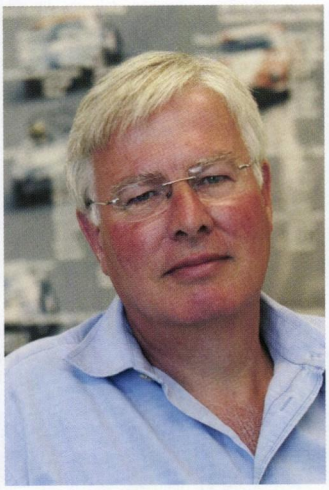
"The first priority was to sort out the finances," says White. "Then we needed to build up the officials team, then run more professional events and encourage members old and new to race."

Things didn't change overnight, but in the intervening decade the club's makeover has been startling. Today it is a key organiser of historic racing in the UK, has more than 500 members racing regularly, returns a sensible profit and is organising three of the biggest events on the calendar. Not bad for an organisation with just three full-time employees, supported by an army of volunteer officials.

"The club is very, very successful," says its new chairman Chris Sharples (right), quickly finding his feet following Overall's retirement earlier this year. "That success can be judged in many ways. In terms of membership, 2004 was the best ever year for the club. We had over 500 people with racing membership last year, which was well up on '03 and the numbers are moving well in '05. All of our race meetings last year returned a profit for the club and grid sizes are again up in '05."

White, who despite his initial reluctance to get involved now holds the post of chief executive, adds: "Everything we do is for the members. They like to enjoy good, clean racing and we like to keep it fun."

Sharples, who campaigns a Palliser in Historic FF1600, is on exactly the same mission. "The spirit in the club is terrific," he says. "One of the things the racers enjoy is a high standard of driving. OK, people are bound to have the odd incident, but driving discipline in the club is pretty damned good."



'The spirit of the club is terrific. One of the things our racers enjoy is the very high standard of driving'

This summer the HSCC is at the helm of three high-profile events – the Brands Hatch Superprix, the Silverstone Classic and the Oulton Park Gold Cup – with a combined total of 1500 entries. White and Sharples are determined to ensure that the club's racers continue to be able to tackle major venues alongside high-profile guest races.

"The big challenge for the future is continuing to ensure that we can race on really nice circuits," says Sharples. "You definitely see from our members a preference to race on the GP circuit at Brands, the international circuit at Silverstone, Donington and so on."

Balancing the needs of racing members while running events that deliver a promotable package for the circuits is undoubtedly one of the club's challenges. "We need to put on a really good show, so that the transaction we have with the circuit owners is not simply one of us renting the track," says Sharples. "At a couple of our meetings we provide a basis by which the circuit organisers have a better chance of delivering a good gate than is the case for a lot of club meetings."

Next year the club will celebrate its 40th anniversary, but there are definitely no signs of an impending mid-life crisis. Quite the opposite, in fact. M

Charlie Wooding

MOTOR RACING AT

SHELSLEY WALSH

THE OLDEST RACING TRACK IN THE WORLD

THE 3 DAY CENTENARY EXTRAVAGANZA

Friday 19th August

Practice Day from 9.30am £6.00 per adult

Saturday 20th August

BRITISH HILLCLIMB CHAMPIONSHIP



With F1 powered racing cars reaching 140mph+
Also saloons, sports and sports-racing cars.
from 9.30am £12.00 per adult

Sunday 21st August

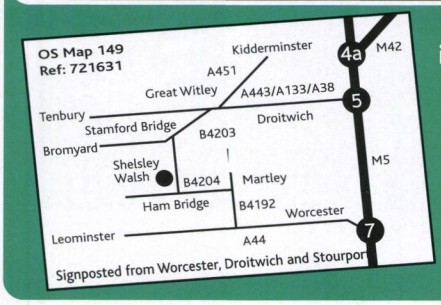
To celebrate our 100 years

RETURN OF THE AUTO UNION



and cars from 1905, roaring twenties, furious thirties,
Shelsley Specials, ERAs,sports cars, sports-racing cars,
motor cycles and modern racing cars.
Celebrities, Hill Climb Champions and Shelsley Record Holders
from 8.30am £15.00 per adult

"Special 3 Day Ticket £25.00"
Only available by prior purchase from
www.shelsley-walsh.co.uk



Each price includes parking, transfer to paddock and seated trackside enclosures. Accompanied children under 16 FREE.

TRAVELWORLD RV

AMERICAN 'RV' IMPORTERS SINCE 1977





*NEW MODELS FROM £60,000 TO £250,000
*PRE-OWNED MODELS FROM £25,000 UPWARDS
*NEW STATE OF THE ART FACILITIES WITH FULL SIZE 40 UNIT SHOWROOM
*10 BAY WORKSHOP FACILITES
*WEBSITE WITH INFO OF ALL NEW & USED MODELS





WE WILL NOT BE BEATEN ON PRICE
UK OR STATESIDE!
TEL: 0845 230 5033
WWW.USRV.CO.UK

MotorSport

Join in the fun!

On July 23/24 the HSCC presents its 'Historic Superprix' meeting on the Brands Hatch Grand Prix circuit. One week later the historic action moves to the 'Silverstone Classic'. These are two mouth wateringly appetising meetings with wonderful grids full of historically interesting cars. Across the two weekends you won't see track demonstrations, you will see out and out competitive driving from six decades of F1, F5000, GT and sports cars.

Back home, when you have enjoyed these meetings, close your eyes and dream about how much more fun you could have had driving rather than spectating. The HSCC is very proud of the fact that it has introduced many drivers to the fun of historic racing. HSCC championships need not be expensive. The great thing about historic cars is that they sustain their value. If you want to win in a modern series you need a brand new car. Watch it's value plummet as you race it. However if you want to win in the HSCC's 'historic FF' championship you want a thirty five year old car. This will likely be as valuable in 2010 as it is today. Do the sums. It just makes good sense. In the sixties aspiring youngsters like Scheckter, Fittipaldi and Hunt bought Formula Ford cars as a first step towards their Grand Prix dreams. Today the 'Legends Racing historic Formula Ford' championship is a great way to get in to historic single-seater racing.

HISTORIC SPORTS CAR CLUB

It features authentic, well-restored pre-1972 cars, exciting racing and great value for money. The cars are reliable and the chassis is simple with none of that modern electronic and aerodynamic nonsense. Ask anyone who has graduated from the formula and they will tell you that once you have learned to drive a 'historic Formula Ford' you will be able to perform well in other, much more powerful cars. If it is sports cars that catch your fancy, then consider 'Historic Roadsports' or the 'Wesprey Castings supported 70s Roadsports'. The HSCC is committed to preserving 'nice proper' cars. Historic Roadsports presents production sports and GT cars built and registered between 1947 and 1969. Picture a grid full of Triumph TR4, Lancia Flavia Zagato, Morgan plus 8, Ginetta G4, Lotus Elan, Jaguar E-type and Alfa Romeo 2000GTV cars and you will get the idea. Cars have to be road legal and you even get extra points if you drive your car to the circuit.

This makes for good racing with a rather elegant flavour. You want something more modern? Then '70s Roadsports' could be for you. Born out of the success of 'Historic Roadsports' this is open to proper production sports cars built and registered between 1970 and the end of 1979. Here you will find Datsun 240Z, TVR, Lotus 7, Lotus Europa, MGB GT, Lancia Fulvia and even a Maserati Merak. For this, the clubs most flourishing series, cars are in the main both cheaper and more plentiful than the sixties equivalents, but the racing is just as great.

The HSCC has always been a novice-friendly club. You can get plenty of help from the office, championship chairmen and registrars. The race paddock is a friendly place. Competition takes place on the track, but you will find that fellow drivers will give a lot of advice and help. Members are united by a common love of historic cars and racing. If you haven't yet seen 'HFF', 'HRS' or 'Roadsports' there is another opportunity coming soon. On August 6th they will all be racing on the very attractive and fast Castle Combe circuit. Why not pop along and have a look?

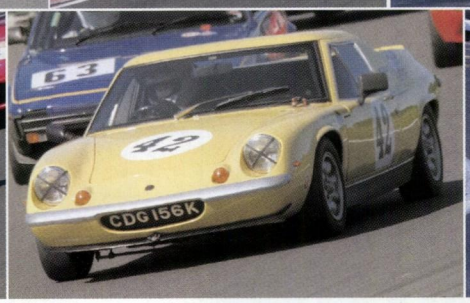
For more details on the HSCC, contact Executive Director, Grahame White at the club office on 01327 858400 or visit the website at: www.hscc.org.uk













Legends Racing
MILLERS OILS
MotorSport
RETRO TRACK & AIR Ltd
WESPREY CASTINGS WILLENHALL
AVON TYRES



Motor racing's most powerful man returns to his roots, and F1's most unusual winner is reunited with Stirling Moss



FIA president Max Mosley reflects on his racing origins in Clubmans - he's smiling, so he's obviously not running on Michelins

SILVERSTONE: FIA president Max Mosley is unarguably the highest-powered graduate of Clubmans racing. His name, indeed, is currently on everybody's lips in the Historic and contemporary racing worlds.

While his decision to permit newly-built but technically period-correct cars (fakes, Jenks would have loudly declared them) into historic events unsurprisingly went down badly with the purists, the Indianapolis Formula One FIAsco has caused more grief.

Trained first as a lawyer, Mosley turned salesman with the fledgling March company (in which he was the M), founded in 1970. He sold dozens of new cars and recycled many more in that phase of his career. But Max remained a racer at heart. As do his kinsfolk in the Clubmans Register.

It was a delight, therefore, when he accepted its invitation to the category's 40th birthday bash at Silverstone. Going back to his roots, when he competed vigorously in the front-engined sportscars, Mosley led a cavalcade in Ray Mallock's U2 Mk6.

Max raced a similar car at the start of his Formula Two adventure. In fact, he lined up alongside Ray's father, the legendary Major Arthur Mallock, on the back row of the grid at Crystal Palace in May 1967.

Five-time Le Mans winner Derek Bell, who – having won his first race at Goodwood in a Lotus 7, four years before the Clubmans class was formalised – is the Register's honorary president, was on track too. A doubly memorable day for dozens of 'anciens pilotes' at the reunion.

GOODWOOD: Ulster-born tractor pioneer Harry Ferguson's brave entry into F1 in 1961 was probably a couple of years too late. The tide had well and truly turned towards rear-engined cars, so the advantages which his ingenious four-wheel-drive system conferred upon the eponymous P99 – developed by Tony Rolt – were minimal.

Except in bad conditions when, allied with Stirling Moss's genius, Ferguson's brainchild triumphed in Oulton Park's Gold Cup, entering the annals as the last front-engined machine to win an F1 race.

Relatively few people saw the oddity compete on tracks, for it did so sparingly. Given its debut by Jack Fairman in the '61 British GP (and taken over by Moss after his Lotus broke!), it contested a couple of Tasman Series races, with Graham Hill and Innes Ireland up. And it was tested at Indy by Fairman.

The Ferguson appeared more often in speed hillclimbs, where its abundant traction helped Peter Westbury defend his RAC British crown in 1964. Convinced of its potential when he smashed his own Wiscombe Park record late in '63, Westbury was duly loaned the P99.

Wins at eight of the 11 rounds he started (Tony Marsh pipped him by 0.01sec at Wiscombe and Peter Boshier-Jones in the supercharged Lotus 22 beat him well at the postage-stamp Great Auclum venue and at Prescott) and nine records constituted a very fine season.



At Goodwood Moss drove the Ferguson P99 for the first time since the 1961 Gold Cup

Prior to Goodwood's Festival of Speed, where Moss was reunited with it, the P99 had not run in public for 36 years, since Fairman demonstrated it at Silverstone. The car later joined Tom Wheatcroft's expanding Donington Collection.

Now back in the Ferguson Family Museum at Freshwater on the Isle of Wight, the 'Blue Fergie' was recommissioned for Lord March's event and was only finished at 3am on the Friday!

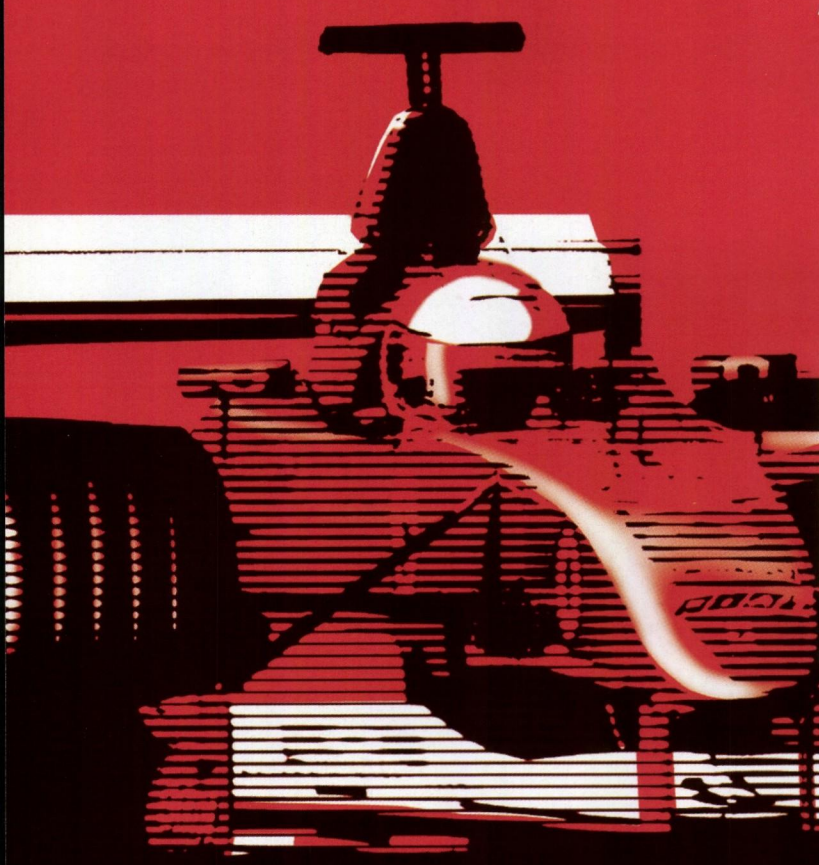
Reclining in the cockpit with his trademark white helmet and string-backed gloves, Sir Stirling could almost have been transported from the period. But for the 2.5-litre Tasman-spec Climax FPF engine under the bonnet in place of the original 1.5-litre version, his steed could have been also.

Moss was full of praise for the concept: "In the wet the car was incredible, but we had no idea then how good it really was. Now it's better than new, absolutely sensational."

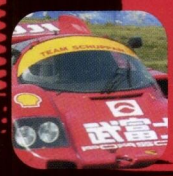
When the Ferguson ran cleanly, it shot away from the start quickly and without drama. On one occasion it proved recalcitrant, however, spitting fuel back though its vast Weber carburettors. At once, and belying his age, Stirling sprang from the cockpit. "Thought I'd better get out before it blew up," he quipped to the marshals, before clambering back in for another wonderful ascent. M

LAT Jeff Bloxham

Are you going to SEE RED at Donington Park?









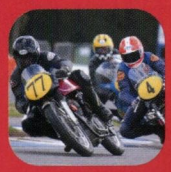
The UK's BIGGEST FERRARI and MASERATI Historic Racing Festival

03/04 September 2005









SEE FERRARI! Formula One fast-action track demonstrations. Starring Schumacher-era cars and classic V12s.

SEE MASERATI! International reunion of the glorious Maserati 250F. 1920-1950 Grand Prix Maserati-only race and track demonstrations, plus a fabulous display of "Racing Maseratis through the Ages."

SEE VINTAGE RACING! 1935 Donington Grand Prix re-creation. Seaman and Flockhart trophy races. And more...

SEE Aon CLASSIC CONCOURS! £4,000 in prizes. Get your club involved now!

SEE GROUP C SPORTS CARS!
Plus many other racing highlights from Lansdowne Classic Motor Cycles, Historic Grand Prix Cars Association and Formula Junior.

Sat/Sun **£15** per day
£13 in advance
Weekend ticket **£25**

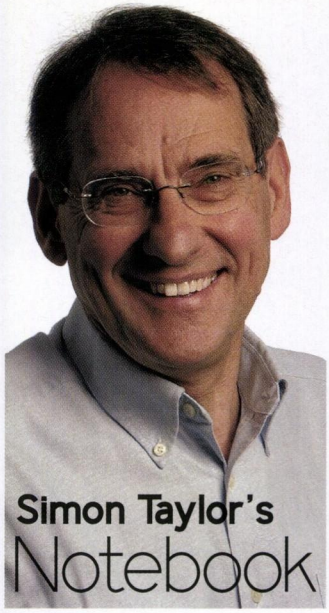
SEE:
Aston Martin
Frazer Nash
Maserati
Lagonda
Bugatti
Ferrari
MG
Riley
Bentley
and more...



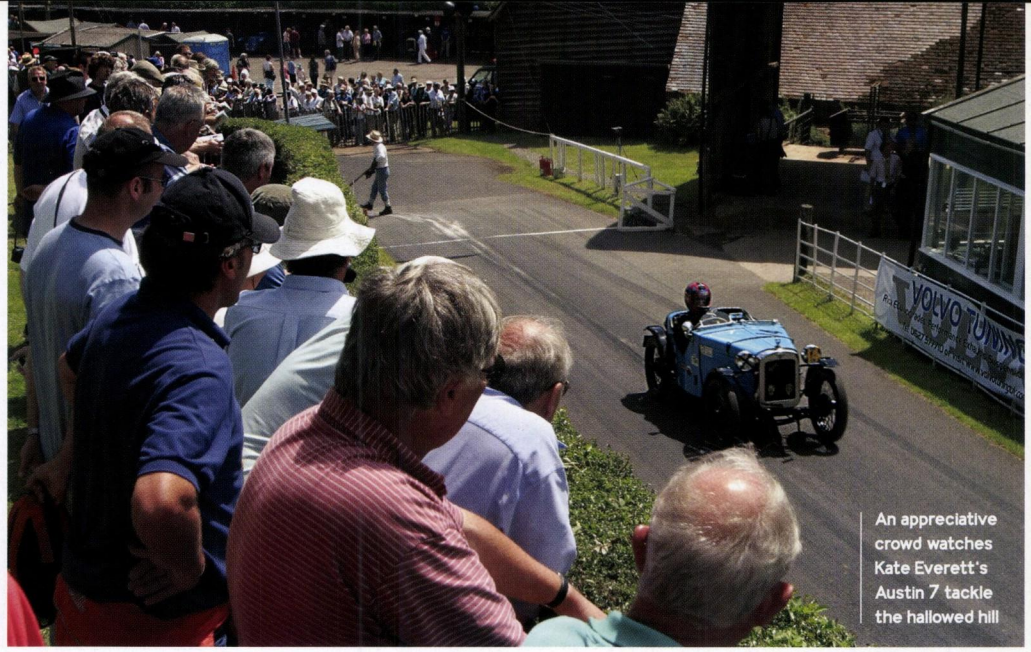
SEE RED concept/graphics © 2003 imagecreative.co.uk 01253 338260
Pictures: Phil Jones Steve Wellen

BOOK NOW AND SAVE! 24 HOUR CREDIT CARD BOOKING HOTLINE **01608 644999**
Book on-line at www.see-red.uk.com Or **01608 644777 Ext 5.** Mon - Fri 9am - 5pm

DONINGTON Grand Prix Collection · Aon · CLASSIC & SPORTS CAR · ROAD & MAP · Graypaul UK's largest official distributor · THE VINTAGE SPORTS-CAR CLUB · Bonhams 1793 · HALL & HALL · HISTORIC GRAND PRIX CARS ASSOCIATION · MotorSport · Group C GTP Racing



Simon Taylor's Notebook



An appreciative crowd watches Kate Everett's Austin 7 tackle the hallowed hill

It's not hard to choose between Schumacher on TV and vintage cars in the metal at Shelsley

Sociologists studying the evolution of the human race reckon that, in our well-fed Western world, we are mutating from participants into spectators. Few of us now have to strive very hard for the basic needs of life: everything is laid on, everything is available. The nanny state not only shields its voters from harm, but also insulates them from challenge. It leaves plenty of time for sitting inert in front of a television set and watching 'reality' shows, rather than actually experiencing reality.

Not very long ago, if a small boy told you he was mad on football, it was reasonable to assume that he spent his free time kicking a ball about with his friends, to develop his skills and fitness and to nourish his dreams of leading his local team onto the pitch at Wembley. Today, if he says he's mad about football, chances are he has all the right shirts and can quote every statistic about every Premiership goal over the last dozen seasons, but never kicks a ball. Instead he spends his free time in front of the TV watching his highly-paid heroes. The only way he dreams of emulating them is in their body jewellery or their habits in nightclubs.

I'm making a cynical generalisation, of course. But, to a degree, motorsports enthusiasm has gone the same way. Before Formula One reached its current heights of worldwide televised popularity, a youngster would feed his passion for racing by persuading a parent to take him to a club meeting, to look and listen and learn and enjoy. Soon he could join his local motor club, and even if he couldn't afford a car he could get close to the sport via the unpaid, exhausting and wholly rewarding pursuit of marshalling. Eventually, perhaps, he could scrape together the necessary to buy an ancient Austin 7, gateway to a lifetime of competitive fun with the Vintage Sports Car Club.

Today, motorsport has a hugely larger worldwide following than it has ever had. But most of those followers think motor racing is just something that happens every other Sunday afternoon on the telly. They know all about Alonso and Button: they may even know about Monteiro and Karthikeyan. But they have never actually been to a motor race and most of them never will. Anyway, you can see more on the television. And, of course, they wouldn't dream of going to Castle Combe or Cadwell Park – even if they've heard of them – because Schumacher won't be there.

If you find yourself agreeing with any of this you are in danger, as I am, of becoming a Grumpy Old Man. Fortunately, help is at hand. A weekend at a VSCC event will reassure you that God is in his Heaven and all is right with the world. The sun-drenched paddock at the recent vintage meeting at Shelsley Walsh was crammed not only with tremendous mechanical variety – from Nazzaro to Newton, from Squire to Spikins, from Blue Streak to Bentley-Napier – but also drivers old and drivers young. Typical of one type was Stuart Wiseman, who bought his lovely Delage DIS in 1952 for a few pounds because he couldn't afford a new Morris Minor. The Delage, showing its age gracefully, is still giving him endless pleasure over half a century later, which the Morris surely could not have done. Representing the other end of the spectrum was Kate Everett, an impecunious 22-year-old Oxford student, energetically attacking the hill with her 1930 Austin 7 Ulster. She started in VSCC trials as a teenager, when she outgrew her pony and sale of the horsebox funded the Ulster. It is used constantly, for speed events in the summer and – with different springs, wheels and axle ratio – for trials in the winter.

The VSCC has rightly realised that its future depends on attracting young blood. Under 25s enjoy half-price entry fees and there is a club championship for those under 23. Many youngsters join the club because they have grown up in a vintage-orientated household – Kate's father has been a 750 Motor Club member for 40 years – but that is not always the case. The club also operates a Marshals Guild, which is open to anybody who wants to get close to motorsport and help out: you don't have to be a club member.

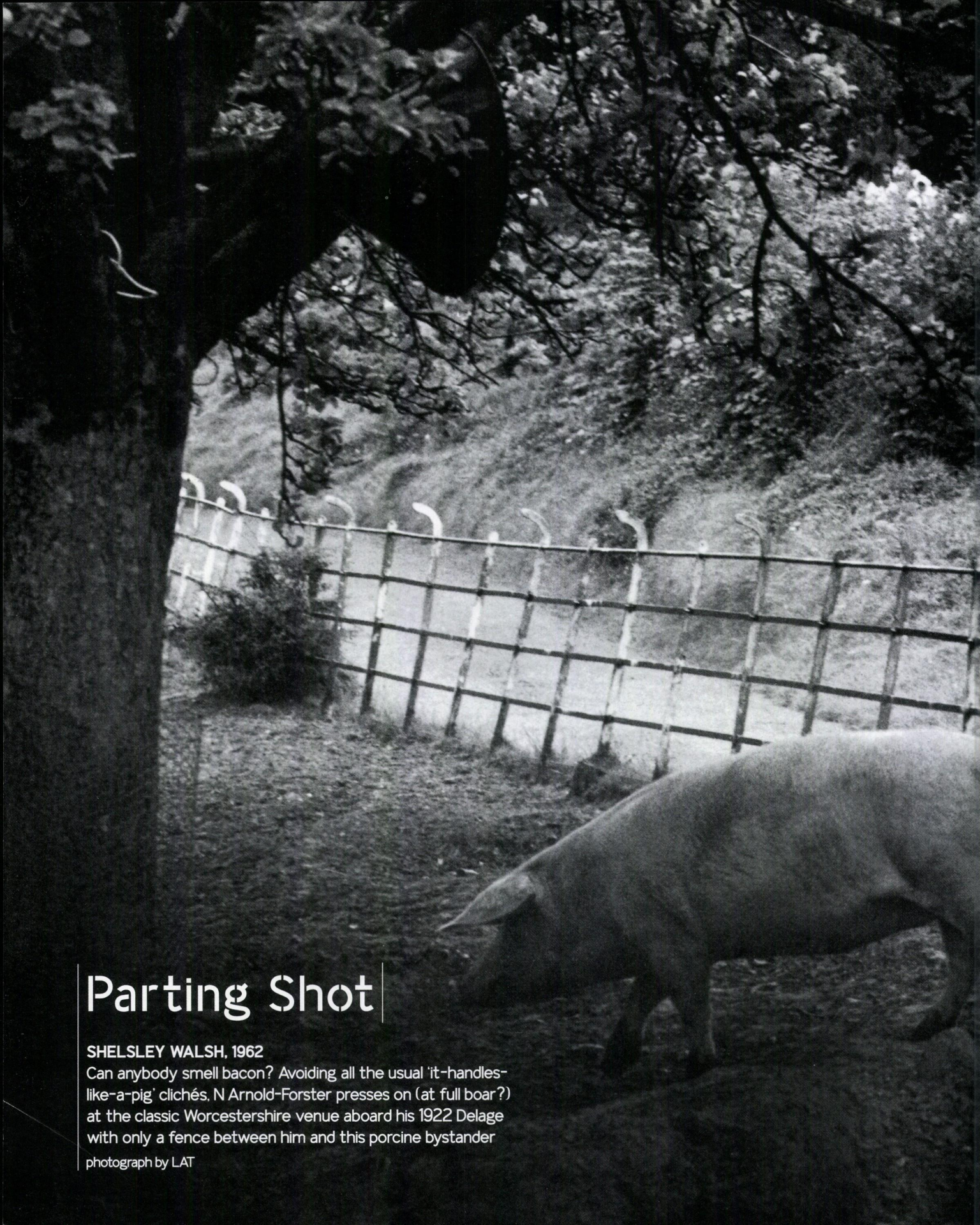
The large crowd at that sunny Shelsley could have stayed at home to watch a different sort of reality – Fernando Alonso lapping most of the field in the French Grand Prix. Instead, they were enjoying a good party, with cars invited as well as people. Old friends met, new friends were made. I talked to a couple from Perth, Western Australia, who had flown to England to do two things: go to an opera at Covent Garden and visit a VSCC hillclimb. *Rigoletto* was still to come, but they said Shelsley alone was worth the price of the flight.

This is a special year for Shelsley Walsh. The Centenary Festival meeting on August 21 should be truly memorable, showcasing wonderful cars and drivers that have run on the Worcestershire hill down the years, including Auto Union and BRM V16. If you love real motor*sport* you have to be there – unless of course you prefer to stay at home, draw the curtains, sit on the sofa and watch the Turkish Grand Prix on the telly. M



Shelsley: little changed down the years

Jim Hodgrave LAT



Parting Shot

SHELSLEY WALSH, 1962

Can anybody smell bacon? Avoiding all the usual 'it-handles-like-a-pig' clichés, N Arnold-Forster presses on (at full boar?) at the classic Worcestershire venue aboard his 1922 Delage with only a fence between him and this porcine bystander

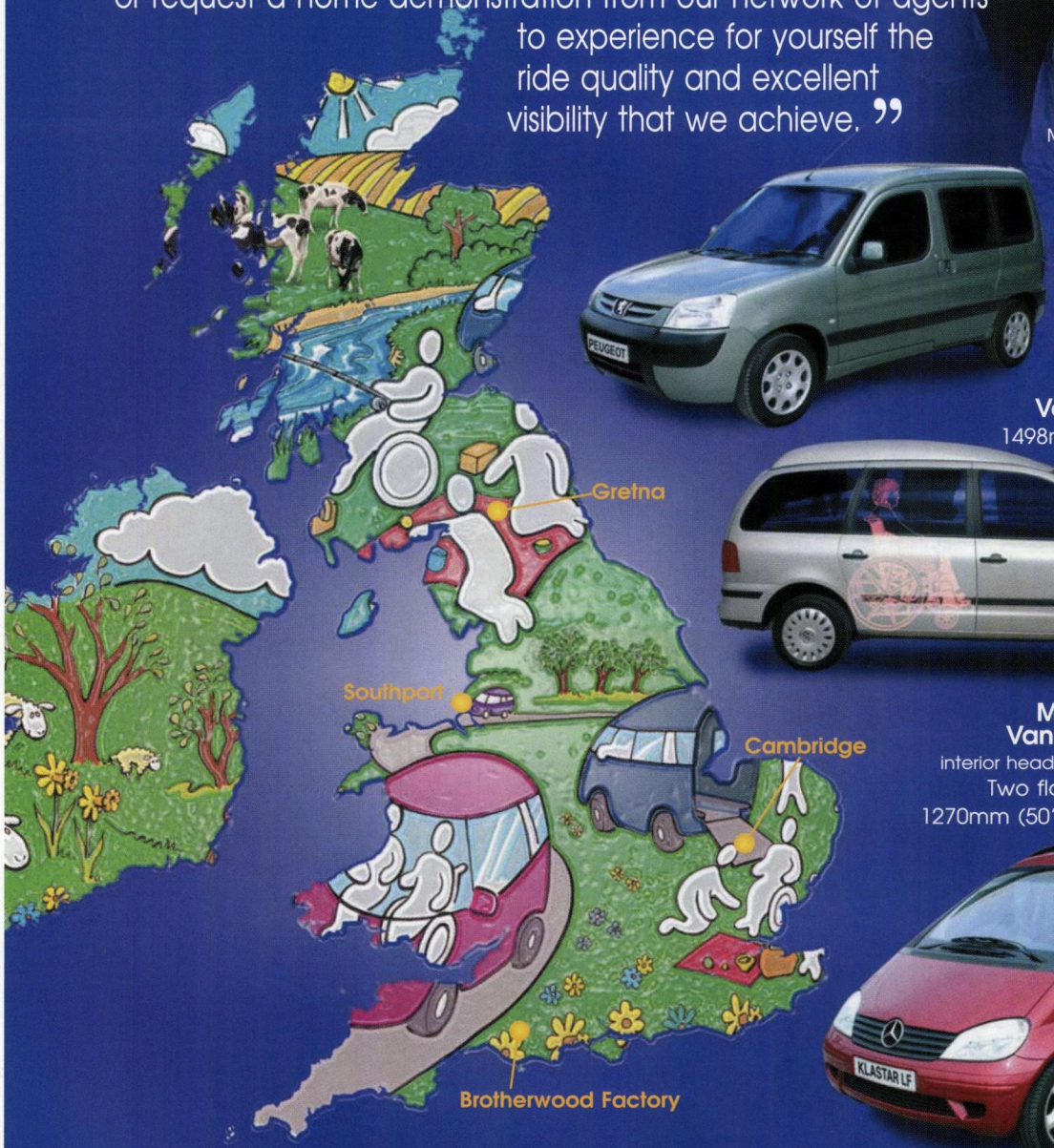
photograph by LAT



"Visit the factory and let us show you how Brotherwood cars measure up to other conversions or request a home demonstration from our network of agents to experience for yourself the ride quality and excellent visibility that we achieve."



Rod Brotherwood
Managing Director



Peugeot Partner
1450mm (57")
interior headroom

Volkswagen Sharan
1498mm (59") interior headroom

Mercedes Vaneo Klastar®
interior headroom 1525mm (60")
Two flat floor lengths
1270mm (50") and 1725mm (68")





Fiat Multipla
1420mm (56")
interior headroom

HOME DEMONSTRATION
NEW, EX-DEMONSTRATOR & SECOND HAND VEHICLES, SHORT AND LONG TERM HIRE

Phone now for more details and availability
Telephone: **01935 872603**

BROTHERWOOD
AUTOMOBILITY LIMITED

"If you want the best value, buy the best"

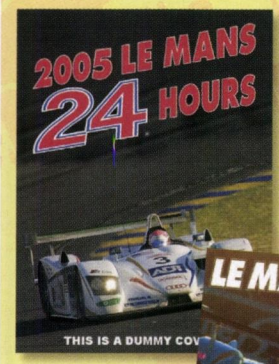
Pillar Box Lane, Beer Hackett, Sherborne, Dorset. DT9 6QP • Fax: 01935 872853 • e-mail: sales@brotherwood.com

Visit our websites **www.brotherwood.com** or **www.brotherwood.co.uk** for more information on our complete range of conversions and used sales list

VCA REGISTERED FIRM ISO 9001:2000

Motability

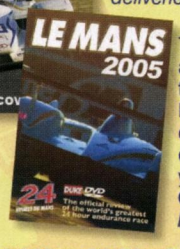
Le Mans 24 Hours 2005
The Official ACO Annual and DVD



So you went to the race and bought the T-shirt, now you can read the book. The Official ACO Annual is a must have additon to any Le Mans enthusiasts library, with profiles of every team, hour by hour race reports and comprehensive race data, plus plenty of superb photography.

A library essential - £35 + £3.50 p&p

Due October - order early for 1st deliveries.



Then why not sit back and enjoy all the action and atmosphere of the race with this superb DVD. Practice weekend, scrutineering, qualifying and of course the most exciting Le Mans race for many years are all covered in detail.

Only £17 + £1.50 p&p.

Due August

Get both for just £50 + £3.50 p&p

Offer valid UK only. For overseas postage please contact us.

GRAND PRIX MODELS
3 Noke Lane Business Centre, St Albans, Herts, AL2 3NY, UK
Telephone 01727 845645
Fax 01727 845858
mail@grandprixmodels.com

www.grandprixmodels.com

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**



Ixo 1/43 LSF Collection. ALL NEW. Fantastic packaging and high quality diecast model. Ferrari D50 Fangio Winner German GP 1956. £29.99. No driver figure.



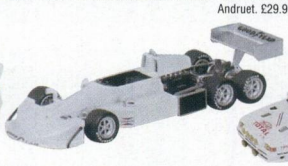
1/43 Spark models. Aston Martin AM V8 Le Mans 1979 Hamilton/Preece/Salmon. £29.99



1/43 Spark models. Lancia LC2 Le Mans 1983. #4 Alboreto OR #5 Ghinzani OR #6 Andruet. £29.99 each. End July



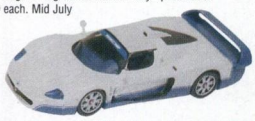
1/43 Ixo diecast. Ford RS200. #8 Grundel/Melander Rally Sweden 1986 with snow tyres and spot-lights OR #5 Belga Droogmans/Joosten Rally Ypres 1986. £23.99 each. Mid July



1/43 Minichamps diecast. March Ford 2-4-0 6 Wheeler prototype. £22.99



1/43 Ixo diecast. Citreon BX 4TC Rally Monte Carlo 1986 Wanbergue/Vieu. £23.99



1/43 Ixo diecast. Maserati MC12 road car. £21.99. ALSO open top, Race presentation and FIA GT versions.



1/43 Spark/Bizarre SMI Motivator Land Speed Record car. Kitty O'Neill/Hal Needham 1976. £49.99

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-5.00pm - Saturday 9am-5pm

133814

MIDLAND RACING MODELS



New 1/20 scale L/E Ebbro-Honda RA273 F.I. Car driven by Richie Ginther Monza 1966 with full engine detail £74

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

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 fully 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



New 1/8th CMC Maserati 250F No.1 Juan Manuel Fangio World Champion 1957. Highly detailed engine etc £144



1/18th CMC Mercedes-Benz No 10 Targa Florio 1924 Christian Werner/ Carl Sailer fully detailed engine etc £144



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
Maserati 250F 1957 Fangio - £320
Alfa Romeo 158 Forina/Fangio 1950
Ferrari 250TR 60 Le Mans Winner 1960 - £330
Ferrari 312 V12 ICKX 1968
Ferrari 312 B3 Lauda/Regazzoni 1974
Ferrari 350 P4 Can Am/Amon 1967 - £280
Ferrari 375 INDY - Ascari 1952 - £270
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 verson 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 246Dino1958. 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

Thomson & Potter
Morgan Agents in Scotland

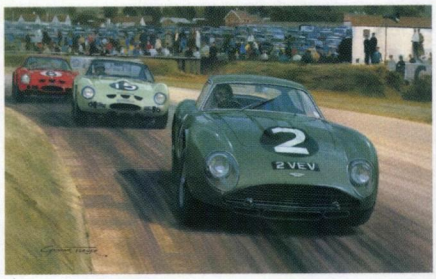
MORGAN

CARS FOR SALE

1988 4/4 4 seater, Corsa red, black trim, wire wheels £8,995
1999 4/4 2 seater, connaught green, stone piped green, green weather gear, walnut, wire wheels, 3,500 miles £20,995
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
1999 Plus 8 4.6, Ivory, dark green leather, Black mohair, centrelock alloys. Stunning example £31,995
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

www.morgansinscotland.co.uk
MORGAN HIRE
High Street, Burrelton, 01828-670247

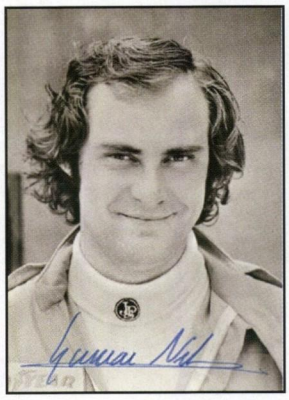
1962 GOODWOOD T.T.
- part of a large range of prints and cards by Michael Turner and Graham Turner, featuring motor sport subjects from the past to the present day - sportscars and F1. For details of the complete range, ask for a copy of our



FREE COLOUR CATALOGUE
or visit the Studio 88 web-site -
www.studio88.co.uk
e-mail: info@studio88.co.uk

Studio 88 LIMITED
P.O. Box 568, Aylesbury, Bucks. HP17 8ZX
Phone & Fax: 01296 338504

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

ART

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

To advertise

in this section call

020 8267 5351

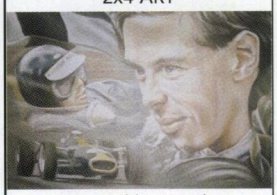
WEB

Elland Diecast Vehicles
UK Mail Order Specialists
Huge range of die-casts in stock :
- *CMC Exclusive Models*
- *Minichamps*
- *AUTOart*
- *Exoto*
- *IXO ...*



Call: **01422 313441**
or visit our secure website to order
www.ellanddv.co.uk

Steve Tubb
2x4 ART



www.tubbart.co.uk
07770 945643

MATTHEW STEVENS



msmotorart.com

Classic Moments *in* Motorsport

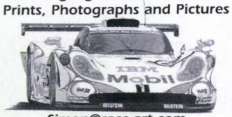


by Brian Sapsford
WWW.briansapsford.co.uk
01252 653320



www.duerdencollection.com
Motorsport photos from the 1950s & '60s

www.Race-Art.com
MotorSport Memorabilia
Including Signed Limited Edition
Prints, Photographs and Pictures



Simon@race-art.com
Tel : 00 44 (0)1366 377069

claremont CORVETTE
THE ORIGINAL CORVETTE SPECIALISTS
• 20 immaculate Corvettes • site updated daily
• plus everything corvette
Phone: +44 (01634) 244444
01110847 www.corvette.co.uk

STORAGE



Timber Garages
Garden Rooms &
Workrooms
From £995 inc. VAT
Strong Warm &
Condensation Free

BUSINESS OF THE YEAR WINNERS 2004 - Quality Award Winners

WARWICK BUILDINGS

Southam Rd, Long Itchington,
Rugby, Warks, CV47 9QL
Tel: 01926 815757 Fax: 01926 815162
www.warwickbuildings.com



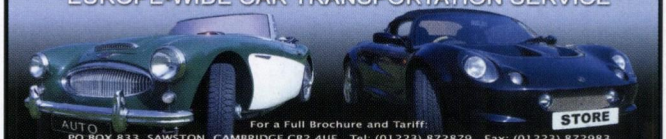
HIGH SECURITY CAR STORAGE

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

---

LONDON CAR STORAGE

Bride Street, Caister House, Underground Storage
London N7 8AX

- Short Term
- Long Term Stay
- Complete Valeting Service
- C.C.T.V 24hr Surveillance
- Collection & Delivery can be arranged

L.C.S offer a Secure & Discreet Service to suit all your needs
Comprehensive Insured for your piece of mind
For more details & information
Please call 020 7609 8533 – 020 7609 8535 – 020 7700 7672
web: www.londoncarstorage.co.uk

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

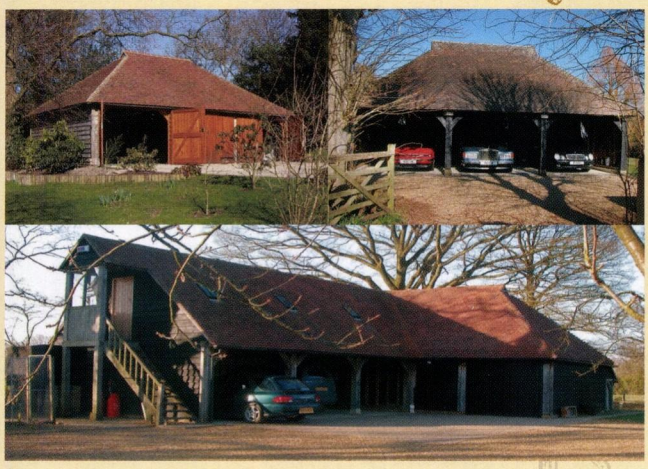
Tel: 01296 681211 Fax: 01296 681837
E-mail tigastor@msn.com www.tigastor.co.uk

Details from: **TigaStor,** Neales Farm, Cublington,
Leighton Buzzard, Beds LU7 0LE
(Callers strictly by appointment only)

AMERICAN EXPRESS BARCLAYCARD VISA

Selected Oak

TRADITIONAL OUTBUILDINGS IN FINE OAK



Specialising in Barns, Garages,
Summer Houses and Leisure Buildings
All individually designed to
your personal requirements

TEL: 01732 355061

47, Darwin Drive, Tonbridge, Kent, TN10 4SA
Tel: 01732 355061 Fax: 01732 355061 Mob: 0797 9500770
e-mail: sales@selectedoak.co.uk www.selectedoak.co.uk



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

TRAILERS AND TRANSPORT

CHESHIRE Motorhomes

WE'RE NO.1

MOTORHOME HIRE

0161 427 6868



- *American motorhomes for hire with or without hospitality awnings*
- *Delivered to any circuit or event in the UK or Europe*
- *Many models available including slide-outs*
- *All fully equipped to the highest standards*
- *Professionally presented*
- *Over 10 years experience to race teams*
- *From club meetings to Grand Prix & Moto GP*

Email: office@CheshireMotorhomes.co.uk www.CheshireMotorhomes.co.uk

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.

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











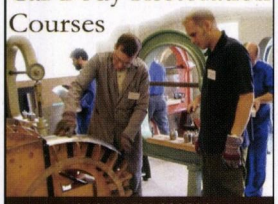


Introducing the brand new Aspect, the latest addition to the already impressive line up of Winnebago American Motorhomes.
Check out its sleek aerodynamic lines, the large 'U' shaped sofa/dining table which converts into a spacious 48"x81" second bed, this along with a massive package of standard features to include a generator, air conditioning, microwave, built in television and dvd/vcr system etc.
All this in a European friendly size and prices starting from £72,224 on the road.

DUDLEYS
OF OXFORDSHIRE
AMERICAN MOTOR HOMES

A415, Abingdon Road, Ducklington, Witney, Oxon OX29 7XA
Tel: 01993 703774
Fax: 01993 771745
E-mail: sales@dudleysrv.com
www.dudleys-rv.com
Closed Sundays & Bank Holidays

Car Body Restoration Courses



Tel. 01406 330504
www.contourautocraft.co.uk



SPORTS & VINTAGE MOTORS

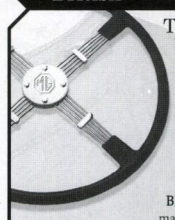
More than 2000 new parts available

M.G.'s 1929 -1936 New 9th edition catalogue now available £10

"The No1 Name in Pre-War MG Spares"

Upper Battlefield Shrewsbury SY4 3DB Tel: +44 (0)1939 210458 Fax: +44 (0)1939 210644

The Great British Steering Wheel



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
Tel: 01803 835757
Fax: 01803 834567
E-mail: john@johnkimble.com
Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN.

WITTER
TOWBARS TO TRUST
- EC Type Approved bars use all car manufacturers fitting points
- Over 5 million towbars supplied
- 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

ARIAS
PISTONS
FORGED PISTONS AND SPECIALIST ENGINE COMPONENTS
- Forged pistons for every application to 140mm bore
- Steel, titanium and aluminium connecting rods
- Piston rings and pins
- Liners, block sleeves & lightweight pushrods

ARIAS PISTONS LTD
Rosier Commercial Centre, Coneyhurst Road, Billingshurst, RH14 9DE, England
Tel: +44(0)1403 784022 Fax: +44(0)1403 782022
Email: pistons@arias.co.uk

THE WORLD'S SOFTEST CAR COVERS



Covercraft's Covers are tailor-made to fit your car precisely and are offered in an extensive range of fabrics to suit your needs, whether that be permanent outdoor storage, in-garage use or a combination of indoor and outdoor use.

All covers are offered with cable and lock for added security and storage bag. Call for more information including Free Brochure and fabric samples.

COVERCRAFT OF EUROPE
74 Maltings Place, Bagleys Lane, London SW6 2BY Fax: 020 7384 3800 40289/09
Email: sales@covercraft-europe.com Website: www.covercraft-europe.com
TEL: 020 7736 3214

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

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

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

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

Rod Jolley
COACHBUILDING
Specialist Panel Beating and Ash Framing
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
"Lines of distinction"
If you have a project which you are interested in discussing please call us.



SMALL ADS



the classic Mercedes people

www.silverarrows.co.uk

Silver Arrows Automobiles

Classic Mercedes-Benz

tel 020 8789 8525

Putney, London

Classic Tourers Engineering

CLASSIC ALFA ROMEO SPECIALISTS FOR ROAD, RACE & RESTORATION

Tel: 0208 332 7633 Mobile: 07860 538437

Dibgate Farm, Hanger No:1, Chevening Road, Sundridge, Kent. TN14 6AB

Viewing by appointment - Secure storage available (Short or long term)

For all your servicing in maintenance needs. We specialise in all aspects of Alfa Romeo 105 series (Coupe, Spider & Saloon)

We have a full bodyshop facilities and can carry out a full restoration or repair a minor parking dent. Historic race and rally preparation. Over 20 years experience.



1974 Alfa Romeo 2000 GTAm replica based on 2000 GTV bodyshell. Works arches and fitted 8"x 13"wheels. Full roll cage, race seats and harnesses. Eligible for GTA challenge races or use for hillclimbs, sprints, track days. Road registered. £11,750



1965 Alfa Romeo Giulia Sprint GT.Latest Appedix K papers. Fully race prepared.New Fabricage 6 point roll cage,Ridgard seats etc.Can be used in Europeanevents, TopHat, H.R.S.R etc .....15,450.

Coupe

1963 Alfa Romeo Giulia 1600 Sprint (101 series). Farina rosso/blue interior.Very nice all round usuable condition.Taxed and M.O.T'd.Ready to go.....£9,450

1964 Alfa Romeo Giulia Sprint GT, GTA style bodywork.Full race and dry sumped 2 litre engine,c/r gearbox and l.s.d rear axle.Andrew Thorogood prepared.Extensive race history and has competed in H.R.S.R events and Top Hat series.Spare wheels andtyres £15,850

1969 Alfa Romeo 1750GTV (Mk1).Yellow ochre /Black interior. Bodywork restored and mechanical recomissioning carried out. Webasto style sunroof fitted £9,750

1970 Alfa Romeo 1300GT Junior (step-front). Rosso/black interior.GTA style bodywork, 2 litre engine,brakes and l.s.d rear axle..Handling SOLD 14 wheels.Huge fun but scruffy.Great for track days £5,500

1972 Alfa Romeo 2000 GTV. Piper yellow/Black interior. Restored 1995/96.Recent cylinder head rebuild and fast-road cams. Superb condition.Fitted rare Campagnolo alloy wheels. .....£8,750.

1973 Alfa Romeo 2000 GTV. Rosso Amaranto/ tan interior. Superb re SOLD anced with suspension handling kit, Koni shock absorbers etc £7,750

Spider

1967 Alfa Romeo Duetto. Rosso/black interior, new black mohair hood. Absolutely one of the best available, concourse condition. Just fitted rebuilt and blue-printed engine £14,250

1967 Alfa Romeo Duetto. Project car, California black plate car. Converted to R/H/D. Many new parts. Requires paint and reassmbly. .....£emq.

1971 Alfa Romeo 1750 SOLD um-tail). Bianco/Black interior. Low mileage and ondition £9,750

1978 Alfa Romeo 2000 Spider. Farina Blue/Black interior. Recent suspension work and Koni shock absorbers. Ready for summer use.....£7,450

1978 Alfa Romeo 2000 Spider, Farina Rosso/black interior, black mohair hood.Fitt SOLD eriod Cromadora alloy wheels.4 owners form new 000 miles.This is not your average spider.....£12,750.

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





1937 4/4 Series 1. 1.1 litre Climax engine, BRG, tan leather interior and tonneau, beautiful fully restored condition (completed 2001) to a very correct specification. Original carb with car, but new S.U. gives lively performance and better economy. Less than 2000 miles since restoration

2002 Aero 8. Dark blue, stone leather interior, sports exhausts, 2 owners, 14,000 miles, personalised number plate. £39,995

2002 Aero 8. Metallic green, 1 owner, FSH, 14,000 miles, serviced by us. Late spec hood, sports exhaust, quick shift, mota lita steering wheel, many other extras. £39,950

2004 Roadster V6 3.0. Gunmetal metallic, black leather, sports seats, mohair hood, alloy wheels, walnut dash, wood rim steering wheel, luggage rack, ...£36,750

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

Over 20 used morgans in stock - please visit the website for details!

Please telephone for details. Visit our website: www.rtcc.co.uk

A

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

A SUPERB, POSSIBLY ONE OF THE BEST EXAMPLES IN THE WORLD! 1972 ALFA ROMEO MONTREAL (European left hand drive specification. Professionally restored over a number of years, maintained with care & now in absolutely outstanding condition. 2.6 litre, electronic ignition, engine is a "Tipo 33" racing V8,Thedetuned for street use which coupled to a ZF S 5 speed gearbox produced a remarkable 0 - 60mph in just 7.1 seconds in the 1970s and still sparkles today. Metallic silver. Factory fitted sunroof. Originally imported from Switzerland. Current owner 15 years. Offers in the region of £18,750. Full details telephone +44 0705 010 3230 or EMAIL : montreal@rway.co.uk (LOCATED SE LONDON)

ALFA ROMEO 6C2600 SPRINT COUPE 1964 Works RHD. In very good unrestored condition. Low mileage. Metallic Silver with red Connolly hide. Present owner 16 years - £6,000 or £7,000 to include a large quantity of valuable new and used spares. 07971 016481. ettrickhouse@tesco.net for details and photos.

ALFA ROMEO GIULIA SUPER Excellent condition. Rosso Amaranto with tan trim. Alloys, Nardi, factory steel sunroof & a lot more. This is a very special motor car. Tel: 01264 711003 or 07967 203007.

ALFA ROMEO SPIDER 1972 Fully restored by previous owner, including engine rebuild. Beautiful, reliable, and tax exempt. Baby forces sale. £5,450. Tel: 020 7241 1249

ALFAHOLICS CLASSIC ALFA ROMEO Worldwide mail order. Large website continually updated. Full range of standard and performance parts. Cars for sale and much more. Tel: Richard or Max. +44 (0)1398 351360 www.alfaholics.com

ALVIS FIREFLY CROSS & ELLIS SPORTS 4 SEATER TOURER Registered December 1933. deep Brunswick green with green leather interior. Beautifully restored by Hightone restorations in the early nineties. 3 owners. £29,950. Tel: 01256 354652 or please nigelpocock@aol.com

ASTON MARTIN Buying or Selling Visit www.allastonmartin.com Or telephone 01737 244567 Byron International Automotive Brokerage

ASTON MARTIN DB4 1962 Pacific blue/ red leather. Manual, excellent condition throughout. Good services history, MOT. Genuine and original. £39,500. Tel: 01743 891918 Shropshire



ASTON MARTIN LAGONDA 1982 dark green, unmarked upholstery, like new, mechanically sound, digital instruments working. The car drives exceedingly well, an opportunity to get a good example, MOT Aug 2005 £18,000 Tel 01983 760407 or 07703 189169

ASTON MARTIN V8 COUPE 1978(T) 5.3l Auto. Kentucky Blue metallic with parchment leather interior. 12 CD multichanger/ radio/ cassette. Well maintained with some AMSH and extensive paperwork covering its 94100 miles. Taxed March 2006, MOT October 2005. A clean and original example. £16995 ono. Tel: 07764 963132

AUSTIN HEALEY 3000 MK 1 1960 7,000 miles since total restoration in 2002. Unleaded head standard tune. Uprated brakes. Dennis Welch performance exhaust system. 72 spoke wheels on Avon ZZ's. Works hardtop. Fully sorted and 'on the button' in every way. £22,000 ono. Rodney Manners on 01793 848007 days or 01285 641637 eves or email: rodney@ergotec-cdm.co.uk



AUSTIN HEALEY 3000 MK 1. Older restoration but superb example £23,500. we also have a choice of 12 other big Healeys available, largest selection in UK, we also offer the complete Austin Healey service. We will collect and deliver Nationwide. If you're selling, please ring 01723 361227 or 07831 830270 seven days or visit us at www.murrayscott-nelson.com

AUSTIN HEALEY 3000 MKIII, PHASE 2, 1965 Healey blue. A very well restored vehicle in excellent condition throughout. Mechanically very sound. Full details and photos available. £23,000 ono. 07770 868924 or johndunk@tiscali.co.uk

AUSTIN HEALEY FROGEYE Delightful usable example with freshly rebuilt engine. Lovely new green interior and weather equipment. All steel body fitted with luggage rack. Older restoration showing signs of wear with some light cosmetics needed. Comes with hardtop. Lots of invoices and photos of restoration, old style log book, handbooks etc. Choice of two from £5995.00Renown Classics Tel: 07711 431453 (Kent) www.renown-classics.co.uk

AUSTIN SPRITE RARE Concours first official show car. BRG with Tan trim. Totally restored using Heritage shell. Unbeleiveable condition. £9,195. Concours Motor Company. Tel 0121 7332430

COBRA REPLICAS A wide selection of Cobra Replicas Available. Prices from £13,000 to £30,000. Call for details or advice. Tel:(01256) 895188. Sovereign Car Sales(Whitchurch) or please visit our website www.sovereigncarsales.co.uk

B

BMW 323iSE 2000(W)



£6,995

4-door saloon, 82,000 miles, red black interior, 16in alloys, new tyres and brakes, a/c, e/w, BMW fsh, just serviced, MOT, immaculate condition.

01737 645213
07831 240733.

Redhill.

BENTLEY CONTINENTAL S3 FLYING SPUR Simply the best example anywhere for sale with modern air con, new interior and considerable recent expediture. Find a better one. £79,950 Tel 0208 467 6916 or see www.peter-byrne.com



Bentley Turbo R

Vermillion, CD, air con, alloy wheels, twin headlights, 89,000 miles, magnolia piped in red. Excellent condition

£16,950 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 V1 CONVERTIBLE BY PARK WARD 1950 Black with Red coach lines.67112 Miles. Black/dark Red carpets. Recent Complete Overhaul £89950.00. Tel:01732 886002. Also 30 More Rolls Royce / Bentleys on our website: Please visit: www.ghostmotors.co.uk

BMW 850CI 1993 59,000 miles. FSH. Silver, new alloys. Computer, ESR, e/seats, cruise, serviced. Tax and MOT. Reliable. £8,750. Tel: 01189 786167

BMW ALPINA B10 BI-TURBO Iconic Q car ,1 of only 507 , fully optioned , T & T, FSH , maintained regardless, VGC . £15,750. Tel 07817 826241 email edward@classic-andalucian-homes.com

BMW M1 Last built, chassis no. 399, lhd, orange/ black leather. 18,000 km, FSH. As new condition, UK registered. £80,000. Tel: 00 33 625 155 855

BMW M3 1996 With 321 bhp and a 6 speed manual gearbox. Cosmos black with Modena (tan) leather interior. Just 53k miles from new with full BMW service history. Usual M3 spec. incl. dual climate control, elec. sunroof, trip computer, multi CD changer with remote control, factory fitted remote closure alarm. One of only 694 genuine saloon M3's ever made. Good M3 no. plate. Totally standard UK RHD car. A rare and discreet 4 door family saloon - yet this car will accelerate to 60 mph in just 5.5 seconds - faster than a Ferrari Testarossa! £10,495. Tel: 01634 377094 / 07962 215631 www.iconicsportscars.co.uk (Iconic Sports Cars)

BNC TYPE H 1924 RACE CAR Belonged to the Musée de Rochetaillé since the 60's. Scap T11 engine, 4 speed gear box. Full mechanical restoration completed (engine, gear box, magneto, starter, transmission ...), Leather seats. Old paint with lovely patina. New tyres. Price Euro 42000. Located in France. For more details and pictures eb@menuiserie-berard.com or Tel +33(0) 6164 71693



BENTLEY 3.0L SHORT CHASSIS SPEED MODEL 1926 Matching numbers. Well maintained. Reliable, pretty car. MOT. £98,500. Tel: 01704 560889 or Fax: 01704 501753

To advertise in the October issue, on sale 20th September, your advertisement must reach our offices no later than Fri 30th August.

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, 60 Waldegrave Road, Teddington, Middlesex TW11 8LG. 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

C

Caterham Super Sprint.



1999, V reg, Vauxhall 1600, very low mileage, full weather equipment, road use only, genuine bargain **£8,950**

01253 811073 or **07813 623665**

CATERHAM SUPER SPRINT 1990 DiDion Suspension. Removable MoMo steering wheel, leather sports seats, full weather gear/heater, four point harness, new clutch, new tyres, excellent condition. £9,750. Tel: 07770 326040 or 0117 9717610 (Avon)

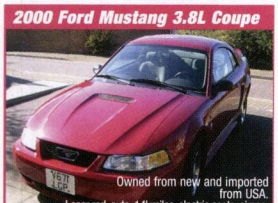
CHEVY 1936 PICK UP Converted from saloon by "Sandival"(a respeted American customizer) many years ago, into a Hilly Billy pick up. A truely lovely old thing (a bit like me) £6,950 P/ex A pleasure. BOBS AFFORDIBLE CLASSICS 0121 743 5276 office or 01564 779746 home

CLASSIC CAR HIRE IN SCOTLAND See the magnificent scenery and enjoy touring quiet roads. Tel: Gran Turismo 0131 4663447 Edinburgh www.granturismo.demon.co.uk

CORVETTE STINGRAY 1963 Rear split window model. Manual box, 7.5 litre engine, 4 bolt mains. Fitted with roller rockers. Quick road cam. Comes with spare low ratio rear diff pinion & steel timing gears. Grand sport arches & wide steel wheels. A very quick car £29,950 P/X a pleasure. Bobs Affordable Classics TEL: 0121 743 5276 office or 01564 779746 home

F

2000 Ford Mustang 3.8L Coupe



1967 MUSTANG FASTBACK Moss green metallic with Ivy gold interior, 289 ci and automatic, 2nd place MOGB Nationals two years ago, stainless steel headers and exhaust system, very warm 289 ci, cobra cam covers, front disc brakes, Torque thrust D american racing mags, Stunning £ 22,500. Tel: 01732 870331 or 07860 561163 or please visit us at: www.alancarrington.com

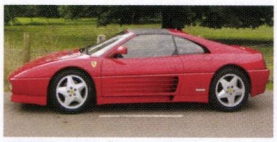
1978 FERRARI 308 GT4 2+2 RHD. 33,000 miles. Extensive history. Solid and excellent throughout. Offers over £15,000. Tel: 01325 720790 or 07787 828326

1968 MUSTANG 390 GT FASTBACK Presidential blue metallic with two tone interior, very rare 'Manual Gearbox', all numbers matching including a "Marti" report, full restored and in perfect condition, very rare in this format. £30,000. Tel: 01732 870331 or 07860 561163 or please visit us at: www.alancarrington.com

FERRARI 308GTS 1981 LHD. A beautifully prepared car with too much spec to list. The very special number 'THE 308 S' can also be purchased. £19,995. Tel: 07768 80 84 84 or email: nickjburnett@yahoo.co.uk

FERRARI 328 GTB, 3/87 Rosso corsa, nero (black) interior. 2 fastidious Swiss owners, 16K miles, LHD, FFSH, all books, unused spare & toolkit. Fresh major cambelt service. Geniune concours condition. £27,995. 07903 762009

FERRARI 328 GTB, 3/87 Rosso corsa, nero (black) interior. 2 fastidious Swiss owners, 16K miles, LHD, FFSH, all books, unused spare & toolkit. Fresh major cambelt service. Geniune concours condition. £27,995. 07903 762009



FERRARI 348TS Rosso with black interior. 1993. Superb condition. 42k miles. All service history from new. All tools, air con. Sports exhaust fitted, standard exhaust included in sale. Much loved. £26,950. Tel: 020 7385 6963

FERRARI 348TS, 90/H UK RHD, Rosso Red, Crema Hide, 11k genuine miles, fFsh, 2 owners - last owner for 14 years, recent cambelt change, car cover, immaculate & much loved, £32995ono Tel: 07921 471310

FERRARI 360 MODENA SPIDER F1 2002 LHD, 8k, red with tan hide. Challenge grille, sports exhaust. FSH. Stunning. £79,500. Tel: 00 33 625 155855

FERRARI MONDIAL 3.2 QV 1988 Rare RHD, higher specification model. Immaculate condition. The ultimate summer car for £22,750. Tel: 0208 3903240 or please email: ferrarimondial@btinternet.com

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: www.ferrarispares.co.uk

FORD MUSTANG GT COUPE PEMIUM New 2005, Torch Red, 300hp, 4.6L V8, 5spd Manual, Shaker 1000W 6CD Sound, Aluminium Interior Upgrade Package, Red Leather with Interior Accent Package, 17" Painted Alloys, Active Anti-Theft. In UK now, Fully SVA'd. Delivery Mileage, Warranties Available. www.allamericanmotors.co.uk £25,995. Tel: 01661 820968 or 07884 440607

FORD MUSTANG V6 COUPE PEMIUM New 2005, Performance White w/Red Leather with Interior Accent Package, 4.0L V6, 5spd Manual, Aluminium Interior Upgrade Package, Shaker 500W 6CD Sound, Exterior Sport Appearance Upgrade, Active Anti-Theft. In UK now, Fully SVA'd. Delivery Mileage, Warranties Available. £21,550 :www.allamericanmotors.co.uk Tel: 01661 820968 or 07884 440607

FORD MUSTANG V6 CONVERTIBLE PEMIUM New 2005, One of the first in the UK! Jet Black w/Parchment Leather, Black Hood, 4.0L V6, 5spd Manual, Aluminium Interior Upgrade Package, Shaker 500W 6CD Sound, Exterior Sport Appearance Upgrade, Active Anti-Theft. In UK now, Fully SVA'd. Delivery Mileage, Warranties Available. £26,550.www.allamericanmotors.co.uk Tel: 01661 820968 or 07884 440607

G

GINETTA, TVR, ELVA, LOTUS, TURNER, GSM, PIPER, MARCOS, DAVRIAN ETC Historic road and race cars. Ginetta G12 for completion £13,000. Ginetta G15 £3500. Ginetta G10, V8 project £9000. Ginetta G4 body/chassis unit £4000. The only genuine Ginetta G11 convertible left £13,000. Ginetta G21 £4950, Davrian Mk7a £3750, GSM Delta coming soon. Ginetta G15 race car £5,500. G15 £7,500. G15 £4,500. G15 £3,500. TVR Grantura MK3 Part completed race car £13,000, TVR Grantura MK2a Road or Race car restoration project £3000. TVR Griffith, Grantura ,Vixen and M series panels, and perspex screens. Race transporter, preparation and support. Restoration and fibreglass specialists. Cottage Classics Ltd. Tel/Fax: 01728724315. Mobile 07831 843 922. spadge@cottage classics.co.uk or www.cottageclassics.co.uk

H

HILLMAN IMP DELUX 1976 875cc, 20,000 genuine miles, excellent, cherished by lady owner. MOT. tax, drive away £2,000 ovno Mobile 07795 095722

J

Jaguar D Type Racing Replica

For Road or Track. Built in 2002 with new or reconditioned parts. Jaguar 4.2 engine with 3 twin Webbers. 6 branch exhaust. 5 speed Gertrag gearbox. Car produces 300 bhp. Excellent GRP Bodywork. Very low mileage from new.



Superb quality and condition.
More details on request. Mot'd & Taxed.
£27,000
Please Tel Peter 01243 555050 or visit www.oddcars.com
(Located Gatwick & Portsmouth).

JAGUAR 'C' TYPE (PROTEUS) BRG, 3.8. Good spec, registration and history. Please email for details: lemanscats51@msn.com

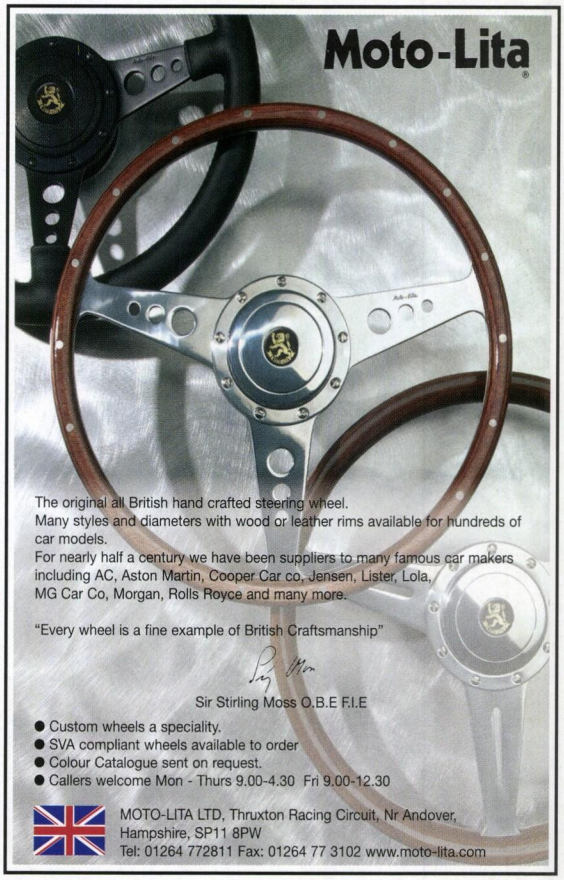
JAGUAR 3.8 MOD SPORT MK 2 Well known car with detailed competition History, Numerous historic photos & press cuttings, Many 1st & 2nd Places. Manx, Brighton, Gurston, Wiscombe, Silverstone. Goodwood, Brands, Lydden, Still competitive today in the right hands. Sensibly priced for prompt uncomplicated Sale!. £9,750. Tel John Heda (07836) 263471 or 02380 556300

JAGUAR E TYPE S1 3.8 1963 Green, rebuilt five years ago for touring, getrag 5 speed, air con, elec ign, ss exhaust with two vac units, upgraded rad, 70 amp alt, electronic fuel pump, 12 months tax, 9 months MOT £23,000 Tel 01934 744142 anytime (somerset)

JAGUAR E TYPE V12 FHC Manual, stunning unmarked condition throughout. Sympathetically restored over a number of years. Recent bare metal respray. Comprehensive History, every MOT from new. £16,500 . Tel: 0208 7383446 or 07968 793697 email: stdavis025@aol.com

JAGUAR E TYPE V12 ROADSTER 1972 LHD, manual. Red / biscuit interior. 39,000 miles. Texas rust free restored example. MOT and tax. Very good condition. £26,000. Tel: 01483 284643 Surrey (Library picture)

Moto-Lita



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.

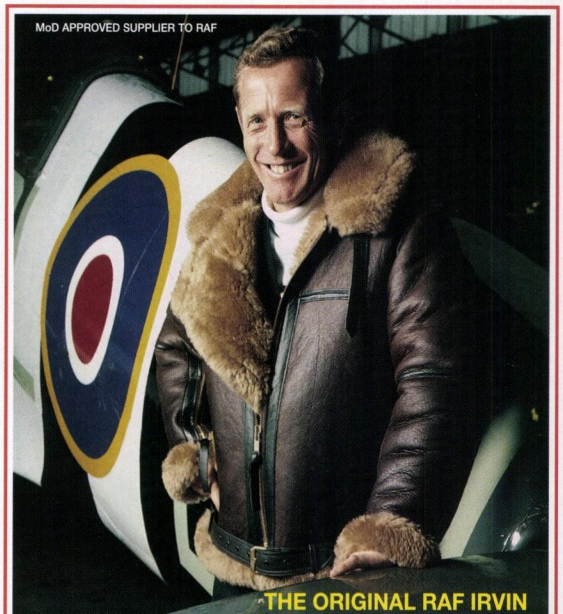
"Every wheel is a fine example of British Craftsmanship"

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



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

GREGOR FISKEN

Fine Historic Automobiles



1952 Ferrari 340

This Works 340, fitted with a lightweight Spyder bodywork offered by Vignale at the time, was assigned to Mille Miglia veteran Piere Taruffi, who was to act as a pacemaker to the other works cars. Subsequently prepared for the Grand Prix de Berne and piloted by Willy-Peter Datwyler, 0196A was to have its final outing for the works at Le Mans driven by Trintignant and Rosier. This 340 has undergone a complete restoration by leading Ferrari specialists DK Engineering and has recently competed on the Mille Miglia and at the Monaco Historic's.

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

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
1912 Ford Model T speedster. VCC dated	£12,750
1915 Saxon Model B 2-seat tourer	£9,500
1923 Austin 12/4 Clifton 4-seat tourer	£18,250
1924 Minerva-Liberty 27-litre 2-seat special	P.O.A
1924 Standard SL04 13.9hp 4-seat Warwick tourer	£12,750
1925 Lagonda 12/24 4-door saloon	£14,000
1926 Hotchkiss AM2 4 - seat tourer	£17,750
1927 Vauxhall R-type 20/60 4-seat tourer	£22,750
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 Trojan 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	£11,850
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 STAR Comet McEvoy Special. Zoller s/c. Jensen body	P.O.A
1932 VAUXHALL Cadet 17 h.p. saloon	£19,250
1933 Invicta 12/45 4-seater tourer	£33,000
1935 Singer Le Man special sports (speed engine)	£16,750
1936 Alvis Silver Eagle 4-seat tourer	P.O.A.
1936 Alvis Silver Eagle 3-position drophead coupe	£32,250
1936 Triumph Dolomite 2-litre saloon	£14,750
1937 Riley 12/4 (Continental) touring saloon	£22,000
1938 Humber Pullman Convertible with division by Hooper	£13,750
1938 Talbot 10 pillarless saloon	£6,750
1940 Studebaker Commander Sedan Lhd.	£5,950
1946 M.G. TC	£13,500
1947 Austin 16 6-light saloon	£5,250
1947 Talbot Lago Type 26 Record coupe	£39,950
1950 Daimler Special Sports by Barker	£14,000
1950 Lea Francis 2.5 litre 2+2 seat sports	£23,500
1950 M.G. Ys Saloon. 2 owners	£5,750
1951 Alvis TA21 3 position drophead coupe by Tickford	£19,500
1954 MG TF 1250 (Cream)	£19,850
1954 MG TF 1250 (Old English white)	£18,000
1954 Riley RME saloon	£5,500
1957 Austin Healey 100/6 special	£10,500
1962 Jaguar MkII 3.4 manual with O/D	£8,950
1962 Singer Gazelle Convertible	£3,950
1963 Alvis TD21 series II Dhc. Auto. & power steering	P.O.A.
1963 Daimler 2.5 V8 Saloon	£5,650
1964 Jaguar MkII 3.8 manual with O/D & CWW P.A.S.	£16,850
1964 Peugeot 403 Saloon	£3,450
1965 Matra djet sports	£12,750
1966 Alfa Romeo 1600 spider Duetto	£12,000
1967 Austin A40 Farina	£895
1967 Citroen ID 19 Saloon Lhd (Blue)	£5,950
1967 Lancia Flavia Sport Zagato (rare right-hand-drive)	£14,000
1968 Rover P5B 3.5 litre V8 saloon	£4,500
1969 Daimler Sovereign 420	£6,500
1970 Ford Zephyr saloon	£700
1970 Jaguar E-type series II 4.2 roadster. Mint	£38,000
1970 Lotus Elan S4 SE	£8,500
1972 Daimler Double six. Automatic saloon (To restore)	£750
1972 Lancia Fulvia 1.3 series II coupe	£3,500
1972 M.G. B roadster	£6,750
1972 Rover P6 3500S Manual	£6,500
1972 Triumph 2000 saloon. Auto.	£390
1972 Volkswagen Karmann Ghia cabriolet Lhd.	£6,250
1974 Mercedes Benz 240D 4-door saloon. Lhd. Auto	£3,950
1974 M.G. B GT V8 (Chrome bumper) (Black)	£10,250
1975 Fiat 124 Spider. Lhd.	£4,750
1975 Jaguar XJ6 series II 1. 4.2 Automatic saloon	£4,500
1975 M.G. Midget 1500	£2,750
1975 Rover P6 2200SC saloon. 1 owner	£1,850
1976 Ferrari 308 GTB (rare Grp dry sump model)	£29,750
1976 Jaguar XJ6 4.2 coupe	£3,750
1976 Mercedes Benz 250 Automatic (Some work required)	£1,250
1976 M.G. GT. Sunroof (Flame)	£3,375
1976 Porsche 911S Targa 2.7 L.H.D	£10,750
1976 Triumph Stag	£7,250
1978 Daimler Double six (v12) 2 -door coupe	£4,750
1978 Ford Mustang II Ghia	£4,850
1978 M.G B GT. Needing work (Orange)	£900
1978 Porsche 911SC (3 litre)	£9,750
1979 M.G. B GT. Needing work (Yellow)	£900
1979 Volvo 262C Bertone coupe	£2,950
1980 Fiat 124 Spider. Lhd.	£4,500
1980 Fury 1600 Ford Cross Flow engine. Road/ race ready	£7,500
1980 Porsche 924 coupe. Lhd	£1,000
1982 M.G. B roadster (Yellow)	£5,000
1982 Peugeot 504 Cabriolet. Lhd	£6,750
1983 Rolls Royce Silver Spirit (White)	£9,850
1984 Jaguar XJS V12 HE Coupe	£3,750
1985 Range Rover 4.6 V8 HSE	£1,800
1986 Ford Escort 1.6I Cabriolet	£625
1986 Renault Alpine GTA 2.5 Turbo	£6,750
1987 Mini 1000 Park Lane	£1,875
1987 Vauxhall Cavalier 1.8 Cabriolet	£1,250
1990 Volkswagen Scirocco	£1,250
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	£3,350
1956 AWO Simson 425T with pillion	£1,400
1958 AWO Simson 425	£1,400
C1959 MOTOBI Ardito 125cc	£3,250
1961 Francis Barnett Falcon 87 (199cc)	£1,400
1973 Kawasaki 500 MKII	£2,100
1974 BMW R90/6	£3,000
1974 MZ TS 250	£650
1977 Honda CB750 Auto	£2,200
1979 Moto Guzzi V35	£1,700
1981 Kawasaki Z1000 fuel injected	£2,200
1983 Honda VN1100	£2,300
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.	£18,000

www.vintageandclassiccars.co.uk - Visit our website

JAGUAR E-TYPE CONVERTIBLE 4.2 SERIES II, 1969 54,000 Miles, Powder Blue, One Owner 34yrs, Rust free UK car in beautiful original condition £24995. 07979 522116 rodney@grockall.freeserve.co.uk

JAGUAR E-TYPE SERIES 1, 2+2, 1966 Excellent condition. SS exhaust, factory sunroof. Old English White. Current owner 20 Years, 25 years invoices & history. New wheels & tyres. Factory workshop & parts manuals, road tax exempt. £15,750. Tel: 01189 448 310 Berkshire.

JAGUAR E-TYPE V12 COUPE 1973 Automatic. Heather coachwork, burgundy leather. CWW. One family owner from new with original sales invoice. Long MOT and tax. Original & practical sports Jaguar only £14,995 ono. 01603 506526.

JAGUAR V12 E-TYPE. MANUAL Roadster with rare hardtop & chrome wire wheels. Older paint but still in excellent allround condition. Recent gearbox rebuild. Interesting histroy. Black with contrasting beige leather. £29,950. Tel: 07702 449904 or 01708 741 778 (Essex)

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.

JAGUAR XK150 FHC. 1959 Old English White/Red Leather interior. Major restorations in 80's. Bills & receipts. Dry use only, Undersealed.History. Outstanding condition. Reluctant sale. £20,500. Tel: 01526 320 556

JAGUAR XK150 ROADSTER Early 1958 model. This car has to be the finest restored example available for sale. Restored to exacting standards. Winner of Jaguars best car of show. Phone for full details. £67,500. Concours Motor Company. Tel 0121 7332430

JAGUAR XK150S 3.4DHC 2 owners, 80,000 miles with fully documented history, including original sales invoice and buff log book. Totally original and unrestored with record of comprehensive rustproofing. Offers circa £50,000. Tel: 01491 628622

XK 120 ROADSTER 1952 Original RHD, restored, Powder blue metallic with dark blue trim, bucket seats, new twin exhaust, superb condition. £35,000 ono. Tel: 01926 843911 eves, or 0121 550 1841 daytime.

L

1918 AMERICAN LA FRANCE, 4 SEAT BODY Chain drive, German Silver radiator, 14 1/2 litre, 6 cylinder motor, total restoration needed, hence low price £11,950. Consider car or m/c part ex. Tel: 01932 855 225 Fax: 831653

85 ESPRIT TURBO 33k miles. Very original, including factory front tyres. Mint condition. Recent new exhaust manifold, and head work. £20k. Please do not call if you are not willing to pay the asking price. Tel: 07798 678256

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.

LANCIA FLAVIA VIGNALE ITALIAN ASTON MARTIN - C 1963 Continental - LHD. Excellent oil-pressure/ mechanically 1800cc flat 4. Needs poss. minor exhaust repair/ electric service (slow starting). Very rare. Stunning, rot free. Met. Silver/Blue Int. £11,750. No reasonable offer refused. P/ex and cash cheaper car. 0208 201 5215/07944 167159

LANCIA FLAVIA ZAGATO 1965 Dressed in an aluminium body, finished in red and silver. Black leather interior trim and red carpet. 61,000 miles from new with history. Unique and rare styling Immaculate condition £12,000. Telephone 0131 229 5561 (Edward Labinjoh Cars Ltd)

LANCIA FLAVIA ZAGATO 1965 Dressed in an aluminium body, finished in red and silver. Black leather interior trim and red carpet. 61,000 miles from new with history. Unique and rare styling Immaculate condition £12,000. Telephone 0131 229 5561 (Edward Labinjoh Cars Ltd)

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

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.

FiA Lotus Cortina built 2004 "A" frame

Fresh engine
All the very best bits, meticulously maintained

P.O.A

Many spares also available if required, Lotus engines by Nick Stagg, all vehicles can be seen and tested.

Please call Martin Williams on 01934 811006 or 07775 993079



LOTUS ELAN Fully restored. 150 H.P. GAlvanised chassis. All new mechanics. 56,000 Miles. 3 owners (present 20 years). Superb car. Full M.O.T. £13,995. Tel: 07787 555590

LOTUS ELAN SPRINT 1971 Gold Leaf dhc in superb condition with galvanised chassis, unleaded engine, new hood and much more. Fresh MoT. £14,950. Call Ian 01332 705724 or 07976 305486

LOTUS TURBO ESPRIT 1988 Upgraded brakes, wheels and tyres. All major components rebuilt. Excellent condition. £9,600. Tel: 01474 325902 Kent

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

M



Mercedes Benz 280E

1983, Blue/Green metalic, Automatic, 73000 mile, 1 Owner, Extremly immaculate inside and out, must be seen **£3,000**

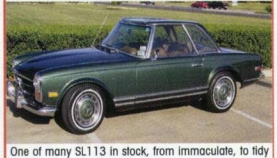
Tel 0208 654 9587

www.SLpagoda.com



One of many SL113 in stock, from immaculate, to tidy or restoration projects, also parts for 113, 123, 108 etc for sale. ADVERTISE YOUR CLASSIC CAR FOR FREE on our site now getting very popular
Tel: 07899 801373. Glos, UK.

www.SLpagoda.com



One of many SL113 in stock, from immaculate, to tidy or restoration projects, also parts for 113, 123, 108 etc for sale. ADVERTISE YOUR CLASSIC CAR FOR FREE on our site now getting very popular
Tel: 07899 801373. Glos, UK.

1966 MK 1 MORRIS MINI COOPER S 1275CC Fully Restored to completly original specification fully rebuilt body and engine, new upholstery, finished in Tartan Red with Black Roof, original features including factory supplied 4.5" Cooper S wheels, all matching numbers, heritage certificate, Totally Mint genuine and mint car. £12,500 ono. Tel 0121-427-6576.

M

The Mercedes-Benz Club
Founded 1952

07071 818868

www.mercedes-benz-club.co.uk

The only UK club recognised by Mercedes-Benz

MAZDA RX7 COUPE 1985 White/ red, one lady owner from new. 70k. Always garaged. Not in use for 2 years. £2,000 ono. Tel: 01252 321182

MERCEDES 300 SEC COUPE 1966 Red with Black leather, Automatic, power stering, alloy wheels, Stored for last 10years, Just recommissioned, MOT may 2006, Exceptional car £POA CARRIGANS Ltd 01438 715063 / 07802 899844 Part exchange welcome

MERCEDES 450 SEL 6.9 LITRE. 1978 Metallic Gun Metal. 96,000 miles with F.M.B.S.H. In Excellent Condition. £6,250. Contact Mike Authers Classics on Abingdon 01235 834 664 or www.mgmidgets.com

MERCEDES BENZ CL420 '97 REG 61,000 miles, metallic silver, grey leather. Just serviced by Mercedes Benz. Perfect. £13,750. Tel: 01925 638071.

MERCEDES E220 CABRIOLET 1996/P Almadine with cream leather, Electric mohair hood. Two airbags, ABS, OZ wheels, CD player, 96,000 miles with Mercedes specialist service history. Many extras inc. Climate control, cruise, wind deflector,Tracker fitted, Electric and heated seats. Superb example, Last of the properly engineered Mercedes and one of only 800 RHD produced a definite future classic. £13250 Tel. Mike Authers Classics on 01235 834664 or visit our website: www.mgmidgets.com



METRO 6R4 J-REG Road registered. Clubman spec. reliability kit fitted. Some spares. 4,000 miles. Very good condition. £22,000 ono. Tel: 07881 785626

MG MIDGETS WANTED WANTED Properly restored Midgets. Urgently required. Contact Mike Authers Classic Midgets, Abingdon. Tel: 01235 834664.

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 PA 1934 Based Road & Track Car. Very quick & fully develped. Rebuilt Engine, supercharger & close ratio pre-selector gearbox. Immaculate £25,000. Spares available. Tel: 02392 375570 or geoffreyroconnell@btopenworld.com

MG TD, 1953 A great deal of enjoyment and fun from this lovely car over 24 years of happy ownership. Bright Red, 1250cc, very good condition, recent service, 1 year tax & MOT. £9800 firm. Rob Hogarth (+44) 07968 555801.

MG TF MIDGET 1250,1954 Almond Green, Green trim. Many receipts for rebuild in 1990s (circa £6,500 parts)little usage since. Full weather gear in contrasting Beige. Family owned over 40 years. UK RHD car with original registration number and Green logbook. For multiple images www.bespokeselection.co.uk Part exch. for modern or classic car. £14,995. Tel: 01242 248 777. Mob: 07917 167 457

MGA 1600 COUPE 1959 2,000 dry miles since full body off rebuild photo record, long MOT, engine detailed, superb condition inside and out. £9,000. Tel 07711 569019 Hants

MGA MK 1 1500 ROADSTER Orient Red. Beautiful example. 72,000 genuine mileage. Just serviced and MOT'd. All original. 2 previous owners. £12,000. Contact Ian Johnson.(Home) Tel:0115 920 2210 or (Work) 0115 947 5545

MGA MK1 1600 Immaculate condition roadster,1959, old English white, red leather interior, wooden steering wheel/gear knob, tonneau cover, luggage rack, wire wheels, only 4500 miles since 1994 rebuild, excellent runner, fsh, new wife and dog force sale £12,750. Newcastle 0191-2461636/07939583949

MGA ROADSTER 1958 1800cc. Oselli blueprinted engine and close ratio gearbox. (originals included). Works hardtop. Beautiful condition. Fully sorted and 'on the button' in every way. £14,000 ono. Rodney Manners on 01793 848007 days or 01285 641637 eves or email: rodney@ergotec-cdm.co.uk

MGB 1981 Black. Red Seats. New Black Hood & Tonneau. Chrome Wire Wheels. Overdrive. Tape Player. Waxoiled from new, no rust. 68,000 miles. All MOT's. Bills. Original Handbook. Immobiliser. Superb Condition. £4,995. Phone 01635 230500 (Newbury).

MGB ROADSTER 1973 Blaze with Black leather interior. New chrome wire wheels. New mohair hood. Very clean engine bay. Just been serviced. 12 months M.O.T. £4,995. Tel Karl(Day) 01784 430 444. (Mobile) 077892 64533

MGR V8 1994 UK model. British Racing Green, beige leather, 51,000 miles. Garaged, service history, MGR plate, very good condition. £11,950. Tel: 07787 157679 Herts

MORGAN +8 1993 Ivory, galvanised chassis, Koni's, walnut, L rack, recessed seat. £24,500. Tel: 01904 738507

N

NISSAN FIGARO'S 1991 CHOICE OF 4 Japanese retro cars made for 1 year (1991). Auto, air-con, power steering. Electric windows, leather trim, £5,995. To view this car and other classics, visit www.sussexsportscars.co.uk or Tel: 07831 173729 or 01273 891006

O

OPEL KAPITAN 1952 very expensive older swiss restoration, LHD, runs perfectly, second owner, located in Switzerland, Swiss papers. £11,000. Tel: 0041 627732573 More information on www.finecars.ch

P



1964 CD Panhard Chassis Number LM 64 2 was a Works entry in the 1964 Le Mans 24 Hours. This historical twin cylinder Panhard powered car was specifically designed for the Index of Performance at Le Mans and had an extremely advanced aerodynamic body, allowing a top speed of 138 MPH. This CD remained untouched in a French museum for many years and has recently been completely restored to the highest standard. This racing car is ready for this season and highly eligible for the most prestigious events such as Le Mans Classic and Gentleman Drivers Series. **Please contact Vanessa Marçals on 0787 9634432 or e mail vanessamarcais@hotmail.com for more information.**



PEUGEOT 205 T16 Ex Patrick collection car. Superb condition. 4,000 km. Best in the world? £28,000 ono. Tel: 07881 785626

PORSCHE 356C 1963 Full restoration , white, black new interior, LHD. Good service files, very very presentable , new clutch, superb. £14,500 Tel: 07984 206992 or 07951 567605

PORSCHE 911 3.2 CARRERA 1986 Finished in metalic grey with half grey leather electric sports seats,sunroof,E windows,unmarked 16" fuch alloys,3 owners 72000 miles with full Porsche service history inc.service invoices,superb original example £13995 01323 423002 01323 411310

PORSCHE 993 CARRERA C2 COUPE, 'R' REG Last varioram model, 6 speed manual, the driver's choice, 48,000 miles, 18 inch alloys, Sports suspension and exhaust, Marble grey leather sports seats, Zenith metallic blue, £30,995 ono. Call 020 8267 5960 (work) or 07831 898332 (private)

PORSCHE 996 TURBO CABRIOLET LHD. May 2004. Metallic sapphire blue / blue leather. Fully loaded. 1,800 miles only. £85,000. Also 996 Carrera Tiptronic Cabriolet 2002, 12000 miles. LHD. £49,500. Tel: 00 33 625 155855

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

R

ROLLS ROYCE 20/25 PARK WARD SEDANCA-DE-VILLE 1934 Black over light blue 881992 miles. Blue leather front cloth rear. Fantastic history Concourse Winner. Has been restored to near perfect condition. £49,950 with reg number. £45,000 without. Tel: 01732 886002. Also 25 more Rolls Royce/Bentleys on our website: www.ghostmotors.co.uk

ROLLS ROYCE SILVER CLOUD I, 1956 6 cyl, auto. Finished in Velvet green, complimented with as new tan connolly leather interior. Beautiful French polished veneers. Rare air conditioning. Maintained regardless of cost with substantial service history. Last of the proper Rolls Royce's in impeccable condition. Considering today's restoration costs, this fine example represents superb value. £24,950. Could be tempted with interesting exchange, money either way. Tel John Heda 07836 263471 or 02380 556300

ROLLS ROYCE SILVER SPIRIT II 1990(G) Royal blue/ cream leather, piped blue. Low mileage with FRR S/H. Multi play CD/ radio. Over rugs, knee rolls. MOT'd and taxed. £14,995 ono. Tel: 07967 204605 E Sussex

ROLLS ROYCE WRAITH 4 DOOR OPEN TOURER 193 In red and black with new cream leather interior. P100 headlamps. An imposing, eye catching car with much arrival value. Offers please? Tel 0208 467 6916 or see www.peter-byrne.com

ROVER 220 GTI 1991 White, spotless grey half leather interior, CD, SR, EW, CL, Alarmed, superb condition, T&T sept 05, garaged - must be seen. £1,800. Tel: 01487 824380

ROVER P5B COUPE 1972 69,700 miles, black leather interior, garaged, MOT 2006, lovely car. £3,850. Tel: 01747 841551 or 07843 060843

S

SUNBEAM 25 TOURER 1927 Handsome vintage tourer which was delivered new to Perthshire and was owned at some time by the Chief Constable of Suffolk. Restored by Smith in the seventies the car has a nice patina to coachwork and trim. Power is from a 3.6 litre straight six engine, on which some £6,000 has recently been spent. The four wheel brakes are servo assisted and the car drives very well. About half the price of a 3 litre Bentley at £36,000. this and many more on our website www.pioneer-automobiles.co.uk or ring 07768 630969.

SUNBEAM ALPINE GT MK. V 1967 Recently completed restoration with brand specialist. Comprehensive history file. Overdrive. Low mileage. Garaged. Long ownership. Move abroad forces sale. £7,250 Tel 0208 5060691 (ESSEX)

S

SUNBEAM ALPINE SERIES 3 1963 Carnival red, history from new. Excellent original condition inside and out. 52,000 miles. Hard and soft tops. New tyres and 12 months MOT. £5,295. Tel: 01732 833943 Kent

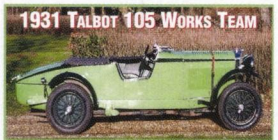
SUNBEAM ALPINE SERIES III 1963 Excellent condition, Past Sunbeam Alpine owners Club prize winner. S/S exhaust, New Battery, Grey Interior, Years MOT. £5,950. Tel 01737 243912 (Surrey)



SUNBEAM RAPIER III A 1962 Seasoned campainer, just completed Sahara Challenge. full instruments, roll cage, twin webbers, overdrive. 2nd 3rd 4th. Spare wheels, snow chains. £8,350. Tel: 01722 790536 or 07979 855896 or email stevedkent@aol.com

SUNBEAM TIGER SERIES I Arctic white with red trim. Extensive renovation completed 2003 to a very high standard after being stored for 30 years. Very original example with minilites, s/s exhaust, original log book and service book, and only 61,000 miles. £16,000. Tel: 01491 628 622 Oxon

T



Chassis Number 31051 was one of a Team of four cars raced by Fox and Nicholl for the factory, which entered the most prestigious events such as Le Mans and the Mille Miglia. This particular car raced at the Brooklands Double Twelve, the 24 Hours of Le Mans and the Tourist Trophy in 1931. The car has good continuous and well documented history from new and more recently has been in the same family ownership for over 40 years. This highly eligible Pre-War sports car still retains its original registration number GO 51, has current F.I.A. papers and is in good running order. **Please contact Vanessa Marçais on 0787 9634432 or e mail: vanessamarcais@hotmail.com**

TRIUMPH STAG, MKII, 1976, MANUAL O/D Yellow, black interior, h/s tops (new hood), s/s exhaust, 67,000 miles, always garaged, current owner since 1982, interesting history. £8,000. Details from 01252 792479.

TRIUMPH TR6 1973 89,000 miles, Carmine red, comprehensive history, heritage certificate, excellent condition. House move forces sale. £7,250. Tel: 020 8341 7817

TRIUMPH TR6 1974 Mimosa yellow with black trim. Coverstar and feature car in this magazine. 43,000 miles from new. Excellent condition. Overdrive, original, lots of history. Drives excellently. Absolutely beautiful car. £9,950. Tel: 020 7261 6499 or 07773 781201

TRIUMPH TR6 Stunning example in old english white with contrasting black interior. This car has the desirable twin SU carb conversion offering that extra reliability. Fitted with a sports exhaust, quality hood and wire wheels. Looks and sounds fantastic, drives perfectly. MOT'd and ready to go! £6995.00 Renown Classics Tel: 07711 431453 (Kent) www.renown-classics.co.uk

TVR 280 S11 2.9. 1989 Immaculate Blue metallic paintwork with totally unmarked Cream leather trim. 49,000 miles with F.S.H. Undoubtely one of the nicest examples available today. £9,595. Concours Motor Company. Tel 0121 7332430

VERY RARE TRIUMPH TR4A IRS One previous family owner for 37 years. Excellent condition throughout. Unleaded, just been fully serviced with new brake system. Tax exempt. £7,900. Tel: 07836 693677

V

BEAUTIFUL SKY BLUE VW KARMANN GHIA (1969 COUPE) With black leather interior and fully restored engine. In perfect nick inside and out. Drives over80mph. Highly reliable. Turns heads. Much admired. California import withonly one previous owner. Left hand drive adds cachet. Tel: 020 8962 8901 or 07940 386882

info@ecuriebertelli.com
www.ecuriebertelli.com
ECURIE BERTELLI LIMITED
Vintage Aston Martins
Tel: +44 (0)1234 240024
Fax: +44 (0)1234 240054
CLASSIC BRITISH QUALITY CHARTER Member
The Specialist in all Vintage Aston Martins
Registered Office • 53 Stilebrook Road • Yardley Road Industrial Estate • Olney • Bucks • MK46 6EA • United Kingdom

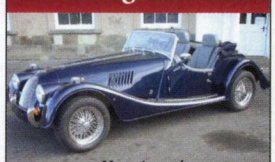


1933 Le Mans 2/4 seater chassis no. C3/251/L
Exact, and very high quality copy of a short chassis car, built by the then experts, Morntane Eng., 15 years ago. Steel crank and rod Ulster spec.engine, and very fast. Regularly used for concours races and rallies with some success. Not an original short chassis, but not at a short chassis price.
A really lovely car in every respect. FIA papers.
£80,000

See car sales at www.ecuriebertelli.com for further details

MORGAN
JOHN GILL LIMITED
in North Yorkshire!

Morgan +4



Unregistered

BMW Mauritius Blue, Muirhead Slate Grey Leather, Blue Mohair Hood, Tonneau, Sidescreens and Bag, Blue Carpet piped with Slate Grey, Black Wing Beading. Stainless Steel Wire Wheels, +4 Folding Seats, Walnut Dashboard, Organ Type Pedal, Le Mans Style Gear Knob, Door Handles

£33,495

Coming Soon!
Morgan Roadster

in Corsa Red with Black Leather piped in Black, Black Carpets piped in Red, Black Mohair Hood with Tonneau and Side Screen Bag, Door Handles, Elasticated Door Pockets, Folding and Reclining Sports Seats, Le Mans Gear Knob, Organ Accelerator Pedal, Stainless Steel Wire Wheels, Walnut Dash,

POA

BUILD SLOTS ARE AVAILABLE FOR 2005!
A New Morgan could be yours in less than 12 months
For further information or a demonstration contact Carol Gill.

JGL JOHN GILL LIMITED
A FAMILY RUN FIRM SINCE 1923
Visit our website at: www.johngill.co.uk
AISKEW GARAGE, BEDALE. TEL: 01677 423134

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

APPOINTED MORGAN MOTORSPORT DEALER

NEW 9th 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

MORGAN 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



IT'S OUTRAGEOUS - BUT WHAT THE HELL

Get the full story - visit : www.the-pinklady.co.uk

New Roadster V6's, Plus 4 and 4/4 ORDER ONE NOW IT DOES NOT HAVE TO BE PINK!

USED MORGANS FOR SALE

We always have a good selection of quality Morgans forsale. Go to the web site and view latest stock, with pictures.

www.melvyn-rutter.co.uk

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

MORGAN

BERRY BROOK
Main Dealer



2005 ROADSTER 2 SEATER Connaught Green, Ford 3.0 V6 ST220 engine, 643 miles.....$35,995



2001 PLUS 8 2 SEATER Regal red, Rover 4.6l V8 engine, 3,165 miles.....$33,495

2000 PLUS 8 2 SEATER Connaught green, Rover 4.6 V8 engine, 8,910 miles.....$32,495

2002 4/4 2 SEATER Connaught green, Ford 1.8 zetec engine, 15,927 miles.....$23,995

2002 4/4 2 SEATER LOWLINE Connaught green, Ford 1.8 zetec engine, 17,506 miles...$23,500

1997 PLUS 4 2 SEATER Indigo blue, Rover 2.0 engine, 24,180 miles.....$22,999

1993 PLUS 4 4 SEATER Connaught green, Rover 2.0 T16 twin cam, 33,235 miles.....$20,495

2003 RUNABOUT 2 SEATER Regal red, Ford 1.8 zetec engine, 10,165 miles.....$19,995

1990 PLUS 4 2 SEATER Royal ivory, Rover 2.0 M16 twin cam engine, 13,323 miles....$19,995

1995 4/4 2 SEATER Corsa red, Ford 1.8 zetec engine, 23,604 miles.....$16,995

Dawlish Rd • Exminster
Exeter • Devon
CHECK WEBSITE FOR FULL STOCK LIST
www.berrybrook.co.uk

+44 (0)1392 833301

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.

HISTORIC RACING



1969 Titan MK5 Formula Ford. Beautiful rare car - race ready - very competitive.

- Rare Titan MK5 model
- Fresh MVE Engine
- Concours winner
- Complete frame-up restoration 1995
- Original Lucas valve cover
- Full set of gears
- New body & paint
- All race set-ups included

Asking price: $22,000

John H. Adams
57 Ridge Driv, Montville, NJ 07045
Phone: 973-331-7756
Fax: 973-331-8034

RACE CARS AND PARTS

SINGLE SEATER SPARES

Engines: pre-crossflows, crossflows, twin-cams, BDAs etc. Hewland gearboxes and spares, gear ratios, DG, FT, LD, Mark 8/9. Dry sumps, pumps and tanks, race wheels of various makes and sizes Driveshafts, steering racks, alloy konis, adaptor plates, front and rear uprights, Front and rear wings, and loads of general race car parts.

GOOD PRICE ALWAYS PAID FOR RACE CARS AND PARTS

TEL: MARTIN COWELL TRIMTECH RACEPARTS, HEREFORD

01432 760098 or 07713197377

MALLOCK U2 MK6 1966 HISTORIC 1500cc Holbay, Lotus box, Avo shocks, hillclimbed by Martin Griffiths and Gerry Garmin 1970 to 77, beam front crossover, new exhaust, sensible offers, must be sold. Tel home 01159 224594 fax 01159 229336

MISCELLANEOUS

CLASSIC CAR COURSES How to Buy a Classic Car. How to Become a Classic Car Dealer. A Day at the Auction. Limited courses & spaces. 01264 711003 / 07967 203007 www.classiccarcourses.co.uk

PUBLICATIONS

CAR BOOKS AND COLLECTIBLES New, old and rare. Free lists available on request. See our website: www.simonlewis.com. Simon Lewis Transport Books, PO Box 9, Coleford, Gloucestershire, GL16 8YF Tel: (01594) 839369. E-mail: simon@simonlewis.com Mastercard/Visa welcomed. Established 1985.

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.

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

COLLECTORS CAR BOOKS OF SILVERSTONE 1000's of new and rare books, magazines and programmes! Open: 10-5pm weekdays - Tel: 01327 855888 or alternatively please email: sales@collectorscarbooks.com, 2210 Silverstone Technology Park, Silverstone Circuit, Northants. NN12 8TN or please visit our website: www.collectorscarbooks.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

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)

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

SHIPPING

RST INTERNATIONAL LTD US / UK - World Wide shipping & transportation. Door to door - shipping - airfreight - insurance - customs clearance - Advice on Import duty / VAT (UK). We will tailor make packages for your requirement - Please call for the best quote. 01986 780995 email: cartrans@aol.com or www.rst-international.co.uk

STORAGE

DEFENCE VEHICLE SERVICES Competition, Classic and Prestige Car Storage & Preservation. Total car security on active MoD site from £16 per week."the safest car storage in the country"At J9 M40 / 10 miles from Silverstone. Tel: 07732 825478. email: trefor.slatter@dvs-bicester.com brochure see: www.dvs-bicester.com

TRANSPORTATION

TRANSCAR IS OFFERING A COMPLETE TRANSPORTATION SERVICE For the collection & delivery of classic & sports cars anywhere within the UK. Rates are competitive. If you are interested in a personal & professional service or would like further details please call Jonathan Eade on (01403) 713102

WANTED

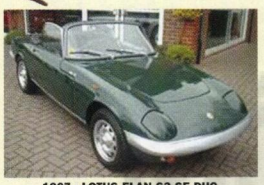
WANTED

Wingfield D Type.
Please advise price etc. to John Atkins

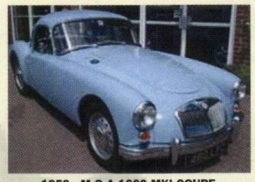
07860 828532
or 01702 711707

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





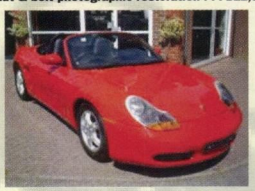
1967 - LOTUS ELAN S3 SE DHC
Lotus Racing Green with Black trim, special equipment model, UK RHD example, original registration number, total nut and bolt restoration to correct specification . . . £16,995



1959 - M.G A 1600 MKI COUPE
Iris Blue with Black leather piped Blue, original UK RHD example, matching numbers, original registration number, just 4,000 miles since total nut & bolt photographic restoration . . . £12,995



1997 R - TVR CHIMAERA 4.5
Eclipse Blue Metallic with Magnolia leather, usual specification including Blue dashtop, Blue hood, CD player, full TVR service history, 21,000 miles from new . . . £17,995



1999 T - PORSCHE BOXSTER 2.5
Guards Red with Black leather, power hood, e/seats, on board computer, CD player, 16" Boxster alloys, full Porsche service history, just 4,000 miles from new . . . £20,995



1998 S - LOTUS ELISE 1.8i
Aluminium Silver Metallic with Blue leather, usual specification including driving lamps, Blue hood, HARDTOP, sports exhaust, full Lotus service history, 17,000 miles from new . . . £13,495



JAGUAR C-TYPE by HERITAGE
British Racing Green with leather seats, 4.2 litre engine, triple 45 Webers, Getrag 5-speed, full Le Mans spec, Cooper Craft brakes, period registration number . . . £27,995

WANTED!
We urgently require fine examples of Classic & Sports cars of all ages, immediate payment, 24 hr buying line, nationwide collection

ROD LEACH'S NOSTALGIA

SUPERFORMANCE LE MANS COUPES

The latest Series of these stunning new 207 mph Peter Brock designed GT's are now available for early delivery. Eminently practical with every comfort incl. A/C, power steering and brakes, rear hatch opening with extensive luggage space and peerless build quality, these are utterly sensational modern-day supercars. The 6.6 litre Rousch Ford/Ford V8 engine gives over 520 bhp, 0 - 100 mph in 8.6 secs, and the standing 1/4 mile in 11.5 secs.! ONLY A HANDFUL (EITHER R.H.D OR L.H.D.) WILL REACH THE U.K. THIS YEAR, PRICED AT £78,000 + VAT ' ON THE ROAD'. FINANCE AVAILABLE.

Rave reviews in the DAILY TELEGRAPH, AUTOCAR, MOTORSPORT etc., and www.4car.co.uk. Soon to be on TOP GEAR TV.

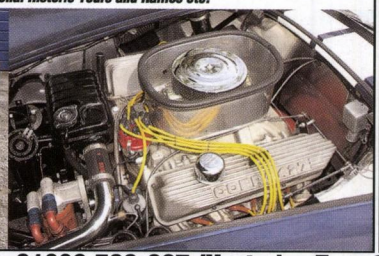


AC COBRA 427 MK III 'SEMI-COMPETITION' - L.H.DRIVE

1 of only 8 specially commissioned AC Cars Ltd. Works 'Continuations' ever built. Over 3000 hours in the making and totally indistinguishable from the 1965 original, down to the very last detail. Mathwall handbuilt 485 b.h.p. 427 c.i. (7 litres) engine gives 0 to 100 m.p.h. in 9.8 secs. Fully trimmed in black, with matching weather equipment. In addition, this is the actual car featured in Jeremy Clarkson's Motoring Years (BBC2 TV) - video available. Absolutely shattering performance, but total docility for all types of traffic. 1,150 miles only and as new. Awesome!

Now eligible for National and International Historic Tours and Rallies etc.





1966 AC COBRA 289 Mk III - R.H.DRIVE.

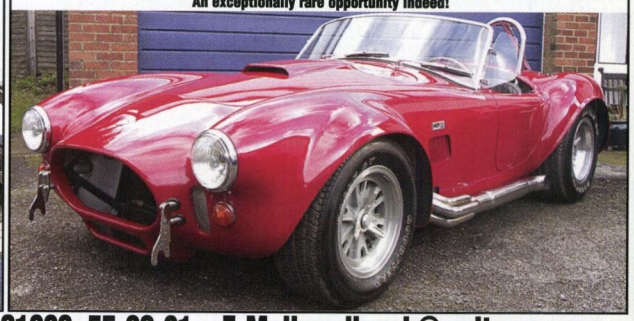
First owned by famous boxer Billy Walker and Lord Russell, then modified for competition in the 1970's. Totally reconstructed in the early 1980's, after which it became probably the most successful Mk III of all in the hands of Aidan Mills-Thomas, with 80-plus wins in over 300 events entered. New 300+ bhp Peter Knight engine just fitted. Full F.I.A. Papers and taxed/ M.O.T'd etc. A wonderful and exciting road car as demonstrated by chef Gordon Ramsey in 'Pulling Power' TV in 2001, but totally 'sorted' and prepared for immediate track and/or other Historic events.



1966 AC SHELBY COBRA 427 Mk III - L.H.DRIVE

Rebuilt from the bare chassis in the 1970's and converted to partial 'S/C' spec. Premier Award Winner at the 1981 S.A.A.C. Convention. Subsequently owned by several well-known U.S. collectors including the President of Paramount Films. Exported to Europe in 1989, imported to the U.K. in 2004. Total mechanical check-over and full service just completed by Alan Smith (Thunder Road). Superbly presented throughout with delightful patina spanning 40 years.

An exceptionally rare opportunity indeed!



ROD LEACH'S 'NOSTALGIA' ~ Tel: 01992 500.007 (Herts.) ~ Fax: 01992 55.88.91 ~ E-Mail: rodleach@waitrose.com

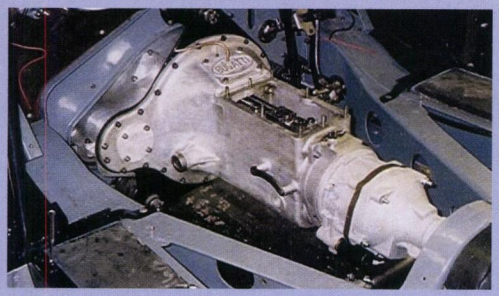
IVAN DUTTON LTD

Ivan Dutton Ltd, the complete service for Bugatti owners for three generations.

Initially based in London we now occupy spacious workshops in picturesque surroundings just one hour from Heathrow airport.



This investment is continuing. New products for 2005 include Bosch FH8 magneto caps, the first stage to the production of a replacement magneto. Type 37/40/44/49 cylinder blocks available with or without hardened valve seats. Three generations one vision. Vive la marque!



Primarily a restoration company we have invested heavily in pattern work and equipment to allow us to supply and fit replacement parts that meet or exceed the quality of the originals. We have also developed a range of sensible modifications for modern road conditions.



Peacehaven Farm, Ickford, Aylesbury, Bucks, HP18 9JE.
Tel: +44(0)1844 339457 Fax: +44(0)1844 338933
WWW.duttonbugatti.co.uk



1999 JAGUAR XJR 4.0 LTR SUPERCHARGED , Anthracite with doeskin Leather, Aircond, Criuse, Electric sunroof, Full Electric pack, Latest Alloys, 90000 FJSH. 2 Owners, In mint out of the Box Condition, (a True Classic Jaguar).....£14950



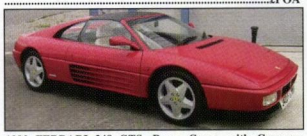
1985 BENTLEY MULSANNE TURBO, Lagoon Blue with Champagne Leather, Blue Dash Top And Blue Carpets. 63000 miles Only with FSH. Sold By Us To its last Two Owners (10 Year Period) Without Question One of The nicest You will Find, Stunning £14,950



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



1967 Rolls-royce Silver Shadow 1. RHD, Sage Green with green leather and carpets, Factory (original) Fitted air-cond, knee rolls, PAS. 29000 miles Only Surperb History file, This car is mint, and the best we have seen to date..... .....£POA



1992 FERRARI 348 GTS. Rosso Corsa, with Creamer, Aircond, Star Alloys, All Books, Tools, Invoices etc. 9000 Miles, (repeat) 9000. FFSH,AS BRAND NEW £41950



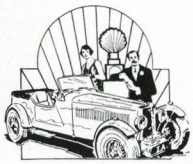
1989 ASTON MARTIN V8 VIRAGE, Manual. Oxford Blue, With tan leather, Aircond, full electric pack, 24000 miles Only, Full Service History, all Invoices, MOTS, tools books , etc. Superb Original Example, and very hard to find like this. .....£32950.



1968 BRISTOL 410 COUPE, silver over oxford blue, grey leather trim, in the last family for 10 years, superb history file, and a lovely original example that drives as new, please see our web-site. £24950

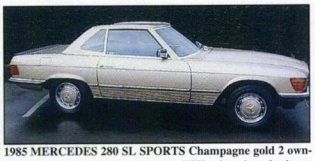


1966 BRISTOL 409 COUPE AUTO. goodwood green with tan leather trim, minilite wheels, selectaride,massive history file. supurb example, very hard to find like this, please view our web-site. £25950

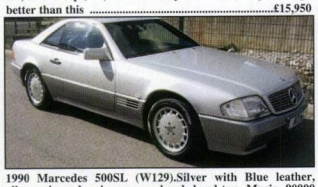


The School Garage

(MARTIN J DALY) Est 1979



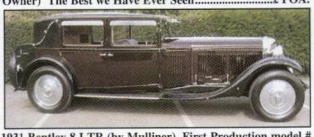
1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this £15,950



1990 Marcedes 500SL (W129).Silver with Blue leather, alloys, aircond, criuse,power hood, hard-top. Music, 90000 Miles with Full, Mercedes Main dealer History. This car Looks 2 years old, (best we have seen) £17950



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.

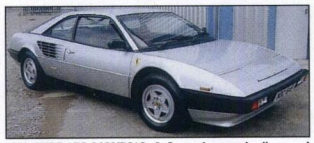


1960 BENTLEY CONTINENTAL S2 2 DOOR COUPE BY H.M. Oxford Blue, with Oatmeal Leather, Factory Aircond, PAS,Superb History File, Magnificent. in all Respects, (INC registration HJM 50.) .....£79950.

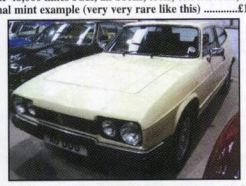


1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only £19,950

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



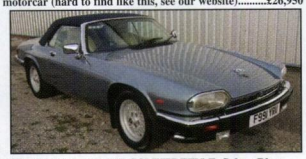
1982 FERRARI MONDIAL 8 5 speed manual. silver, red leather 48,000 miles FSH, all books, tools, etc. Aircond, superb, original mint example (very very rare like this) £18,750



1984 SCIMITAR GTE 6A AUTO.Champagne with full black leather piped, PAS, full Electric Pack, Minilite Alloys, 46000 Miles Only with Full History, This is the Nearest to a brand-new Example you will Find. Stunning £9950



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



1989, JAGUAR XJS HE CONVERTIBLE, Solent Blue With Doeskin Leather, and Blue Mohair Power Hood. Cross-Spoke Alloys, Air-cond, Criuse, etc. Total Jaguar Service History. 26000 Miles Only, As new out of the box.The best we have seen,.....£16950



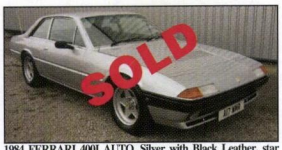
1952, BENTLEY MK VI MANUAL (4.5LTR) BIG BORE ENGINE.Brooklands Green with Light Brown Leather, Sunroof , Original Touring Kit, Two previous Owners, 54000 Miles Only,This superb Car is in Unrestored, original Condition, It drives as New and is The Best we have seen, ...£34,950



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.



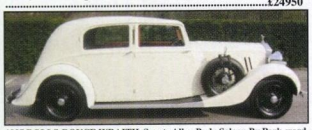
1984 FERRARI 400I AUTO, Silver with Black Leather, star alloys, air-cond , full electric pack,new stainless Exhaust, new tyres, 50000 miles, FSH, all books, tools, Invoices etc They do not get better than this.....£16950



1949 Bentley MK 6. Damson Red, Cherry Red Leather, 51000 Miles Only, Sold by us to its Last Owner, a Superb Original Example, Hard to find like this. (see our Web-site).....£26950



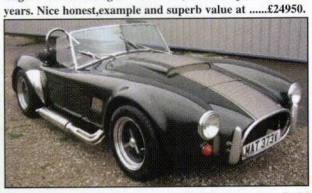
1968 MGC ROADSTER, Famous Rally car, Professionally and Expensively Prepared for Historic ralling, has competed in many rallies such as London-Cape town, and the Inca Trail, Massive spec, (see our Website) all papers, Docs, etc. £24950



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.



1973 Aston Martin V8 MK1 auto. Finished in Tankard grey, with mulberry leather trim. alloys, air-cond, etc. original English Uk matching numbers car, fortune spent in recent years. Nice honest,example and superb value at .....£24950.



1997 BUILT, DAX COBRA, 4.0LTR V8, (very high Build Quality, and Spec.) Space frame chassis, Full Jaguar Running Gear, Genuine hallibrand Wheels, Bronze Green, with silver centre, Black Leather, Cobra seats, side-winder Exhausts, Chrome roll-Bar. Less Than 4000 miles, Stunning and very Fast £24950



1979 FERRARI 400 GT (banham Convertible) Auto. Rosso Red, With Tan Leather, And Tobbaco Inserts, alloys, Aircond, Pas, 47000 miles Only, Full Engine Rebuild c. 2000 miles Ago, Superb History File, A Lovely. Rare motor-car .....£19,950.

Arriving soon

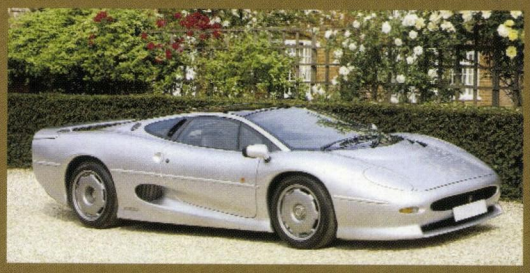
(These vehicles will be available at time of press)

SEE OUR WEB-SITE

1986 FERRARI TESTAROSSA (mint Car) with FFSH.
D-Type REPLICA (THE BEST GRP Example in the World) ??
1968 COVETTE STINGRAY, Rare Roadster, Manual, (hardtop) and Low Mileage.
1954 Healey 100/4 Red (total Restoration) as New.
1965 VOLVO 1800S, (THE SAINT) best we have seen.
1968 Porsche 912, Coupe, Restored and mint.

We are always interested in buying, part-exchanging OR selling, cars similar to the above, click-on to our website for more detailed photos, and info.

1954 Le Mans - Duncan Hamilton driving Jaguar D-Type OKV1 to 2nd place overall



Jaguar XJ220, Chassis no. 220696
Spa silver with grey leather interior. Supplied new by us in August 2000, it has still covered only 2300 miles and is superb and unmarked. It is right hand drive, UK registered and available now. £112,500.



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.



Aston Martin Virage Lynx Turbo
Engine turbocharged and enlarged to 7-litres - now produces 725 bhp and 1,150 lb ft of torque! Transmission, brakes, suspension and steering all modified to suit. Exterior standard except for larger diameter wheels and additional cooling ducts. Currently available at a fraction of the build cost. £89,950.



Ferrari 275 GTB/4 NART Spyder Conversion
Finished in burgundy with beige trim, this car is fresh from its conversion and restoration and is totally stunning in every respect. £POA.

DUNCAN HAMILTON
& CO., LTD.

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

For further enquiries please contact Adrian Hamilton at

DUNCAN HAMILTON & CO LTD
PO Box 222, Hook, Nr Basingstoke, Hampshire, RG27 9YZ, England
Tel: +44 (0)1256 765000 Fax: +44 (0)1256 766000

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

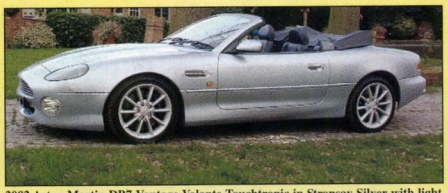
Telephone
(01753) 644599
www.runnymedemotorcompany.com

RUNNYMEDE MOTOR COMPANY

Mobile
(07836 222111)
sales@runnymedemotorcompany.com



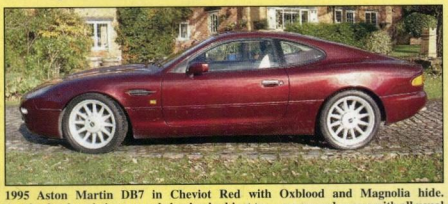
1955 Aston Martin DB 2/4 Mk I. A beautiful example finished in Fiesta Red with new Black hide interior and fitted with chrome wire wheels. It is currently undergoing a full engine rebuild and will be available in early July. Please enquire for more details and price.



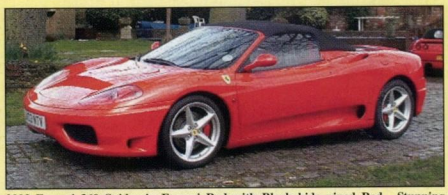
2002 Aston Martin DB7 Vantage Volante Touchtronic in Stronsay Silver with light Grey and Charcoal interior. Fitted with leather hood cover, heated front seats, wind deflector, Tracker, premium hi-fi, mesh grille and new tyres. Only two owners, 20,000 miles, full service history. .....£67,950 (similar to photo)



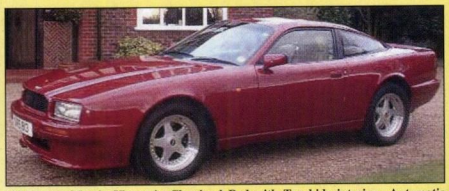
1963 Aston Martin DB4 Series V Vantage in Fiesta Red with Oatmeal hide and deep red carpets. Fitted with four speed Manual transmission and overdrive, 15" 72 spoke wire wheels. This is a very rare model of whichonly 103 were produced and is the same shape as the DB5. .....£64,950



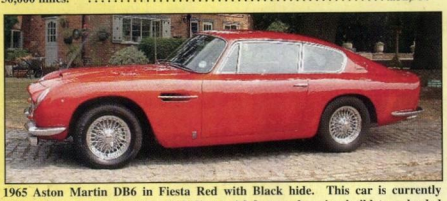
1995 Aston Martin DB7 in Cheviot Red with Oxblood and Magnolia hide. An absolutely pristine example having had just two owners and comes with all usual refinements including CD auto changer, Parktronic, air conditioning and electric seats. The car has automatic transmission and full Aston Martin service history. 50,000 miles. £32,950



2003 Ferrari 360 Spider in Ferrari Red with Black hide piped Red. Stunning condition with only 3000 mile. Please enquire for full specification. £89,950



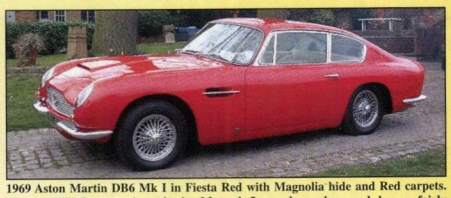
1992 Aston Martin Virage in Cleveland Red with Tan hide interior. Automatic transmission, sports suspension, matching numbers and OZ alloys. 30,000 miles. Full service history with HWM and perfect throughout. £26,950



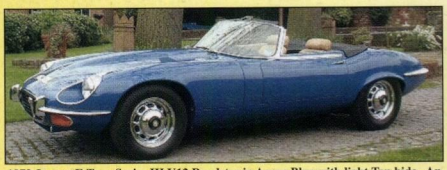
1965 Aston Martin DB6 in Fiesta Red with Black hide. This car is currently undergoing various upgrades including a 4.2 fast road engine build to unleaded specification. It is fitted with 48 dcoe Webers and has chrome wire wheels and 5 speed ZF gearbox. It is in excellent condition throughout. £49,950



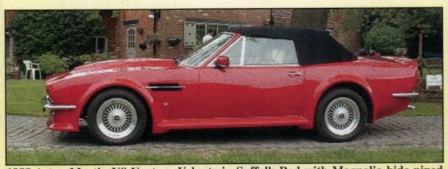
1968 Aston Martin DB6 in pale metallic Blue with original Black leather. This is an extremely nice example and has been in its present ownership since 1998 during which time it has had £15,000 spent on the maintenance and improvements. The chassis has been completely rust proofed and undersealed and an unleaded conversion added. Fitted with chrome wirer wheels and 3 eared spinners, this car is sensibly priced at £49,500



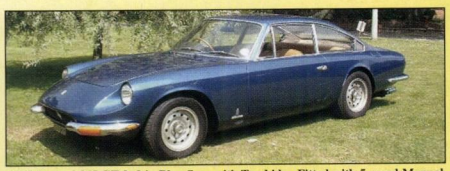
1969 Aston Martin DB6 Mk I in Fiesta Red with Magnolia hide and Red carpets. Fitted with chrome wire wheels, Manual 5 speed gearbox and has a fairly comprehensive history file dating back 14 years. In 1991, the car had a complete restoration when the body was removed from the chassis and a complete rebuild carried out. This is a very attractive example and is sensibly priced. £52,950



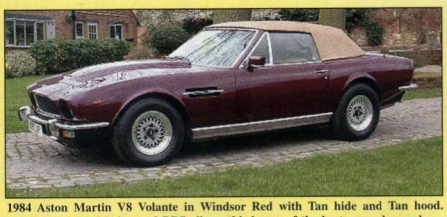
1972 Jaguar E Type Series III V12 Roadster in Azure Blue with light Tan hide. An extremely clean example which has been in the same ownership for the last 27 years and has been extremely well maintained. Comes with very detailed service history dating back to the 70s. Fitted with Manual transmission, power steering, chrome pressed wheels and new carpets. New MOT and just serviced. £33,950



1988 Aston Martin V8 Vantage Volante in Suffolk Red with Magnolia hide piped Red. Fitted with X Pack specification, Red carpets, Ronal wheels and 5 speed Manual gearbox. An excellent example with low mileage from new and full Aston Martin service history. £69,950



1968 Ferrari 365 GT 2+2 in Blue Sera with Tan hide. Fitted with 5 speed Manual gearbox, Cromodora alloy wheels, ZF power steering, air conditioning, electric windows. Outstanding condition with service history. Very rare being one of only 50 right hand side drive cars built. 29,000 miles. £32,950



1984 Aston Martin V8 Volante in Windsor Red with Tan hide and Tan hood. Automatic transmission and BBS alloys, this is one of the best examples we have had in recent times with a complete Aston Martin factory service history. Please enquire for more details. £42,950



1996 Mercedes Benz 280 SL in Green Black with Black hide. This car is a facelift model with hard top and electric soft top. Fitted with 19" AMG alloys, Pioneer CD with remote and has had 3 owners with full service history. 38,000 miles. £15,750



1982 Aston Martin V8 in Dubonnet Rosso with Biscuit hide. Finished with Burgundy carpets and fitted with Automatic transmission, power steering, CD player, electric mirrors and windows, leather headlining, BBS alloys and enlarged AP callipers. Very nice example and excellent history. Sensibly priced at £26,500



1996 Bentley Continental R in Peacock Blue with Cotswold hide piped Blue interior. Fully documented service history and specification including alloys, electric seats, heated front seats, CD multiplay and air conditioning. £59,950



1964 Maserati Mistral in Maserati Racing Red with coachwork by Frua and Red hide interior. This is left hand drive and is in very nice condition throughout and has been in the same ownership since 1967. It has an all aluminium body and is fitted with a 6 cylinder engine with twin overhead cams and a 12 pllug head. It has a 5 speed gearbox and Borrani wire wheels. £23,950



1966 Austin Healey 3000 Mk III Phase II BJ8 in Ice Blue with Cream hide, dark blue carpets and dark blue hood. This car has been the subject of a total chassis-up restoration by renowned Austin Healey restorers, JME of Leamington Spa at a cost of £41,693 in 1998. During re-build, the chassis alone was displayed at the British Restoration Car Show. Undoubtedly, one of the nicest Healeys on the market today, having been in the same ownership since 1970 and sensibly priced. £39,950

The above is only a small selection of our stock. We carry approximatley 65 cars in stock at all times
Vistit our website at www.runnymedemotorcompany.com for more information



1965 Porsche 911

FIA papers, ran LeMans Classic in '02.
Eligible for all historic series.
Superb restoration, low time on fresh rebuild
proper 2 liter, cleanest '65 to be found.
Fresh from Spa V de V.
£38,000 sterling
Phil Stott **01283 821 147** UK
Benton Bryan **001 865 637 6441** US (- 5 hrs.)

1985 FORD PROBE GTP

Ford factory IMSA entry driven by Klaus Ludwig/Bobby Rahal Full carbon tub, Fresh Ted Wenz 4 cylinder Turbo 740 hp on mild boost, Motec, Hewland VGC, Car is mint and on the button. 4 spare engines, pumps, wheels, etc. Ready for Group C Racing. $255,000 U.S.

Phil Stott 01283 821 147 UK • Benton Bryan 001 865 637 6441 U.S



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. Please call for information.

Who are we? Speedmaster is an independent group dedicated to meeting the needs of owners of important and valuable motorcars, whether current or classic. Speedmaster offers a complete range of services, including the sourcing of rare models and the efficient selling of cars on your behalf. We can also offer vehicle restoration and event preparation through our associates Hall and Hall.

Please call James Hanson or Malcolm Scatchard on 01274 659336
Speedmaster, Albion Mills, Greengates, Bradford, BD10 9TQ.
Tel: + 44 (0) 1274 659336 Fax: +44 (0) 1274 659344 www.speedmastercars.com info@speedmastercars.com

Ferrari Specialists in association with moto technique ltd

THE FERRARI CENTRE

THE FERRARI CENTRE

Kent High Performance Cars (Sales) Ltd

Probably the largest indoor display of Ferraris in the UK

- SALES
- SERVICE
- RESTORATION
- ACCESSORIES



Ferraris urgently required - For sale or return or outright purchase

£65,995

Ferrari 550 Maranello 1999 V. Argento Nurburgring with black hide and black carpets, 12,500 miles, air conditioning, black calipers, sports exhaust, fire extinguisher, cambelt service completed in March this year.



£39,995

Ferrari F355 Berlinetta 1995 M LHD. Red with black hide and black carpets, 35,300 miles, air conditioning, stainless steel sports exhaust, carbon fibre kick plates, scuderia shields.



£39,995

Ferrari Testarossa 1990 G. Red with tan hide and red carpets, 9,300 miles, air conditioning, red overmats, twin mirrors, sports exhaust. Fitted with Tracker. Original low mileage example. One of the best available.

Selected Ferrari's... Many more available

Ferrari 360 Modena F1 1999 V. Grigio Alloy with black Daytona electric seats with red inserts, black carpets, 28,900 miles, air conditioning, red calipers, FSH, ...£64,995

Ferrari 348 GTS 1994 L. Red with magnolia hide and red carpets, 10,200 miles, air conditioning, colour coded from factory, 320bhp engine, one of 15 UK cars built. A superb rare example. £44,995

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 four in our showroom. £32,995

Ferrari 348 TS LHD 1993 K. Red with tan hide and red carpets, 35,100 miles, air conditioning, colour coded sills, ABS. £27,995

Target Business Centre. Birchott Road. Parkwood. Maidstone. Kent ME15 9YY

sales@theferraricentre.co.uk
www.theferraricentre.co.uk
07000 360355

Independent Ferrari Specialists since 1983



Founded in 1980 by Kevin O' Rourke, Moto-Technique has built a reputation as the leading restorers for Ferrari's.

With a dedicated team of experts, they can undertake virtually any job. From trimming, spraying or panel beating, right the way through to full restorations, their expertise shines through.

Well versed in a range of 'traditional' techniques as well as adopting the latest innovations. The team have been able to tackle even the most challenging of projects.

Past projects have included everything from an old Ferrari Dino (once owned by Kevin himself) to that 80's supercar the F40.

Their workshop itself is truly a Ferrari lovers paradise.

Whatever your Ferrari needs, Moto-Technique are sure to be able to help.

Moto-Technique Ltd.



Unit 141
Molesey Avenue
West Molesey Trading Estate
Molesey
Surrey KT8 2RY

Tel: 020 8941 3510
Fax: 020 8941 2763

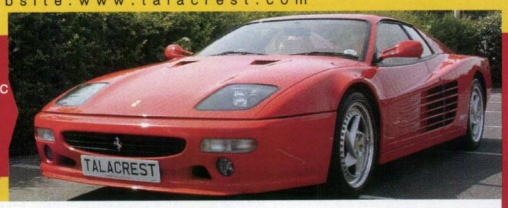
www.mototechnique.com

EUROPE'S LEADING FERRARI SPECIALIST

TALACREST

Visit our website: www.talacrest.com

1997 F512M
Rosso corsa with magnolia hide, red carpets, climate control, ABS, electric windows, electric mirrors, sports exhaust, flat-12, 5.0 litre 440 BHP, 1 of only 41 UK Rhd cars from a total production of 500. 10,400 recorded miles.
£69,990





1998 355 Spider
Blue Tour De France with tan hide, blue carpets, climate control, power steering, electric roof, electric seats, adjustable suspension, twin airbags, ABS, Alarm/immobiliser, radio/cd, 39,300 recorded miles. **£49,990**



2001 360 Modena F1
Grigio Alloy with dark blue hide, blue carpets, power steering, ASR, adjustable suspension, ABS, F1 paddle shift, electric windows, climate control, twin airbags, 32,500 recorded miles. **£67,990**



1999 355 GTS
Argento Nurburgring with Bordeaux hide, Bordeaux carpets, climate control, adjustable suspension, ABS, power steering, twin airbags, alarm/ immobiliser, trakbak, carbon kick plates, leather head lining, radio/minidisc player 15,300 recorded miles. **£54,990**



1973 365 GTB/4
Rosso Chiaro with full black hide, red inserts, black carpets, air conditioning, electric windows, Cromadora 9" rear wheels, comprehensive service history, 4.4 litre V-12 352 BHP, 1 of only 158 UK RHD cars built between 1968-1973, 5 owners from new, 63,300 recorded miles. **£94,990**

SIMPLE, AFFORDABLE FIXED-PRICE SERVICING FOR FERRARI

Talacrest caters for all Ferrari – from historic race cars to the latest models – with a full service facility and we now offer a range of fixed-price servicing for Ferrari models. These exceptional value-for-money service packages make life simpleand affordable for owners. Options range from an annual service to a full 18,000 mile service with cam belt change. We are also happy to undertake larger engine work or total restoration projects and in all cases our enthusiastic staff ensurecars receive the best quality care. See our website: www.talacrest.com for full details

ALL FERRARIS URGENTLY WANTED

PLEASE CONTACT GUY TEDDER FOR A VIEWING OR MORE INFORMATION
74 STATION ROAD EGHAM SURREY T:01784 439797 – SUN/EVES 07050 250360

Hear your Ferrari...

...the way it was meant to be heard.

tubi exhaust system italy

Unleash the sonic potential of your Ferrari with a **Tubi Style** exhaust system. All Tubi Style Exhausts are handcrafted to **perfection** in Modena, Italy.



- Tubi Style Exhaust Systems for **all** Ferraris
- Performance Upgrades
- ECU Remapping
- Vehicle Customisations
- Carbon Fibre Pieces
- Wheel Rims
- Carpet Mat Sets
- Ferrari Management
- Ferrari Sales

www.scuderiasystems.com
www.tubistyle.co.uk

scuderia systems UK

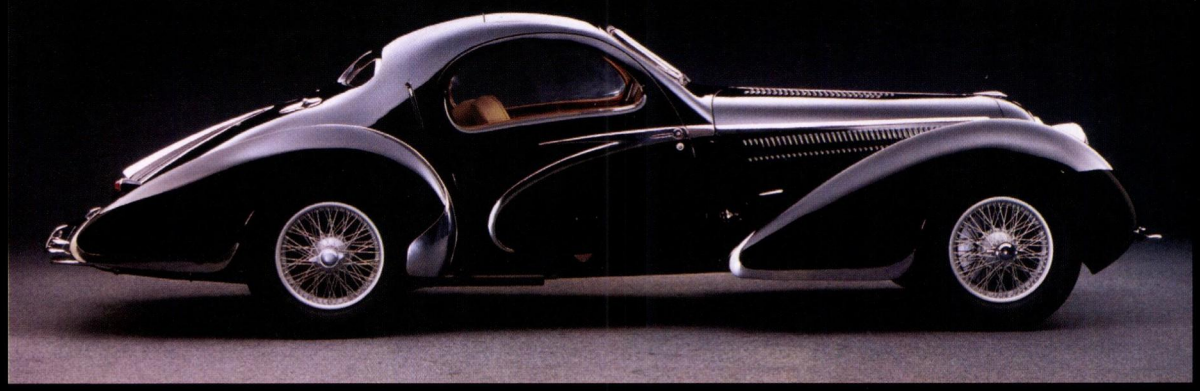
Claymore House, 8 High Street, Egham, Surrey, TW20 9EA, UK
Tel: +44 (0)1784 43 43 95/94
E-Mail: sales@scuderiasystems.com

RM AUCTIONS INC.

Monterey

SPORTS & CLASSIC CAR AUCTION

PORTOLA PLAZA HOTEL
AND THE MONTEREY CONFERENCE CENTER
AUGUST 19 & 20, 2005



1938 TALBOT-LAGO T150-C-SS TEARDROP COUPE *Coachwork by Figoni et Falaschi*

We are delighted to present this stunning long wheelbase Talbot-Lago Teardrop Coupe, chassis number 90034. Its availability at auction represents a rare opportunity to acquire a very rare long wheelbase Figoni et Falaschi bodied coupe. Complete with wonderful provenance, including a class win at the 1948 24 Hours of Spa, this example has remained in Europe for the known duration of its existence and represents the first time a Teardrop Coupe of this caliber has come to auction in the United States. This is without question one of the most beautiful examples of its kind.





800-211-4371 www.rmauctions.com

ONE CLASSIC CAR DRIVE, BLENHEIM, ONTARIO, CANADA N0P 1A0 TEL: 519-352-4575 FAX: 519-351-1337

Monterey Auction Company License #34509

FedEx Custom Critical · Premier Financial Services · Meguiar's since 1901 · The Robb Report COLLECTION · HAGERTY Collector Car Insurance · PUTNAM LEASING

OFFERING THE WORLD'S FINEST MOTOR CARS

1937 Talbot-Lago T150-C-SS `Teardrop'
Coachwork by Figoni & Falaschi
Estimate on request
(*Top left/Credit: James Mann*)

The ex-Scuderia SSS
1961 Ferrari 250 GT SWB Sefac 'Breadvan'
Chassis no. 2819 GT
Estimate: $3,500,000-5,000,000
(*Top right*)

1965 Pebble Beach Class-Winning
1954 Ferrari 250 Europa GT
Chassis no. 0351 EU
Estimate: $450,000-600,000
(*Lower left/Credit: David Gooley*)

1960 Ferrari 250 GT 'Nembo' Spyder
Coachwork by Neri & Bonacini
Chassis no. 1777 GT
Estimate: $800,000-1,100,000
(*Lower right*)

Auction
18 August 2005

Viewing
15-18 August 2005

Enquiries
Mark Donaldson
Tel: +1 310 385 2698

Christopher Sanger
Tel: +1 212 636 2277

Gordon McCall
Tel: +1 831 372 9311

Vanessa Hill
Tel: +1 830 775 4042

Venue
The Monterey Jet Center
300 Sky Park Drive
Monterey, California 93940

Catalogues
+ 1 800 395 6300

christies.com









EXCEPTIONAL MOTOR CARS
AT THE MONTEREY JET CENTER

Thursday, 18 August 2005

CHRISTIE'S

SINCE 1766

MONTEREY JET CENTER

The World's Historic Racing Cars for Sale

in association with Vintage CARS.com

This Month's Historic Racing Circuit

Silverstone

Each month we aim to bring you the very best in historic race cars and circuits







Despite the significant changes that have been made to the Silverstone Circuit over the years it still remains as exhilirating as ever. In fact the changes made have created a circuit with greater intensity and variation that still produces stunning speeds through its quicker sections.

TO ADVERTISE YOUR HISTORIC RACE CAR CONTACT:

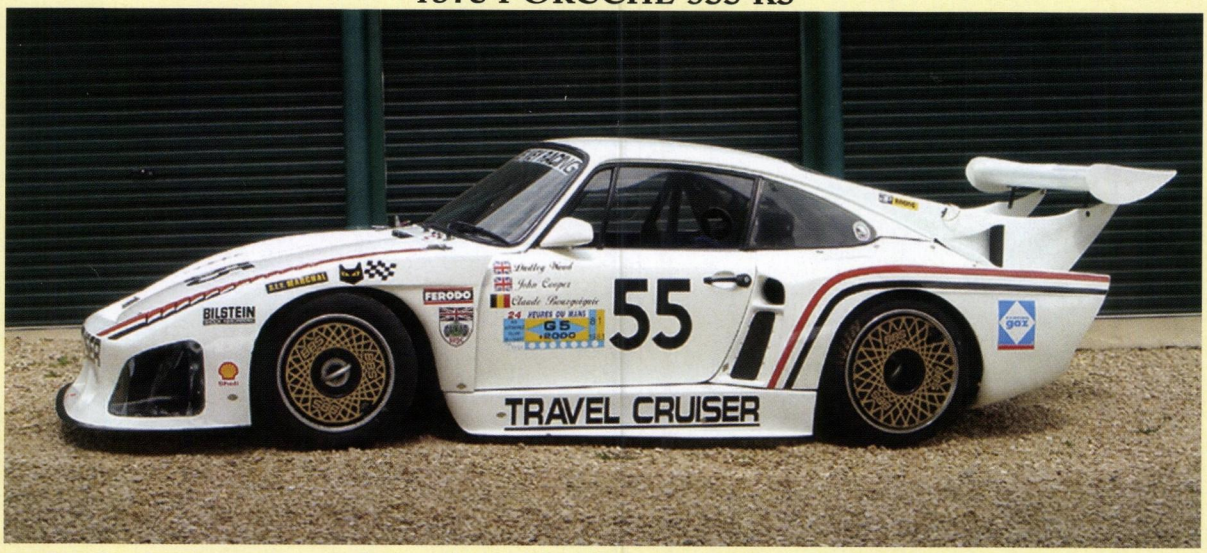
Rhys.owens@haynet.com

Christopher.lewis-jones@haynet.com

0208 267 5316/5398

MARTIN CHISHOLM COLLECTORS CARS LTD

1978 PORSCHE 935 K3



A rare opportunity to acquire such an original Porsche competition car. This highly important 935 K3 was delivered new to the Kremer Brothers team in Germany. It is one of the most original examples existing. Entered four-times at Le Mans this is the actual car that finished fourth overall in 1981. Offered for sale in superb track-ready condition.

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
BROCKHAMPTON, NR. CHELTENHAM, GLOUCESTERSHIRE, GL54 5TH
Viewing by appointment only, long term storage also available

MARCH-PORSCHE 84G. Group C Historic Sports Car

Le Mans 1985 & 1986, and extensive World Endurance Series history. Drivers included Sarel van der Merwe, Costa Los, Tiff Needell, etc.



£129,500

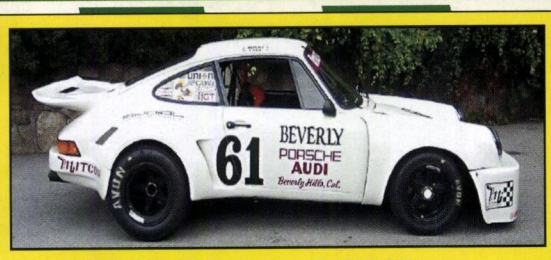
Team Kreepy Krauly won the Daytona 24hr race in 1984 with an IMSA March-Porsche 83G. This car was then re-chassied by March and fitted with an upgraded full Group C specification twin KKK turbo, water cooled 962 (1.2bar) Porsche factory engine producing 650bhp. The car has recently been fully renovated, including a $50,000 Porsche North America engine rebuild, since when it has zero race hours.

Also Available from Private Collection

Ferrari 512TR. Red/Crema. Private plate. 1994. 10,200 miles **£37,000**
Lancia Delta Integrale Evo3. Galliano fly. 1994. Recent £5,000 expenditure. . . **£10,500**
Mercedes 280SL Pagoda Top. 1970. 83,000 miles. **£14,500**
BMW Alpina B10. 6 series. Very rare. **£5,500**
Porsche 924S race car. Last used in Supercup. All the correct bits. **£4,000**

Above garaged in Sheffield.
(0114) 2727793 office hours.
07712 771616 mobile

To advertise in this section call 020 8267 5351



1975 Porsche 3.0 RSR

FERRARI · FERRARI · FERRARI

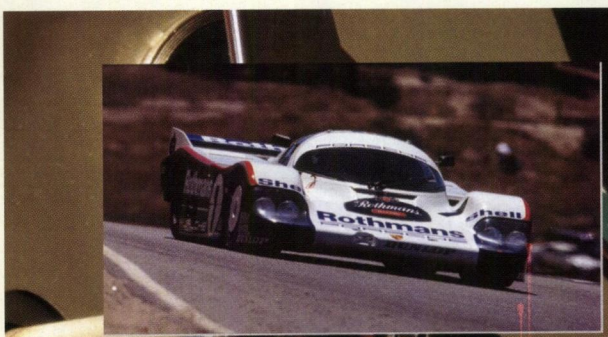
1967 FERRARI 330 GT Michelotti Coupe, Burgundy/Crema, 5 spd, A/C, P/W. Second in class at Pebble Beach.
1983 FERRARI 512 BBi Boxer, Red/Tan, 33,000 miles. Belt service done. Outstanding mechanics and cosmetics!
1997 FERRARI F355 GTB, Yellow/Black, 6,000 miles, belt service completed. As New!

OTHERS:

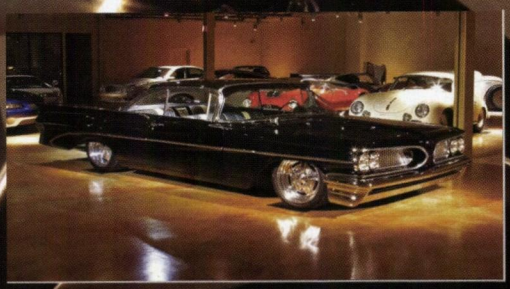
1966 ABARTH 1300 Perisocpio, Red/Black, Complete restoration done in Italy. Ran at Monza, 1966.
1959 ALFA ROMEO Giulietta Spyder, White/Red, 54,000 miles, 1 owner, bumper-to-bumper refurbs as needed!
1965 AUSTIN HEALEY 3000 MK III BJ8, Silver Blue/Blue, chrome wires, overdrive, Older restoration.
1962 MERCEDES BENZ 300 SL Roadster, Blue/Tan, late iron block, disc brakes, recent documented restoration.
1957 PORSCHE Speedster Club Sport Racer, Silver/Green, disc brakes, fuel cell, fresh eng. rebuild, alloy head faring.
1961 PORSCHE RS61, Silver/Red, 1 of 13, complete mechanical restoration, fresh 4-cam.
1970 PORSCHE 914/6 Orange/Black, complete mechanical & cosmetic rebuild, 2.7 liter motor. A road rocket!
1975 PORSCHE 3.0 RSR, Ex-Vasek Polak/Jim Busby, many factory trick items and updates. Complete restore!
1980 BMW M-1, Red/Black, 18,000 miles. Excellent cosmetic and mechanical condition.

SELLING YOUR FERRARI? CONSIGN OR SELL YOUR CAR(S) TO US
LET US PUT OUR EXPERTISE AND ENTHUSIASM TO WORK FOR YOU!
CALL ABOUT OUR LEASING/FINANCING PLANS
FOR ANY CAR

MOTOR CLASSIC & COMPETITION CORP
FERRARI AND VINTAGE RACING SPECIALISTS
868 N. Broadway, White Plains, NY 10603
Phone 914-997-9133 Fax 914-997-9136
www.motorclassiccorp.com



1985 Rothman's 962C Porsche



1959 Pontiac Bonneville

canepa DESIGN

Ultimate Dream Machines

+1 831.423.5704



1994 Bugatti Eb110 SS LeMans



1970 Mustang Boss 302

SPORT UTILITY
EXOTIC SPORTS
LUXURY CARS
MOTORCYCLES
RESTORATION
TRANSPORTERS
DESIGN SERVICES

www.CANEPA.com