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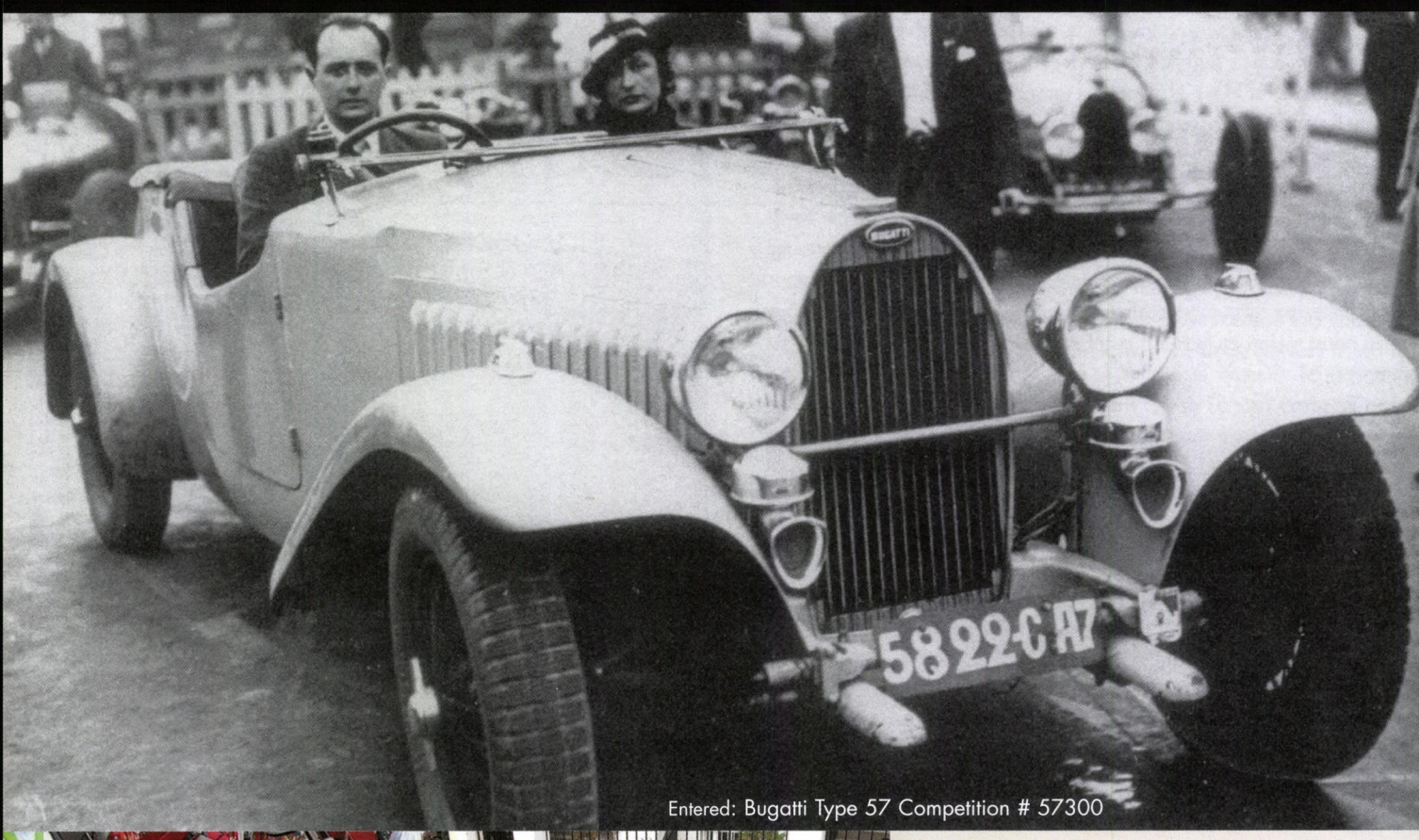
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editorial



FORMULA ONE RETURNS TO BRANDS HATCH! WELL, UP TO A POINT... THAT'S ONE of the teasers which Jonathan Palmer mentions in his Q&A interview [see p27] on the place of historic racing within the brief of Motorsport Vision, the consortium which has bought four of Britain's race circuits.

To come clean, he's talking about the Thoroughbred Grand Prix historic series for 3-litre Formula One cars– dramatic and closely-fought as it is – not the current World Championship. In itself it's a thrilling prospect: Brands was just about everyone's favourite track when it was a current F1 venue, so a phalanx of DFVs barking through Paddock has to get the heart racing.

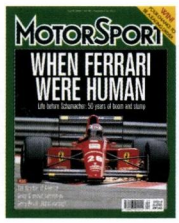
But what's significant about it is that Palmer, the guiding force in the new combine, already has this plan as part of his challenge of making the four venues sustainable, and preferably profitable. In other words he is confident that historic racing can make its contribution to the business. What a contrast to the way some outfits have steadily sidelined old-car racing, raising fees, retaining gate monies, and pushing traditional meetings towards the chilly outer reaches of the season.

'Palmer's problem is that the major profits go to the glamour events like Goodwood'

Not that Palmer is suggesting costs won't rise. But he does see ways of improving revenue from an area which is expanding, while it's getting harder to make money from current series such as F3.

His problem is that in this country the major profits in this department flow directly to the glamour events – the brace of Goodwoods, a Louis Vuitton concours or two, and now Johnny Bute's Mount Stewart extravaganza. Compared to these once-a-year fiestas, Palmer has to try to recoup more cash from everything from the Oulton Park Gold Cup – the historic event with the most potential in his portfolio – down to 750MC racing at a wet Snett. He mentions "readjusting perceptions". But he also talks of making circuits more attractive to pull in more spectators. It's just what we want to hear.

Can he do it? Palmer is that rare combination of serious racer and successful entrepreneur – look at the success of his Bedford Autodrome. I make no predictions – but isn't it good to know he's on our side?



LAT

Gerhard Berger at Spa-Francorchamps in 1989

Gordon Cruickshank
Deputy Editor

Letters from Readers

Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middx TW11 8RT, Great Britain.
E-Mail (please include address): motorsport@haynet.com
The Editor reserves the right to edit all letters

E-TYPE TALES

SIR,

Keith Howard's article on the ERA E-Type in the February issue revived many memories. Ken Flint and Vern Edwards ran Autospeed Garage in Garston near Liverpool where I spent many evenings and weekends.

I was what nowadays is known as a gofer. In 1954 we ran the ERA Remus and after it was sold the remains of Peter Walker's Isle of Man E-Type GP1 were acquired and rebuilt as a cycle-winged sportscar with a 3.4 litre Jaguar engine.

Thus the E-Type ERA was reborn and known as the ERA Jaguar. It was road registered with the number TKD 100.

While this car was not a great success as a sports racer it was certainly a very exciting road car.

We later on bought the other E-Type GP2 and it was being built up with a 2.4-litre Jaguar engine as a single-seater racing car. This project was never completed by Autospeed for racing as we went to the Connaught sale at Send in September 1957 and bought the Rob Walker B-Type No 84.

Autosport published a book titled *Case History* by Norman Smith and it has a full account of the E-Types including a section on the ERA Jaguar.

It says that the ERA Jaguar was built using the chassis from the burnt out GP1. This information can only have come from Ken or Vern at Autospeed and confirms my memory that we did not, as Keith Howard reckons, use a spare chassis.

TERRY HARRISON, CHESHIRE

STAR LETTER

in association with smartnav by Trafficmaster

INSTANT RECALL

SIR,

Just a couple of lines, that's all it took.

Just a couple of lines in your 'This Month' feature in the March edition – This Month in 1974. I quote: 'Jacky Ickx pulls off a legendary passing move on Niki Lauda's Ferrari to win the Race of Champions at Brands Hatch in his Lotus 72'.

Those three lines and I was back there, back on the outside of Paddock Hill Bend at Brands Hatch on a bitterly cold, wet day in March witnessing one of the greatest moments ever in motorsport.

A couple of pals and I travelled down to Brands Hatch from Cheshire, staying on the campsite 'twixt the circuit and The Rising Sun in Fawkham.

The race developed into a two-car battle between Lauda and Ickx with nothing between the pair, although we did comment on the unconventional line that Ickx was taking through Paddock. For lap after lap, he would go through high and wide, keeping off the conventional racing line kissing the apex.

Suddenly, his strategy became apparent as he drove around the outside of Lauda's Ferrari and into the lead. I don't remember applause from the sodden crowd – more of a gasp of disbelief. In fact, it was probably a couple of laps before we took in exactly what we'd seen and then the crowd started to cheer Jacky home. For a few fleeting seconds I forgot how cold and wet I was.

ALAN W MOTTRAM, CHESHIRE

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both: LAT

It was cold and wet, but Ickx's drive to victory kept the fans entertained

MEMORIES OF MARTIN

SIR,

Brendan Lynch's piece on Charlie Martin took me back to the mid-50s, when I was employed at AFN, servicing the first 356 Porsches in this country.

One Monday morning there was an unfamiliar chap there – tall, good-looking, well-spoken, with long curly hair (in the '50s!), wearing an ex-Naval off-white Guernsey, old blue trousers and slightly scuffed shoes. He was introduced to us as Charles Martin, the new salesman.



Charlie Martin would have preferred cash to medals

We formed the opinion that Charlie had fallen on slightly hard times, exemplified by his car, a pre-war Chevrolet with a three-speed gearbox, which frequently engaged two gears at once. The top of the 'box was instantly removable to allow access for the large screwdriver he used to lever the selectors back into some sort of order. He was forbidden to park the Chevrolet outside AFN and it was banished to the lay-by opposite. He'd come over to the pub opposite and regale us with his wartime exploits. I remember him saying he'd have preferred to be paid some money than given his medals (DSC and American Legion of Honour).

AFN also imported DKW cars and I was often dispatched with Charlie to collect them from the East India Docks. We'd set out on the trolleybus with a gallon of two-stroke mix and trade plates carefully wrapped in brown paper – it was forbidden to carry petrol or trade plates on public transport.

We'd arrive at an Eel and Pie shop and although he was a bit of a toff, Charlie was at ease chatting with the dockers. The journey back was pretty hairy as I tried to keep up. He didn't hang about and I'd better not go into the number of red lights I ran in his wake.

Unfortunately he didn't last long in his new job, disappearing from AFN as suddenly as he'd arrived. He was a lovely unassuming man – there has to be a book there.

JOHN DABBS, RIPLEY, WOKING, SURREY

* * * *

TARGA PLAUDITS

SIR

Thank you to Bill Boddy for a superb article on the Targa Florio. One can sense the Italian passion for motor racing in those early years, never to be diminished. It is also fitting that your 2004 calendar covers the Targa in its later years.

Last September while on holiday in Sicily, my wife and I drove some parts of the Madonie (Grande e Piccolo) in a rented Alfa. With almost no traffic, just the odd sheep or goat, we had fun and it is an understatement to say it was challenging.

In their own era, Nazzaro, Varzi and Vaccarella used strong machines with great courage and precision to defeat others in those daunting and beautiful mountains.

Could Bill and others give us more Targa Florio stories to match the wonderful calendar photos?

JOHN PENFOLD, ALDINGBOURNE, WEST SUSSEX

Continental Notes

JENKS ON THE 'RING

IT LOOKS AS THOUGH THERE IS MORE THAN MEETS THE eye to the 'manoeuverings' to get the German Grand Prix away from the Nürburgring. One 'ministry man' involved in the Constructors' Association is holding on to a fading document said to be "signed by all the F1 drivers" in which they unanimously agreed not to race at the Nürburgring in 1977. This was signed by those in action in Monaco in 1976. One or two like Brambilla and Regazzoni are saying they never signed any agreement. They admit to signing a paper that asked for various improvements, but refute the idea of a boycott.

'If the German GP should be at Hockenheim, Grand Prix is truly dead'

More serious is the suggestion that the drivers *en bloc* are being used as a scapegoat for some big-business deal being manipulated behind the scenes, it being in somebody's financial interest to get the German GP away from the Nürburgring to the Hockenheimring. How anyone can view an event on the silly concrete autodrome that is Hockenheim as a Grand Prix, let alone the "Grosser Preis von Deutschland" is beyond me. And before any readers write to say the Hockenheimring is "...a great modern facility for Formula One..." I hope they will visit both Rings and compare them. If they think the German GP should be at Hockenheim then *Grand Prix* is truly dead, and Formula One rules supreme. – **Yours, DSJ**



The Nürburgring good, Hockenheim bad...



Timo was so far clear in '65 that he could back off

MONTE MAGIC

SIR,

I enjoyed the Porsche 904 Monte story and the Mini versus Supercar comparison in the March issue.

However, Timo Makinen was fastest on stage one, not Erik Carlsson, who had broken down with snow in his carbs thrown up by cars he had passed. This cost him second place. His stage time was 100min 40sec and he was within 3min of exclusion at the Uriage control. Erik then produced an amazing performance to remain in the rally through an appalling night of blizzards that caused 200 cars to retire.

On the final night, Makinen's lead was so large that he chose to drop two minutes at two controls, taking the precaution of having new tyres and service at every opportunity.

PAUL EASTER, MILTON KEYNES, BUCKINGHAMSHIRE

* * * *

EURO NOTES

SIR,

When discussing the rivalry between Nuvolari and Caracciola in March, Mark Hughes has overlooked an important and possibly crucial point: the significance of the European Championship. During the 1930s this was as important for grand prix drivers as the F1 World Championship is now.

Nuvolari was desperate to win it, but there was also pressure on Alfa Romeo to ensure that an Italian driver was champion and gained greater glory for a fascist Italy. In 1932, there were only three rounds, the Italian, French and German GPs. By winning at Monza, Nuvolari was leading when the Alfa Romeo team went to Reims. The scoring was unusual, a win was worth one point, second place two and so on.

Had Caracciola won at Reims and the 'Ring, he would have been champion, so a win at Reims was essential for Nuvolari. His conduct at Reims seems to have been spurred by this and his fear that Caracciola might pull a fast one; his fist-shaking at the German early on may indicate that team orders were not being obeyed. In the closing laps, Jano tried to slow Nuvolari so the Alfa Romeo team would cross the line in formation for publicity purposes, but Nuvolari was having none of it and made sure he had a safe margin as he crossed the line. Hughes does not mention that as the 'new boy', Caracciola had dropped back into third place behind his other teammate, Borzacchini, at the end, which seems to be a further hint that he was running to team orders.

It seems generally accepted that Caracciola was allowed to win the German GP for commercial reasons, but Nuvolari had to finish in the first three to be sure of the title. With his extraordinary fire and ambition, he must have wanted to win all three rounds, so the 'slow' pit stop was probably necessary to ensure Caracciola won the race. Nuvolari made an unscheduled stop for oil in the closing laps which accounts for Caracciola's margin of victory, but Nuvolari made the fastest lap. His second place gave him a final points score of four while Caracciola took second place in the championship on seven points.

Nuvolari's failure at Monza was due to a punctured carburettor float, not a broken fuel line as Mark suggests, nor did he make any fuel stops as the race was only a heat of 62 miles and a final of 124 miles.

DAVID VENABLES, HOVE, SUSSEX

* * * *

THE WIDER PICTURE

SIR,

Thank you for Mark Hughes' excellent article about the Caracciola/Nuvolari partnership.

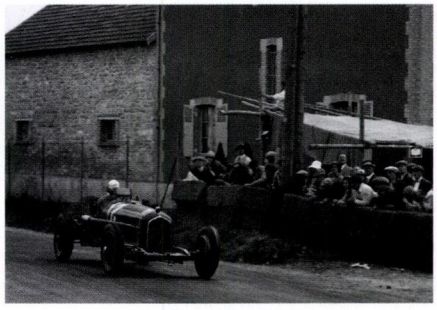
Due to their individual contracts, Alfa Romeo often sent the two to different races, sometimes as private entrants. Caracciola entered a number of other German events whilst Nuvolari took part in the Targa Florio and Coppa Ciano. Consequently, the German Grand Prix was not Rudi's first win of the season. He had earlier triumphed at the Eifelrennen (May 30th); Kesselberg Hillclimb and Lemberg GP in Poland.

There were two hillclimbs in which both appeared, although Mark did not mention them. Yet in those days hillclimbs were major events and highly competitive, often attracting the best Grand Prix drivers. The first was the Klausen Pass where Rudi annihilated all comers in his P3. Nuvolari was first in the 3000cc sportscar class and sixth overall. The second hillclimb was Stelvio in Italy where Tazio and Rudi, respectively, gave best to Hans Stuck's Mercedes.

Counting GPs, sportscar races and hillclimbs, Rudi won nine events outright in 1932 to Tazio's seven.

SIMON DAVIS, ST ALBANS, HERTFORDSHIRE

Space restrictions meant that I concentrated on the core circuit events, but Mr Davis makes an interesting point about the hillclimbs. Mr Venables' version of the team-orders scenario goes against Enzo Ferrari's account, which I followed, but it certainly fits the facts better. Perhaps a little Ferrari artistic licence played its part there... – **MH**



both, LAT

The 1932 French GP was another intra-team tussle

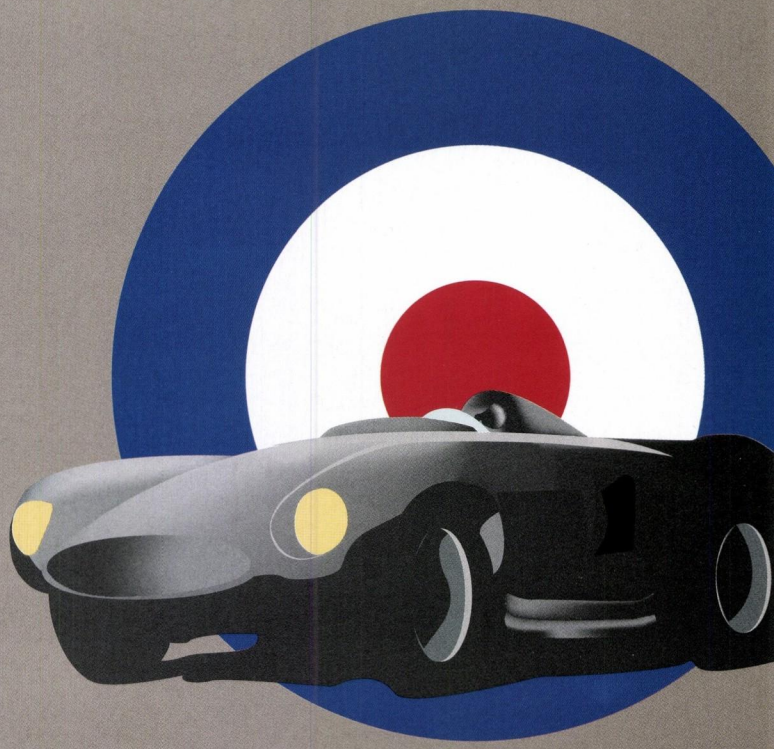
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YOU WERE THERE...

ANOTHER CHAPTER IN THE SERIES FOR AMATEUR MOTOR RACING PHOTOGRAPHS CONTRIBUTED BY OUR READERS. THIS MONTH'S SELECTION TAKES US TO THRUXTON, OULTON PARK, AINTREE AND THE ISLE OF MAN

CHRIS BEACH NEVER WENT TO A RACE MEETING WITHOUT taking his camera after being inspired by the sights that he saw at Oulton Park's Gold Cup meeting in 1959. His shot of David Piper's Lotus has a wonderful period feel and Chris is both amazed and satisfied that David is still out there racing in 2004. Grand Prix practice days at Silverstone and Brands Hatch – when entry was free! – were the source of many a favourite photo, although the shot below of Richie Ginther was actually taken at the Race of Champions, an event of course that gave Eagle its first Formula 1 win, with Dan Gurney triumphant. Shame his camera wasn't handy when he spotted Jenks getting a lift back to the Brands Hatch paddock aboard Phil Hill's Chaparral 2F at the 1967 BOAC 500. It was at the 1968 British GP that Chris was one of the few present not craning to get a view of the Lotus team warming up, allowing him to capture Willie Southcott, Peter Berthon, Cyril Atkins and 'Papa' Rodriguez watching as his son Pedro clambers aboard his BRM. Drivers getting their hands dirty are rare now, but his 1969 shot shows Emerson Fittipaldi celebrating Easter Monday at Thruxton, and that's Richard Divila under the car checking its suspension.



Emerson Fittipaldi lends a hand as his brother Wilson's F2 Lotus is fixed at Thruxton in 1969



David Piper's Lotus 16 is towed into the paddock at Oulton Park in 1959. He's still racing today...



Richie Ginther's Eagle on tow at Brands Hatch in 1967

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 postal address on page 4). 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 to you after use.



Pedro Rodriguez climbs into his BRM at Brands Hatch

YOU WERE THERE...



Colin Chapman ambles through the paddock aboard a Lotus 24 at Aintree in 1962

WHEN WAS THE LAST TIME THAT YOU SAW A CONTEMPORARY RACING CA
designer behind the wheel of one of their cars? A long time ago, one can b
sure. But it wasn't such a rare sight back in the 1960s, as Gordon Lang show
with his pair of shots that captured how BRM's Tony Rudd and Lotus chi
Colin Chapman weren't afraid to hop into the cockpit. The first, taken
Silverstone in 1960, shows Rudd looking pensive in the BRM P48 with whic
Graham Hill was to lead until spinning off. The reason for his concern is that h
was making his normal check of the cars' magnetos and had just found one
Graham's to be broken. The shot to the left shows Chapman in Jim Clark
Lotus 24 before the Scot raced to victory in the 1962 Aintree 200. Living f
from the circuits in Whitley Bay meant long journeys with one being memorab
for Gordon and his friends sharing an uncle's fish delivery van, the smell of whic
stayed with them all weekend despite the use of numerous tins of air freshene



Tony Rudd in Graham Hill's BRM P48 at the 1960 British GP

FOR SHEER VARIETY, MARTIN EMSLEY TAKES THE PRIZE WITH HIS UNUSUAL duo published here. The photograph to the right is a rare shot of John Watson at the wheel of a sportscar. It's rarer still as it's in a Porsche rather than a Jaguar, but rarest of all as it's on the Isle of Man before the Manx Rally in 1984. He was employed to do some demo runs and apparently didn't hold back, even though the road was less than dry... Martin's photo below shows the same event, but a different car and a different driver. Full marks for spotting that it's Hannu Mikkola and his Audi Quattro that are at a standstill, but if you want to know what number his car was running before it pulled up on the second stage, you'd better ask Martin as the great man gave his permission for Martin to remove his door sticker, a much cherished keepsake.



Hannu Mikkola and Audi at a halt, but where's the car's number?



John Watson cuts a tight line on a road much better known for two-wheeled spo

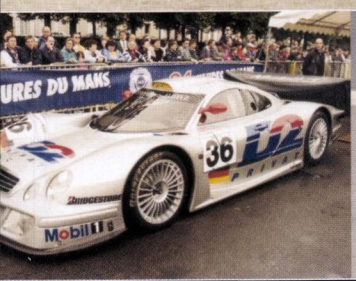


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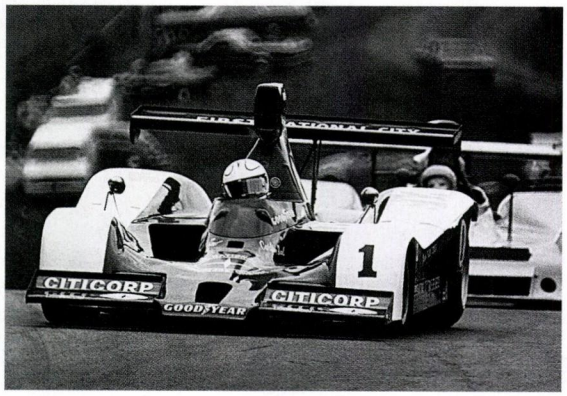
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Straight-talking, competitive and risk taking: that's Alan Jones. And that's just on the Chiswick High Road... The 1980 World Champion plays a straight bat to your questions on everything from Piquet to Webber

How much of an influence was your father Stan on your racing ambitions?
Tony Brennan, Melbourne
He was a major influence. I grew up in an atmosphere of motorsport and ever since I can remember I had gone to races with my father to watch him compete. I often wonder how other young blokes get started, how the butcher's son or the greengrocer's son finds a way into the sport. From an early age, I just knew I was going to be a racing driver.

Do you have any good memories from your days living in Earls Court?
James Davies, Horley, Surrey
I have lots of good memories from living in England, period. I have good memories of Earls Court when I first came over and lots of bad ones too, like eating baked beans out of a can or sharing a bed. They were hard days, but bloody good ones too. We had a laugh and built good friendships. It was a struggle, but I'm glad I did it.

You and Tony Brise were young team-mates at Graham Hill's team in 1975. Do you think Brise was good enough to win the world championship had he lived?
Phil Pyne, Cambridge
Yes, absolutely. He was very talented, an extremely gifted driver. There is no doubt in my mind that he could have gone on to be a world champion.



Racing in Can-am was great fun, but the commuting was tough

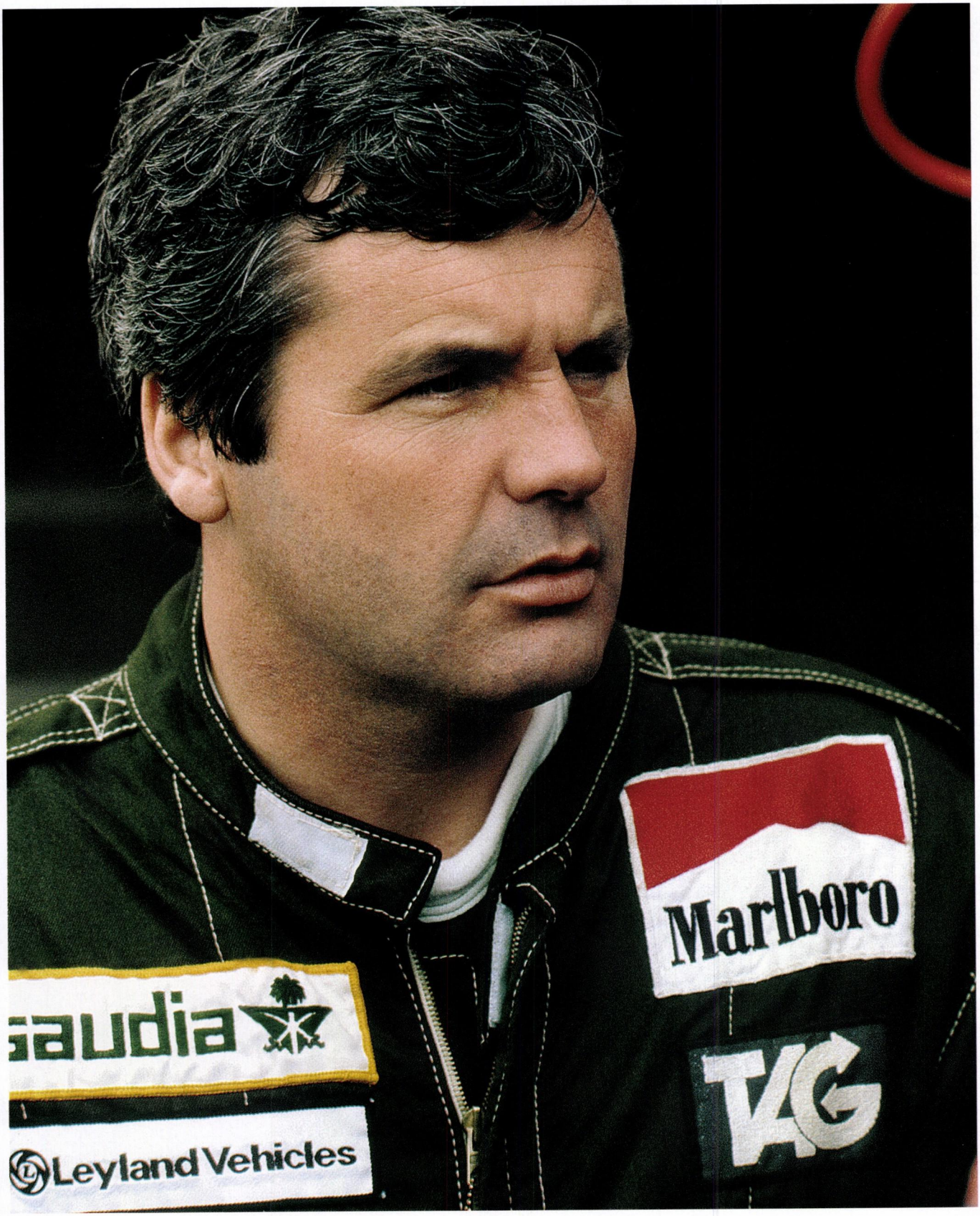


Jones reckons he drove better in '81 than in his title-winning year

Did winning the world championship change your approach to racing at all?
Scott Price, Canterbury, Kent
No it didn't. I drove probably harder and was just as dedicated in 1981 as in '80. I had some stupid little mechanical failures that let me down. I had a 20-second lead at Monaco and a 19-second lead at Hockenheim, and it was the same thing both times that let me down. I was downhearted about that, but I'm sure Frank [Williams] would agree that I drove better in '81 than I did in '80.

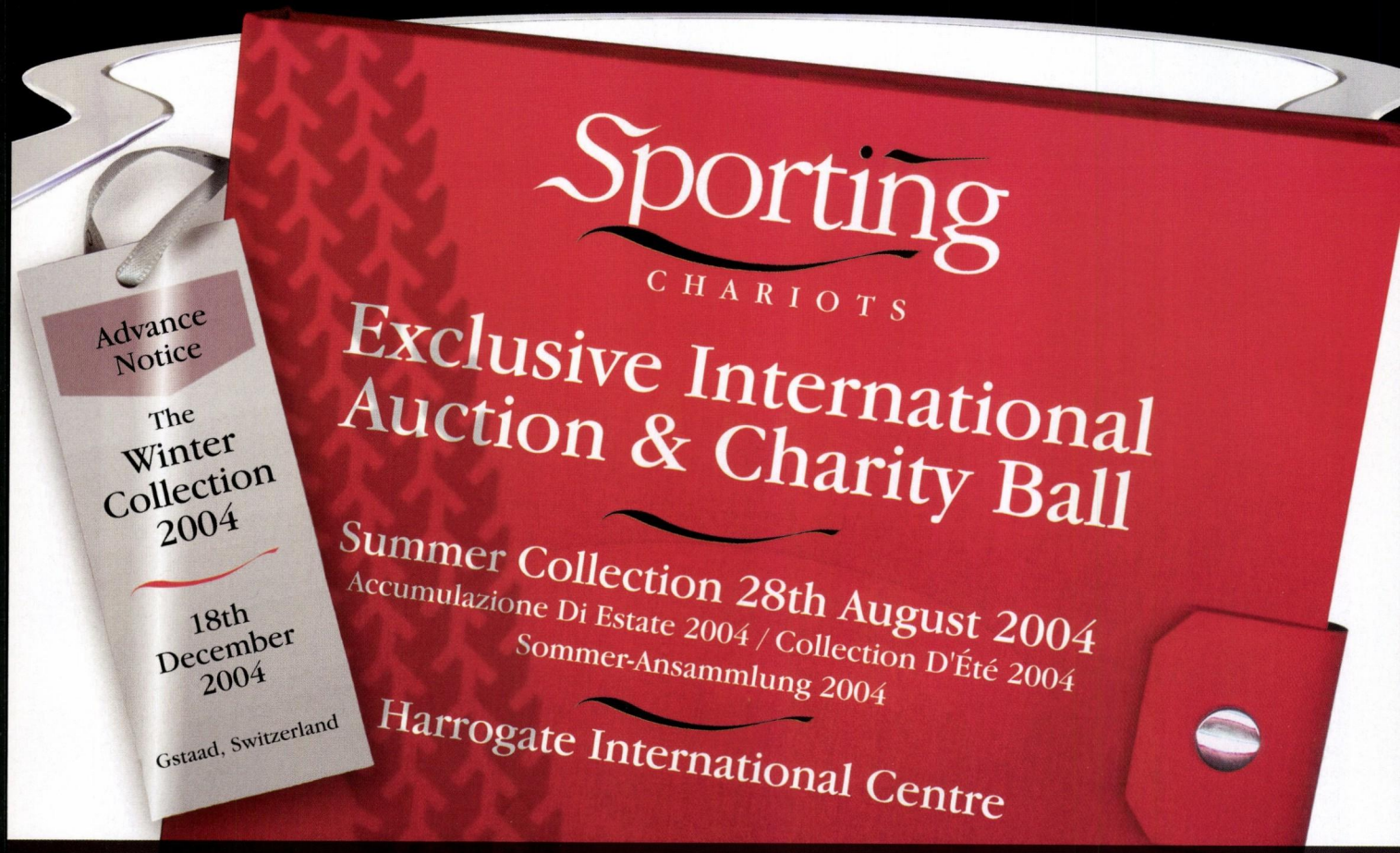
Were you ever in a position to help Carlos Reutemann in his world title bid in '81, but chose not to because of his failure to comply with team orders in Brazil earlier in the year?
Chris Hardy, Bucks
No, not really. To be honest Brazil was probably blown up out of proportion. At the end of the day I think had Frank, Patrick [Head] or Carlos come to me and said 'look, we want some help,' I probably would have done it. But I was never in a position to, where I was leading a race and by backing off and allowing him to pass I could help him clinch the championship. It just didn't evolve that way.

Did you laugh out loud in the cockpit when you forced Nelson Piquet into his crash at Monaco in '81?
Nick Thomas, Leeds
Yeah, I did.


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I remember you being quoted as saying 'I'll stop racing when I'm passed round the outside by... I'd better not say'. Not like you to be so reticent. Who was it?
Steve Berning, Shepperton
I don't know, obviously some wanker! It's typical me at that stage to pick on some poor bastard who I didn't think was very good.

Do you regret your F1 comebacks with Arrows in 1983 and the Beatrice Lola team in 1985-86, or in hindsight would it have been better to go out on a high with your win in Las Vegas in '81?
Matthew Knowles, York
What's going out on a high? Do you race for other people or for yourself, because you want to see something written in a book or because you love it? I've always raced for me. People say 'you had a great record' and all that, but to me that's nothing. When I got into motorsport, I never had a calculating manner like that. I just wanted to race cars, and that is why I came back. I certainly left Williams prematurely and the other regret is not driving for Ferrari when they asked me to deputise for Didier Pironi after he was injured at Hockenheim in 1982. But that's all hindsight. You do things at the time because it seems right.

Why did you only ever do one Champ Car race for Newman-Haas?
Julia Simmons, New York
It came about because Mario Andretti had had a shunt at Laguna Seca in testing and I had signed a contract to come back to Formula One with Carl Haas for 1985 and '86. I was over in London waiting for the F1 car to be built and Carl phoned to ask me to deputise. I was a driver in his stable and he needed someone to do the job. I did a rookie test at Firebird in Phoenix where I had to make a pitstop and accelerate away before they would let me race... It was only a one-off because I was going back into F1.

Having won the Can-Am title in 1978 with Carl Haas, why didn't you do any more sports-car racing?
Mick Jones, Birmingham
I liked sportscar racing. I enjoyed my time in Can-Am and loved driving for Carl Haas. I've often said that Frank Williams and Carl Haas are the two best guys I've driven for. I guess I was getting into that era when driving anything other than F1 wasn't acceptable. In 1978 Frank allowed me to drive Can-Am for Carl to supplement the income, I guess. It was a bloody hard year doing Can-Am one weekend and F1 the next, but I enjoyed it.

Some claim that Mark Webber is the new Alan Jones. Can you see any similarities?
Bethan Tinning, West Sussex
He's a lot more polite and diplomatically correct than me! I think he's got the determination and nous. It remains to be seen what he can achieve, but I must say that he has impressed me, particularly over the past two years. He has utilised the machinery he has been given to the maximum and that's all you can ask of any driver.

If you were racing now, would you be bothered by the 'gizmos' like traction control?
Barry Smith, Horsham, West Sussex
That really wouldn't worry me too much. A 170mph corner is still a 170mph corner. The technical gizmos are all well and good, but you still need your judgement and to be prepared to go through a corner as quickly as you possibly can. But, in all honesty, I'd probably welcome the gizmos because it would make the job a bit easier.

Have Frank Williams and Patrick Head changed much since the early 1980s?
Sean Murphy, London
Well, that is the thing that never ceases to amaze me: no they haven't. I am amazed every year at the enthusiasm, the drive and the aggression that Patrick still has towards it all. There is no way I could have maintained it for the length of time they have. Patrick still gets on the rev-limiter and Frank flies all over the world. They are as committed and competitive as when I was driving for them.

Did you mind drinking milk on the podium in the Saudia Williams days and did you then hotfoot it to the motorhome for a beer?
Bill Arnold, Swansea
Let's just say I was only on the podium for 10 minutes and the motorhome was not far away...

Is it true that you had to race with an injury after a scuffle on Chiswick High Road?
Richard Roberts, Denmark Hill
Yeah, it is true. I was going down the Chiswick High Road and a bloke in a van cut me up. We had an exchange of views through the window and ultimately pulled up. What I didn't realise was that he was about 6ft 8in with a 6ft 7in mate. So they bounced me up and down Chiswick High Road for about five minutes and as a consequence I had to go to Monza with a broken finger. Frank wasn't terribly impressed! M

NEXT VICTIM...



Tony Brooks

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SENNA AT MONACO



AYRTON'S SIX WINS IN SEVEN YEARS



THE DEATH OF FORMULA TWO

plus

The gilded Dave McDonald
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ISSUE ON SALE APRIL 16

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



LAT

Le Mans, 1985: Lancia leads the Porsche hordes into the Esses; Now GpC will return

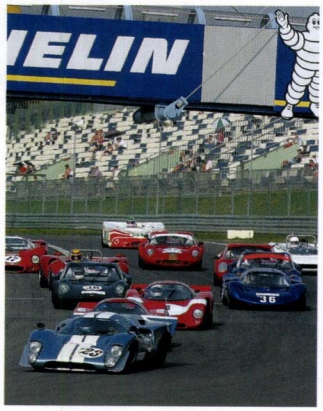
EURO TROPHY FOR BRITAIN

THE EUROPEAN SPORTS-PROTOTYPE Trophy will grace British tracks for the first time in four seasons in 2004, with events at Oulton Park and Silverstone.

The late 1960s GT cars and sports-prototypes will race at the Cheshire track for the first time as part of the Gold Cup meeting on August 29/30.

Group 4 Racing's Jonathan Baker said: "We've got two new venues, more entrants and an even greater variety of cars." Other races are set for Pau, Dijon, Spa and Montlhéry, which hosts its final race meeting this year.

The Oulton races will re-live the four Tourist Trophy events of the late '60s, when Denny Hulme won three times in a Lola T70.



Jim Houlgrave

Emotive ESPT will race in UK in 2004

GROUP C SECURES LE MANS RACE DATE

GROUP C CARS WILL RACE AT LE MANS again this year after the burgeoning Group C/GTP Racing movement secured a slot on Saturday morning ahead of the 24 Hours.

The 40-minute race will start at 10am on June 12 following an hour-long qualifying session scheduled for Thursday late afternoon. Priority on entries will be given to drivers who have previously supported the series.

The race has been arranged in conjunction with Motor Racing Legends and will re-create the Group C era of 1984 to 1993. Series organiser Jim Graham said: "We think it will be comfortable to get 40 cars. We want to reward the people who have helped build the category. The sight of 40 of these cars will undoubtedly re-ignite the enthusiasm of so many people who saw these cars in period."

The race has already sparked off enormous competitor interest. Ryan Hodges, who plans to race a Tiga GC287 this year, said: "To race at Le Mans is an unfulfilled ambition."

Graham added: "This is a fantastic chance for the club to further promote the racing of these fabulous cars."

HOPE GROWS FOR SHELSLEY FUTURE AS APPEAL HITS HALF A MILLION



Jim Houlgrave

The prospects of Shelsley Walsh surviving for its 100th season have increased

THE ORGANISERS OF THE CAMPAIGN TO save the Shelsley Walsh hillclimb venue are confident that its future can now be secured after their appeal hit the £500,000 mark.

As the Midlands Automobile Club prepares for the hill's 99th season of competition, appeal director David Grace said: "We've extended the existing agreement through the summer thanks to the help of the trustees and that has taken away the axe that was hanging over our heads. We are more confident than we were, but there is still work to be done. The MAC is already planning the 100th anniversary event in 2005."

A new initiative should allow the sale of shares in a new company called Shelsley Walsh Hillclimb Ltd, which could raise up to £1 million. The Shelsley Trust would become a major shareholder, with a minimum investment likely to be set at £1250.

Grace is confident that pledges already made to buy shares will give the campaign a further boost. Other events planned to raise funds include an auction, for which two complete cars have already been donated.

FORMULA TWO TECNO BACK AFTER 33 YEARS

THE 1971 TECNO F2 CAR OF PATRICK DEPAILLER WILL RETURN to racing in April after 33 years away from the tracks.

Chassis T00716 has been restored by Andy Kirkby and Bob Sellix and will be raced in the HSCC's Derek Bell Trophy races by Nick Wadham.

The car lay unused in the Tecno factory for decades after it had been raced by the works team in the 1971 European F2 Championship by Depailler, Jean-Pierre Jabouille and François Cevert. Now owned by Kirkby and Wadham, the car has undergone an 18-month rebuild and is expected to make its race return at Donington Park on April 11.

Kirkby said: "It needed a complete chassis-up restoration and it's now looking very smart. The original Elf-liveried bodywork will be used on the be-winged car. It is very original and there was nothing really missing."

It is intended that the car will race in European F2 and, hopefully, the Jochen Rindt F2 Trophy. Kirkby, who is a newcomer to racing, will also drive the Tecno this year.



LAT

Ex-Patrick Depailler Tecno is restored and ready to race



LAT

The P35 tested in '92 but only raced once

ATMO NISSAN DUSTED OFF IN UK

THE RARE NISSAN P35 IS SET TO RACE in Group C/GTP events this season.

Chris and Nick Randall will race the car which was built in 1992 to take on Peugeot and Toyota in the last days of the 3.5-litre Group C era. But as world recession struck, the project was canned by Nissan after only one race. It finished 10th at Mine in a round of Japan's domestic series.

Now chassis 2 is being rebuilt by Phil Stott and should be ready to run this season. "It has taken us two years to source an engine and spares package," said Stott of the V12-engined car.

Only three P35s were built and one was subsequently developed into an open sportscar that raced in America. The other chassis remains in Nissan's hands in Japan.

SPECIAL LISTER TO RETURN

ROD JOLLEY IS CLOSE TO COMPLETING A rebuild of the unique 'Monzanapolis' Lister Jaguar that was created specially for the 1958 'Race of Two Worlds' held on the banked track at Monza.

The 3.8-litre Jaguar-engined car, acquired from Ric Weiland in Germany, was built with a low-drag body for the event that was designed to bring Indy Cars and European racers together on the banking.

It was entered by Ecurie Ecosse and driven by Jack Fairman, who finished 11th. The car was later hillclimbed by Phil Scragg and also raced extensively by Martin Chapman in historic events during the 1980s.

Jolley plans to race the car this year with the HGPCA and the VSCC and has targeted Donington Park in early May for his first event.

DIEUDONNE 'BATMOBILE' FOR FIA TOURING CARS



Jakob Ebrey

Tim Busby has raced his CSL in Britain – Europe is next

BRITISH RACER TIM BUSBY WILL STEP UP TO THE FIA European Challenge for historic touring cars this year in his ex-Pierre Dieudonne 'Batmobile' BMW CSL.

Busby has raced the car for several seasons in British club racing, but is now taking advantage of the championship's new cut-off date of 1976.

"This is what I wanted to do when I bought the car. We have been waiting for this," said Busby, who is seeking an experienced second driver for the car.

Dieudonne and Jean Xhenceval finished eighth at Le Mans in the car in 1977. It remains in period livery.

The CSL is one of up to five known to be under preparation for the FIA championship. Busby will give the car its series debut at Donington Park over the weekend of May 1-3. He plans to contest a full season.

news in brief

GERRY BIRRELL'S DAUGHTER KARA was recently diagnosed with multiple sclerosis, and she is now actively raising funds for charity. Any admirers of her late father who might have items suitable for auction or would like to sponsor an upcoming parachute jump can contact Kara or her mother Margaret by e-mail at tingh413@hotmail.com.

* * *

WILLIAMS TECHNICAL DIRECTOR Patrick Head is intrigued as to the whereabouts of the Michael Head Trophy, which was awarded by the Jaguar Drivers' Club in honour of his father. The trophy is of an unusual three-handled design and was originally designed as a horse racing prize. We will forward any information.

* * *

JASON AND GUY MINSHAW WILL again field their Merlyn Mk20s in the HSCC Historic Formula Ford Championship this year and will be joined in a third car by former XR2 racer Matt McMullen.

* * *

REGULATIONS FOR THE Roger Albert Clark Rally are due in April. The historic stage rally, designed to re-live the RAC Rallies of the 1970s and 1980s, will be open to a maximum of 180 cars and will be made up of 200 forest and 50 asphalt stage miles from its Sheffield base.

* * *

KEITH MARTIN PLANS TO RETURN his unique Dulon-Porsche to racing this season in the Classic Endurance Series. The car, which last raced in 1997, was built in 1971 when commissioned by Martin Ridehalgh. Having been damaged against the Silverstone pit wall in 2002, it has been rebuilt by members of the original Dulon team.

* * *

THE CLASSIC F3 CARS WILL HAVE stand-alone races with the HSCC once more in 2004 following a surge in support for the 1600cc and early 2-litre cars. The series will support a contemporary F3 round at Brands in October.

COSWORTH GIVES DFV NEW LEASE OF LIFE

COSWORTH IS TO BEGIN BUILDING AND supplying its iconic DFV Formula One engine again to meet a growing demand in historic racing.

The V8, which is the most successful grand prix engine of all time, has been given a new lease of life thanks to the success of series such as Thoroughbred Grand Prix.

Cosworth Racing's Jim Blackstock said: "It is because of this on-going demand for the engine that Cosworth has decided to remanufacture the DFV's core components."

The new components will be based on the F3000 short stroke and tall sump specification of the late 1980s, which is the most common used in historic racing. Cylinder blocks, heads, sumps and front covers will all be available this summer.

The DFV, which stands for Double Four Valve, was commissioned by Ford and conceived in 1966 by Keith Duckworth. It scored 155 Grand Prix wins between 1967 and 1983.



Michele Alboreto takes final DFV win in US GP, 1983

LAT

HGPCA LINK FOR WHEATCROFT

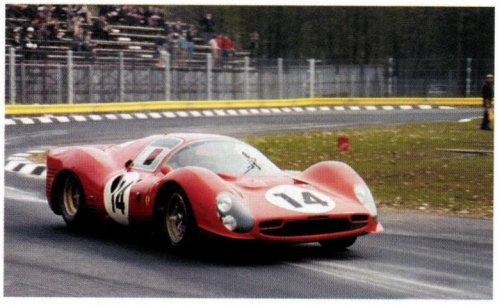
THE HISTORIC GRAND PRIX CARS Association and the Donington Collection have formed an alliance for the 2004 season, during which the world-wide programme of HGPCA events will be used to help promote the unique racing car collection assembled by Tom Wheatcroft.

The organisations will join forces for a series of on and off-track events. Later in the year, a BRM seminar is planned involving Richard Attwood and leading BRM restorer Rick Hall.

The focal point of the partnership will be the Donington International Historic Grand Prix in May when some of the cars from the collection will be demonstrated on track for the first time in many years.

HGPCA chairman Julian Sutton said of the event that marks the HGPCA's 25th anniversary: "To have the Donington Collection on the doorstep is a big bonus."

SURTEES FERRARI TO MAKE BRITISH COMPETITION DEBUT



Surtees and Parkes won at Monza. Now P3 will race in UK

THE EX-JOHN SURTEES 1966 FERRARI P3/412P WILL RACE IN Britain for the first time in its history when the Donington Park 'See Red' event hosts a round of the Shell Historic Ferrari Maserati Challenge in September.

Chassis 0844 is now being raced again by Peter Hardman on behalf of its present owner. In 1966 it won the Monza 1000km in the hands of Surtees and Mike Parkes, and the Spa 1000km with Parkes and Ludovico Scarfiotti. In '67, it finished third at Daytona as part of the NART team and was then modified for Can-Am use.

Now back in original specification, the P3 made its return last season for the Tim Samways team. It is scheduled for a more extensive historic racing campaign in 2004.

TGP DROPS SILVERSTONE

THE THOROUGHBRED GRAND PRIX SERIES will appear only once in Britain this year after dropping the round at Silverstone in early June. The only UK race will be at Donington on May 1-3. In place of the Silverstone date, TGP has accepted an invitation to race at Zolder for the first time in more than five years during the Belgian circuit's Historic Grand Prix meeting on June 19/20.

MOSLEY LINES UP FOR MONACO

MAX MOSLEY IN A BRABHAM BT44B OWNED BY BERNIE ECCLESTONE IS JUST ONE OF THE HEADLINE entries for the Fourth Grand Prix Historique de Monaco. The FIA president, in his first single-seater race since his F2 career in the late 1960s, will contest the pre-77 F1 race.

Other leading F1 entries include Sean Walker (Lotus 72E), Martin Stretton (Tyrrell P34), Frank Sytner (Penske PC3) and Flavien Marçais in the Brabham BT26 of Philip Walker.

The six-race entry is packed with quality cars and drivers. Stirling Moss (Jaguar C-type) and Phil Hill (Alfa Romeo 3000CM) will contest the pre-53 sportscar race, while eight Bugattis are amongst the 10 grand prix cars from the 1920s entered in the pre-47 race.

The pre-61 front-engined grand prix car event will pack in no less than nine Maserati 250Fs to battle the Ferrari 555 Supersqualo of Martin Stretton. However, the nimble Lotus 16s of Joaquin Folch-Rusinol and Philip Walker will be tough to beat around Monte Carlo.

Cooper, Brabham, BRM and Lotus dominate the pre-66 rear-engined F1 grid. Ex-F2 racer James King (Brabham BT7) joins fellow Americans Duncan Dayton and Roy Walzer (BT11s).

STAND-ALONE RACES FOR 500CC F3

THE 500CC F3 ERA WILL BE RECREATED in 2004, with at least three stand-alone races and a dedicated hillclimb series.

The races will run at the VSCC meeting at Cadwell Park in June, plus Snetterton (July 4) and Anglesey (August 15). The cars of the late 1940s/early '50s could also race at the Angouleme meeting in September.

More than a dozen cars regularly compete in the hillclimb series, in which 2003 titles were taken by Alistair Dent (Hornet) and Mike Lawrence (Cooper).



500cc F3: still as healthy as ever in '04

CLASSIC H&H AUCTIONS

'Achieving more - Charging less'

ANOTHER SIGNIFICANT BARN DISCOVERY!

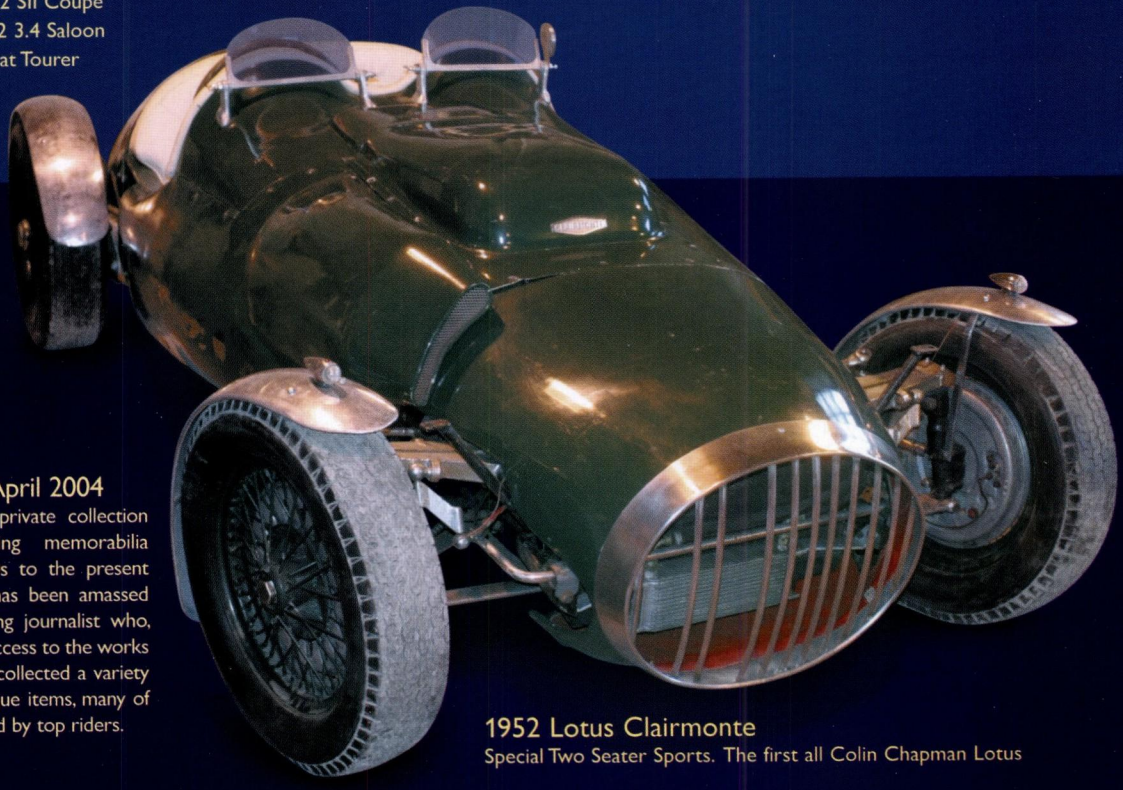
Buxton 6th & 7th April 2004

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1936 Armstrong Siddeley 17HP Sports Saloon
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1962 & '66 Jaguar MK2 3.4 Saloon
1924 Tatra TII Four Seat Tourer



1952 Lotus Clairmonte
Special Two Seater Sports. The first all Colin Chapman Lotus

Automobilia 6th April 2004

This sale includes a private collection of motorcycle racing memorabilia dating from the 1970s to the present day. This collection has been amassed by a motorcycle racing journalist who, having had privileged access to the works teams and riders, has collected a variety of interesting and unique items, many of which have been signed by top riders.

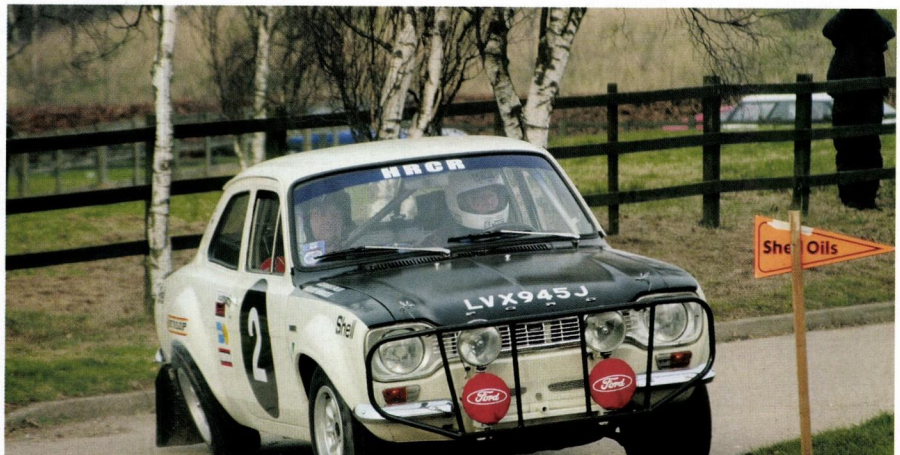
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Stage drama: Russell Brookes lost a wheel from his Escort

Gavin Lodge

STONELEIGH SHOW A SUCCESS

HISTORIC RALLY CARS AND SEVERAL STAR DRIVERS, including front-runners from the British Historic Rally Championship, delivered live rally action during the inaugural International Historic Motorsport Show at Stoneleigh Park in February. More than 16,000 people visited the new event, which drew a positive response from exhibitors and racing clubs.

On a short special stage, rally legends Pentti Airikkala (Vauxhall Chevette HSR) and Russell Brookes (Ford Escort Mk1) took part, although Brookes was hindered when his ex-Mikkola car shed a wheel. No official results were published, but Steve Perez' ex-Mikkola Audi Sport Quattro set the pace.

Saturday's awards evening saw HERO founder John Brown receiving a lifetime achievement award from Prince Michael of Kent. Other winners were the FIA Lurani Trophy (championship of the year), Midland Automobile Club Shelsley Walsh Festival (speed event of the year) and the Historic Sports Car Club (competition club of the year).

Martin Walford and Frank Fennell were named race and rally driver of the year respectively, while Hall and Hall were rewarded with the restoration of the year award for their work on the BRM P25.

MYSTERY CAR COMPETITION



A YEAR'S FREE SUBSCRIPTION IS THE PRIZE for the knowledgeable reader who recognises this month's mystery offering from LAT Photographic's archives. Answers must be received by April 5, and 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:
MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middlesex, TW11 8RT, UK
Fax: 00 44 (0)20 8267 5222
E-mail: motorsport@haynet.com

Last Month: Lola-FVA T240, Frank Gardner, 1971 Hockenheim non-championship F2 race. **Winner:** More than 20 of you identified both car and driver. The winner is Tim Cox of Hove, West Sussex, who states that Eric Broadley entered Frank to prove that the T240 was better than people had been saying. Tim also deserves respect for building models of 87of the Aussie battler's cars...



FORD GT40s PACK TOUR AUTO ENTRY

NO LESS THAN SEVEN FORD GT40s, HEADED 2003 winner Chris Chiles, will line up for t start of the Tour Auto on 19 April. The five-d event will include visits to five French race tra as well as a series of timed sections on closed pu lic roads. Le Mans, Val de Vienne, Nogaro, A and Ledenon are all on the schedule.

Star drivers in the field include Stirling M (MGB), Jean Ragnotti and Erik Comas (Rena Alpine A110s), Danny Sullivan (Ferrari 365GTI and Jean Sage (Ferrari 250GT).

Notable British entries include the ex-works Cobra of Jon Minshaw and Martin Stretton, t Lotus Elan of Nick Faure, and the Porsche 911S John Sheldon, while Desmond Smail and Richa Meins will be making their first foray to the ev in a GT40. The Tour Auto starts from the Trocad Fountains in the centre of Paris.

WHAT'S ON WHERE?

MARCH

20 SILVERSTONE (GB)
The BRDC Historic Sportscar Championship opens with a double-header event. Tel: 01327 850925.

20/21 CUMBRIA (GB)
The HERO classic Lakes and Dales Rally takes in some memorable Lake District roads. Tel 01235 851291.

APRIL

2-4 BAHRAIN (BH)
The TGP season starts spectacularly with a Grand Prix support race. Tel: 01621 892814.

3 NORTH WALES (GB)
Astra Historic Rally, at Llangollen, is round two of British Historic Rally Championship. Tel: 01594 810821.

9-11 DIJON (F)
The International Supersports season kicks off in France over the Easter weekend.

11 DONINGTON PARK (GB)
Packed grids and wall-to-wall racing get Historic Sports CC season underway. Tel: 01327 858400.

16-18 JARAMA (E)
Round two of the TGP season tops the bill at the RAC Espagne Historic Festival. Tel: 01621 892814.

19-24 FRANCE
The Tour Auto re-lives the classic Tour de France of the 1950s and 1960s. See preview above.

24 SILVERSTONE (GB)
The VSCC 'Spring Start' is the first major event in the club's competition season. Tel: 01608 644777.

24/25 MAGNY COURS (F)
PM organisation's event includes FORCE Classic GP/F5000 and excellent Jochen Rindt Historic F2 Trophy.

25 CADWELL PARK (GB)
HSCC racers take on the challenging Lincolnshire track, along with Formula Juniors. Tel: 01327 858400.

FORMULA 1 ART

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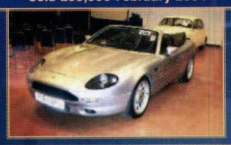
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MOTORSPORT

Race with the award winning club!

Awards that recognise the people and organisations behind the sport, rather than the star competitors are pretty rare. So, when the Historic Sports Car Club was announced as Competition Club of the Year at the recent Historic Motorsport Awards evening, it was a very proud moment for everyone at the HSCC.

The award was made during the new International Historic Motorsport Show at Stoneleigh and got the 2004 HSCC season off to a flying start. Throughout the three-day show, officials from the club were on hand to meet current and prospective competitors and give out information on the HSCC's racing programme.

Encouragingly, a number of enquiries were received from enthusiasts considering starting racing with the HSCC and there is surely no better way of making the move from being an onlooker to being out there racing. With a wealth of assistance and support available for novices and classes of racing for just about any car from the 1960s and 1970s, the HSCC is the perfect place for racing newcomers.

For one lucky racing hopeful, the dream will become reality in 2004 thanks to the HSCC, Richard Thorne Classic Cars and Motor Sport magazine. Elsewhere in this issue are details of a unique and exciting competition that will conclude with one lucky reader sitting on the grid for the final round of the HSCC 70s Road Sports Championship at Silverstone in October.

But before that there is a full season of racing with the HSCC and it all begins at Donington Park on Easter Sunday (April 11). The opening rounds of all of the club's championships and race series will mean a packed day of qualifying and racing, with the paddock over-flowing with up to 300 classic and historic racing cars.

The programme includes the first rounds of the Classic Racing Car, Historic Formula Ford 1600, Classic Sports Car, Historic Road Sports, '70s Road Sports and Historic Racing Saloon Register Championships. The meeting also heralds the start of the JEC Jaguar XK Championship and includes a round of the AMOC Formula Junior Championship.

However, one of the headline races will be the opening event in the Motor Sport-backed Derek Bell Trophy series, which incorporates the Classic Formula 3 Series. Competitor response to the DBT has been excellent and registrations are looking very good indeed for the year ahead. With Classic F3 also looking very strong, the prospect of split races in the DBT series is a real possibility in 2004.

A gaggle of Formula 5000 cars are expected, along with F1, F2, F3, Formula Atlantic and many more. Amongst the Formula 5000 cars due to race this season is the Lola T142 that featured in a recent TV documentary. The car was rebuilt sufficiently to complete some laps at Mallory for the TV show, but is now being race-readied ahead of the new season.

So, where better to spend the day on Easter Sunday than at Donington with the HSCC? Qualifying will be in the morning, with racing after lunch and the paddock will be full of wonderful single-seaters, sportscars and saloons!

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









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BRITISH HISTORIC RALLY SERIES: ROBIN HOOD STAGES

BELLM BAGS FIRST HISTORIC RALLY WIN

RAY BELLM UNDERLINED HIS STATUS as a contender for the Armajaro MSA British Historic Rally title by taking his Ford Escort Mk1 to a close victory on the opening event, the Robin Hood Stages.

Bellm and Marc Jones beat off a fierce challenge from the similar car of David Stokes/Den Golding to win the post-historic event by just 7sec, having been 1sec down before the final Clipstone stage. "This is a milestone for me: I've learnt how to drive quickly and neatly," said Bellm. Stokes was left to rue fuel vapourisation that cost time on the final stage.

The historic category was equally closely fought as Dessie Nutt/Geraldine McBride just beat Geoff Stewart/Jim Kitson and Francis Tuthill/Nick Kennedy in a battle of the Porsche 911s. Racers Patrick Watts and Nick Leston made their rally debut in a Sunbeam Tiger and came seventh.

In the concurrent HRCR Classic Stage Rally Challenge, Will Nicholls and Nick Broom took their Mk2 Escort to victory, despite having to push the car over the final finish line after an ignition lead became detached.



Gavin Lodge

Dessie Nutt won the battle of the Porsche 911s to take the historic category win on the Robin Hood Stages

VSCC: POMEROY TROPHY



Jim Houlgreave

ULTIMATE TOURING MACHINE

JAMES DIFFEY CONTINUED HIS dominance of the VSCC Pomeroy Trophy event at Silverstone in February. Switching from his 'Nash to a BMW 2002 saloon (above), Diffey won the annual contest to determine the best grand touring car for the fifth time.

A series of tests, plus high-speed trial, gave Diffey a good margin over Charles Knill-Jones (Morgan +4) and Adam Ealand's TR3A.

The Edwardian Trophy went to James Collins' 1913 Ford T, while the best pre-war car was Winston Teague's Frazer Nash Falcon.

PHILIP ISLAND CLASSIC

ERA DUO STAR DOWN UNDER

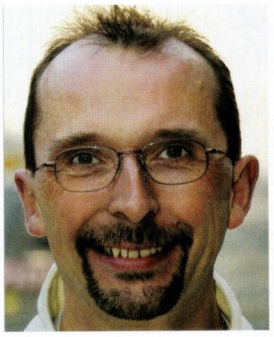
DUNCAN RICKETTS AND MARTIN Walford were stars of the annual Philip Island Classic race meeting in Australia. The ERA duo dominated the historic single-seater races, with Ricketts winning twice in R12C and Walford once in R1A.

The 33-race programme also featured a podium finish for Roger Ealand in his Marcos GT against more powerful sports and GT cars.

However, it was the ERAs' day; the second race was the highlight as Walford and Ricketts were split by local Jim Russell in his 1935 Ford as the three crossed the line within half a second. Dean Butler claimed fifth in his Miller Indycar.

INSIDE LINE

MIKE JORDAN



Jakob Ebrey

THIS GT RACER HAS TRIED HIS HAND AT HISTORIC RALLYING, AND LOVED EVERY MINUTE!

How did the rally outing come about?
I'd been talking about having a go for a while and the chance to do the historic section of the Robin Hood Stages in a Mk1 Escort came about through Jon Cropper at XS Racing. I'd not even seen the car before the rally, so it was a baptism of fire.

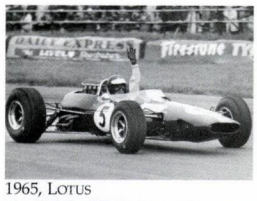
How did the event go?
We adopted a fairly cautious approach and just learnt through the event. We had a problem off the line of the last but one stage when the car just died and wouldn't restart. So we took a stage maximum. That just really broke the rhythm a little bit. But it was even better than I thought it would be. It was fantastic.

What was the biggest shock for a racer?
If I'm honest, it was more dangerous than I expected. I'm now even more full of admiration for rally drivers. To do 110mph down a line of trees with the car dancing away from you in a straight line is quite stunning!

How did you cope with stages in the dark?
I have driven competitively in the dark before, but that was at Daytona and Le Mans! After the stages in the dark I'll never say that Mulsanne feels fast again. 90mph through these trees feels like 300 at Le Mans.

What are your feelings about historic rallying now?
I absolutely adored it. Everyone is so friendly, that side of it is just what I thought it would be. The camaraderie is super and the time in the car is just fantastic. It was an excellent learning opportunity and now I just want to learn some more.

THEY WON WITH DUNLOP


1965, LOTUS


1963, LOTUS 24



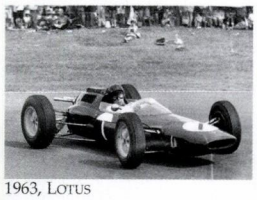
1964, FERRARI

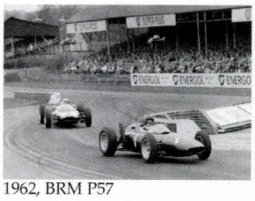

1953, JAGUAR


1962, FERRARI


1957, JAGUAR




1963, LOTUS

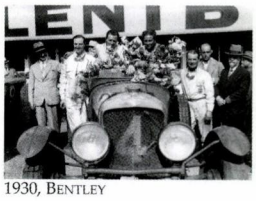

1962, BRM P57


1962, FERRARI 250 GTO

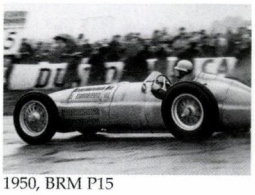

1969, MATRA



1956, JAGUAR


1930, BENTLEY

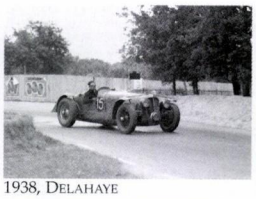

1964, FERRARI


1950, BRM P15



1959, COOPER T45


1961, FERRARI 250GT


1938, DELAHAYE


1953, BRM P15


1958, COOPER T43


1950, TALBOT-LAGO


1962, BRM


1954, BRM P15



1960, FERRARI

YOU CAN WIN WITH DUNLOP

DUNLOP

DRIVERS KNOW.

HISTORIC SEASON PREVIEW

HISTORIC RACING IS MORE POPULAR THAN EVER THANKS TO THE REBIRTH OF GOODWOOD. BUT THE FESTIVAL AND REVIVAL MEETINGS ARE JUST THE TIP OF THE ICEBERG. PAUL LAWRENCE IS YOUR GUIDE



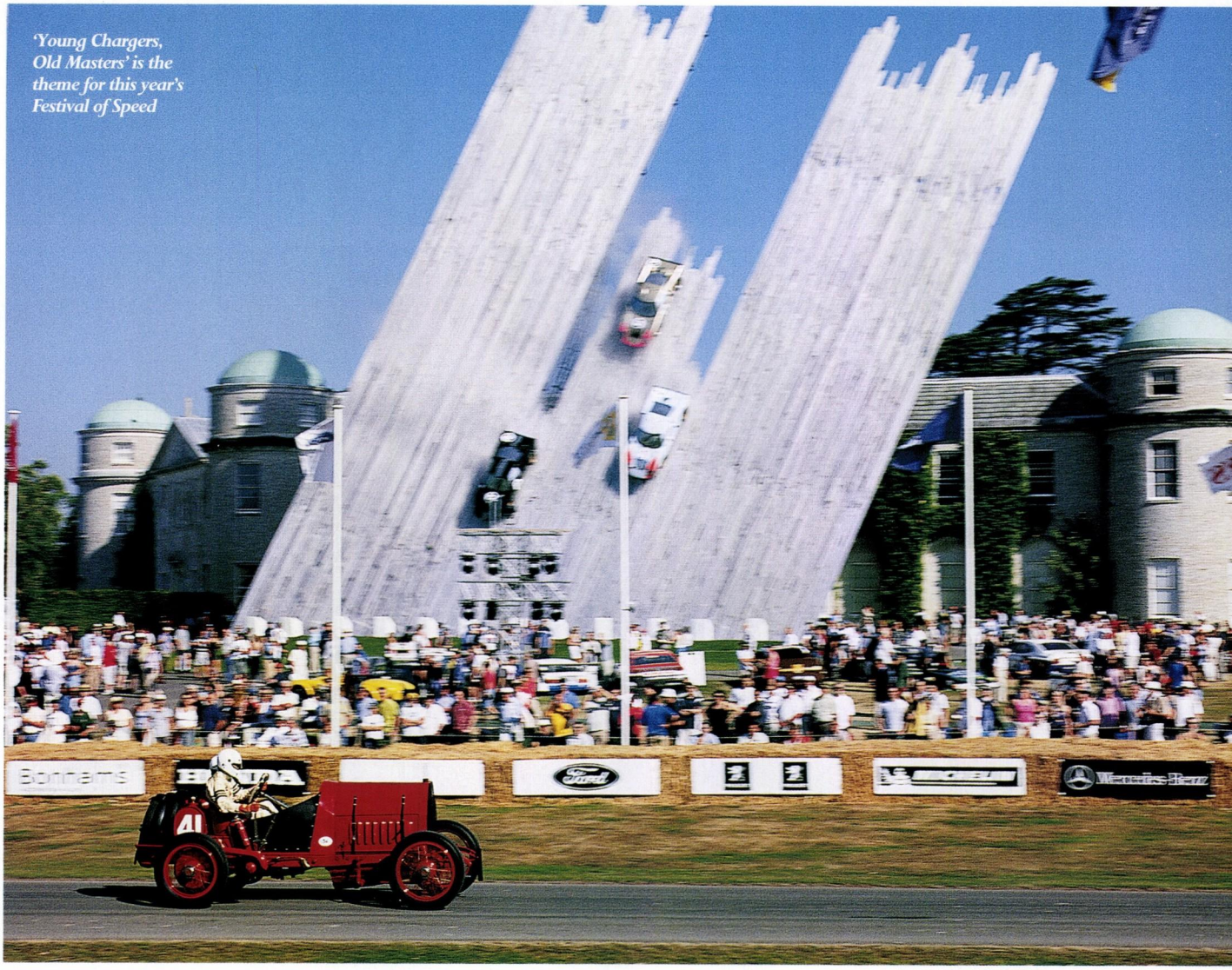
The Goodwood Revival attracts big crowds, star names and beautiful cars

LAT

IN ASSOCIATION WITH

DUNLOP

Racing DRIVERS KNOW.



'Young Chargers, Old Masters' is the theme for this year's Festival of Speed

LAT

GRAND NATIONAL

HISTORIC MOTOR RACING IS BOOMING IN BRITAIN RIGHT now. In an era when you get only one chance to see contemporary grand prix cars – and have to pay handsomely for the privilege – the British motor-sport public is voting with its feet and turning out in force for the host of big historic meetings that take place around the country each year. Only the British Grand Prix can boast a bigger crowd than the Goodwood Revival Meeting.

April

Before the main run of summer highlight events crank into action, the Historic Sports Car Club gets its season under way on Easter Sunday (April 11) at Donington Park. With a paddock crammed full of cars and grids bulging at the seams, this just has to be a great way to begin the 2004 season in an informal and relaxed environment.

May

Back at Donington Park three weeks later, the International Historic Donington Grand Prix over the Bank Holiday weekend of May 1-3 will be a pivotal event in the 25th anniversary celebrations of the Historic Grand Prix Cars Association. Races for two grids of HGPCA single-seaters as well as a field of drum-braked sportscars may be joined by a special 100-mile HGPCA affair to mark the club's birthday.

Star guests include the Thoroughbred Grand Prix cars and the European Sports Prototype Trophy field, which begins its season here. Given that it is now several seasons since the ESPT field raced in Britain, this is great news for lovers of late-1960s sports and GT machinery. Packing out a monster weekend of racing are the FIA Historic classes and mini-enduros for Carol Spagg's splendid Gentlemen Drivers' Trophy and Sports Racing Challenge.

Although not a dedicated classic meeting, the Civil Service Motoring Association weekend at Brands Hatch on May 22/23 is customarily a cracker for those who enjoy period cars and period aeroplanes. The racing is clubbie in nature, but when attractions such as the Battle of Britain Memorial Flight are added to the mix, it represents an entertaining event. A special attraction in 2004 will be demonstrations of Lotus Formula One cars from Classic Team Lotus.

DUNLOP



Both: Jim Houlgrave

Thoroughbred Grand Prix will race once in the UK at Donington



Little and large go out to play, showing why the VSCC is such a spectacle

BRITAIN STILL BOASTS THE BIGGEST AND MOST DIVERSE HISTORIC RACING SCENE AND A NEW SEASON OF ACTION IS ABOUT TO KICK OFF

June

For three days at the start of June (4-6), Silverstone plays host to a historic festival with major ambition. Organised jointly by the Vintage Sports Car Club and the Historic Sports Car Club, and promoted by former Octagon front man Robin Murphy, the event features racing on all three days from a host of high-level series, as well as HSCC and VSCC events. ESPT and the FORCE Classic GP series are the star acts for what has been dubbed the Silverstone Tribute Meeting.

A week later, the glorious Cadwell Park circuit in Lincolnshire reverberates to the echoes of VSCC machinery in action. Sunday June 13 is the date for the club's annual visit to the marvellously three-dimensional track, with a typical blend of scratch and handicap races, including the Shuttleworth and Nuffield Trophy.

Mid-summer is dominated by the Goodwood Festival of Speed on June 25-27. The 2004 theme is 'Young Chargers, Old Masters', while other celebrations will commemorate 75 years of the Monaco Grand Prix and Ayrton Senna's decade of brilliance in F1. As ever, around 200 of the most diverse competition vehicles imaginable will tackle the hill in the grounds of Goodwood House.

July

The Brands Hatch Grand Prix circuit is sadly underused these days, but for one weekend a year the wooded valleys are pierced by the noise of historic racing engines. The HSCC Superprix ➤

PALMER'S VISION



THE NEW OWNER OF FOUR OF BRITAIN'S CIRCUITS, JONATHAN PALMER, IS CLEAR ABOUT HIS PLANS FOR HISTORIC RACING

What are your views on historic and classic racing?

Historic racing is certainly important. It's of great appeal to people, and that's something I'm very keen to optimise. It's very good that people are still running these cars and I think there is a greater appetite for this type of event than ever. The competitors are the custodians of our racing heritage.

What are you thoughts on high profile events like the Oulton Park Gold Cup?

I certainly think the Gold Cup is something we've got to make a lot more of. It didn't do too well in 2003 in terms of gate. The event is crying out for some decent promotion. We need to generate more revenue and give circuits a sensible future. It's important to focus on events where there's a chance of getting a sensible crowd and I'm a big believer in the value to the circuits of historic racing. What happens at Goodwood is a good indicator of this.

Will race entry fees for club racers continue to rise under your ownership?

In the cost of going racing, the entry fee is a small percentage of the overall cost. Competitors need to readjust their perception of what is a reasonable fee, but I am very eager to ensure that entry fees only go up by a small amount. I want to see the operation of the sport become more efficient.

What are your other plans for your circuits in the near future?

We'll be getting the venues smarter and tidier. I want to make a significant difference, and that will translate into more people wanting to go racing. We do care about the service we are providing. And I'd like to get Thoroughbred Grand Prix back on the Brands Hatch Grand Prix circuit next year!



Silverstone's St John Horsfall meet is one for Aston Martin fans

Jim Houlgrave

on July 17/18 gives historic racers the chance to tackle Hawthorns, Westfield and Stirlings and the result is packed grids and wall-to-wall racing. Joining the HSCC championships will be International Supersports and the Swiss-based Euro Formula Two cars.

Beloved by so many fans of the 1960s, the 1-litre Formula Three era will be celebrated at Silverstone on Saturday July 31 in a BRDC-run event. The Peter Hanson Trophy awaits the F3 race winner, while a pre-war sportscar race will run into the early evening and finish with a celebration in front of the BRDC clubhouse.

The weekend of July 31/August 1 is the new date for the Mount Stuart Motorsport Classic on the Isle of Bute. Growing each year in stature, the event gives fans in Scotland the chance to witness some rare and historic cars in action in the grounds of Mount Stuart House.

August

Now well beyond its 50th birthday, Castle Combe remains one of the best club racing venues in Britain with facilities that eclipse most of the so-called premier tracks. Once a year, the circuit is turned over to a day of largely HSCC championships and it makes for a glorious day out. A round of the Historic Racing Saloon Register Championship is a highlight of the meeting.

Another of the landmark events on the British calendar is the Oulton Park Gold Cup over the Bank Holiday weekend of August 29/30. Heading into its third year, the HSCC-organised event has yet to really hit the big time in terms of an historic racing festival, but the potential is clear.

Oulton Park is a fabulous venue with a great history, and the support of the HGPCA ensures some excellent machinery. A real bonus for northern racing fans is the addition of the ESPT, which evokes memories of the Tourist Trophy races of the late 1960s. If the event can focus more on headline races rather than simply cramming the programme in order to pay the track hire fee, it could become one of the biggest historic and classic race meetings of the British season.

September

The first weekend of September (3-5) is Revival time at Goodwood, with three days of action in the most unique and wonderful environment in the world. Such is the popularity of the Revival, and the Festival of Speed, that both events will be open only to advance ticket purchasers for 2004.

Saturday September 11 is the big day in the Aston Martin racing calendar with the St John Horsfall meeting at Silverstone. However, the same weekend is the major Ferrari-based event at Donington Park, which combines with the VSCC meeting under the 'See Red' title. As well as the Shell Historic Ferrari/Maserati Challenge and a full programme of VSCC events, a special focus is a race for ERA and ERA-engined cars to mark the 70th anniversary of the evocative manufacturer.

October

With the big events of the season done and dusted, one event stands out at the end of the year for fans of historic racing. Sunday October 10 is the Top Hat Race Day at Mallory Park, with races for all manner of period saloons and sportscars under the wing of Julius Thurgood's company.

In summary, there is an unrivalled range of high-profile events on the 2004 calendar. Goodwood clearly retains its place at the pinnacle of historic and classic racing, but the meetings at Donington Park (May and September), Silverstone (June), Brands Hatch (July) and Oulton Park (August) promise to be memorable events. Make sure you get to at least one of them. M

HISTORIC DONINGTON GRAND PRIX TOPS HGPCA'S SILVER ANNIVERSARY

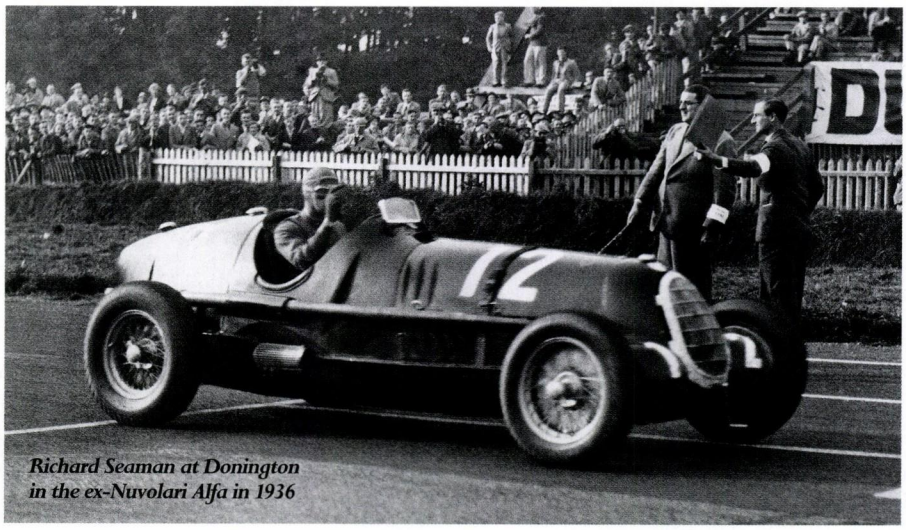
THE HISTORIC GRAND PRIX CARS ASSOCIATION CELEBRATES ITS 25th year in 2004, and the International Historic Donington Grand Prix in early May (1-3) is the flagship event in the club's busiest ever season.

"Donington is a big change for us," says chairman Julian Sutton. "Instead of piggy-backing on other people's events, we're going it alone. We would like to theme Alfa Romeo because of the history of their victory there in 1936. The car is still in our membership and my dream is to re-unite car and driver."

Sutton wants to bring Hans Ruesch back to the scene of his Donington Grand Prix victory when he shared his ex-Tazio Nuvolari 3.8-litre Alfa Romeo with a young Richard Seaman.

A 100-mile race for period grand prix cars has been mooted, but such an event is more likely to be run at the end of the year after big events at places like Pau.

What is certain is that the club has ambitious plans for the Donington event. "You can't re-invent a Goodwood somewhere else," Sutton concludes, "but Donington Park has its own atmosphere and history."



Richard Seaman at Donington in the ex-Nuvolari Alfa in 1936

LAT

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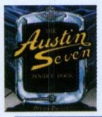
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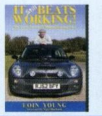
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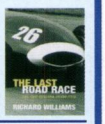
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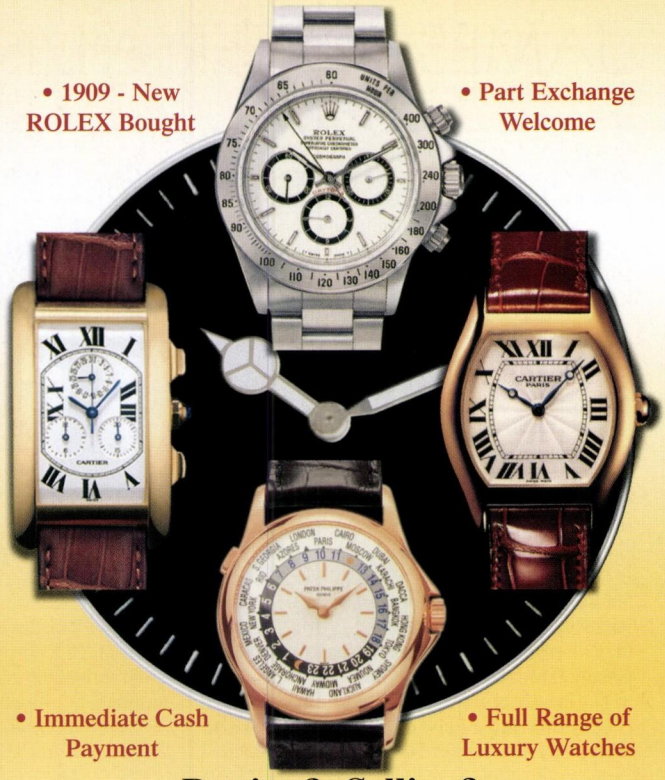
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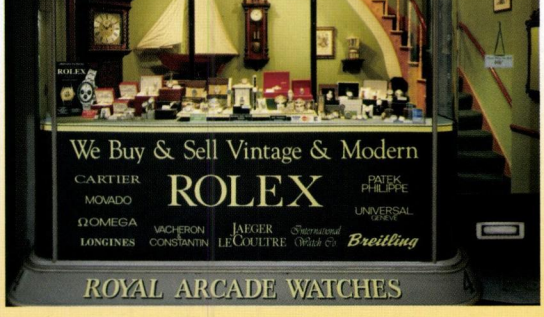
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JAMES BAXTER: A LINK IN THE CHAIN GANG

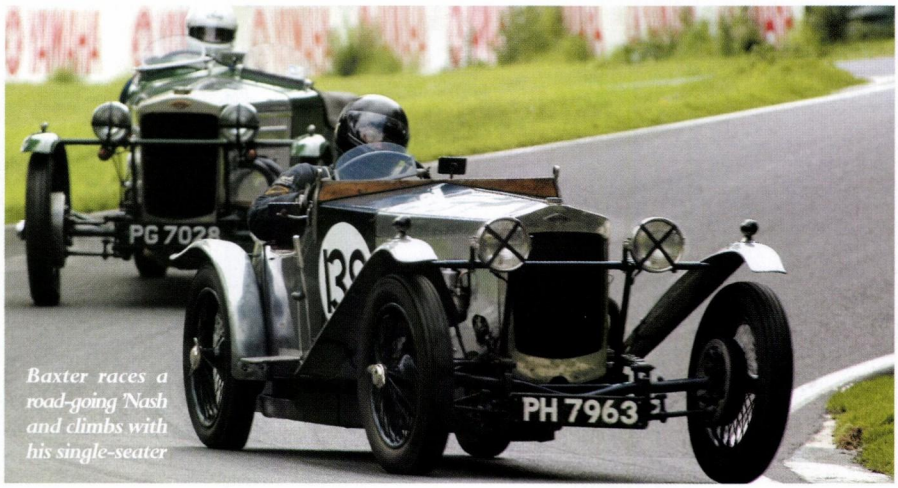
IN THE STRUGGLE TO BEAT THE ERA PACK TO THE TOP slots in VSCC hillclimbs, the Frazer Nash single-seater of James Baxter stands out. "My main objective is to catch the ERAs," admits Baxter as he looks ahead to the 2004 campaign.

The chain-driven 'Nash, owned by his father Stuart, originally left the factory in 1932 as a two-seater TT Replica, but was soon converted to single-seater specification. After the war it acquired the 3.5-litre Alvis engine that still propels the car nearly 60 years later. Although the head has been replaced, the original block fitted by the Norris brothers remains in the car.

Owned for 30 years by the late Guy Smith, it has been with the Baxters for seven years. "It has been campaigned heavily all its life," reckons Baxter, who had a hefty shunt in the car at Mallory Park in 1999. "It needed a new front axle and we re-bodied it.

"I'm a second behind Mac Hulbert's ERA at Shelsley. I'd like to get the pre-war hill record, but we really need to build another engine for that. I think the car can do it, but it also needs to lose some weight. If Mac turns up, we come second!"

No longer is the 'Nash taken onto the race circuits after the head was split from front to back at Cadwell Park. Instead, for racing these days, James uses his 1928 road-going 'Nash, which has also contested endurance events such as Le Jog in its varied competition history.



Baxter races a road-going 'Nash and climbs with his single-seater

Jim Hodgrove

"I'd love to drive an ERA, but the 'Nash is very driveable and it's probably the fastest chain-driven car competing at the moment," says Baxter.

A full programme of VSCC speed events is planned, and it will take the best of the ERAs to overcome this spiritedly driven Frazer Nash.

GARY CRITCHER: NIKE TRAINER RUNS AGAIN

THREE YEARS AFTER BUYING A RACING CAR UNSEEN over the internet, novice racer Gary Critcher joined the HSCC's Historic Formula Ford 1600 Championship for his debut season of racing in 2003. He and his 1969 vintage Nike Mk4/6 are now about to embark upon a second season in the series.

"I'd been watching historic racing for more than 10 years. I much prefer it to the modern stuff; historic racing is much more interesting and friendly," says Critcher, who works in TV and used to be involved in the digital coverage of Formula One.

Having decided to try racing, available cash dictated that Historic Formula Ford was the place to start. "I couldn't afford a race-ready car, so I found the restoration area of an American website showing racing cars for sale," he explains. "There was a Nike for sale and they wanted about US$6000. Then the price was reduced, so I bought it by e-mail. It arrived at Felixstowe five weeks later..."

The car hadn't been raced in 20 years, but came complete with an engine and gearbox. What followed was a piecemeal rebuild over three years by Jonathan Hall of Hardy Hall Restoration, with progress only when funds allowed. Ken Nicholls, the creator of the Nike marque, tidied up the chassis and confirmed that the car was original and free of accident damage. "We put it on a jig and it was all straight," recalls Critcher.



A 1969 Nike was novice Critcher's route into racing

Philip Peel

Finally, in the spring of 2003, the car made its race return at Silverstone. "It was a steep learning curve, but brilliant fun," says Critcher who estimates that the car has now cost him about £20,000.

For 2004, he will contest eight or nine rounds, with the seasonal highlight being the chance to race the car at Spa-Francorchamps in September.

DUNLOP

SHOWS

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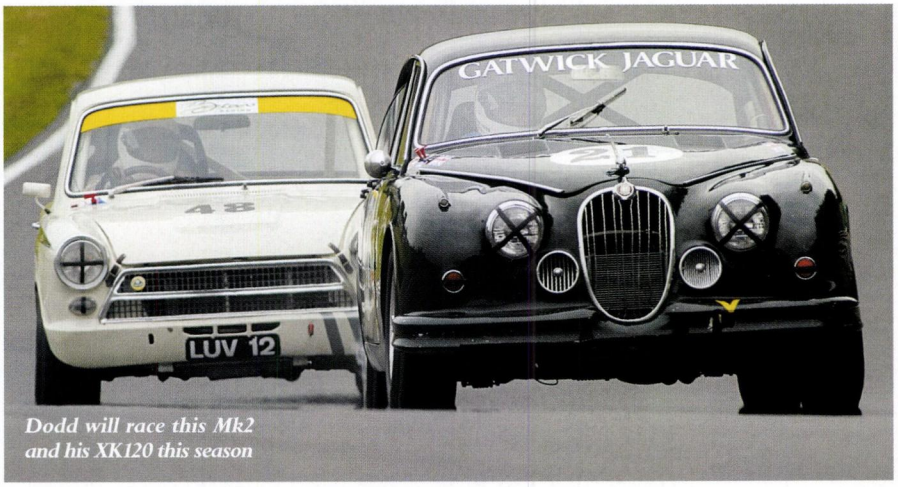
GRAEME DODD: BUSY BIG CAT DIARY

GRAEME DODD IS OUT FOR THE DOUBLE AGAIN IN 2004, running twin programmes with a pair of Jaguars. In his faithful Mk2 saloon he will again contest the Historic Racing Saloon Register Championship, while he will use his XK120 in a bid for back-to-back JEC Jaguar XK titles.

Like many, Dodd has returned to racing in recent times having once been a rising young prospect. After nearly two decades out of racing, he started again with the Mk2 in 1998. "I bought it on a whim, and couldn't believe how competitive the HRSR championship was," he admits.

Since then he has become a regular front-runner and has starred in some thrilling contests, pitting the heavy Jag against Lotus Cortinas and Ford Mustangs. "The car always looks out of shape, but you have to get the power down early out of the corners." The XK120, meanwhile, is a more recent addition. "The XK is still a great looking car."

Dodd is clear about the financial sense of racing historic cars. "If you go and buy a modern car, the class may not be around in two or three years. With a historic or classic car, the chances are that it will still be worth the same, or more," he says. "That's why I've gone down the historic route. And there will always be somewhere to race these cars."



Dodd will race this Mk2 and his XK120 this season

Jim Houlgrave

The fact that both series run predominantly at HSCC race meetings helps with logistics and time away from business. "If I really looked at the costs, I'd probably pack up racing! But it isn't necessarily that expensive, especially if you do your own preparation and you don't have major problems. The Mk2 uses two or three sets of tyres, fuel and brake pads during a season's racing. In relation to modern racing, it can be very affordable."

NICK LINNEY: LISTER MUSCLE WORK-OUT

"I WANTED TO OWN A BEAUTIFUL RACING CAR THAT represented an era that I loved," says Nick Linney of the 1959 Lister Knobbly he races in the BRDC Historic Sportscar Championship. He was a race winner in Clubmans and Sports 2000 in the 1970s and then took 18 years away from racing before making a comeback in 1996.

Having Archie Scott-Brown as a childhood hero led Linney towards a 1950s sportscar for his racing return and, after a period of tracking Listers, he bought the ex-Bobby Bell Knobbly. His 1959 car was originally sold to Boeing Aviation for an attempt on the piston-engined Land Speed Record and never actually competed in the US. When brought back to Britain, it was re-bodied as a Knobbly and was raced for many years by Bell.

Linney bought it seven years ago and Don Walker has tended and developed the car ever since. "We've taken it down to the last nut and bolt and we've got it going fabulously well," reckons Linney. "It's probably the quickest Lister in the world right now from that era."

His 2004 programme again centres on the BRDC championship. "It's a very competitive series and very tough." Having won the class several times and finished runner-up, Linney is keen to bag the overall title. "The Cooper Monacos and Lotus 15s are tough to beat, but they were quicker in period, so we start off with an excuse!"



Linney is going for the outright title in his Lister

Jim Houlgrave

With a car valued at up to £250,000, Linney acknowledges that historic racing at this level is not cheap. "You could probably race a Lister for £12,000 a season, but you wouldn't get very far up the grid. Or you could spend £80,000, but we're more towards the lower figure..."



Flavien Marçais' BRM P180 leads Alex Yoong's Lotus 72 at Monaco in 2002. The event is the jewel of the European historic calendar

Alt: Jim Houlgrave

CHANNEL HOPPING

WHETHER IT BE MONACO IN MAY, ZOLDER IN JUNE OR LE MANS IN JULY, A TRIP BEYOND BRITISH SHORES WILL OFFER FANS A FEAST OF ACTION IN '04

BRITISH FANS MAY HAVE THE BEST HISTORIC RACING on their doorstep, but for just a little time, effort and money there is plenty of great action over the Channel. British fans can readily access a packed season of major historic events in Europe. From Holland to Spain, and everywhere in between, there is a superb array of events that are perfect for a weekend trip. Here are some of the highlights.

April

A weekend in Spain is a great way to kick off the season for the Thoroughbred Grand Prix Cars, with an opening race at Jarama, on the outskirts of Madrid, over the weekend of April 16-18.

It is also the month for the stunning Tour Auto, the re-creation of the Tour de France. About 200 cars, spanning the event history from 1951 to 1973, contest races at circuits and timed sections on closed public roads. It starts in Paris on April 19 and finishes at Montpelier five days later, having visited five tracks including Le Mans, Nogaro and Albi.

May

France also dominates the calendar for May, with two outstanding events. Running on consecutive weekends, the 4th Grand Prix Historique de Monaco and the Grand Prix de Historique at Pau just cry out to be combined in a single trip. The Monaco event runs on the weekend of May 15/16, with the Pau street races a week later.

Given the prestige attached to the Monaco event, even getting an entry is an achievement for the six-race meeting that includes races for Formula One cars from the pre-war era through to 1976, plus front-engined Formula Juniors and pre-53 sportscars.

Pau, meanwhile, offers another magnificent event in a stunning setting, where HGPCA, Classic GP and European Sports Prototypes top the bill.

Over the final weekend of May (28-30) is the Coppa Inter Europa at Monza. Few motor racing circuits have such a sense of history and atmosphere as Monza, and this major meeting has a strong line-up of races, including TGP and HGPCA events.

June

Just a 90-minute drive from Calais, Zolder is one of the easiest European tracks to reach from the Channel ports. That makes the European Historic Grand Prix over the weekend of June 19/20 ideal for a short weekend trip. Sadly, uncertainty over the event has cost it some prestigious races, but

DUNLOP

HGPCA, drum-braked sportscars and the FIA historic series still add up to a decent programme.

On the same weekend, however, is what is now expected to be the very last Grand Prix de l'Age d'Or at Montlhéry before the famous banking is demolished. Headlining what is likely to be an emotional final event at this historic venue in the suburbs of Paris is a grid of European Sports Prototype cars.

Finally in June (25-27), the Jan Wellem Pokal event at the Nürburgring offers Jochen Rindt Historic F2, Group C/GTP, Pre-war Sports Cars and International Supersports.

July

The Dijon Historic Grand Prix is another top-flight French event, running over the weekend of July 9-11. The former GP circuit is loved by drivers, so bumper grids are assured. The HGPCA and FORCE are key supporters of this event.

Perhaps the single biggest event of the season in terms of car and driver participation is the Le Mans Classic on July 24/25. The chance to race on the full Circuit de la Sarthe will draw some of the finest sports, GT and prototype cars to the event, which runs for 24 hours with a series of races for each of six age-based categories.

A week later, the challenging Chimay circuit in Belgium will play host to its Historic Race Festival, when Top Hat races feature prominently.

August

Vying for top billing in European historic racing is the Oldtimer GP at the Nürburgring on August 6-8. A crammed schedule and overflowing paddock includes many of Europe's finest cars and drivers as the HGPCA, Classic Grand Prix, Supersports and FIA championships headline the action. Most of the racing is on the modern track, but the three-hour AvD Historic Marathon takes sports and GT cars onto the awesome Nordschleife.

September

Three major, but very different events, in the second half of September bring the curtain down on the European season. A true gem is the Circuit des Remparts at Angouleme in France on September 18/19. This round-the-streets event is part race meeting, part high-speed demonstration, and has a wonderful atmosphere.

A massive entry is assured for the Classic Six Hours of Spa meeting on the same weekend. With the six-hour race running into the dark of Saturday night and a host of quality supports, it is one of the biggest events of the season.

Finally, over the last weekend of September is the new Historic Race Festival at Zandvoort. With a concerted bid to build a major festival at the Dutch seaside track, the future looks good and the 2004 event can boast a strong line-up of HGPCA, drum-braked sports cars, Classic GP, Jochen Rindt Historic F2 and Group C/GTP action.

In truth, it is an amazing schedule of class events at fabulous venues over the course of the year. Travel into Europe has never been easier and cheaper, so why not have a change from Silverstone and Brands Hatch? You will not be disappointed. M

BRITS ABROAD, PART ONE: UP FOR THE CUP

HUGH COLMAN IS ABOUT TO EMBARK ON HIS THIRD SEASON OF racing in the International Supersports Cup in his ex-David Goode Chevron B8. "It is incredibly good value for money compared to racing in the UK," he says.

Having progressed through domestic club racing, Colman realised a lifetime ambition when he bought the B8 in 2001. "We go to some brilliant circuits. I'd rather go to Monza or Spa these days and we get decent race lengths. We usually get the garages and good hospitality, so it stacks up well against UK club racing," he reckons.

His 1969 B8 spent its early life hillclimbing and even had a spell in Canada as a road car. "It's done hardly any racing," says Colman. "It has probably raced more in the last two and a half years than in the previous 30."

The Chevron still has its original bodywork and runs with a cost-effective 2-litre BMW engine. Running up to 1500 miles between rebuilds means that his engine should do more than a season without major attention.

To keep costs down, Colman does much of the preparation work himself, and runs the car from a trailer at race weekends. With six to eight events each season he believes it is very cost effective in terms of track time. "Doing it the way I do, I reckon a couple of seasons without a shunt or major mechanical drama costs less than £10,000, but I have to do all the work!"

Colman's first aim for 2004 is the Supersports Cup. "It's great to just be there and it is a privilege to be on the grid with some of the other cars," he says. However, with a change of tyres, he could also run in Group 4 events and the races at Pau and Montlhéry have an obvious appeal. In addition, the end of season Supersports race at Bahrain looks too good to miss!



Black magic: Hugh Colman's beloved Chevron B8 races more now than it did in its 1960s heyday

BRITS ABROAD, PART TWO: ENDURING DYNASTY

THE 2004 SEASON WILL PROBABLY BE THE BUSIEST YET FOR JON Minshaw, who has followed his father Alan into historic racing. With the support of Demon Tweeks, the family business, Jon is able to field three historic sportscars and is committed to a programme of largely long-distance events in Europe. "There is plenty of good historic racing in Europe, particularly in France," he says.

Minshaw admits that he doesn't find sprint races very fulfilling. "We're going to do the French VdeV endurance championship in the Chevron B16 and then events like the Spa Six Hours and the AvD Marathon in the Jaguar E-type." Sharing the driving will be Martin Stretton and Jon's younger brother Jason. Guy Minshaw, the least experienced of the racing brothers, may well join the team for some races as well over the course of the year.



Martin Stretton will join the Minshaws in B16

The VdeV series comprises six races, most of at least six hours, and the calendar includes a 12-hour and a 24-hour race. Largely for pre-70 cars, the series is attracting a growing number of British racers. "Doing a 12-hour race isn't cheap, and probably costs £7000-£8000 in the Chevron when you include engine rebuilds and all the travel costs," says Minshaw. "But divide it by three and you each get four hours of racing for under £3000." In terms of seat time, that compares well to British club racing.

Minshaw will also tackle the AvD and Eifel Classic events on the Nordschleife at the Nürburgring. "It would be a crying shame not to race on the circuit at least once. It's the best circuit in the world," he says. His Jaguar E-type will be used for these pre-65 events.

Minshaw will run an ex-works AC Cobra in the Tour Auto and Classic Le Mans, while he admits he would love the chance to race the car closer to home at Goodwood. "In the whole balance of things, we won't do much racing in the UK. But we will do the major HSCC meetings at Silverstone and Oulton Park."

Finally, another bid on the Spa Six Hours is planned with the E-type. Although they won the event in 2001, Minshaw admits that the GT40 pack has now cracked endurance racing and the E-type is unlikely to be able to rival the Fords if they are reliable.

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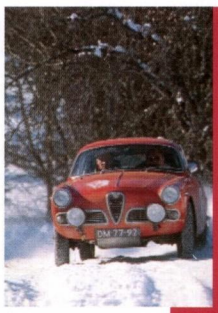




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NEW HEIGHTS FOR VSCC'S 70TH

GOODWOOD'S FESTIVAL OF SPEED ASIDE, THE pinnacle of hillclimbing for period machinery continues to be the events run by the Vintage Sports Car Club. Summer dates at Shelsley Walsh and Prescott draw huge crowds into a garden party atmosphere, the background against which intrepid drivers urge their machines up the narrow asphalt hills.

Hillclimbing is a major part of the VSCC season, with overflowing entries for visits to Wiscombe Park, Loton Park and now, following last year's pilot event, Harewood, in this the VSCC's 70th anniversary year. In addition there are two big events at Shelsley and Prescott. While two-day meetings at Prescott and Loton draw capacity 200-car fields, the imitations of just a single day at Shelsley will put entries there at a premium.

Inevitably, the ERA is the car to beat, and the sight of Mac Hulbert's R4D wailing to a new pre-war record at Shelsley last summer thrilled a huge crowd. In June 1939, Raymond Mays stormed the Teme Valley course, whose future is looking increasingly assured (see Matters of Moment, page 17), in the same car to set a new hill record in 37.37sec. Almost exactly 65 years on, a sub-34sec climb is on the cards this July.

Yet VSCC hillclimbs are not just about the fastest racing cars. Myriad classes give just about every pre-war car the chance to compete, from the Edwardian leviathans to the impossibly flimsy Shelsley Specials of the 1930s, whose creators took weight-saving to the extreme.



A sub-34sec climb could be on for R4D at Shelsley

Jim Hodgrave

Apart from its major hillclimb dates the VSCC also runs sprints, and the events at Curborough on May 2 and Goodwood on October 16 are readily accessible for fans of historic motorsport.

KEY DATES

May 9	VSCC Wiscombe Park
July 4	VSCC/MAC Shelsley Walsh
August 7-8	VSCC Prescott
August 21	VSCC Harewood
September 25-26	VSCC Loton Park

ESCORTS ABOUND ON STAGES

HISTORIC RALLYING HAS NEVER BEEN SO STRONG IN Britain. Heading into 2004, the movement is riding high, and that success is largely due to the work of the Historic Rally Car Register.

The Armajaro MSA British Historic Rally Championship is booming and now regularly draws more than 70 cars to its mix of gravel and asphalt rallies. From the forests of north and mid-Wales to the asphalt roads of the Isle of Man and the Epynt ranges, the BHRC takes in many of the best stages in Britain. New for 2004 is a trip across the channel to the Tour of Flanders in Belgium.

The HRCR-run series is split into two categories. The historic cars in category 1 are pre-1968, while the post-historic (category 2) has a cut-off at the end of 1974. Inevitably, Fords are numerically dominant – Lotus Cortinas in the historics and Mk1 Escorts in the post-historics – but the sheer range and diversity of competing cars is one of the key appeals of historic rallying.

Porsche 911s are strong performers in both age groups, while Datsun 240Zs, Sunbeam Tigers and Triumph TR4s can all shine. Inevitably, the potent BDA-powered Escorts of seasoned campaigners such as David Stokes, Ernie Graham and Richard Gower will be chasing post-historic spoils, while Dessie Nutt's 1967 Porsche will be the one to beat in the historics.

After a solid start in 2003, the HRCR Classic Rally Challenge is on a roll as it heads into 2004. A new class for 1975-81 cars opens historic rallying up to a later generation of cars, including Mk2 Escorts, Lotus Sunbeams, Vauxhall Chevettes and Triumph TR7 V8s.

The category is set to be a big growth area for historic rallying, and follows a calendar in 2004 that is closely aligned with the BHRC.



Stokes will chase BHRC honours in his Mk1 Escort

Mike Hally

KEY DATES

April 3	Astra Stages
June 5	Mutiny Rally
July 29/31	Manx Historic Rally
September 11-12	Historic Tour of Flanders
October 2	Trackrod Historic Rally

WHO AND WHAT TO LOOK FOR

BRDC Historic Sportscars



The spectacle of 1950s Cooper Monacos, Ferraris, Aston Martins, Listers and Jaguars fighting it out makes the BRDC series a big hit during its largely domestic season. Dedicated classes for the older and smaller-engined cars keep classics such as the C-type Jaguar, Lotus 11 and Lola Mk1 gainfully employed through the historic season.

Classic Endurance Racing Series



New for the 2004 season, this championship supports the Le Mans Endurance Series. Each of the four races – at Monza, Silverstone, Spa and the Nürburgring – lasts an hour and includes a mandatory pit stop. The classes are similar to those of the European Sports-Prototype Trophy, with prototypes and GT cars from 1966-1972. Expect to see some rarities alongside Lola T70s, Ford GT40s and the gaggle of 2-litre cars.

Classic Grand Prix



This series is all about the first decade of the Ford Cosworth DFV engine in Formula One racing. Classic GP majors on the 1966-1978 era, which means that the roster of cars includes Ensigns, Hesketh, Marches and Tyrrells. There are, however, some stunning earlier-generation wingless cars, including Lotuses, Coopers and an Eagle. Classes for 1600cc Formula Two cars and, Formula 5000 contenders help bolster the grid.

European Sports-Prototype Trophy



Any grid including Lola T70s, Chevron B16s and Lotus 23Bs is guaranteed to stir the soul. The ESPT re-creates a golden era of sports-prototype and GT racing. The series is really about pre-1971 cars, with class divisions at 1966, but invited pre-1974 prototypes are also admitted. That means gems such as the Ford F3L and Alfa Romeo T33 also appear.

Group C/GTP Racing



Through the late 1980s and into the early 1990s, a variety of stunning Group C sportscars were created. Nowadays, Group C/GTP keeps those cars racing, with Porsche and Jaguar tending to dominate as they did in period. The series is open to all Group C or IMSA GTP specification cars except for the high-tech 3.5-litre 'F1' sportscars such as the Peugeot 905.

Historic Grand Prix Cars Association



Now celebrating its 25th anniversary season, the HGPCA is a guardian of racing for grand prix cars from the 1930s through to the start of the 3-litre F1 era in 1966. That means that 1930s ERAs are mixed together with sleek Brabhams and Coopers of the final days of the 1.5-litre F1 regulations, HGPCA races capture eras of amazing advancement. Grids are sometimes split at 1961.

Alll Jim Hodgreave

HGPCA drum-braked sportscars



Recognising the watershed created by the arrival of disc brakes in the mid-1950s, the Historic Grand Prix Cars Association has developed a series of races for sportscars defined simply by the type of brakes used. Most are from the early and mid-1950s, with Italian designs from Ferrari, Alfa Romeo and Maserati taking on Jaguar, Lotus, Cooper, HWM and many more specialist British marques.

International Supersports Cup



For sheer spectacle, few historic racing series can rival International Supersports, which is home to two-seater sportscars from 1966 through to 1971, and, in certain cases, up to 1976. Mighty Can-Am cars such as the McLaren M8 or a March 717 at full stretch create a stunning sight. But the 2-litre cars from Chevron and Lola can match all but the very best Chevrolet-powered monsters in these closely fought races.

Jochen Rindt Historic F2 Trophy



The 1600cc Formula Two class ran for just five seasons, but many consider the 1967-1971 era the greatest in F2 history. The 2004 series will remember Jochen Rindt, adding further kudos. The March 712 and Lotus 69 dominate, but Brabham, Merlyn, Tecno and Lola are all represented. Formula Atlantic and Formula B cars from period are also encouraged.

Pre-War Sports Car Series



Another new series for the 2004 season will be home to sportscars from the 1920s and 1930s. Duncan Wiltshire has put together a four-race series that seems to have hit the spot with car owners. Grids of quality, quantity and variety seem assured, with cars from Alfa Romeo, Bentley, Frazer Nash, BMW, Bugatti, MG, Riley and so many more.

Thoroughbred Grand Prix



For nearly two decades the Cosworth engine dominated grand prix racing and today that era is celebrated by the TGP series. The start date is 1966 when the 3-litre class began, but unsurprisingly the pacesetting cars come from the tail end of the DFV reign. They include the Williams FW08, Tyrrell's 012 and the Lotus 91/92. A system of classes encourages earlier and pre-ground effect cars to participate.

Drivers



James Diffey

Will compete in VSCC trials in an Austin 7 or a Bugatti Brescia, the Gentleman Drivers' series in a Porsche 904/6 and hopes to run his Sunbeam Rapier at Goodwood and race the Riley Bluestreak.



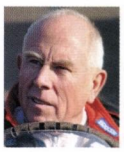
David Franklin

Three events stand out in Franklin's plans; the Modena Cento Ore in his Mustang GT350, the Monaco sportscar race in Ken McMaster's BMW 328 and the Le Mans Classic, possibly in a Ferrari Daytona.



Simon Hadfield

The focus is on running ex-Peter Gethin Chevron B37 in FORCE F5000 and Derek Bell events. Also plans to race the Huron sports-prototype and share Michael Schryver's Chevron B6 at times.



Mac Hulbert

Fourth season of VSCC races and speed events aboard ERA R4D is Hulbert's prime aim, along with a European race or two with the HGPCA. He will also field his supercharged Alvis in VSCC races.



Justin Law

Main plan for rising star of historic racing is full Group C/GTP series in Jaguar XJR-10. He is also hoping to drive a Group C car at Goodwood Festival of Speed and a Jaguar saloon in the Revival meeting.



Allen Lloyd

Target for 2004 is French-based VdeV Endurance Series in his famous Ford GT40, registered FEL 1C. Big stable of cars means he's also likely to race several times at some of the big weekends.



Martin Stretton

Will pedal ex-works Cobra on Tour Auto and E-type in the Spa Six Hours with the Minshaw brothers. Is due to race Christian Glasel's GT40 at Donington in May and a Ferrari Supersqualo at Monaco.



Frank Sytner

Aiming to race at Monaco in Penske PC3 F1 car. Will drive Lola T70Mk3B as often as possible, with Oulton Park's Group 4 race being a special target, and a Cooper Monaco in BRDC Historic Sports.



Martin Walford

Expected to race ERA R1A, vintage Indycars, a Maserati 8CTF and an Allard, all from Dean Butler's stable. Will also compete in his own ex-Arundell Lotus 22 in Lurani Trophy Formula Junior race.

MOTOR SPORT

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HAVE YOU ALWAYS FANCIED HAVING A GO AT RACING BUT never got around to it because of a lack of opportunity, money or both? Well, MOTOR SPORT and the Historic Sports Car Club have joined forces with Richard Thorne and Mithril Racing to offer you the chance to live the dream.

The prize is the chance for a MOTOR SPORT reader to make his or her race debut in the final round of the HSCC '70s Road Sports Championship at Silverstone on October 16 in the Lancia Beta Monte Carlo below (number 17).

Five readers will be selected to attend an Association of Racing Drivers' Schools course at Mithril Racing's Goodwood base, after which the quintet will be called one at a time in front of an interview panel, which will select a winner.

Anyone wishing to enter must be a motor racing novice – that's to say someone who has never done the ARDS course and never taken part in a race. All correct entries will be placed in a hat and the names of five candidates pulled out at random.

To win all you have to do is answer the question below:

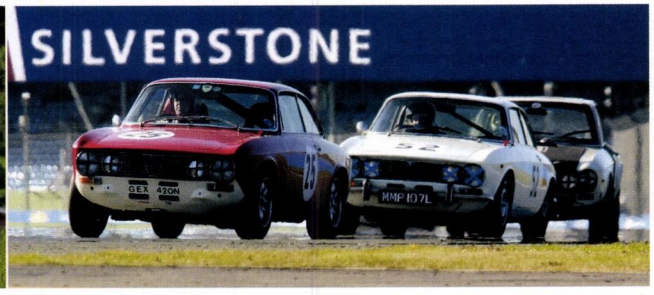




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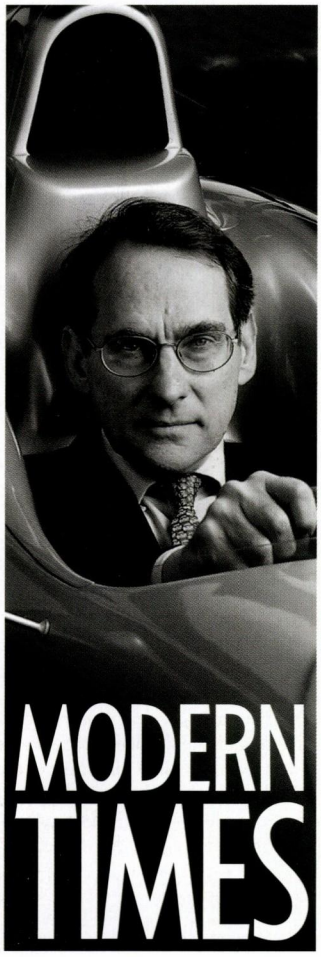


TERMS & CONDITIONS
The closing date for entries is 30/4/04. Entrants must be resident in the UK. The five candidates will be drawn at random from entrants who answer the question correctly by 30/4/04, and the winner chosen by interview. No cash alternative or substitute prizes will be allowed. The competition organisers reserve the right to supply a prize of similar value and specification if the named prize is unavailable. The decision of the organisers is final and no correspondence will be entered into.To enter this competition you must be over 18 years old, hold a valid driving licence and never at any point held a motorsport licence. Information on the winners of the competition will be available two weeks after the published closing date and will be supplied upon the receipt of a stamped addressed envelope. This promotion is open to all UK residents except employees and relatives of the promoter. The promoters are Haymarket Publishing Limited and HSCC.

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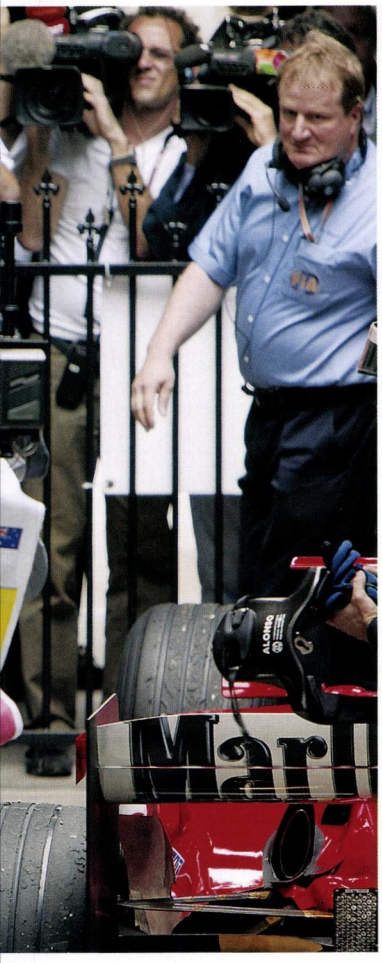
The old firm: Schumacher and Barrichello celebrate their crushing one-two in Australia

I CLOSED LAST MONTH'S *MODERN TIMES* with an optimistic prediction that Kimi Raikkonen could be this year's world champion. After Ferrari's magnificent start to the season and McLaren's disastrous one, my soothsaying skills are already looking questionable. In my defence, I did also suggest last month that, if Bridgestone came up with a tyre at least as good as Michelin's, Michael Schumacher could disappear into the distance. That's exactly what he did in Australia, pursued only by his own team-mate. Ferrari's domination of this opening race was total – first and second on the grid, first and second in the race, an effortless record lap and race speed. And Bridgestone's tyres were indeed a factor in what the Australian journos called a red-wash.

A few days before the race, the temperature in Melbourne hovered around 30 degrees – Michelin weather. But by Sunday it had become unseasonably cool, even for autumn down on Australia's southern coast. During the race the Williams and BAR drivers found their Michelins were graining badly, and their lap times deteriorated. In Malaysia, they said bravely, it'll stay hot, and things'll be different.

But Ferrari's superiority in Australia wasn't just down to the weather. The F2004, a logical development of last year's car, arrived in Melbourne as a complete race-ready package. Driver included: a sixth world championship title and a 35th birthday have done nothing to reduce the all-consuming will to win and prodigious capacity for hard work of the world's best racing driver. All in all, apart from Ferrari and its supporters, most of the F1 circus was reduced to a state of some gloom by this first race: the teams because they had a graphic demonstration of how much catching up they have to do, and the rulers, Ecclestone and Mosley, because all their efforts to make F1 more unpredictable, and more appealing for TV audiences, seemed doomed to failure – just because Maranello is doing its job properly.

Williams and Renault seem most likely to close the gap, but on their Oz form it is hard to see either of them besting Ferrari with any consistency. Juan-Pablo Montoya started his final Williams season with a typically hot-headed manoeuvre at the first corner. Ralf Schumacher, whose continuing failure to agree terms with Frank Williams for 2005 has been all over the German press, continues to race with the expression of someone with an unpleasant smell under his nose. Fernando Alonso did another polished job to take third – helped by his nimble Renault being able to use the softer Michelins – but he was running



both: LAT

in a different race from the Ferraris. Renault hope that more horsepower can be found as the season goes on.

BAR's bullish mood after winter testing seemed justified, for both Jenson Button (joint third in qualifying, running fourth in the race until his tyres went badly off) and Takuma Sato went well. But the McLarens looked completely lost all weekend. Kimi Raikkonen was fighting for 10th place when his engine seized after only nine laps: David Coulthard took a single point for eighth. Having failed to get the MP4/18 to a race at all last year, McLaren were ready early with the MP4/19, but both engine and chassis seem below par.

Surprisingly, the new one-engine rule seems to have had little effect on how this first race turned out. Raikkonen's was the only significant retirement with engine failure, and the penalty system of moving cars that have engine changes down the grid did not need to be invoked. Only the BAR mechanics had to perform a rapid miracle before qualifying, when Jenson Button's chassis was found to be cracked after a kerb-hopping incident. You can't change engines without penalty, but you can change chassis, so Jenson's engine was put into the spare car in under an hour.

However the new qualifying format, with two single-lap sessions run one after the other, has been almost universally voted a failure. The drivers don't like it, it's unfair on the lesser teams and, most important of all, it's a dreadful bore for the spectators.

Not so long ago qualifying, an hour on Friday, an hour on Saturday, was one of the great highlights of an F1 weekend. Each hour would build to a climax as the quick boys waited for the optimum track conditions to make their banzai run, often having to cope with each other and with traffic as they did so. Anybody who saw it will not forget Keke Rosberg's pole lap at Silverstone in 1985. Keke's Williams-Honda was averaging 160.9mph for those 65 seconds, and looked it, particularly coming through the old Woodcote. And what about the countless great struggles for grid position in Monaco, when qualifying was so often more exciting than the race? Or 22-year-old Rubens Barrichello's lucky pole for Jordan at Spa in 1994?

The move to single-lap qualifying was forced on F1 by the requirements of the Great God television. The TV companies complained there was too little action early in the hour. Their concern, as always, is not for the enthusiast audience, who only make up a small percentage, and will keep watching whatever happens. The big numbers are what matter, the millions dozing quietly on their sofas who may still, in their soporific state, be able to ingest into their subconscious some of the noisier advertising messages during the commercial breaks. Heaven forfend that they should switch over to another channel, or worse still turn off the telly and go and do something else.

'All Ecclestone's and Mosley's efforts to make F1 more appealing for TV audiences seem doomed'

But if you meddle with the shape of a sport because of purely commercial pressures, it can backfire on you. Qualifying in Australia on the Saturday lasted longer than the Grand Prix on the Sunday. That race will not go down as one of the most exciting in living memory – but qualifying was a lot worse. Of course the Sunday morning warm-up, that great appetite-whetter for the crowds, building the atmosphere towards the big event in the afternoon, has gone – TV isn't interested in it, so why bother? Not much to watch on Friday, either, because the new engine rules encourage teams to run as little as possible. The first half of the new qualifying process is blighted, because no-one wants to risk his car on his first run for the sake of running five minutes later on his second. With no significant work allowed on the cars between qualifying and the race, even the second qualifying lap may be at nine-tenths rather than ten-tenths. Formula One has become less a matter of driving a 200-mile distance as fast as driver and car can go, and more a matter of strategy and reducing mechanical risk. That sort of thing is fine for the Le Mans 24 Hours, but it's not what grand prix racing is about.

Even the meddling with the championship points structure, to those of us who think that motor racing should be about trying to win motor races, is a retrograde step. Since last season the FIA have dealt with the threat of the World Championship being resolved too early – by July in the case of Schumacher's 2002 title – by making a victory matter less. Giving eight points for second instead of six, and six for third instead of four, may keep the championship open for longer, but it may also encourage drivers and teams whose job it is to try to win the championship to aim more for safe points than risky victories.

You can't blame Ferrari for doing a wonderful job. As Ross Brawn says, it's up to the others to catch up. The longest grand prix season in history lies ahead, and we all know F1 can undergo surprising reversals of fortune. Ironically it worked that way last season for Schumacher himself, for he had a pretty scrappy three races to start the year, and didn't take the lead in the points table until Round 8 in Canada in June. But that was unusual. In the last 14 years, the future World Champion has won the first race of the season 11 times.

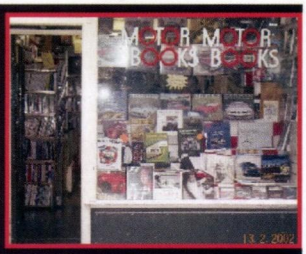
By that token, Schumacher is already looking like a seven-time World Champion. With the general health of Formula One in mind, I rather hope that's another of my predictions that doesn't come to pass. M



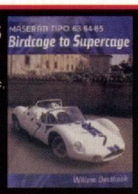
Back when qualifying was enthralling: Keke Rosberg at Silverstone in 1985

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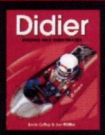


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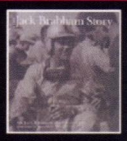
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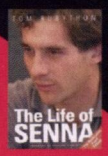


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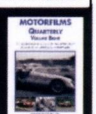




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MY ONLY GRAND PRIX

1975 SWEDISH *at* ANDERSTORP *by* DAMIEN MAGEE



Arturo Merzario decided he didn't want to drive... when did you get the phone call from Frank Williams' team?
Friday night. I flew to Sweden and drove the car for the first time on the Saturday. Straight away it was understeering badly, which was no good for Anderstorp's constant-radius corners. I qualified 22nd. Ian Scheckter was my team-mate in the newer FW04 and he qualified 20th; I was in FW03.

Almost every driver was complaining about understeer. Did you consider Anderstorp a tough place to make your first GP start?
Not really, I understood constant-radius corners; I knew the gig. But my attitude was that I just had to get this thing to the finish.

What do you remember of the race?
After the start, at the third corner, the throttle stuck flat-out. For the first 10 or 15 laps I was kicking the pedal every time to free it. There was an engine kill switch under the steering wheel that I was flicking off as I changed down for the corners. The team reckoned that I finished 11th on the track, but the organisers classified me 14th. That was it.

Was it physically demanding?
Yes. At the end of the race I couldn't feel my legs. But you learn from that experience. It was like my first Formula 5000 race on the Brands Hatch Grand Prix circuit. I finished third on that occasion, but my right arm was totally dead from changing gear. It didn't happen again, though. From that point on, I exercised my arms to take it, because you really had to hang on to those cars.

How satisfied were you with your performance at Anderstorp?
My 'race' was with Ian Scheckter: he put it in the barriers; I finished.

Did it mean anything special to you or was it just another race?
It was just another race, just another job. I realised that was how it was going to be long before I got the chance to do a GP. I always thought if anything came up, the answer would be 'Yes, I'll jump in it'. But even now I don't trade on it; I don't talk about it – unless asked.

What are your memories of Frank Williams from that weekend?
It's like my attitude to Bernie Ecclestone: you don't talk, you listen. I was just somebody doing a job for him. He didn't want to talk to me. There was no information about the car, how to do this or do that. It was just, 'Here's the car, away you go'. He was getting paid for the car to be out there and I was available. I think it was Bernie who suggested me for it. My attitude is that I was lucky to have had that chance to do it and I'm pleased I did.

You tried to qualify the RAM-Brabham BT44 for the French Grand Prix in 1976, but failed that time. What happened?
It was a similar story to Anderstorp: a late phone call on Friday and a mad dash down to the circuit. The car was absolutely impossible to drive and I didn't know what was wrong with it. But then the team took the engine out. A DFV has got two bolts at the top and two at the bottom to attach it to the car, and the two at the bottom were broken. That's why I didn't qualify.

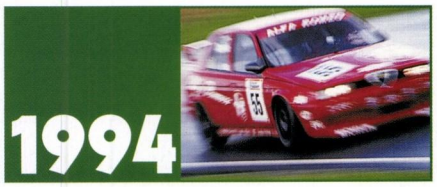
My hero BY NORBERT SINGER



"Unfortunately I never got to meet him, but Jim Clark was my hero when I was a young man studying engineering. I was interested in racing, so I went to the German Grand Prix in 1965 and Clark won. I only got to see him 15 times, though, because the race was on the long Nordschleife lap back then. Eighteen months later, I went to Monaco to see him again and because I was told I'd get a close look at the cars.

"I admired Clark because he seemed happy to race any kind of car – Formula One and Two and touring cars – and I was told that he did things differently. He liked a strange set-up that no-one else could run with. I liked him for that."

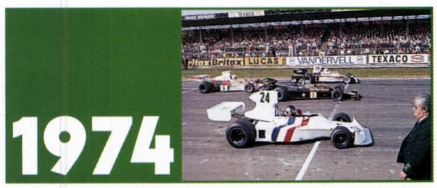
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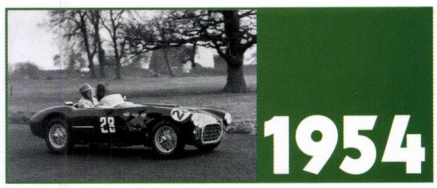
A crowd of more than 20,000 witness Gabriele Tarquini (above) win the BTCC season-opener at Thruxton. Emerson Fittipaldi takes CART honours at Phoenix. Michael Schumacher wins Pacific GP. Roland Ratzenberger killed in qualifying at Imola.



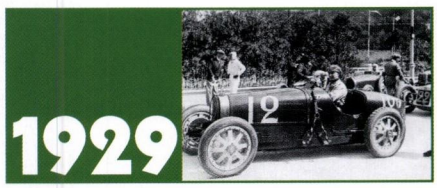
Niki Lauda scores 20th GP win in South Africa (above), beating McLaren team-mate Alain Prost. Mike Thackwell wins European F2 season-opener at Thruxton. His Ralt Honda team-mate Roberto Moreno prevails at Hockenheim two weeks later.



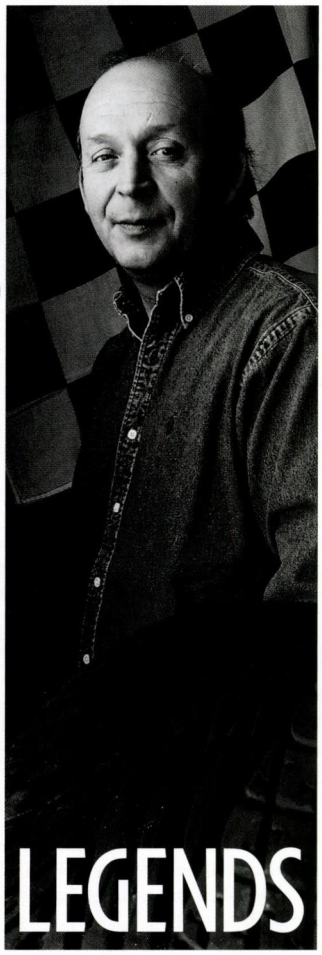
James Hunt and Hesketh claim maiden Formula One triumph in International Trophy at Silverstone (above). Tyrrell unveils Derek Gardner's new 007. Alain Cudini's Alpine wins first round of European two-litre sportscar championship at Paul Ricard.



Roy Salvadori fails to catch Alan Brown's Cooper-Bristol (above) after a brief 'off' in the BRDC British Empire Trophy sportscar race at Oulton Park. Mike Hawthorn suffers burns when his Ferrari catches alight after an accident at the Syracuse GP.



British-born Bugatti driver Williams takes victory in the inaugural Monaco Grand Prix (above). He battles with Rudolf Caracciola, but the Mercedes-Benz is delayed by pitstops, which allows Georges Bouriano's Bugatti through to take second place.



JACQUES LAFFITE

NOT MANY PEOPLE HAVE KNOWN Formula One from the inside better than John Hogan. For countless years he was 'the man from Philip Morris', the man responsible for Marlboro's involvement in motor racing. He not only did the deals, but along the way became a close friend of many of the sport's major figures. Also one of the sages of the paddock.

We were talking about drivers one day, and what made them tick. "If you sit next to a driver on a long flight," Hogan observed, "it's always much more enjoyable if he's a number two."

I knew what he meant. The real superstars of this business, over and above their God-given talents, invariably *work* harder than the others, thinking of little but making the car quicker, the team more efficient. Wholly admirable, of course, but perhaps wearisome after a time.

Invariably it's the less obsessed who are the more rounded, the more aware of a world beyond the paddock. To men like Clay Regazzoni and Jacques Laffite, motor racing was merely one of the good things of life, and thus they were able to keep it in proportion. Although, on a given day, each was capable of greatness, neither, in absolute terms, could be called 'a great driver', and they knew that.

I remember standing in the pits with Laffite during practice at Watkins Glen in 1979. Conditions were as bad as ever I have seen – so diabolical, indeed, that Jacques and many of his colleagues had declined to go out. The rain was bouncing off the Tarmac; in places the track was flooded.

Jody Scheckter's Ferrari was running, though, and soon set fastest time. Then his team-mate Gilles Villeneuve accelerated out of the pit lane, and we prepared to hold our breath.

Time after time Villeneuve skittered by at 160mph, a different sort of speed from anyone else, while we looked on, giggling nervously. Eventually his time was announced, and it was *11 seconds* faster than Scheckter. Some made light of it, ascribing it to insanity. Laffite disagreed. "No, no, he's different from the rest of us. On a separate level..."

Jacques himself had come to motor racing late, and was, by his own admission, a drifter until going to the Winfield Racing School in Magny-Cours in 1969, when he was already 25. "It was not my idea to go there, but a friend said he would pay if I wanted to try it, so I said OK. I was second in the championship there, then did Formule Renault for two years, then decided I would try to race for a living.

"I had never worked before that! I mean, I had worked in a garage in Paris for a bit, and I helped on Jean-Pierre Jabouille's car, because he was my friend, but I never worked properly. I lived with my parents, and they gave me something to eat and somewhere to sleep. When I worked, I used the money to go skiing, go on holidays."

In 1973 Laffite won the French F3 Championship, including the all-important race at Monaco. Then in F2 he took the European Championship in 1975. Midway through the previous season, however, his talent had been noted by Frank Williams, and he made his F1 debut at the Nürburgring.

Laffite remembers those days with great affection. "For sure it was hard – we did not have a good engine, a good chassis or good tyres! But actually it was good for me, because it taught me to fight naturally. A lot of drivers have it too easy on the way to F1; when they arrive there, there is no fight in them.

"I loved my time with Frank, always thought he was a very good man. People used to say he was no good at running a team, but when he got money, he got success. I would have stayed with Frank for 1976 if the Ligier offer had not come up."

The Ligier offer. It sparked a great controversy in France, because when Guy Ligier announced he was building an F1 car, with power from Matra and money from Gitanes, the driver earmarked for the project was Jean-Pierre Beltoise, a veteran revered in his own country. When Ligier signed Laffite, not all of France was impressed.

After 18 months with a down-at-heel Williams team, Jacques was astonished by that first Ligier. "The car was so good, so fast. The Matra engine seemed fantastic, but of course I had never had a good Cosworth with



Argentina '79: Ligier JS11 brings Laffite his first win. Surely the title will follow...

both: LAT

Frank's team. The first season with Ligier was good, on the whole, but we all had a lot to learn, including me. I'm sure another driver, Lauda or someone, would have had better results than me."

The self-deprecating thing again. Most drivers will chew on a razor blade before admitting the superiority of another, but Laffite would simply give a Gallic shrug. Facts were facts.

Ligier established a reputation for fine chassis, but the screaming Matra V12 lacked the torque of a DFV. "It was an old design, conceived when tracks were faster, before all these bloody chicanes. You needed a Cosworth."

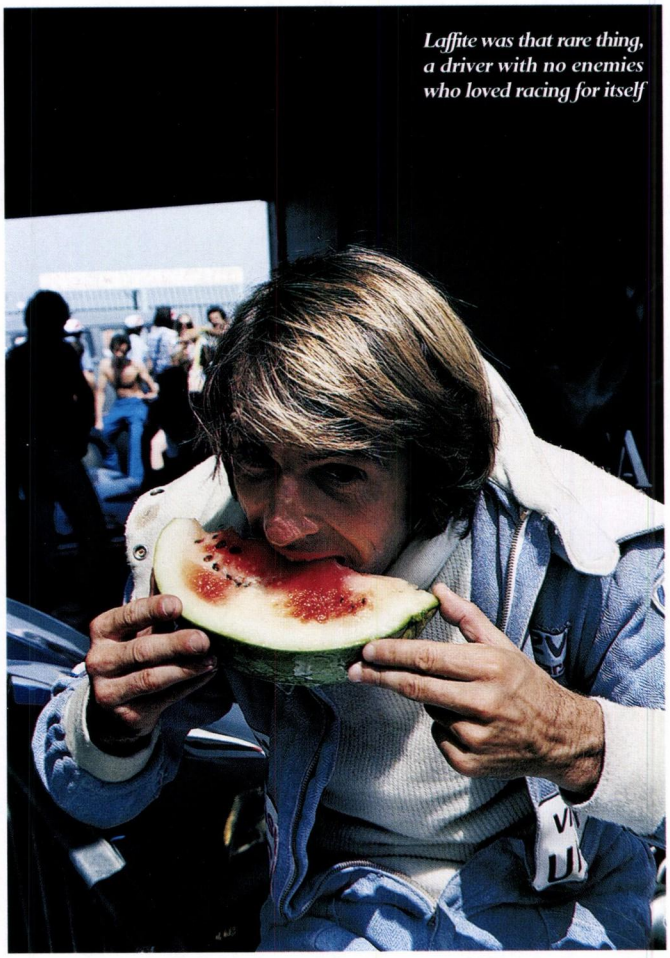
In the first three seasons there was but one fortunate win, at Anderstorp in 1977, but in '79 Ligier suddenly emerged as front-runners with the JS11, which embraced the 'ground effect' pioneered by Lotus, and – significantly – had a Cosworth DFV in the back.

Jacques's season began sensationally with pole position and comfortable victories at Buenos Aires and Interlagos. At that point, as he said, it would have been easy to believe the championship was going to be a stroll, but "I knew motor racing better than that..." He didn't win another race that season.

To some degree, Ligier, running two cars for the first time, had taken a risk in assigning the second to Patrick Depailler, for although Laffite got on well with him personally, a degree of 'needle' was inevitable. Here was a French team with two French drivers, each keen to assert his superiority, neither restrained by team orders.

After Jacques's wins in South America, Patrick led all the way in Spain, his team-mate shadowing him until his gearbox broke. Then came Zolder, where they qualified one-two, and, as Laffite smilingly admits, threw the race away. The two of them had a no-holds-barred battle, resolved when Depailler went off the road. By then, however, Laffite's tyres were cooked, and Jody Scheckter's Ferrari came through to scoop up a fortunate win, with Jacques second.

"Zolder really showed the problem we had," said Jacques. "Patrick and I raced for the lead as if we were in different teams. Alan Jones's Williams was our only problem, and he retired. But I couldn't afford to let Depailler get away; I had to keep with him, and by the time he crashed my tyres had gone off and there was nothing I could do to stop Scheckter. We could have finished one-two, no problem."



Laffite was that rare thing, a driver with no enemies who loved racing for itself

Ultimately he was fourth in the championship, and also in 1980, winning at Hockenheim, and '81, with victories at the Osterreichring and Montreal. The following season, though, Ligier were wretchedly uncompetitive, and when Frank Williams offered Laffite the opportunity to return, he accepted at once.

'What is the point of saving millions? I would have raced for nothing if I'd had to. I loved competition'

It was typical Jacques: a wholehearted commitment to his new job, including the renting of an expensive house in Stoke Poges – "Stock Poj" – so as to be near the factory, in Didcot.

The return to Williams, though, was not a great success. Invariably Laffite was outpaced by Keke Rosberg, and failed to make the podium all year long. "I loved having Jacques as team-mate," said Keke. "Lovely guy, unbelievably laid back. He'd signed a two-year contract, and at the end of the first year Frank told him he wasn't satisfied with his results, and was halving his retainer for '83. Jacques just said, 'OK'..."

The '84 season, in which even Rosberg finished only eighth in the championship, was a very poor one for the team. At the end Laffite was out, in favour of Nigel Mansell. Whereupon – what else? – he returned to Ligier. Sometimes he was competitive, sometimes not, until his F1 career ended apallingly at Brands Hatch in 1986, with a massive first corner accident.

After the race had been stopped, I walked down to the grid. Warwick, Brundle and Dumfries were in a huddle, and their tone was light-hearted: "Look, Johnny, you don't have to try and win it at the first corner, you know," Derek laughed. The Lotus had chopped over the Brabham's front wing at Paddock.

At this point none of the trio knew of the plight of Laffite, still trapped in his car away down the road. "Oh, no, not Jacques..." said Warwick. "Why him?" And that was how everyone felt, for he was as good as unique in grand prix racing in having no enemies at all. There was great relief when it was established that his life was not in danger, but he had suffered the terrible leg injuries so common in that era, when the driver sat between the front wheels.

There was now a long spell in a Paris hospital, and Jacques – typically – rented an expensive apartment nearby, so that friends coming to visit him would have somewhere to stay! Once he had recovered, it broke his heart that, at 44, a return to F1 was out of the question, but he continued to race in the French touring car championship for years, and these days, working in PR, is a fixture in the F1 paddock, still smiling.

Not long ago I had dinner with him, and it was a delight, even if I found the notion of Laffite and PR a novel one, given his reputation for saying just what comes into his head. When he got on to the subject of cheating in F1, a colleague suggested he should keep his voice down. "But why?" Jacques enquired. "Everybody knows..."

Even in his own era Laffite somehow seemed out of his time, one who should have been in F1 when cars were front-engined and their occupants put fun before money. "You know," he said, "everyone in France assumes that I must have a lot of money – 13 years in F1, and all that. But, you know, in my last year, 1986, I was being paid two million francs (then about $300,000). OK, it was a lot of money, I know, but nothing compared with what they get now – and, anyway, I always spend what I have! What is the point of saving millions? Life is for today, no?

"Until my accident, I had no thought of retirement, none at all, and it was the same with Clay. He loved motor racing for itself, and not just for the money. I swear to you I would have raced for nothing if I had had to. I loved competition. C'est tout." M

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08975 VW Porsche 914/4 (1969–75) 'Metallic Blue' 1:18

The VW Porsche 914/6 first appeared at the IAA in Frankfurt in 1969 and remained in production until 1975 during which time 118,971 were produced. As the name suggests this car was a collaboration between Volkswagen and Porsche.

The car was predominantly designed by Porsche as an entry level vehicle and was available in two versions:

The 914 featured a four cylinder VW engine, while the 914/6 featured the six cylinder engine from the Porsche 911 T.

METAL

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08976 VW Porsche 914/4 (1969–75) 'Saturn Yellow' 1:18

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FERRARI: 50 YEARS OF BOOM AND SLUMP

photography by LAT



Niki Lauda, Monaco, '76. A year of extreme highs and lows for both driver and team

IT IS THE MOST CHARISMATIC NAME IN FORMULA ONE, BUT NOT SIMPLY BECAUSE OF ITS SUCCESSES. FERRARI'S FLAWS AND FAILURES OVER THE TEAM'S FIRST HALF-CENTURY PLAYED A BIG PART IN CREATING THE LEGEND

1950s

UNSTEADY AS SHE GROWS

ENZO FERRARI FACED PERSONAL LOSS AND HUGE PRESSURE AS HIS NEW COMPANY GREW. BY PAUL FEARNLEY

HIS OFFICE OVERLOOKED THE FACTORY GATES. THAT way he could keep an eye on his burgeoning, bustling company's coming and goings. He preferred not to venture out much, and *si*, if you wanted to speak to Enzo Ferrari, be you prince, pauper or Pope, you came to him. This protectionism would eventually be labelled mystique. In the 1950s, before unblinking Ferrari worship had begun, even the people of Maranello considered him arrogant.

In 1952, Ferrari employed 250 and was growing rapidly. The marque was on the edge of greatness, but it could easily have gone either way. Yes, Enzo had been involved in motor racing since 1919, but being an (important) employee of Alfa Romeo, or running Scuderia Ferrari on behalf of wealthy shareholders, was different from carrying the flak for a young company that was building race *and* road cars.

Even Enzo found it tough. Few took seriously the several threats of disbandment he made during the decade, but these outbursts were indicative of the pressure he was under. He was a slave-driver, but he didn't shirk; he had a heart of stone, but it was easily melted. And his beloved son was dying.

That makes you stop.

Dino had Duchenne's muscular dystrophy. He died on June 30, 1956. He was 24.

The team reflected its creator, so it's little wonder that it boomed and slumped in the 1950s, that drivers (sadly, often culled in this gladiatorial age), designers and team managers came and went with a destabilising frequency. Enzo's team was often ahead of the game, but still finished this decade of radical change with its engine out front, and only just convinced of the benefit of disc brakes. How Enzo derided the British 'assemblers' and their buzzy little kit-cars. He was much happier when it had been Ferrari versus Alfa Romeo, Ferrari versus Maserati – they were cut from his cloth. Enzo wrote with genuine sadness to his old Alfa bosses, the men who had sacked him, after Froilan González ended the Alfetta's amazing run of success in 1951.

Sentimentality aside, now it was Ferrari's turn to rule. Had not Onofré Marimon, who was three laps down at the time, suffered a young Latin hothead moment at the final corner of the final race of the 2-litre formula, Ferrari would have won every world championship GP of 1952 *and* '53. There was little competition, true, but Ferrari cannot be blamed for that – even though it was the cause. Its decision to go the unsupercharged route had put paid to its F1 opposition, forcing an ad hoc upgrading of F2.

The 2.5-litre formula was introduced in 1954. Enzo had sided with designer Aurelio Lampredi over his old friend Giaocchino Colombo. And Lampredi had not let him down. Enzo loved the romanticism of the V12, but was persuaded that a torquey four-pot was the way to go. And so it was... until an extra 500cc was required. Maserati's six-cylinder was happier in the new environment, and its drivers were in thrall to its sweet 250F. In contrast, Ferrari's 625 was steady but out of date, and its twitchy Squalo and Supersqualo were roundly condemned. Alberto Ascari might have done something with them, but he had left for Lancia. His split from Ferrari had been a wrench, but Ascari had been unhappy with Enzo's treatment of him. He had won back-to-back world titles and felt that he deserved better. He was right. He could see, too, the technical troubles ahead and left on the promise of another Vittorio Jano masterpiece. Ironically, it would be Enzo who got the benefit of it. The Lancia D50 was late and Ascari was killed in 1955 before its promise was fulfilled. Two months later – thanks to a £30,000 sweetner from Fiat (remember that!) – Lancia's hardware was handed to Ferrari.

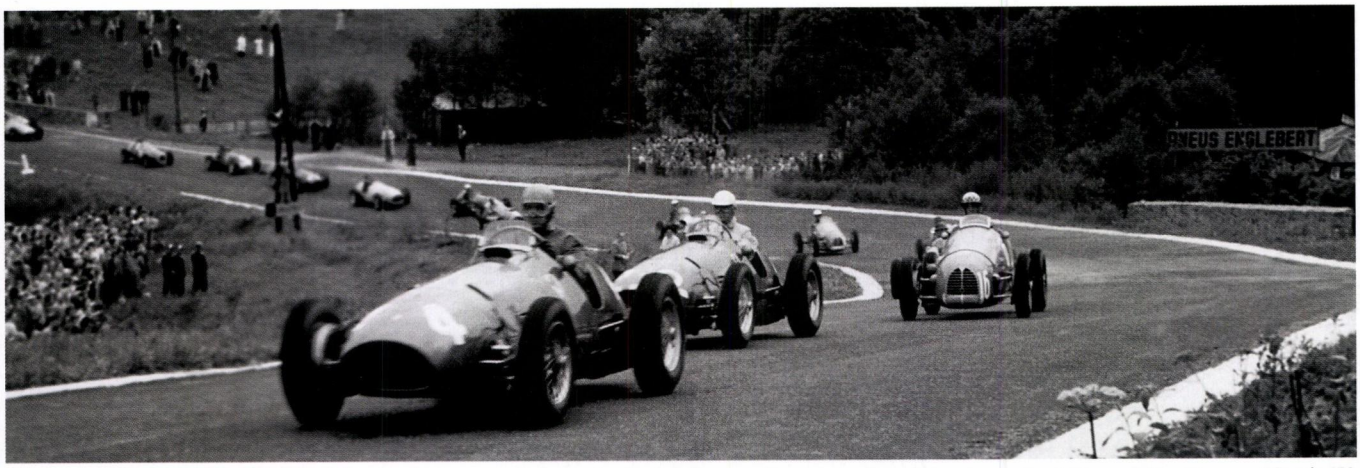


Enzo Ferrari: Built an empire behind his office desk

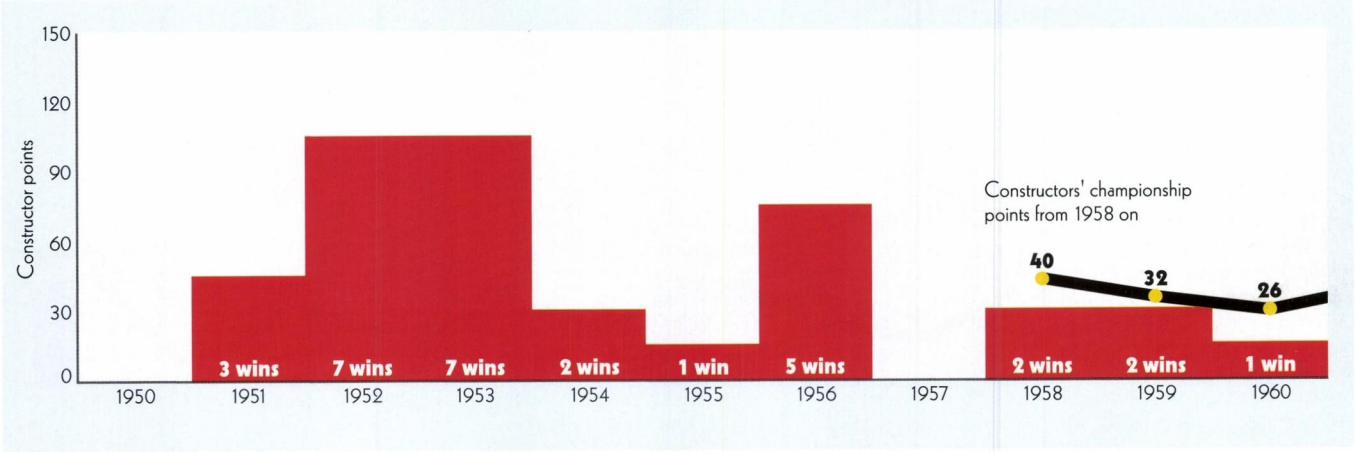
His team was saved – and helped by the withdrawal of Mercedes-Benz at the end of 1955 – but Enzo's dealings with his drivers continued to be a problem. Even Juan Fangio felt it. He had sent his agent through those factory gates, a move which didn't get the relationship off to the best start. Enzo in turn refused to grant the world's greatest driver number one status. Fangio won the title in 1956, but moved down the road to Maserati for '57.

Mike Hawthorn and Peter Collins, two of Enzo's favourites, lacked the will to mould a team. Tony Brooks, their replacement, was faster still, but his considered, scholarly approach was never likely to get Enzo's blood coursing. There was, of course, someone who could have focused his team, enthused him as Tazio Nuvolari had done. But Enzo had a sworn enemy in Stirling Moss, the result of an empty promise of a drive in the 1951 Bari GP.

Despite these flaws, Enzo, the self-professed "agitator of men and ideas", was the dictator his vulnerable, nascent marque needed. His approach was never conducive to thriving consistency, but at a time when Ferrari was finding its feet, that was always an unrealistic expectation. M



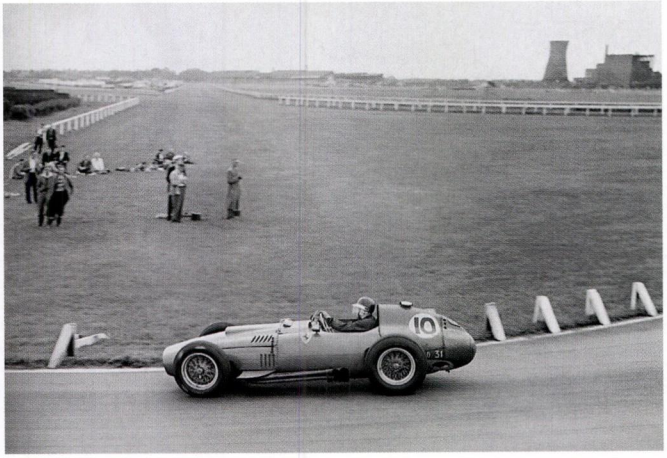
Starter for 10: Ascari begins his incredible run of 10 consecutive grand prix victories over the course of two season as he leads through Eau Rouge at Spa in '52



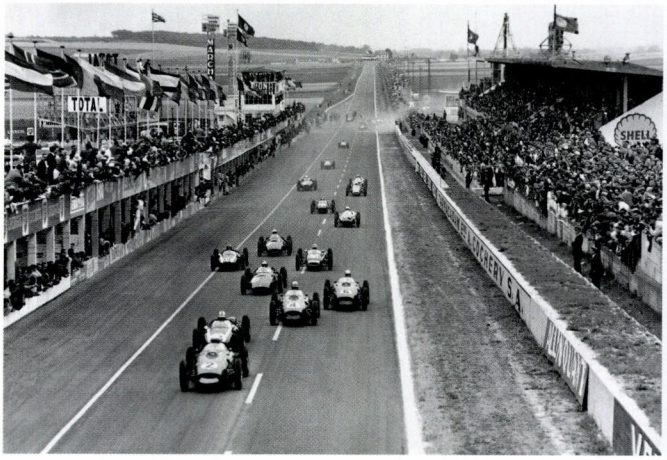
Grand prix racing's Formula Two years of '52 and '53 were hugely successful for Ferrari, as Ascari took back-to-back titles. From there on, fortunes were mixed



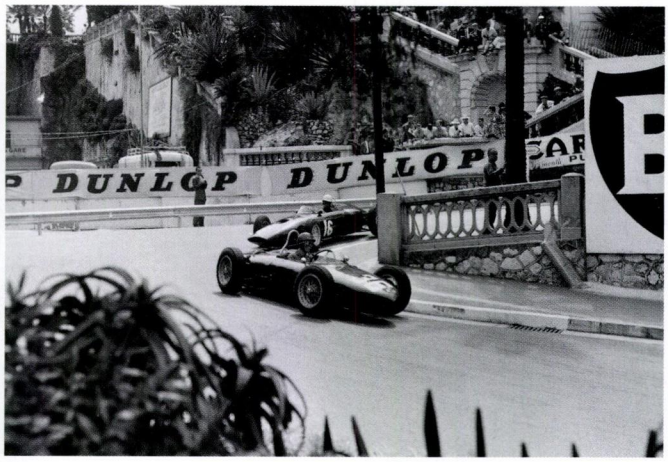
Hawthorn at the Dutch GP in '55. The Supersqualo was no match for Merc W196



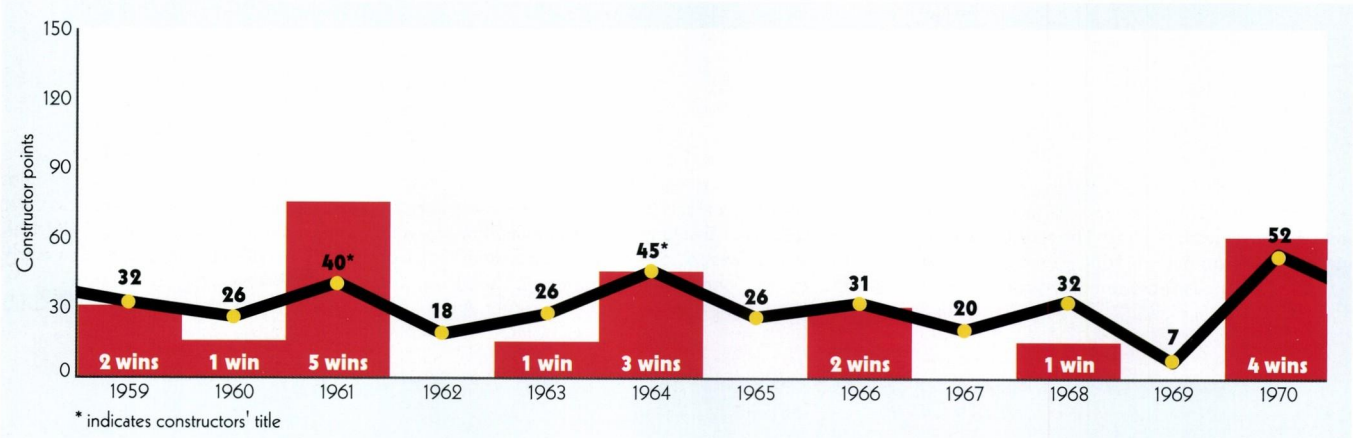
Englishman Hawthorn was popular with the boss, but he was no team leader



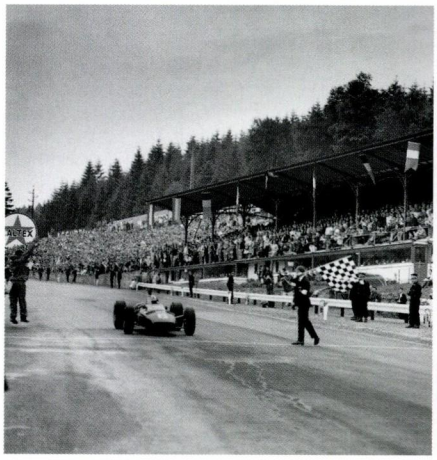
French GP, 1960: Ferrari had still yet to embrace the mid-engine revolution



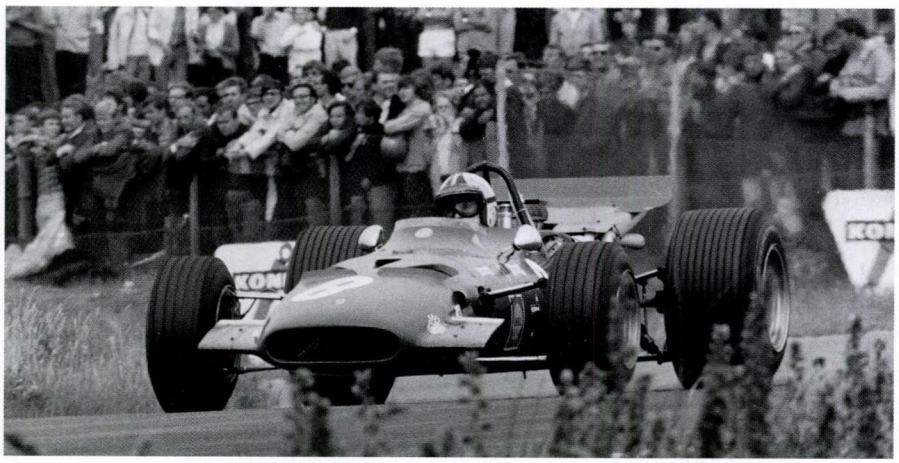
But when it did the Scuderia created an icon in the striking 'Sharknose' 156



Consistently underachieving: High points are the '61 and '64 titles, but in between are years of disappointment. Note the quartet of starkly winless seasons



Spa shower: Surtees wins wet Belgian GP in 1966



Chris Amon, Zandvoort, 1969: Forghieri loved him, fortune did not. Then he left just as the flat-12 arrived

1960s

ITALIAN: FOR BETTER, FOR WORSE

FORD WERE REBUFFED, FIAT EMBRACED AND MAURO FORGHIERI MADE HIS FIRST MARK. BY PAUL FEARNLEY

MAURO FORGHIERI'S FATHER, RECLUS, HAD OVERseen the construction of Ferrari's first foundry, a vital addition to its portfolio: it ensured self-sufficiency and a fast, flexible supply of engines and gearboxes. Young Mauro really wanted to design aeroplanes; he was instead persuaded to join Ferrari.

He was learning the ropes when the company was thrown into turmoil at the end of 1961. Enzo's wife Laura had been playing an increasingly active role since the death of Dino. The senior management's views on her 'meddling' came to a head when she slapped the commercial director during an argument: eight key staff resigned – and Enzo said to hell with them. Two soon returned, but the other rebels set up ATS (its abject failure indicative of the certain something that Enzo had to offer).

This was a new dawn. Eugenio Castellotti, Luigi Musso, Peter Collins, Mike Hawthorn and Jean Behra were dead, and Tony Brooks had left – even though he was adamant that a Ferrari driver would win the 1961 Formula One world title. He was right. The new 1.5-litre formula played into Ferrari's hands. Its engine was well-sorted, having run in Formula Two since 1957; the British teams in contrast were down on power and sidetracked by the large-capacity, breakaway Intercontinental series that Enzo had told them he would support... He didn't; it folded.

Enzo had finally relented in the mid-engined debate and the resultant 'Sharknose' Ferrari dominated 1961 – despite its lack of a dominating driver. Determined to put that right, Enzo made his peace with Stirling Moss. Ferrari was in a mess and the English star could name his price. He asked for the world: yes, he would drive a Ferrari in '62, as long as it was run by Rob Walker... in Rob Walker's colours. Enzo agreed. Not even Tazio Nuvolari had been granted such an honour. And then Moss hit a Goodwood bank and lapsed into a coma. Without him, the 'Sharknose' sank without trace in 1962. Forghieri, the thrusting new tech chief at 26, and the new number one driver had a lot on their plate.

John Surtees was a forthright talent. He wasn't the next Moss, but he was damned close. He and Forghieri gelled and, incredibly, Ferrari won both world titles in their second year together, 1964. Politics and petty-mindedness would, however, prevent them from building upon this success.

Mike Parkes was an excellent engineer/driver who joined Ferrari just before Surtees. Ah, two Englishman united, instilling some sort of order at last. Except they weren't. Surtees was an excellent driver/engineer – one coveted the other's F1 drive, the other felt his engineering ideas were better. A moderator was needed. Instead, machiavellian team manager Eugenio Dragoni, intent on finding the next Italian world champion, gleefully stirred away.

Despite a weak economy and militant unions, Ferrari's road-car division was booming. And Ford wanted in. In 1963, FoMoCo offered $18m (£6.4m) for 90 per cent of it, and Enzo almost caved in. But after 20 days of dealing with a 14-man, smallprint-minded Detroit delegation, he let rip. No, no, no! Never, never, never! The Latin reaction cemented Enzo's place in the hearts of Italians: Ferrari was a precious jewel that need protecting. Fiat took note.



Mauro Forghieri: Ferrari's gain, aeronautics' loss

Ford chased revenge at Le Mans. This was the only race outside of America that carried any clout with its buying public, but Enzo's cars won there every year from 1960-65. To the dismay of Surtees, F1 played second fiddle; Ferrari GP wins rarely occurred in the first half of the season.

But in 1966 the introduction of a new formula allowed its foundry another chance to give Ferrari an edge. Surtees was disappointed by the new 3-litre, though, and wanted to drive the old car at Monaco. Dragoni refused and the pair had a stand-up row. Surtees drove brilliantly to win a wet Belgian GP at Spa in the 3-litre, but another row with Dragoni, this time at Le Mans, signalled the end.

Ferrari was rebuilding again. But then Lorenzo Bandini was killed at Monaco, Cosworth introduced the DFV at Zandvoort, and Parkes was critically injured at Spa. New recruit Chris Amon wowed Forghieri, but it was Jacky Ickx who would score the team's last GP win of the 1960s – Rouen, '68.

At this stage big-buck business was creeping into motorsport and Enzo needed help... Fiat boss Giovanni Agnelli was a fan. He understood what Ferrari now meant to Italians. In 1969, he brokered a subtle deal with Enzo that Ford was constitutionally incapable of. And with his company more secure, Enzo made another excellent decision.

Forghieri had been shunted onto the road-car side in 1969. But his replacement, Stefano Iacoponi failed to deliver and Forghieri was swiftly returned to his rightful place. His 1970 F1 car would begin Ferrari's flat-12 era. Oh, and during his sabbatical he had sketched out a neat little racing gearbox...

Fiat and Forghieri: consistency was coming. M

1970s

TRIUMVIRATE OVER ADVERSITY

FORGHIERI, LAUDA AND MONTEZEMOLO TOOK FERRARI BACK TO THE TOP, AS MARK HUGHES REMEMBERS

TAKEN AS A WHOLE, IT WAS A GOOD DECADE FOR THE Scuderia, one set to the smooth rhythm of Mauro Forghieri's flat-12. The engine was the dominant factor in Ferrari's return to world championship glory for the first time since 1964. And it was no flash in the pan: Niki Lauda took two titles and Jody Scheckter another. What's more, the Austrian's effort helped the team to an unprecedented three consecutive constructors' championships and Scheckter's closest challenger in '79 was his team-mate Gilles Villeneuve, making it the first Ferrari driver 1-2 in the title race for almost two decades.

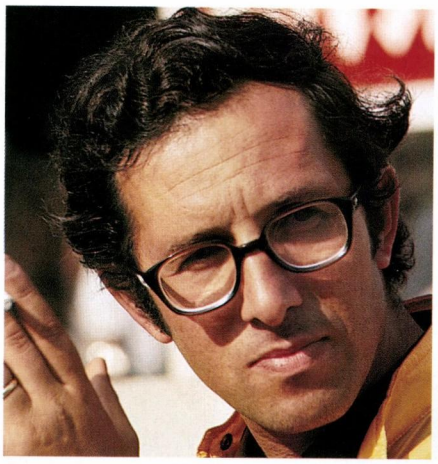
Sure, there were occasional slump years. But that was par for the course in the 1970s. No team in the era could stay permanently ahead of the game. Ferrari claimed a total of seven drivers' and constructors' world titles from a possible 20 during the decade, a tally matched only by Lotus. The rest – Tyrrell and McLaren – were left to fight over the crumbs, winning three titles apiece.

Chris Amon, who had fought such a magnificent but star-crossed campaign for the reds at the end of the 1960s, could so easily have changed the complexion of Formula One history had he not exercised his legendary poor judgement in having Enzo tear up his 1970 contract. After a series of testing breakdowns Chris didn't believe Forghieri's new engine was going to be good enough. This was the real price of Amon's 1960s' frustrations: not only did the flat-12 turn out to be superb, but its layout eventually allowed Ferrari to have the best chassis too for a halcyon three-year period. It became clear that several Amon world titles lay in tatters in the Commendatore's litter bin. All for the mirage that was a March 701 and a pocketful of promises...

Had Amon – a man Forghieri swears was by far the best development driver he ever worked with and a massive talent to go with it – stayed on board, it's conceivable that the 1970 title would have been Ferrari's and not Lotus'. Even Jacky Ickx, the Ferrari driver who finished a close runner-up to post-humous title winner Jochen Rindt, today modestly admits that he was not as quick as the Kiwi when they'd been Ferrari team-mates in '68. Furthermore, a Forghieri/Amon axis would surely have developed the 312B/B2 more effectively.

Firestone problems and an altered weight distribution brought unforeseen troubles through '71-72, but by mid-point during the latter year the B2 was the fastest thing around, if unreliable. More resources and support were needed for a concept that was inherently superior to the DFV-engined machines doing the winning. Its centre of gravity was lower, it had better airflow to the rear wing and, though it was 20kg heavier and needed 15kg more fuel at starts, it compensated with an extra 35bhp.

Instead of support, Forghieri got the shaft and was sent to special projects. No one even remotely in his league was left to take over and the disaster of 1973 unfolded. Enzo had been ill during '72-73 and, not for the first time, was too ready to listen to whispers and tittle-tattle. To his credit, he realised his error and brought Forghieri back to the fold a year later. Result: unquestionably the fastest car of 1974, as Niki Lauda's nine pole positions testified.



Super Mauro: Forghieri, architect of 1970s success

A critical part of the renaissance was the installation of Luca di Montezemolo who was very close to Fiat's Giovanni Agnelli. The brilliant young lawyer was Agnelli's man by proxy, skillfully placed without appearing to usurp Old Man Ferrari's dominance. He brought hard-headed order and hands-on, in-the-field understanding to the team for the first time. In his way he was as much a genius as was Forghieri. The opposition barely even got to see the transverse gearbox on Lauda's 312T in '75.

Momentum would have brought a second title in '76, but then came the Nürburgring and Lauda's crash. It was doubly unfortunate that Montezemelo had moved on by this time. The unsympathetic heavy-handed treatment of their ace driver post-accident bore the hallmarks of Enzo's out-of-touch failings. He was still a great man but barely travelled outside Maranello and was far too reliant on a sycophantic retinue. Not only did a heroic Lauda narrowly lose the '76 title – something Montezemolo felt sure he could have prevented – but he left in revenge the moment he'd secured the title in '77, three races remaining or not.

The systems that Montezemolo installed carried the team for the remainder of the decade – that and the combination of Forghieri's brilliant engine and a tyre advantage from Michelin in 1979, which held off the ground-effect hordes. A more prescient boss would have thanked his lucky stars he'd gotten away with the gaps in the team's make-up and planned for the future. The unceasing efforts of a bespectacled genius engineer and the brief but dazzling energy of a corporate high-flyer had rescued the team from an old man's hubris. But for how much longer? M

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The 1957 Maserati 250F at 1/8th scale driven by Fangio

In a strictly Limited Edition of just 50 models of Chassis Number 2529 as it appeared at the German Grand Prix at the Nurburgring in August 1957.



This mesmerising, hand-built 1/8th scale model has been built using as physical reference Neil Corner's Chassis 2528, now in the most original condition of the three T2 Lightweights built, along with many photographs of Fangio's Chassis 2529 taken at the Nürburgring on that magical day in August 1957. Given such privileged access, our craftsmen were able to reproduce every detail and nuance of the car. Not only is each and every rivet shown, but differences in their relative size and type are also faithfully reproduced. This is the most authentic reproduction of the famous Maserati ever made and it truly captures the spirit and excitement of that historic moment when Fangio drove to victory at the German Grand Prix.

The 1957 German Grand Prix at the Nürburgring was probably Fangio's greatest race. He lost a full 56 seconds and the lead in a pit stop, but still went on to win after a spectacular pursuit of Mike Hawthorn, having overtaken Peter Collins, finally passing Hawthorn to take the last two laps as leader. In so doing Fangio broke the track record for the Nordeschlife or North Ring, by an amazing 12 seconds on three consecutive laps. He went into the record books that year with his fifth World Championship, a record only recently equalled by Michael Schumacher.

Each model is made from the highest quality prototyping resin and pewter castings, with many components individually machined. Our team spent more than twenty man-weeks creating the drawings and tooling patterns, and then a further 10 man-weeks tooling and casting the components. Each model then takes some fifty hours to construct. The spoked wheels are works of art in their own right. Each wheel is fully laced with 72 spokes to replicate exactly the original Borrani wheels in all their complexity. The spoke nipples, and even the domes in the rim that house the nipples, are each machined in perfect detail.

Great attention has also been given to the surface finish of the materials so that they too are sensitively rendered to scale.

Widely regarded as the greatest Grand Prix cars of all time, this model will appeal to all discerning collectors of motor racing history who seek to possess hand-built models of the highest quality.

Model Dimensions including case - 335 X 665 X 215 mm.
Weight - 9KG







The 1979 Ferrari 312T4 Scheckter/Villeneuve at 1/8th scale

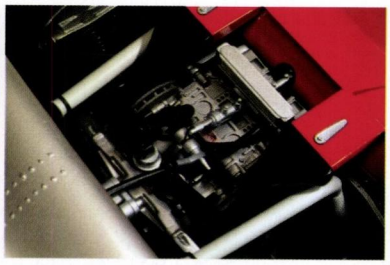
In a strictly limited edition of 100 models, liveried either as Jody Scheckter's Championship winning car, or as raced in the legendary 1979 French Grand Prix by Gilles Villeneuve.



Every era has its great moments and certainly one of the greatest in the entire history of Grand Prix racing occurred towards the end of the French Grand Prix of 1979 when Gilles Villeneuve and Rene Arnoux fought it out for 2nd place.. That degree of aggression and determination has not been witnessed in Formula 1 since. Villeneuve's victory over Arnoux in that epic joust eclipsed Jabouillet's victory in the race, and perhaps Jody Scheckter's victory in the Championship as well, the last Ferrari Championship win before Michael Schumacher brought it all back to Maranello in 2000. Whatever way you look at it this is one of the great Grand Prix cars of all time, and redolent of a time when Formula 1 was a sport for heroes.

As with all our models the 312T4 is built entirely by hand by a dedicated team of craftsmen here in Bristol. The models are made to order in batches of 10 pieces.









For prices and availability please contact Sandy Copeman

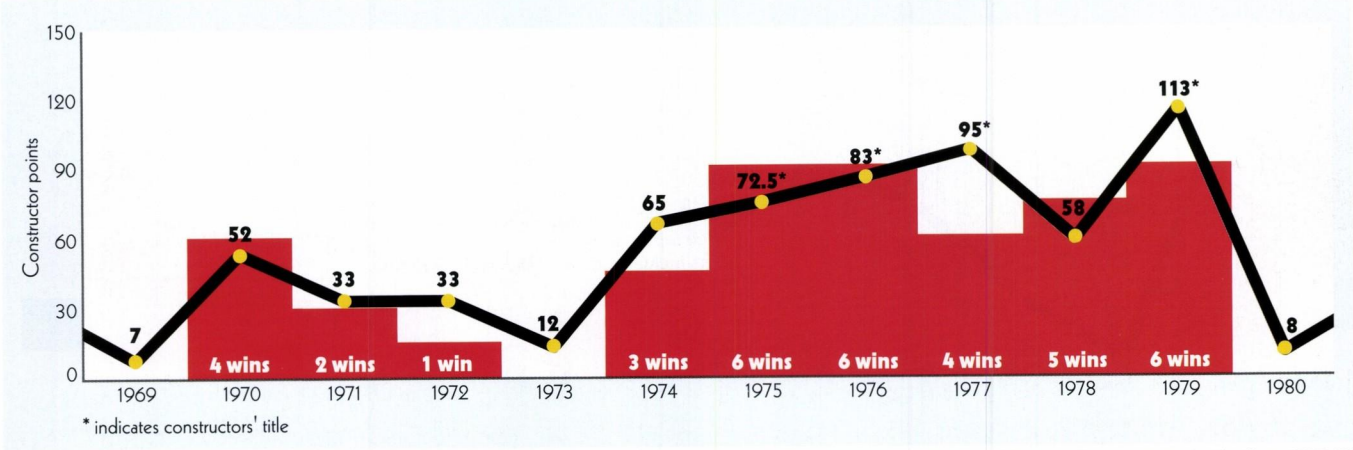
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Austrian GP, '70: Early Tifosi cheer a 1-2 for Jacky Ickx and Clay Regazzoni



Regazzoni, Enzo Ferrari and 312T2. Team was at its glorious 1970s' zenith



After a faltering start, the 1970s would prove to be hugely successful for Ferrari, which reaped a healthy harvest of seven drivers and constructors' titles from 1975-79



Ferrari B2: quickest car of '72, but team's fortunes got worse before they improved



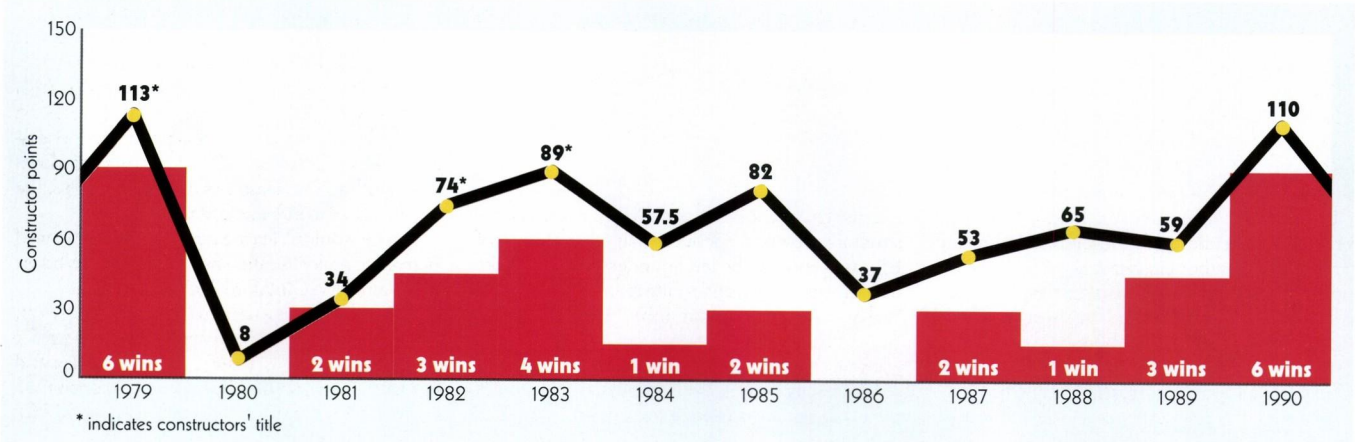
The B3, which failed to win in '73, was the last straw for Jacky Ickx at Ferrari



Fast but inconsistent, René Arnoux's input helped towards '83 constructors' title



Tambay was the safe pair of hands Ferrari needed right after Villeneuve's death



Not so much a slump as a plummet: the evocative flat-12 went flat-footed in '80. The team appeared to be on an upward curve, but then self-destructed again



With Gilles gone, Pironi stood to inherit the '82 title – until his crash in Germany



Alboreto battled with hugely disappointing 126C4, but led Ferrari charge in '85

1980s

FROM HEROES TO ZEROES

A PRECIPITOUS PLUNGE, AND THE LOSS OF A STAR. DAMIEN SMITH CHARTS A SLOW RECOVERY FROM DISASTER

IT TOOK LESS THAN A YEAR FOR FERRARI TO BE SHOWN up as an out-of-step dinosaur as the new decade began. From a dominant 1-2 in 1979, neither Jody Scheckter nor Gilles Villeneuve was able to win a race the following season. The pair scraped a miserly total of eight points as the famous flat-12 made a sorry exit from Formula One. And so did Scheckter. He had achieved his goal and wanted to move on.

It seemed inconceivable that in less than a year Ferrari was lost, suffering for never truly embracing ground-effect, as the British teams led by Williams and Brabham stole a march on the reds. By '82 Ferrari had clawed its way far enough to claim the first of back-to-back constructors' titles, but those two successes would be the only pinpricks of light in a dark decade of wasted potential and frustration.

By 1989 Enzo was dead, the politics that always dogged Ferrari threatened to consume it completely, and the next drivers' title was still 11 years away.

Of course, Villeneuve should have been the next Ferrari world champion. Having wrung two remarkable victories out of Maranello's difficult first turbo challenger at Monaco and Jarama in 1981, he finally had a car worthy of his talent in '82. But after Didier Pironi poached victory at Imola, breaking Villeneuve's trust, Gilles' anger spilled into qualifying at Zolder, where he made a fatal misjudgement.

Villeneuve might well have run out of patience and quit Ferrari after '82, even if he had claimed the title. But the team's lack of public support for him after Imola and the timing of his death made his demise the defining moment of the Scuderia's decade.

The twist is that with Villeneuve gone, Pironi was then in prime position to take the title. But the Frenchman, wound up by a hostile Italian press, took off over the back of Alain Prost's Renault in a pointless crash during practice at Hockenheim and broke his legs. That, as Enzo coldly acknowledged at the time, was the end of Ferrari's championship hopes.

The dependable Patrick Tambay and the wildly inconsistent René Arnoux delivered another constructors' crown in '83, but Ferrari – and the rest of F1 – was about to be left floundering in the wake of a day-glo orange and white revolution.

'The timing of Villeneuve's' death made his demise the defining moment of the Scuderia's decade'

The combination of John Barnard's MP4 McLarens, TAG-Porsche power and Alain Prost indicated the future of F1: a well-oiled 'superteam'. Ferrari finally cottoned on when Jean Todt signed Schumacher, Brawn and Byrne a dozen years later.

Not only did McLaren reset the bar in '84, Ferrari also self-destructed with the hugely disappointing 126C4. Changes had to come, and for the third time in his career, Mauro Forghieri – the architect of Ferrari's 1970s glory – found himself shifted aside.



John Barnard's vision matured in Mansell's hands

Ferrari bounced back, but only so far. Michele Alboreto led a challenge against Prost in '85 with the 156/85, but Ferrari was still dogged by inconsistency and a basic lack of speed. As the team slipped into its second winless season of the decade in '86, the target was set to lure Barnard to Italy.

But he wouldn't leave Surrey. So Ferrari allowed Barnard to sculpt its future from a new design house in Britain – the Guildford Technical Office.

Barnard joined too late to influence the '87 car, which at least ended a two-year barren streak for Ferrari when Gerhard Berger won at Suzuka and Adelaide. Then Barnard put off the introduction of his normally-aspirated 639 to stick with the faithful turbo for one more year in '88.

It was just as well. Yes, McLaren won 15 of the 16 races with the incredible MP4/4, but think how Ferrari would have been trounced if it had hurried the new car into action. Barnard might not have survived the year, especially in the wake of Enzo's death in '88. With Fiat now holding the reins, Barnard ploughed on with his vision. When the 640 won on its debut in the hands of Ferrari's new hero Nigel Mansell, Italy hailed a bright new age.

Mansell's Rio win endeared him to Italy through its sheer drama, but the reality was that McLaren still held all the cards. The Ferrari was quick, but fragile. Barnard's annoyance grew as his groundbreaking semi-automatic gearbox was blamed for the mounting retirements, even though it was the team's electronic systems that were actually failing. Mansell delivered another great win in Hungary, and Berger took victory in Portugal, but the real tilt at McLaren had to wait until 1990.

Prost was on board too. Now all the team needed was strong management to keep the new-look Ferrari ship on an even keel. M

1990s

MONTEZEMOLO'S SECOND COMING

FERRARI SUFFERED WITHOUT A STRUCTURE BEFORE LUCA DI MONTEZEMOLO RETURNED. BY MARK HUGHES

BIG MANUFACTURER BUDGETS AND AGGRESSIVELY ambitious teams, such as McLaren International and Williams Grand Prix Engineering, formed a potent combination that had exposed Ferrari's limitations during the 1980s. For these young teams, big budgets meant expansion, investment in technology and constant probing, forever asking more searching questions with ever-more complex answers. Ferrari didn't buy into technology at all. They gave it lip-service, merely in reaction to the success of the top teams, never in anticipation.

The Old Man had died in 1988 and so the way should have been paved for a gracious acknowledgement of his achievements along with an unspoken conviction of re-aligning the team's focus for the modern world. Instead, going into the 1990s it was the same chaotic brine of conflicting self-interest it had ever been. In fact, it was even worse. Fiat used Ferrari as part of the corporate management ladder and there was no one strong personality to lead the team. Short-termism and butt-covering became the pervading internal theme.

Big names with track records at McLaren and Williams were sought as some sort of alchemical answer to ills which were just not understood. Sometimes these people were able to do enough to force respectability onto the team, particularly when they were as strong-willed as designer John Barnard. But genius though the Englishman was, he was no team builder. He gave them his innovative semi-auto cars, but in bringing much of the technical core of the team to his British base, he squeezed it dry and left it too reliant on him. The long-term answer lay in management structure. Formula One teams were now too big for it to be any other way. Team structure wasn't Barnard's problem. Thing was, it wasn't anyone else's either.

The 1990 Ferrari, credited to Barnard and Enrique Scalabroni, was arguably the best car in F1. At the end of the following year, during which not a single victory was scored, the team imploded spectacularly, revealing how little strength in depth there was. A president, two team managers and lead driver Alain Prost were all lost to the battle.

'With debris strewn all around, a fanfare signalled the arrival of the saviour: Luca di Montezemolo'

With debris strewn all around, a fanfare signalled the arrival of the saviour. In back-lit drama, he brushed back his hair and dazzled everyone with his smile and charisma. But Luca di Montezemolo, the man who'd been team manager and so much more in the mid-70s, was about far more than image. If his appointment as president seemed a desperate one from Fiat, with hindsight it was the obvious one. Everything he had touched had always turned to gold, whether it be a 1970s F1 team or the 1990 Football World Cup. And always it was in the Agnelli orbit.



Jean Todt became Ferrari's sporting director in 1993

The point about Montezemolo was he didn't know all the answers, but he knew the method that would eventually find them. And, once the ingredients were in place, he could bond a team and instil a unified vision like no other. He knew how to direct the passion whose outlet had always been in-fighting. He made a few false turns – trying to re-live the past by getting Lauda as an advisor was one – but he quickly corrected them, learned where the problems lay and grasped the nettles. Also, his every move was implicitly backed by Agnelli – and that stopped the in-fighting dead in its tracks.

It wasn't Montezemolo who rebuilt Maranello from a bare shell of a team to one with world beating technical facilities. But he appointed the men who did – from the top down. He got sporting director Jean Todt in 1993 and, in turn, he got the world's best driver Michael Schumacher for '96, with his technical lieutenants from Benetton – Ross Brawn and Rory Byrne – following on a year later. Brawn instilled the much needed detail structure, strength in depth, organisation; Byrne was left to design, and Schuey did the rest.

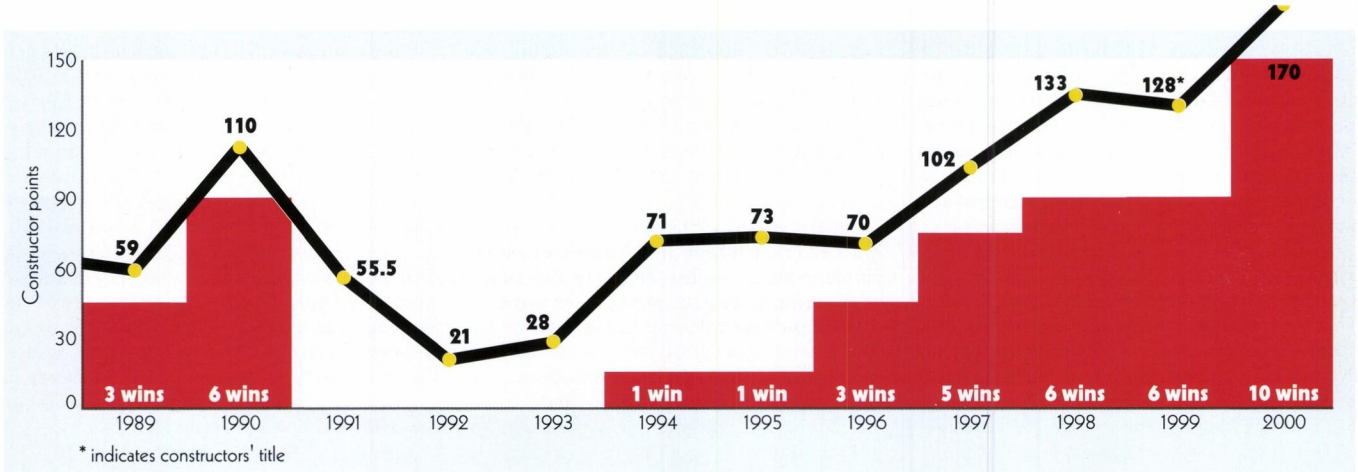
The remainder of the 1990s was an ever-steepening curve of success, the constructors' crown of '99 just a hint of the scale of riches that were around the corner. Along the way, people mourned the old Ferrari, the one that didn't win as often but which failed in a particularly glorious way. That cannot be blamed on the architects of its success. That old-style, shambolic Ferrari could not have survived long-term in the modern era; its paymasters would have tired of it. Blame the passing of that Ferrari on the world within which it now exists, not those who have made its survival possible. ■



Nigel Mansell was a winner for Ferrari in 1990, but didn't stay on for more



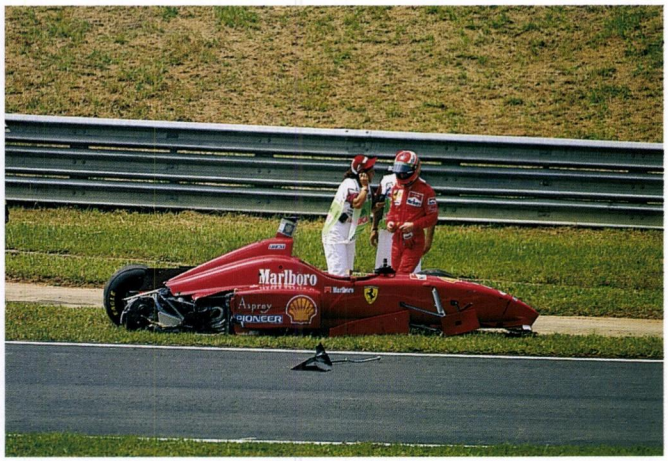
Schumacher was key to Ferrari's renaissance. Constructors' title followed in '99



The decade began well in 1990, but after that it went pear-shaped. Three barren years marked Ferrari's worst drought. But a growth to dominance awaited



Jean Alesi promised much from 1991 on, but could do little with cars like F92A



Eddie Irvine had a troubled first year with Ferrari in 1996, as shown in Brazil

THE FUTURE

LIFE AFTER SCHUMACHER

THE MODERN ERA HAS BEEN FERRARI'S MOST SUCCESSFUL, BUT, ASKS DAMIEN SMITH, WHAT HAPPENS NEXT?

WHAT WOULD ENZO FERRARI HAVE THOUGHT OF Michael Schumacher? If the Old Man had defied mortality, would the German have even joined Ferrari, let alone rack up four consecutive drivers' titles since 2000? With Enzo still around, maybe Ferrari would have remained the flawed giant of Formula One, deterring Schuey from his mission to build a dream team around him in Italy.

Thanks to the guidance of Luca di Montezemolo, Jean Todt, Ross Brawn and Rory Byrne and, of course, the six-time world champion himself, Ferrari has gone against character and become the most well adjusted team on the grid, scoring a record run of five constructors' titles since 1999. Ferrari is unrecognisable from the team of the 20th Century.

But how long will this era last? Everything is cyclical and the wheel will have turned full circle when Schumacher retires. *When Schumacher retires.* That's the big question, isn't it?

His contract runs out at the end of 2006, although he has suggested that he could race on beyond that. But 2007 would be his 16th full season in F1 and he would be 38. Surely he will stop before then.

Some suggest that F1's new generation – led by Juan Pablo Montoya, Kimi Raikkonen and Fernando Alonso – might convince Schuey to walk early. If he takes a heavy beating, would Michael quit?

Giving up does not come easy to him. He probably has no idea himself when he will stop. Eventually, the signs will be there and hopefully, for his own sake, he will recognise them.

But whenever he goes, could the rest of the dream team go on? The motivation to build a new legacy with a fresh driver would be hard, but maybe someone like Alonso could maintain the spark.

The Spaniard is said to be Ferrari's prime target as Schuey's replacement, and it's hardly surprising. The Spanish GP last year, when Alonso matched Michael lap for lap for almost the entire race, proved hands down that the 22-year-old is the real deal.

Montezemolo will, of course, be planning ahead for the various eventualities. Strength in depth is the key to show that the modern Scuderia is not just a house of cards. Along with a star driver, Montezemolo may be tempted to poach big technical names too. The money would clearly be attractive, but would you want to succeed the current line-up? It will be a hard act to follow. M



Schumacher, Monaco, '03: The end of an era is fast approaching. Ferrari must look for a new champion

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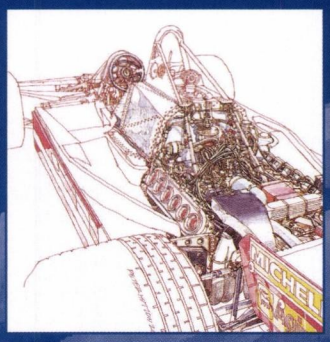
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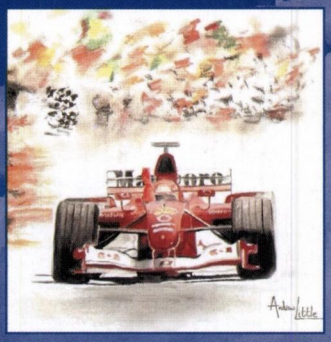
PETER HUTTON

Having worked as a freelance illustrator for more than 40 years, Peter Hutton has recently been able to combine those skills with his passion for motorsport. The result is highly original and distinctive line and wash images depicting some icons of the sport.

Hutton's particular interest lies within colour and reflective surfaces and his speciality centres on racing car engines rather than complete cars. Meticulous attention to detail ensures stunning reproductions, which are available in a selected range of limited edition prints and greeting cards.

To date, limited editions prints have been produced depicting the Ferrari 312T5, a Type 35B Bugatti and a Tasman Ferrari. The diversity of Hutton's greeting cards range from pre-war Bentleys to Michael Schumacher's Ferrari.

For more details, contact Peter Hutton on 01243 574206.



ANDREW LITTLE

Andrew Little is an independent artist who is interested in depicting a wide range of motor racing subjects in his paintings. This interest extends to Formula One, World Rally, Champcars, Le Mans, MotoGP and World Superbikes. Andrew works in a number of artistic media including oils, gouache and pastels. Recently he has developed a particular interest in portraiture and has produced pastel artwork of such notable figures as Michael Schumacher, Mika Hakkinen, Juan Manuel Fangio and Sebastien Loeb.

Taking advantage of his location in the Potteries, a recent project involves the production of a series of 6 mugs with motorsport subjects as the theme. Information about these can be found on his website www.motorsport-art.com. Many of his paintings are reproduced on the website together with a comprehensive archive of race reports covering the Grand Prix, World Rally and C.A.R.T. series.

Andrew is now in a position to welcome commissions on both contemporary and historic subjects relating to the forms of motorsport described above and he can be contacted on 07900 332977(m), by e-mail andrew@motorsport-art.com or Andrew Little Fine Art, PO Box 1569, Stoke-on-Trent, Staffs, ST4 3SD



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ADVERTISEMENT FEATURE



The natural: Rex Mays even impressed Tazio Nuvolari. With Tony Bettenhausen (r), and mechanic Pete Clark

Bud Williams/Indianapolis

THE MAN WHO WOULD BE REX

HE BEAT A WORKS AUTO UNION AND WAS OFFERED A FACTORY DRIVE BY ALFA. BUT REX MAYS PREFERRED THE INTENSE BUZZ OF AMERICAN SPEEDWAY. JOE SCALZO DESCRIBES THE SHORT LIFE OF AN INDY ADDICT

Tazio Nuvolari couldn't believe his eyes. Because he was *Figlio del Diavolo* – 'The Devil's Son'– Nuvolari knew a thing or two about getting moody with a grand prix car and sending one into impossible four-wheel drifts. Yet there ahead of him on Roosevelt Raceway's four-mile road circuit of a dozen curves was this Alfa Romeo whose upstart American driver seemed to be giving lessons in this most European art. "Never," Nuvolari is quoted as confessing afterwards, "have I seen a better demonstration of the four-wheel drift than that of Rex Mays."

Thanks to those all-conquering drifts, Mays was at one point running second to Bernd Rosemeyer's winning Auto Union in the 1937 Vanderbilt Cup. But a pathetically slow late pitstop put him better than one lap down. Even so, he still took third to Rosemeyer and Dick Seaman's Mercedes-Benz, defeating a second works Auto Union and a factory Alfa in the process.

Later it was revealed that Rex's chariot wasn't one of the cutting-edge V12s – merely last year's eight-piston spare with a huge centrifugal blower. Yet pulling peak performance out of different, difficult cars was nothing new to Mays; he seemed to spend his whole exciting career in one-of-a-kind iron and in the company of one-of-a-kind personalities. It was a heck of a way to go.

After starting out in his own Ford Model T bucket with its Rajo heads and a Winfield carb, he traded up to Paul Fromm's 'Hisso' leviathan with its Hispano-Suiza aero-engine. He next jumped into the Harry Miller-baiting Winfield Special and then into 'Poison Lil', the potent wagon of Art Sparks. All these exotics were followed by beserko Joel Thorne's ballistic 'Little Six', and then the straight-eight Bowes Seal Fast of Pete Clark.

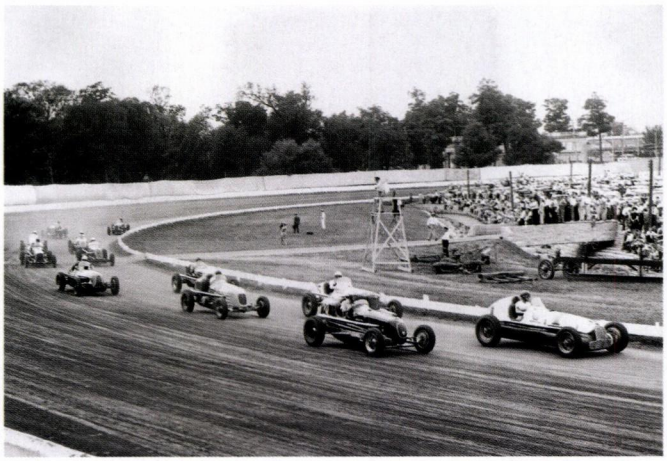
Still going strong and saving the best for the last, in 1949, his last Indianapolis 500, Mays caught the chair in the mightiest and most hoodoo-ed monster going – mere mention of its name was apt to give everyone the heebie-jeebies – the bull Novi V8.

Mays' beginnings were straightforward. After his parents caught the migration bug and uprooted from Tennessee to southern California, Mays grew up in Riverside, out in the citrus belt. He boxed oranges, hauled them to market by truck and eventually had enough capital to purchase his very own racing T. At the Riverside fairgrounds on Labor Day weekend of 1931, he participated in his first race, losing with a flat tyre. His next meet was at Santa Maria: he ran third until a magneto soured. He then raced at Colton, Burbank and Huntington Beach, where he finally won, and where Willie Utzman hired him to jockey his Ford in the 'B' division at Legion Ascot.

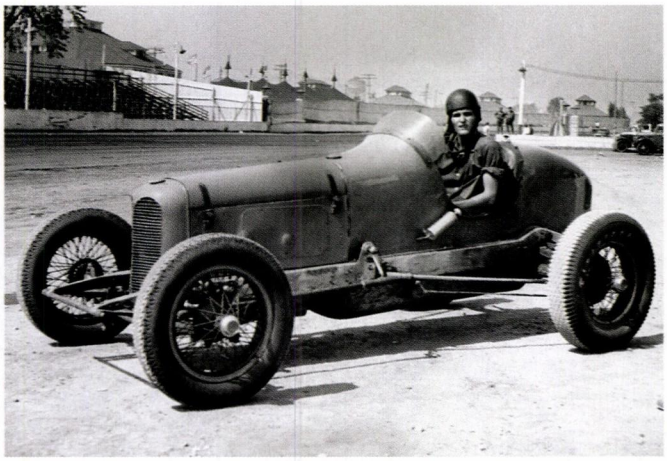
"Legion Ascot Speedway burned down yesterday at a great saving of human life," gleefully editorialized William Randolph Hearst, the sinister newspaper publisher who spent the 1930s fiercely campaigning against racing generally and Ascot in particular. Unfortunately, he wasn't so far wrong: in less than a decade, Ascot had claimed 17 drivers.

A boiling bowl of Tarmacadam, the controversial facility stood on the heights behind Los Angeles. Until 1936, the season when parties unknown torched it, Ascot carried racetrack mystique second only to Indianapolis. Louis Meyer, Bill Cummings, Kelly Petillo, Wilbur Shaw and Floyd Roberts were a quintet of Ascot gladiators who went on to win the Indy 500.

Rex was inferior to none of them. He 'arrived' on the unforgettable 1932 Ascot evening when he quit Utzman's Ford and Fromm sat him in the mighty Hisso. Four enormous cylinders of cut-down Hispano-Suiza fighter engine checked in at just under six litres. Mays liked it. But its fierce vibrations sometimes put his hands to sleep; so when the opportunity presented itself to jump into one of the hot Millers of the Russ Garnant stable, Rex jumped. And then, realizing the mistake he'd made, he jumped straight back into the Hisso. ➳



Not all racing stopped for WWII: Mays (1) heads champ field, Milwaukee '41



Number 1: Mays took 1936 AAA Midwest title in Art Sparks' rapid 'Poison Lil'

All: courtesy of Judy Riggs



IMS Photo

Mays with riding mechanic Chickie Hirashima, later a famous Indy engine tuner



Courtesy of Judy Riggs

Rex was lucky to be flung out when his Leach Craycraft left Dayton track in '49

He got going so fast that nothing in the 'B' division could hold him. Accordingly, for his crime of winning 11 of 18 features, the powers-that-be booted Mays and the Hisso into the 'A' ranks. Now the weekly competition that Rex was ploughing under included Ernie Triplett and Al Gordon, Ascot gods. By mid-summer, Mays was third in the standings and coming on so hard he had the whole Miller clique under attack. Had its members not connived to get Rex put on suspension for a technicality, he might have won the 1932 Pacific Coast title outright instead of finishing runner-up. For the Millers, it was only a temporary escape. In 1933, thanks to the Hisso, Mays became the youngest-ever champion at 22.

For 1934, Ascot's Miller clique thought it was taking no prisoners. It lobbied for, and won, an engine formula change that put the Hisso out of business. Fromm, however, was harder to stop.

'Alfa offered him the chance to go to Europe and become another Jimmy Murphy on the GP tour. Rex declined'

Casting around for something new and brilliant for himself and Mays to race, he turned for aid to Ed Winfield. The breathtaking Winfield Special was cooked up as the result. Its shimmering and hand-wrought aluminum coachwork came courtesy of Clyde Adams. And all of the Winfield's nickel and chrome-plated tie-rods, shackles, steering arms, cross springs, axles and other bric-a-brac were appropriated from various production Ford and Chrysler vehicles.

And the engine? A true surprise – apparently nothing but an innocuous rocker-arm Ford. Except that the genius Winfield built it. Mays and the noisy Winfield delivered a brutal trouncing to all opposing Millers. And having a production-line Ford smoking his expensive and sophisticated thoroughbreds was among the worst humiliations Harry Miller ever suffered.

Yet Mays hated the Winfield at first. A fault in its chassis prevented it from keeping its left-front wheel glued to Ascot's shiny surface. So the amazing Winfield, whose strengths extended beyond engine work, corrected the geometry by running-up a new chassis. From then on it dusted the Millers, winning six feature races in succession. Even when a rocker arm snapped, Mays raced on regardless – and won. The Winfield was the only Ford that brought Henry more publicity than John Dillinger's getaway car.

Mays' next chair was 'Poison Lil' prepped by Art Sparks, an impassioned internal combustion icon equal to Miller and Winfield. His resumé additionally listed stints as movie stuntman, wing walker, bill collector, school teacher and ruthlessly outspoken man-about-racing – just the kind of oversize figure Rex attracted. Besides all his scores with Poison Lil, Mays brought Sparks victory in Ascot's final meet, the two-man car bloodbath of 1936.

Mays' landmark Alfa Romeo showing occurred the following year. Subsequent reports indicate that Alfa offered him a chance to come to Europe and become another Jimmy Murphy on the GP tour. Rex declined. Maybe after the rush of Ascot and Indy, anything else seemed tame.

Following a two-year suspension (he had mouthed off about how the governing body was ruining racing), Sparks came blasting back to Indy, gifting Mays with the most complex race wagons of their time. Unfortunately, to get the money to build his Big and Little Sixes, Sparks had had to do a crazy money-for-cars deal with none other than Joel Wolfe Thorne, racing's maddest millionaire playboy. Typical of Thorne's self-destructive stunts was to speed a motorcycle through the lobby and up the stairs of the Waldorf Astoria. None of the Thorne-financed, Sparks-built Sixes brought Rex that elusive Indy win, but at Milwaukee he managed to give a winning ride to one of the ungainly Sixes that established new standards for rough-track manoeuvering. As for Indy, it was in Pete Clark's Straight Eight hunk that he copped his pair of 500 second places in 1940 and '41.

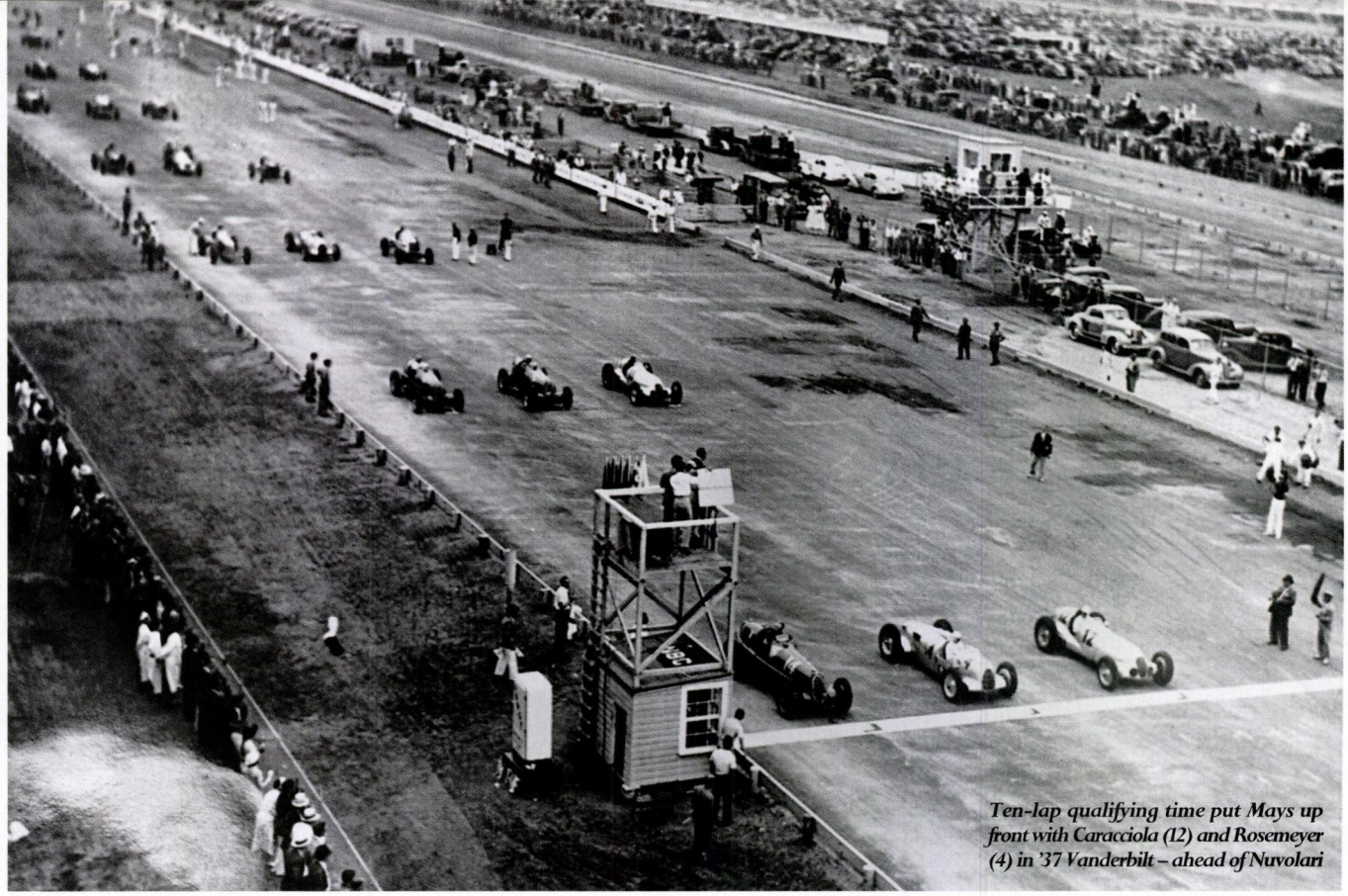
Racing took a hiatus to accommodate WWII and Mays earned his wings in the Air Force. Following the armistice he fielded his own team of ivory, black and red champ, midget and sprint cars. As with most US drivers, his fixation remained Indy; he'd won everything else. In a dozen 500s he'd landed on the Brickyard front row six times, four occasions sat on the pole. And in a nervy era when leading one lap of Indy could be life-threatening, Mays had spent better than 500 miles out front. But the win proved elusive.

In the end, he fell for the siren song of the 500's most overpowered juggernaut, the Novi, whose V8 weighed something like half a ton. Put together by Bud Winfield, Ed's younger brother, and by the fragile Miller draftsman Leo Goossen, it amounted to a pair of Meyer-Drake/Offenhausers set in a V and hooked up to a common crankshaft. Varoom! Its runaway battle scream was an irresistible siren to the likes of Mays and other lead-foots – Ralph Hepburn and Duke Nalon – who knew just what to do with it. Novi firepower was nearly twice that of Meyer-Drake Offys; Novi technology was ahead by a decade. It should have won...

But Novi seemed alive with macabre spirits rising up and swirling around it. Mays, as a matter of fact, only got his ride after Hepburn and the brute went creaming straight into the cement, annihilating 'Hep' on impact.

If anybody could subdue this killer car, went Gasoline Alley gossip, it was Mays. Sure enough, he parked it on the front row right next to Nalon's sister car. But after Duke's went flaming into the wall, Mays's Novi broke down while leading.

Though only 36, Mays was balding and haggard. Racing was taking its toll. Those who contend he was such a natural driver that he never needed to practice are only half right. The 1930s and '40s were two of racing's most hard-boiled decades; Mays' survival secret was spending as little time in a race car as possible. But unfortunately, he never repudiated his Ascot habit of refusing to wear seat-belts. On November 6, 1949, at California's Del Mar, he was tossed out as his car rolled, and was run down by other cars. M



Ten-lap qualifying time put Mays up front with Caracciola (12) and Rosemeyer (4) in '37 Vanderbilt – ahead of Nuvolari

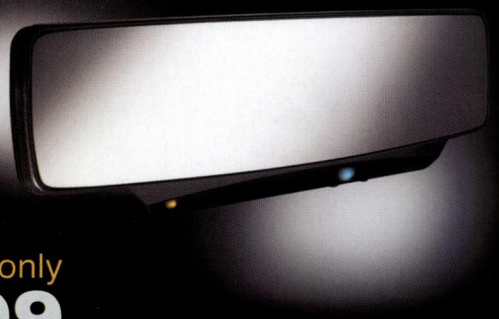


Mays speaks up for his driver 'Bullet Joe' Garson in postwar days when managing his own racing team

Both: courtesy of Judy Riggs

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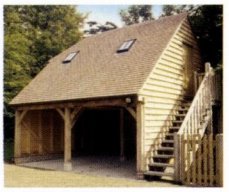
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Brolly good: Ian Raby's Brabham BT3 sits forlorn as Ireland pushes on to the BRP-BRM's only victory

MONO SHOCK

AS THE LIKES OF HILL AND CLARK FELL BY THE WAYSIDE, INNES IRELAND SPLASHED THROUGH THE PUDDLES FOR THE BRP-BRM'S ONLY WIN. BY GORDON CRUICKSHANK

A HUGE BUDGET, THE BEST CAR AND A STAR DRIVER – A TEAM manager's nirvana. And that's pretty much what Ken Gregory had in the early years of the British Racing Partnership. A budget of £40,000 to spend on Formula One Coopers and £20,000 to run the team went a long way in 1960, especially if you had Stirling Moss aboard, at least some of the time. It was, says Gregory, the first full sponsor package in F1, as first Yeoman Credit and then UDT-Laystall signed all the cheques.

True, Moss was more often in Rob Walker's cars, but Gregory was able to field some fine talent: Harry Schell, the brilliantly promising Chris Bristow, Tony Brooks, Cliff Allison, Masten Gregory...

What began to fall behind was the machinery. Cooper couldn't build extra cars for 1961, so BRP went to Lotus. But the successive 18, 21 and 24 were always one step behind the works cars, and by late '62 it was clear BRP needed its own machine. But it was a bad time. As Moss's manager, Gregory was dealing with the aftermath of his terrible accident. "The pressure was colossal. I was dealing with 300 letters a day," he recalls. And there was a lawsuit hanging over their finances; the result was the end of the comfortable years.

Engineer Tony Robinson decided to build a full monocoque for '63. "Chapman had made everything else obsolete with the 25," he says, "so we knew that was the way to go." With no monocoque experience this was a bold act. "A heroic effort," says Ken, though Robinson is less effusive. "Just common sense. We followed the layout of the 25, but there were differences."

The result was slim and clean, but built from thicker-gauge alloy than necessary, so weighed just as much as the tube-framed 24. Suspension came straight from the Lotus, but with the BRM V8 and Colotti gearbox.

It was that 'box which put Innes out of the car's first grand prix, the Belgian in June, but in the following Dutch event Ireland ran out fourth. It didn't get much better that year; out of seven races, Ireland's non-championship third at Solitude and another fourth, at Monza, were the best they reaped.

In an all-or-nothing mood, Gregory and Robinson began to build three lighter cars for '64. But these weren't ready for the season opener, the *Daily Mirror* International Trophy at Snetterton in March, so Ireland drove the '63 car and Trevor Taylor the old Lotus 24.

Torrential rain cut the event from 50 to 35 laps, and significantly both Clark's Lotus and Black Jack's Brabham sat on Dunlop's latest super-wide 13in tyres. In the downpour these proved a nightmare, and the lead bounced around as cars aquaplaned off the soaking track. Graham Hill's leading BRM slid into a bank, Brabham went off but recovered, and Peter Arundell's spirited lead evaporated as his Lotus gearbox broke, letting through Jo Bonnier in the Walker Cooper. Clark got up to second before retiring, but through it all came Ireland to claim the BRP-BRM's only win. "It was great to see," says Robinson. "Innes enjoyed beating the Lotuses, and we had a good old beer afterwards."

It augured well for the new cars, which were shaped round Ireland. "We only needed 13in for Innes' bum," says Robinson, "so they were slimmer, lighter and better-looking, even in that terrible meadow green." But monocoque repairs are hard – and there were plenty. "If Innes didn't bend it, Trevor [Taylor] would," says Tony. "We must have built five or six frames in '64."

Gregory concurs. "Innes had his good days, but he was so furious with Colin [over being sacked in 1962] that I don't think we ever got 100 per cent from him."

Gradually, Gregory lost heart. "We'd lost Stirling, Bristow and Schell, Innes had had some horrible shunts, and the emotional responsibility weighed on me. And we'd eroded all our capital over '63-64."

He decided to give up racing. Robinson took his new knowledge to Cooper, and, barring a commission for two Indy cars, BRP evaporated.

It had all looked so rosy. "We could have been in the top five," reckons Gregory. Instead, Ireland's soggy triumph at Snetterton remained their last hurrah. M

TIGA



LIVED IN. DUNCAN BAIN WAS HERE. SO WERE: DAVID Andrews, Michael Hall, Pierre Chauvet (aka Fritz Glatz), Max Cohen-Olivar, Giles Butterfield, Costas Los, John Schneider, Pasquale Barberio, Michael Allison, Robert Peters, Mike Kimpton, Jeremy Rossiter, Patrick de Radigues, Chris Ashmore, Albert Naon, Lon Bender, Stephen Hynes, John Bartlett, John Sheldon, Neil Crang, Val Musetti, Dudley Wood, Craig Simmiss, Alistair Fenwick and Alex Postan. Er... the 'Pink Panther' Tiga put it about a bit. Between 1986 and '90, it contested 30 long-distance races, a figure that includes five Le Mans, two Daytonas and a Sebring.

Its original owner, Roy Baker, a man fired with superhuman enthusiasm, raced a hand-to-mouth existence. Off-the-cuff deals done on the eve of events, a sticker or two here and there, were make or break. Baker had raced the first-ever Group C2 car – Les Blackburn's Harrier-Mazda in 1983 at Monza – but he was by now concentrating on the team manager role, working lots of little miracles. It was a bit rag, tag and bobtail – Tom, Dick and Costas – but it was honest-to-goodness stuff, an unstinting effort that went unrewarded only in terms of results.

'It was honest to goodness stuff, an unstinting effort unrewarded only in terms of results'

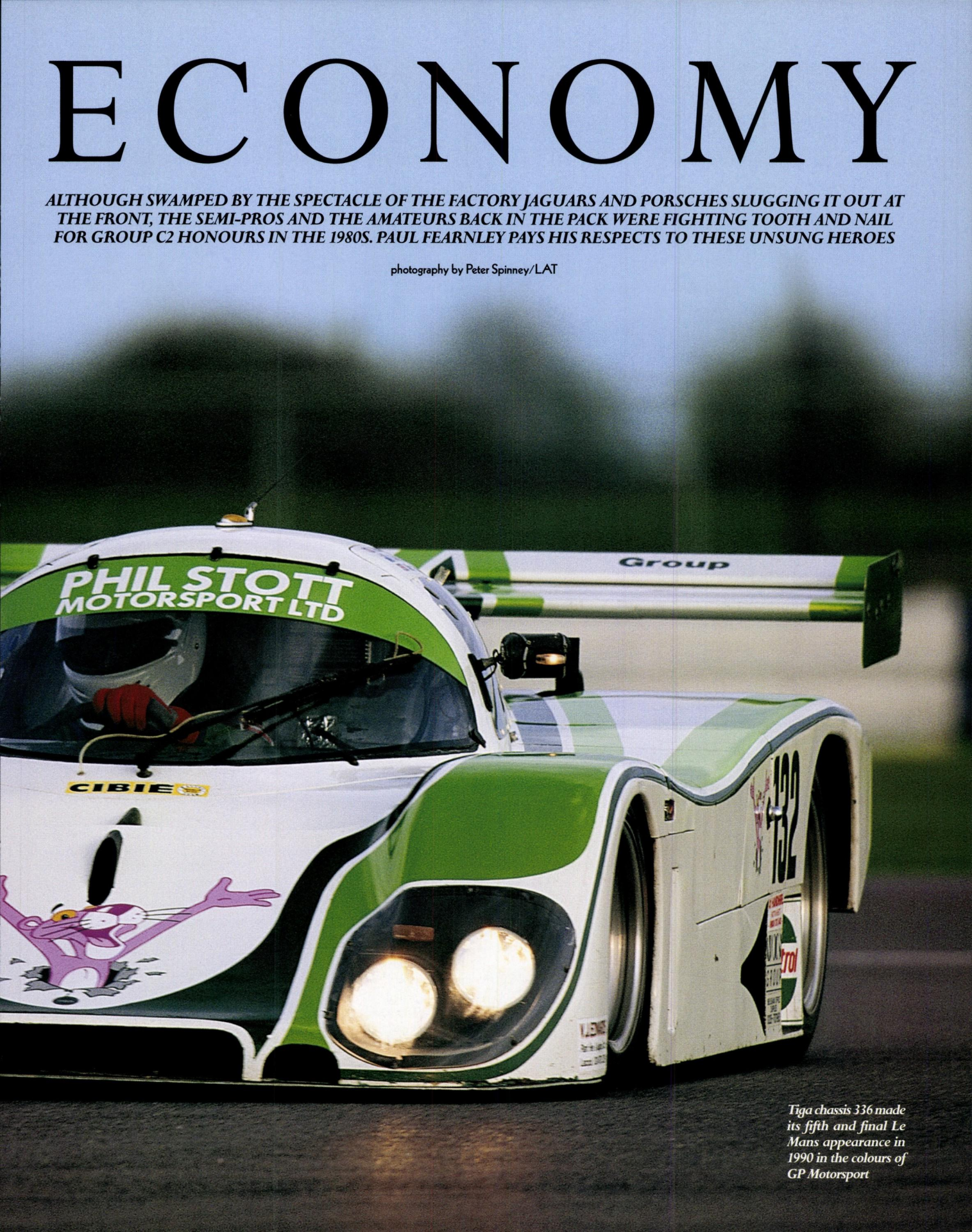
Another of Tiga's other representatives in C Junior – it only became C2 in 1985 – was a very different animal. Mr Gordon Spice had a point to prove – and a factory to fill. Ford had shut down his C1 project and he needed to bounce back. He got his chance when, towards the end of 1983, he joined forces with Aussie racer Crang to prep and run his Tiga-Chevrolet. Updated and fitted with a 3.3 Cosworth DFL, this car had a very successful 1984, winning at the Nürburgring, Brands Hatch, Spa, Imola and Sandown in Australia. The last two victories did not count towards the final standings, however, and it was pipped to the class honours by Alba. The Italian marque had built the first carbon fibre-monocoque sports-racer. It was small, neat, light and quick – but the biggest factor in its successful defence of the title was that it contested every race; Spice Engineering did not.

Spice bought a new Tiga for 1985 and reworked it... so much so that it felt entitled to call it the Spice-Tiga. This name change was running sore with Tiga boss Howden Ganley, who questioned how many revisions had actually been made. But with Ray Bellm as his co-driver, Spice secured the C2 team and (new-for-that-season) driver titles. His project was gathering pace. Graham Humphrys, who had designed for Spice (and Ecurie Ecosse) on a freelance basis, was full time by '86 and his ➳

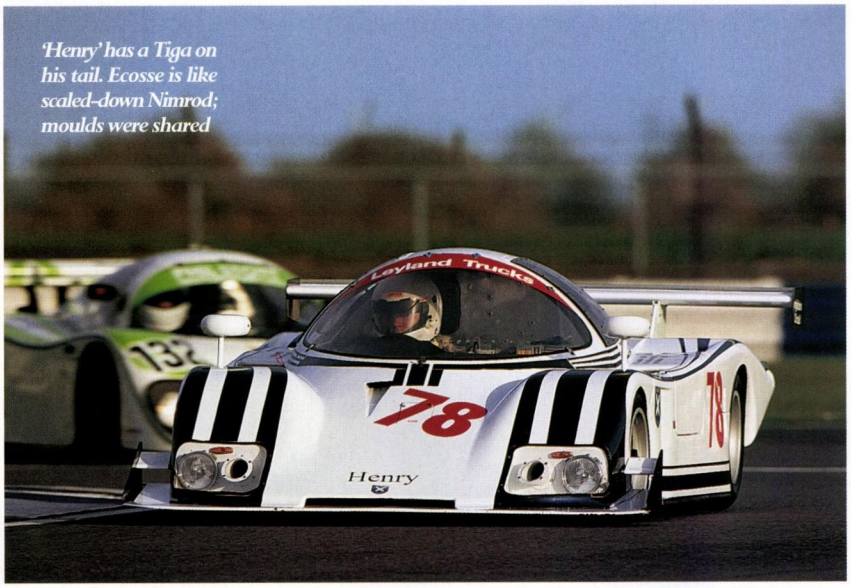
ECONOMY

ALTHOUGH SWAMPED BY THE SPECTACLE OF THE FACTORY JAGUARS AND PORSCHES SLUGGING IT OUT AT THE FRONT, THE SEMI-PROS AND THE AMATEURS BACK IN THE PACK WERE FIGHTING TOOTH AND NAIL FOR GROUP C2 HONOURS IN THE 1980S. PAUL FEARNLEY PAYS HIS RESPECTS TO THESE UNSUNG HEROES

photography by Peter Spinney/LAT



Tiga chassis 336 made its fifth and final Le Mans appearance in 1990 in the colours of GP Motorsport



'Henry' has a Tiga on his tail. Ecosse is like scaled-down Nimrod; moulds were shared

ECOSSE EFFICIENT RACER

ECURIE ECOSSE'S PROUD LE MANS TRADITION – IT WON THERE in 1956 and '57 – meant that the team's mid-1980s reincarnation was geared solely around La Sarthe. That it failed to win there, yet wound up with a world title, is one of racing's happier twists of fate.

The first Ecosse, C284, was based around Dorset Racing's De Cadenet Lola. Low fuel pressure halted it at Le Mans in 1984, and it was eventually destroyed in a fiery crash at Brands Hatch late in the season.

The driver on that occasion was Ray Mallock, who was also the designer. When the C1 programme with his heavily revised Nimrod (11sec faster at Le Mans) came to an end, he brought his full attention to Ecosse for 1985. The result, with help from Graham Humphrys, was a little jewel: flat bottom, low frontal area, low drag, good mpg – a Mulsanne missile. But again Le Mans was unkind. 'Henry' – do all C2 cars have nicknames? – led for much of the first half, only for DFV vibrations to cause its second compound gear to fail.

Elsewhere, on run-of-the-mill circuits, it usually gave best to the ground-effect Spices, but a strong and consistent driver line-up – Mallock, Mike Wilds and David Leslie – often kept Henry in the hunt, and wins at Silverstone, Hockenheim and Brands were logged.

A second car – 'Reggie' – was built for 1986 and into it was dropped the V64V power plant initially developed for the Austin Rover Group's world rally campaign. This was less powerful but lighter than the DFL (to which the team had switched after its '85 Le Mans problems), and once its cambelt problems had been cured by Swindon Racing Engines and Max Boxstrom, there was little to choose between the performances.

Le Mans was another what-might-have-been. Despite running at three-quarter throttle because of conrod worries, Reggie was holding a big lead at the midway point when a burst tyre sliced through a rad.

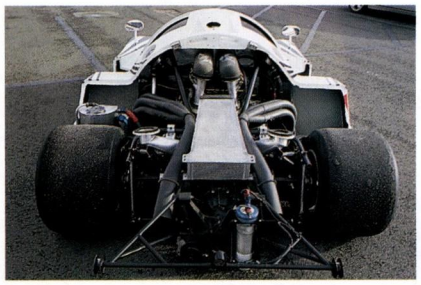
"Those 13-inch front tyres were no problem – except for that one blow-out at Le Mans," sighs Leslie. (The offending cover is hung up in his garage!) "But the small brakes did cause some worries. We had to pace ourselves. Our plan was to finish as quickly as we had started, whereas the Spices tended to go haring off and slow towards the end."

After a victory at Brands Hatch, ARG saw a title opportunity. It loaned Marc Duez, who promptly shared the winning car at the Nürburgring and Spa. The finale, though, was at Fuji… Rover pushed the boat out, and the title was secured courtesy of another win, this time from Mallock and Leslie.

"That was a fantastic experience," says Mallock. "The car was very efficient, but so was the team. Getting the fuel right [a maximum of 330 litres per 1000km race] was tricky, especially because the C1 cars tended to complete the distance within the time limit. You had to keep an eye on their performance as well as your own. And we got it just right that year."

Datapost-backed 'Pat' joined Reggie for 1987 – both cars sporting DFLs. Wins at Silverstone and Brands Hatch took the title down to the wire, but this time Spice prevailed at Fuji.

And Le Mans? Pat led for much of the way and finished eighth overall… second in C2. Gearbox woes and a fast-recovering Spice costing it the victory.



Packed punch: compact design was key to success

new car was called a Spice. Full stop. Its battles with Ecosse over the next two seasons (see panel) was the highlight of C2's seven-season history – eight if you include the stopgap FIA Cup of '92. But Baker, and many others, stayed loyal to Tiga, and more than 30 C2 and IMSA Lights chassis rolled out of its High Wycombe HQ. But the last of them, built in 1989, was also the last of over 400 Tigas.

Formed by the Anzac alliance of Tim Schenken and Ganley in 1976, the first Tiga (*ty-ga*, not *tee-ga*) was a FFord. F2s, F3s and Atlantics followed – there were even Can-Ams in '80 and '82 – but in among the monopostos was a two-seat 2-litre conceived for the Sports 2000 series. It ruled the roost from '78 on, and its success provided the genesis of the GpC sportscar. It did not, however, provide the basis for these cars. "I am amazed that this story still does the rounds. It's a myth. In fact, only the gear lever was carried over," states Ganley.

'The end result was typical of the period: goldfish bowl cockpit and swooping flanks'

Schenken left in 1982 to run John Fitzpatrick's US sportscar squad, but Ganley stayed and sketched out the new coupé. His design assistants/detailers Colin Smith and Mike Coughlan produced the detailed drawings and the end result was typical of the period: goldfish bowl cockpit and swooping flanks. It was pleasing to the eye.

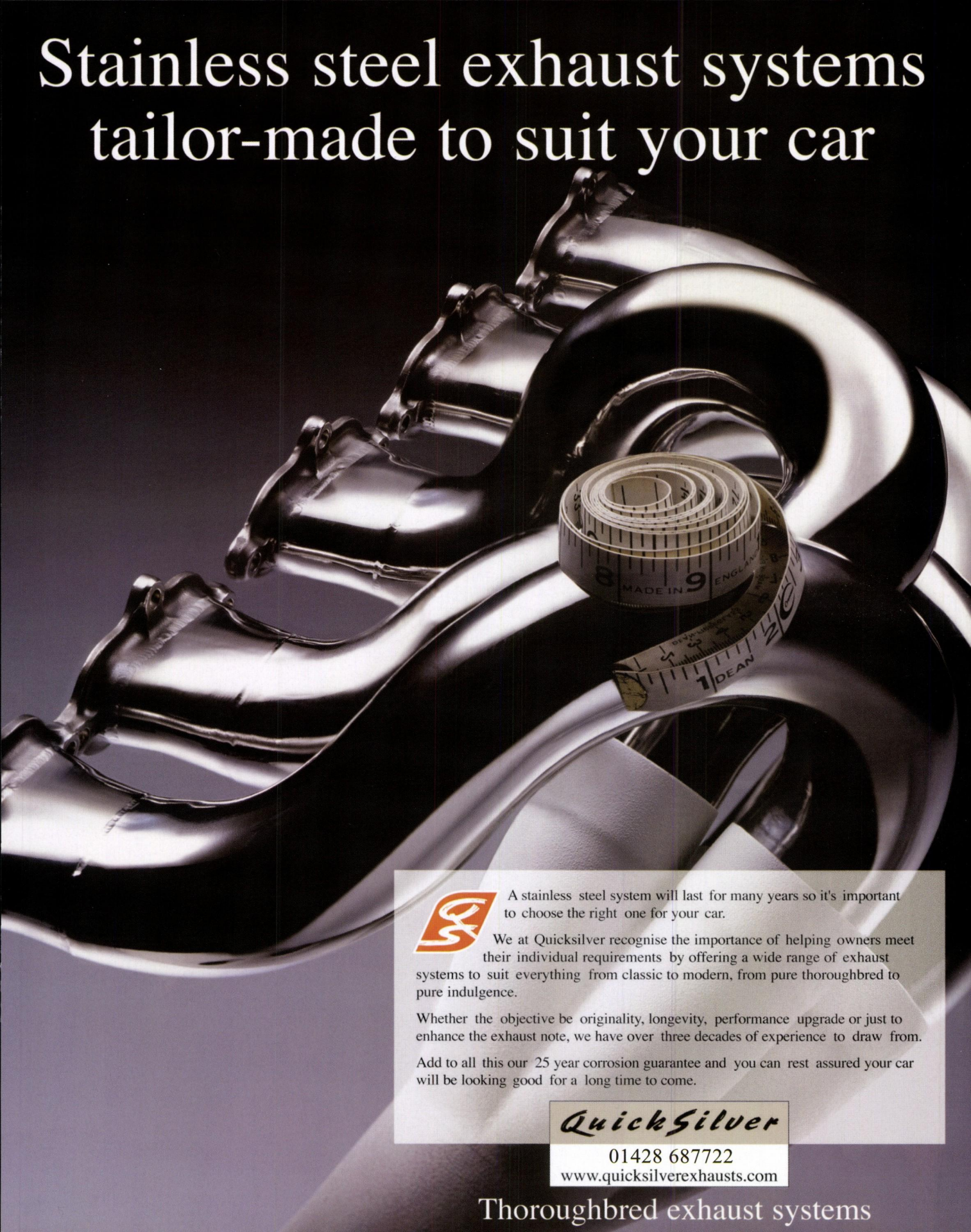
GC83 was meant to run a turbocharged DFL and go gunning for the Porsche 956. The engine programme ran late, however, and a Chevy was fitted in its place. It was fast, but marginal on fuel economy. A C Junior campaign in 1984 was a more realistic proposition. GC284 was intended for IMSA and Mazda engines, but Baker convinced Ganley to build him two cars for Ford BDT power. Based on FAtlantic uprights, the car was small. As was its successor. The 'big' change came in '86.

"Following our success in America, a lot of our customers wanted to fit bigger engines," explains Ganley. "It seemed that everyone had a different engine package, which was a logistical nightmare. So the GC286 [GT86 in America] was bigger than its predecessor, but was as small as we could ➳



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DISTANCE MAKES THE HEART GROW FONDER. BUT WHAT ABOUT THE WALLET?

GROUP C/GTP RACING WAS CREATED EARLY LAST YEAR by the owners, preparation companies and supporters. They were encouraged to do so by Jim Graham, custodian of 'Pink Panther' and several other GpC cars.

"We wanted to make sure that everyone in the club, particularly the owners, worked together to grow the club and co-operate on its direction."

Their plan for 2004 is to organise five or six dates, the highlight of which will be the Saturday afternoon support race at the Le Mans 24 Hours.

"To keep a balance between cost and enjoyment, the number of races is kept low, but the average track time per weekend is two hours," continues Graham. "And that formula seems to be working: 37 cars raced last year, and our biggest grid was 26. We should have 40 cars out at Le Mans.

"Members can buy race weekends in packages: £3750 for six, £2250 for three or £1000 each.

"The initial purchase of these cars is expensive, but the running costs are akin to that of an historic F2. A Cosworth or Porsche 'freshen up' might cost £8-12,000, a full overhaul £20,000, but this could represent two years of sensible running. A well-sorted Hewland is good for four or five seasons. Regular runners (six races) also have to be crack-tested in the winter months. That costs £3-5000.

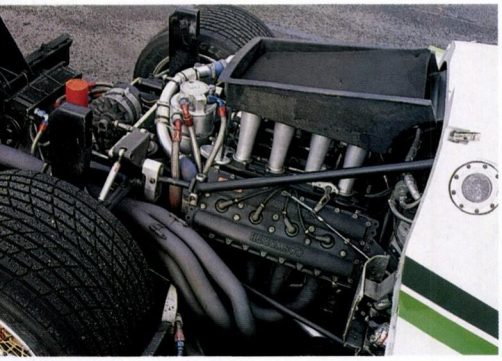
"Tyres are the other consideration. Some bolt on lots of new rubber, but I reckon to get through a year with two sets of slicks and one of wets – at about £800 a set.

"It's not the cheapest form of racing, but nor is it as expensive as you might think."

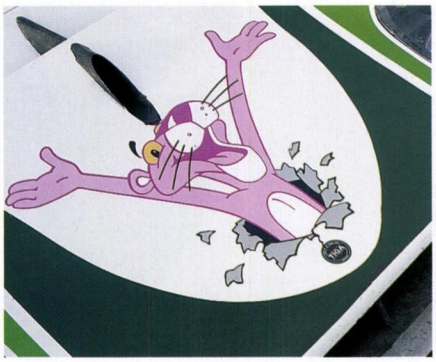
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Sketched out by Ganley, detailed by Andy Scrivner, car is pretty. Fronts rads replace original side items



Car ran 3.5-litre DFZ in BRDC series of early 1990s

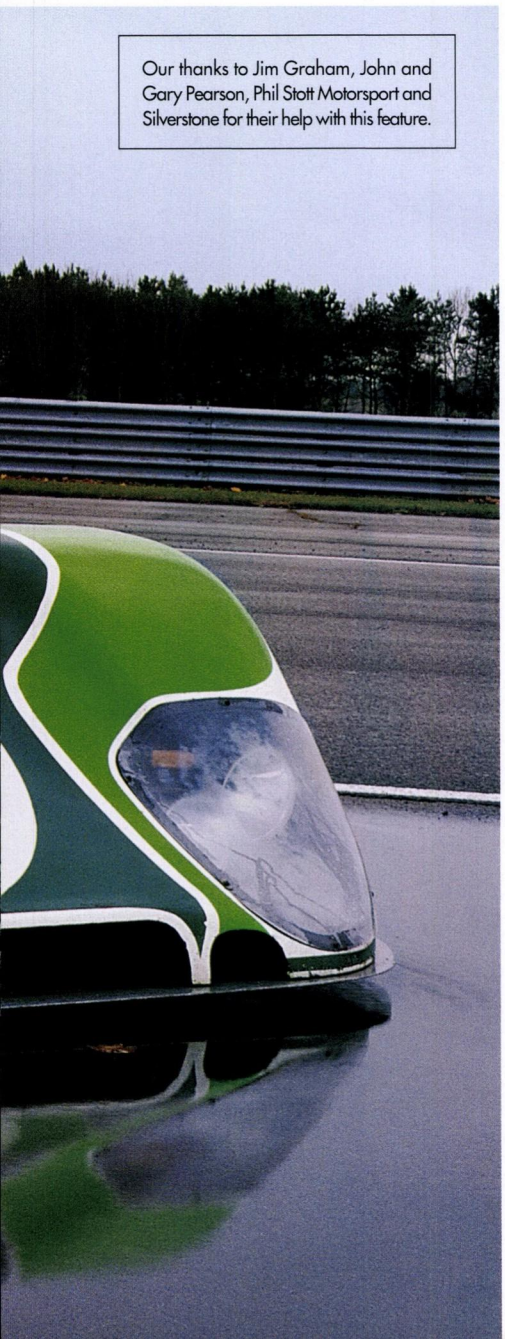


A gentleman, scholar, acrobat – and a C2 legend



Worn with pride: cockpit has gone the distance

Our thanks to Jim Graham, John and Gary Pearson, Phil Stott Motorsport and Silverstone for their help with this feature.



make it and still cope with DFL, Ferrari, Buick, Chevy, Porsche and a few others."

By Ganley's own admission, Tigas weren't cheap. He was unwilling to compromise build quality or finish. "After mangling my feet in somebody else's car, I was determined that no-one would suffer the same fate in one of my cars," he explains.

Without wishing to appear ungracious, Pink Panther – the nickname stems from its Le Mans livery of 1988 – proudly carries its war wounds; every chip, ding and dent has a story to tell. But that's just frippery. At its core lies an aluminium honeycomb monocoque that never flinched. When American Hynes spun in front of the leaders at Brands Hatch in 1988, he collected a Sauber (twice). Debris was strewn all over the track and the safety car was mobilised. As the field trickled round, Baker's men hauled their guilty charge back to its pit. And set to work. They rebuilt its entire front end and sent it back out after losing an hour. Later it suffered a collapsed wing, and then needed a new radiator in the closing minutes. To cap it all, as Bartlett crossed the finish line, it shed a wheel. The official results showed that it was unclassified. But that wasn't the point: Baker and his Tiga were made of stern stuff.

This is a comforting thought given that Silverstone is cloaked by leaden skies and puddles are splashed all over the pit straight. With the up-and-over door clicked shut, heat percolates through from the warmed-up DFZ (an engine regularly used in the BRDC sportscar series of the early 1990s). I scan the gauges and rock the gear lever around its gate. Dead ahead is a Stack tacho sensibly red-lined at 9000. On the left is a bank of switches and a 'square' of four dials: gearbox temp, water temp, battery, oil temp and pressure. Running cold is going to be the problem today.

The driver is sluggish, too. Promises of lots of torque are washed away by a fierce clutch and a tall bottom gear. This is not the first racing car I have stalled – nor will it be the last – but this particular display reaches L-plate proportions until, finally, revs and slippage shake hands on a deal. Just.

Once on the move, however, matters take a turn for the better: this Tiga is a pussy cat. The clutch suddenly feels spot-on and the Hewland FT200 five-speeder can be whipped around its H. With soft cams fitted, the 3.5-litre V8 chimes in at about 5000rpm, giving me lots of usable revs to play with in the low-grip conditions.

Actually, it's not that slippery now. Out of the shade of the pits and grandstands, that familiar airfield breeze is drying the circuit. Wets are perhaps not quite the ticket now and, as my confidence grows, the chassis starts to feel understeery.

At which point I get my regular reality check. A Porsche GT3 thunders past my left lug'ole. Ho hum, off we go. I have no intention of attempting to harry a man who clearly knows what he is doing in a car that's been pounding round most of the morning, but at least I should be able to close the gap given my 520bhp engine of F1 lineage…

The left kink onto the International layout's ➳

TECHNICAL SPECIFICATION: TIGA GC286/289

ENGINE	
Type	Cosworth DFZ, 3.5-litre V8 (originally fitted with BDT 1.8 turbo, then DFL 3.3 V8)
Capacity	3495cc
Max power	520bhp @ 10,000rpm
GEARBOX	
Type	Hewland FGC, 5-speed
CHASSIS	
Type	aluminium-honeycomb monocoque
Bodywork	Kevlar and carbon fibre weave
Wheelbase	2550mm
Track (f/r)	1480/1626mm
Length/w/h	4410/1790/1000mm
Weight	800kg (ready to go)
Suspension (f)	double-wishbone, pullrod, inboard shock absorber
Suspension (r)	upper rocker arm, lower wishbone, inboard shock absorber
RUNNING GEAR	
Dampers	Koni, adjustable, inboard
Brakes (f & r)	AP, outboard, vented discs
Wheels	BBS, 16in
Tyres	16x23.5x10.5 (f) 16x25.5x13 (r)

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back straight is flat. This duly accomplished, I await the sudden rush back up to the Porsche's bewinged rump. It never comes. Which surprises me – even though I am holding to 8500rpm. Mr GT3 is braver on the brakes, too, and I'm forced to leave him to it. Racing cars have come a long way in the past 17 years; the Tiga is also geared long for the GP track.

Testosterone back in check, I salve my ego with a few second-gear hairpin tweakies. It's all hugely enjoyable, light to control and trustworthy. And through the quicker stuff even I can feel the reassuring tug of those ground-effect venturis.

"It had to be like that," says Ganley. "My customers were amateur drivers. If we had designed a works car, it would've been faster but harder to drive."

'Testosterone back in check, I salve my ego with a few second-gear hairpin tweakies'

This dilemma was not something faced by Spice (initially) or Ecosse (ever). Instead they concentrated on one or two cars and were able to push the R&D envelope that bit harder. In the face of such single-minded rivals, Tiga had to make do with solitary C2 wins in 1987, '88 and '89.

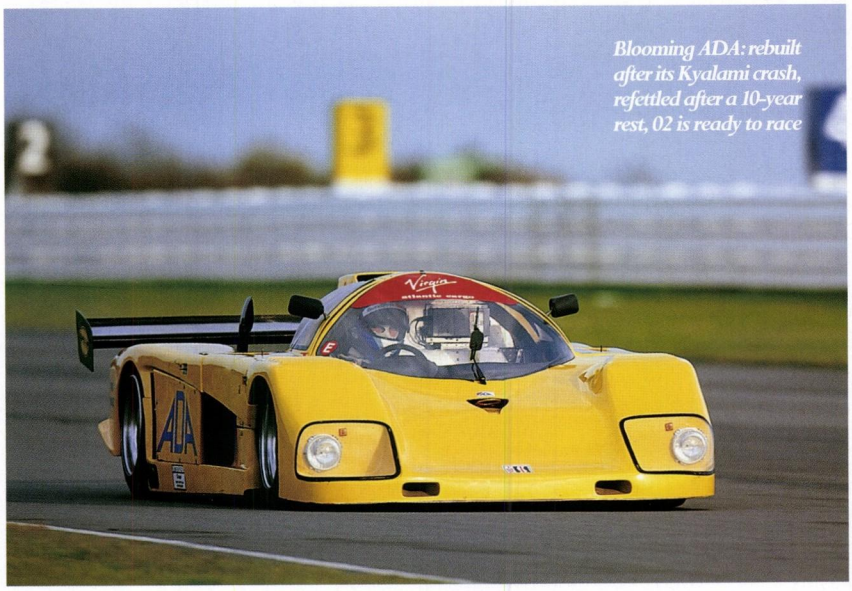
It met with more success in the USA. Two IMSA Lights victories in 1985 were followed by four in '86. After a fallow '87 came the big year: the Essex Racing car of Thomas Hessert and Dave Loring prevailed at Daytona, Sebring, West Palm Beach and Columbus, and took the title.

Ganley, though, had already left: "When we started the firm I told Tim [Schenken] that I would do it for 10 years and no more. When it came to it, I was persuaded to do an extra year [1987]. But after that I was done in. We were building Sports 2000, Thundersports, Formula Atlantics... we were overstretched and it was affecting my health."

Ganley sold up, Tiga left High Wycombe – and lasted two more years. The new owners had big plans – but instead discovered how hard Ganley had been working to keep it afloat. It didn't help that C2 was junked after 1989, and that Roy Baker *et al* were now deemed a waste of paddock space. The biggest loser, however, was sportscar racing, which has yet to recover fully from this fallacy. M



Mulsanne sunset or Northamptonshire in winter?



Blooming ADA: rebuilt after its Kyalami crash, refettled after a 10-year rest, 02 is ready to race

ADA LATE, A DOLLAR SHORT

IT WAS AN IMPRESSIVE DEBUT BY ANYONE'S STANDARDS. THE look of the thing may have been familiar, but this was the first race of a new car – even a new marque if you forget about a quirky low-budget parts bin special that bore the same name a few years before. The 'first' ADA arrived at the 1987 Brands Hatch 1000Km after a handful of shake-down laps, yet proceeded to lead the established class front runners in the early stages.

Tiff Needell had qualified the DFL-engined ADA 02 fourth in the C2 category of the World Sports-Prototype Championship and quickly moved to the front. And he stayed there almost until the first round of pitstops. Thereafter, a series of suspension problems caused by an overheating rear end curtailed its day in the sun.

"Better to have led and broke than not to have led at all," says Needell. "That was a good day. The car was light and nimble and a joy to drive around Brands."

ADA was making its debut as a constructor but the tiny Brentford team was a well-known, not unsuccessful player in C2: at least once it had upgraded from its own 01 chassis (built around a 1974 Lola) to one of the German Gebhardt marque's designs. Its JC843 chassis had been increasingly reworked since the team had bought it at the end of 1984, so building the first real ADA was the obvious next step.

"We'd done our own corners on the Gebhardt, so now I wanted to do our own tub," remembers Chris Crawford, the engineering brains of ADA. "It built on our experience from the JC843, but the only Gebhardt component was the windscreen."

This perennially underfunded outfit didn't race again until the end of the year. It took 02 to Kyalami for the Nine Hours of 1987 and left with a bag of bits after local driver Mike Briggs all-but destroyed it.

A further version of the ADA, 03, was raced through a sporadic world championship campaign in 1988 before it was sold to Colin Pool for the following year's BRDC British Sportscar Championship. Meanwhile, the rebuilt 02, already raced at Daytona in '88, was pressed back into service for Le Mans in '89.

The team's 1990 plans revolved around a bespoke engine built by powerboat specialist Bill Bonner to whom Crawford had been introduced as far back as '87. The project had been on and off the back burner, but was now given its head in ADA 02.

"As always, we wanted to do our own thing," remembers Crawford, "and we came up with the idea of a big, lazy V6." The 5.7-litre Bonner unit ran briefly in the BRDC series in 1990 but was abandoned, according to Crawford, after "one failure too many" in favour of a 3.9-litre Cosworth DFL. The car went on to notch up a brace of victories in the hands of Fritz Glatz and Tony Trevor before, with Group C in its death throes, ADA called time on the project.

Chassis 02 saw service in the pan-European Interserie with Scot Laurence Jacobsen, who then parked the car until selling it to Gary Pearson last year.

ADA 02 still runs the more bulbous rear bodywork from its days with the tall Bonner engine, but it will race in its Interserie spec, i.e. with a 3.5-litre Cosworth DFZ amidships, when it appears in this year's Group C/GTP Revival Series.

Gary Watkins



DFZ replaced unsatisfactory Bonner boat engine



Back-street heroes: Bob Gerard (10) passes G E Ansell during the 1948 race on St Helier's roads

SEA, SAND AND SUPERCHARGERS

WITH ROAD-RACING BANNED IN MAINLAND BRITAIN, SUCH EVENTS COULD ONLY BE ORGANISED OFFSHORE. BILL BODDY RECALLS JERSEY'S LIVELY BUT SHORT-LIVED ATTEMPT TO TURN ITSELF INTO A CAR RACING HAVEN

photography by LAT

JERSEY, WHERE PEOPLE WENT FOR SEA AIR, TAX avoidance or – motor racing. It seemed very odd that this could happen there; in the Isle of Man and in Ireland, yes, but not on what was officially British soil. Fortunately, some very good and important races were held at these permitted locations. From 1933 to 1935 the Mannin Mor and Mannin Beg were held in the IoM, as I have described previously in MOTOR SPORT, and Light Car races in 1936 and 1937, all important events which had the blessing of the RAC.

After the war years the IoM was at it again, when the BRDC staged its Castletown Trophy and Manx Cup contests from 1947 to 1951. In spite of the financial benefit to the Island which accrued from the almost immemorial annual TT motorcycle racing, the IoM authorities saw value in permitting car racing as well. Becoming aware of this Jersey decided to indulge in this modern and exciting experience in competition with the other island domain.

From 1947 on the inhabitants of St Helier either put up with, or rejoiced in, the influx of money-spending crowds that came there to see or compete in the car racing organised by the ambitious Junior Car Club (which from 1949 became the British Automobile Racing Club, able to use the famed initials BARC after war had gutted Brooklands Track).

Jersey was able to offer street racing on a 3.2-mile circuit through the seaside resort of St Helier. Visitors arrived for the first race there in 1947 by the existing sea crossings, the air services or by charter flights and in private aeroplanes. The race had been well publicised, in MOTOR SPORT and elsewhere. The Jersey MC&LCC had raised £1000 prize money, and when it was announced that the entry for the race on May 8 already included 10 Maseratis and 10 ERAs excitement rose. It was to be run under International GP formula rules for supercharged cars of up to 1½ litres and non-supercharged cars up to 4½ litres.

We predicted Chiron or Sommer would win the 160-mile contest, or, if they didn't arrive, Raymond Mays or Reg Parnell. Practice was on the preceding Tuesday and Wednesday evenings from 7.30pm, when Prince Bira's Maserati clocked 2min 6.6sec. All three *Scuderia Milano* Maseratis, driven by Sommer, in a twin-blower car, Chiron and Pagani, lapped in 2min 10sec. Parnell's Maserati managed a mere 2min 18sec, but Leslie Johnson in his 4-litre sports-type Darracq put up a notable 2min 17sec, quicker than the three Delage cars of *Ecurie Gersac*, led by Louis Gerard, these drivers under orders as to their finishing positions. The Delahaye was even slower. Peter Whitehead in the E-type ERA created speculation but the fuel tank split, the contents being allowed to pour into the drain over which it had stopped.

The course consisted of two main straights, the long downhill one leading to the very acute, badly cambered West Park hairpin, where Mays and Johnson corrected slides with full-opposite lock. The other link ran along the front to Le Marquand's Corner, with a kink at Bellview before it. John Morgan of the JCC was Clerk of the Course, aided by enthusiastic but inexperienced volunteers.

So, a clean start, the front row occupied by Sommer, Chiron, Bira and Pagani. Sommer relieved Pagani of his lead before they reached the slow Bayview Hotel hairpin. Bira was then two seconds behind, followed by Pagani and Parnell. Sommer set a record fastest lap of 2min 6.2sec (91.28mph) but, as he had predicted, the Maserati's engine gave



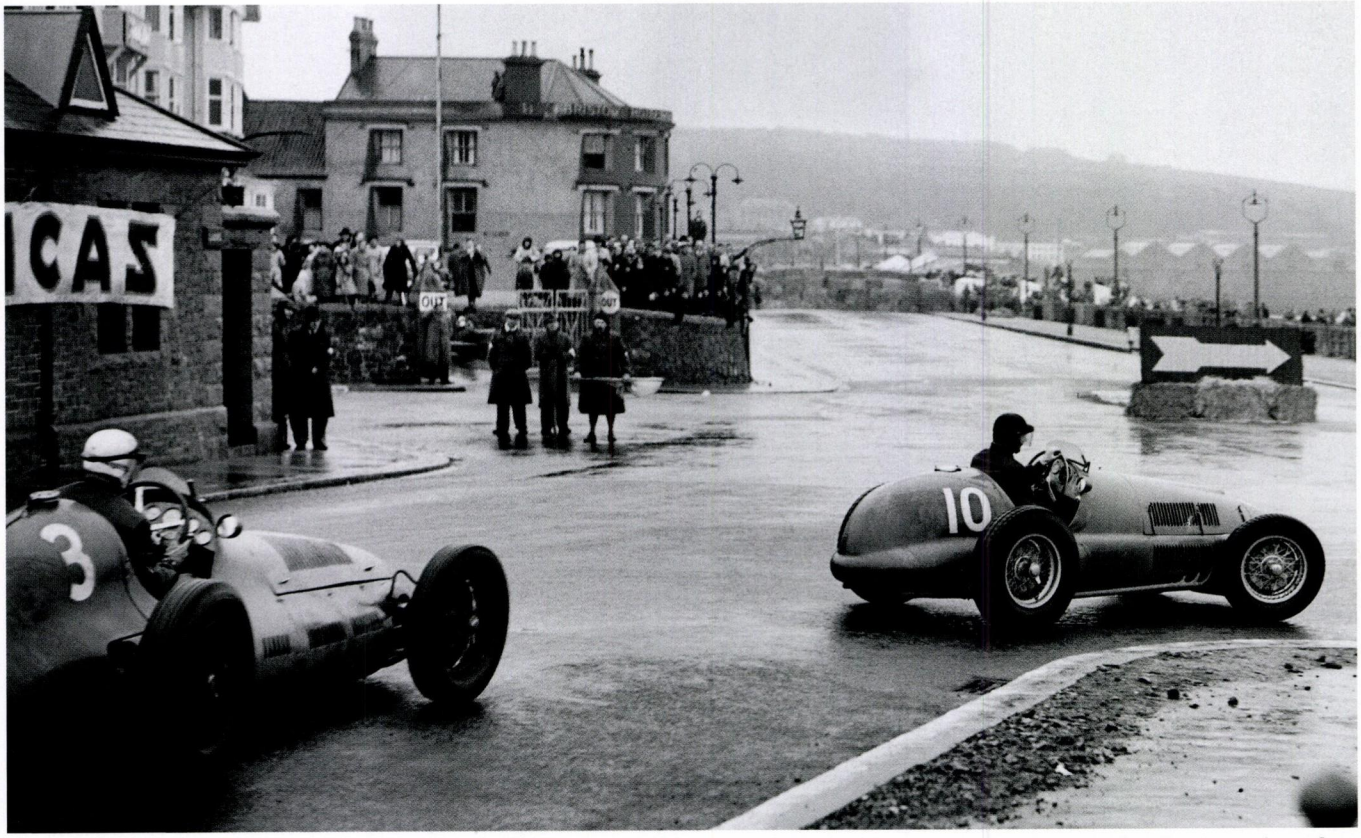
Reg Parnell enjoying the flowers of victory in 1947

up after three laps. Bira led until he had to stop for a wheel change and Chiron took up this position. Unfortunately, the loudspeakers and the scoreboard gave Parnell as leading, and he was flagged in as the winner, Chiron second, Raymond Mays third. The Italians made their feelings loudly known! It seems that Parnell's pit-signals made him sure he was ahead, and Chiron had been flagged to go more slowly, his pit assuming he was winning.

There was another muddle at the prize-giving. Bira, who had retired, was given the fastest-lap award even though he had done this in practice, while Sommer got nothing for fastest race lap. Chiron said, in French, at the prize-giving that he thought he had won but would abide by the Stewards' decision. The lap times did appear to give Parnell his victory, Chiron second, Mays third. The next three places went to Joe Ashmore (ERA R1A), Henry Louveau (Delage) and Johnson (Darracq). Parnell's speed was 84.52mph.

The E-type ERA was out with an unspecified trouble, excused as a further fuel tank split; John Bolster in Peter Bell's ERA R5B was slowed when a plug lead came off making him think a piston had melted. Gilby's ex-Rayson Maserati baulked others. Wilkinson did most of the driving of Billy Cotton's ERA, Brooke's ERA R7B shed rods, and Chorlton, in the absent Harmer's T51 Bugatti stopped with no oil in the engine. Only Parnell completed the full 50 laps. Jersey had had its first motor race.

In 1948 the race distance was increased to 176 miles, or 55 laps. Entries included Luigi Villoresi's *Scuderia Ambrosiana* two-stage 16-valve Maserati, George Abecassis' Maserati, Reg Parnell's Maserati with outboard extra fuel tank, in the hope of a non-stop run, Prince Bira's Maserati with Esson Scott in his pit, Ansell's ERA R8B, John Bolster with Bell's lowered ERA R5B, brother Ansell's ZF-diff Maserati, Salvadori's Maserati, Ashmore's A-type ERA, the B-type of Bob Gerard with large fuel tank, Harrison in ERA R8C and Heath's F2 Alta. Raymond Mays' ERA was flown over in a Dakota, Hampshire brought his Wilson-gearbox Delage, while Robert Cowell's V12 Lagonda had a new off-set single-seater Egham body. Baird was in Emeryson's latest Special with the ex-Seaman/R Duller 4½-litre straight-eight Duesenberg engine, and Baring ➠



Heavy rain in 1949 made West Park hairpin especially tricky. Here Villoresi's Maserati tails Whitehead's Ferrari into the adverse-cambered turn onto the seafront

had a Maserati. Non-starters were Sommer's CTA, Woodhall's Delage with a broken con-rod, Tony Rolt's eight-carb Alfa Romeo, due to cracked valve seats, the E-type ERA, Chorltons' Bugatti, Ian Connell's Darracq and Brooke's Ferrari.

Practice was almost more interesting than the race! Bira lapped in 2min 1.4sec, 0.6sec faster than Villoresi, Gerard in 2min 8.6sec. A gearbox defect in Villoresi's Maserati caused his mechanics and two Italian waiters to work frantically as the race was about to start, ignoring the National Anthem.

Bira led the race until he stopped for a wheel change and fuel, costing him 95sec. Parnell then went into the lead until Gerard took him, to lead by four seconds after 25 laps, Abecassis third. Bob went on building up an ever-increasing lead, but Parnell's expectation of not having to stop was spoilt by tyre trouble. The first two laps were agony for Bob, as his oil gauge registered zero, but it then recovered. There was now no stopping him, his pit calm, Mrs Gerard timing a faultless run.

Villoresi had retired early, Baring's Maserati eventually stopped with supercharger hose-pipe breakages, as did the E-type ERA after lots of stops, at 24 laps, Brooke's ERA at 41 laps with a burnt-out valve, and Harrison's ERA R8C with a retarded magneto. But Cowell's Lagonda, Bennett's ex-Lord Selsdon Talbot, in spite of having no top gear and a faulty gasket, and Richardson's ERA-Riley got in, taking the last three places, ninth to eleventh. Mays' ERA R4D stopped with no oil to its Zoller blower.



1948: Bira stops his Maserati at the pits on the prom

Gerard was clearly the Jersey hero, with a best race-lap of 90.42mph, after a magnificent drive, winning at 87.33mph. Abecassis was second, a lap down, Parnell third, Bira fourth after too many pit calls, all three a lap in arrears. R E Ansell's Maserati with Bolster were another lap down, and G E Ansell (ERA R9B) and Salvadori managed only 51 laps.

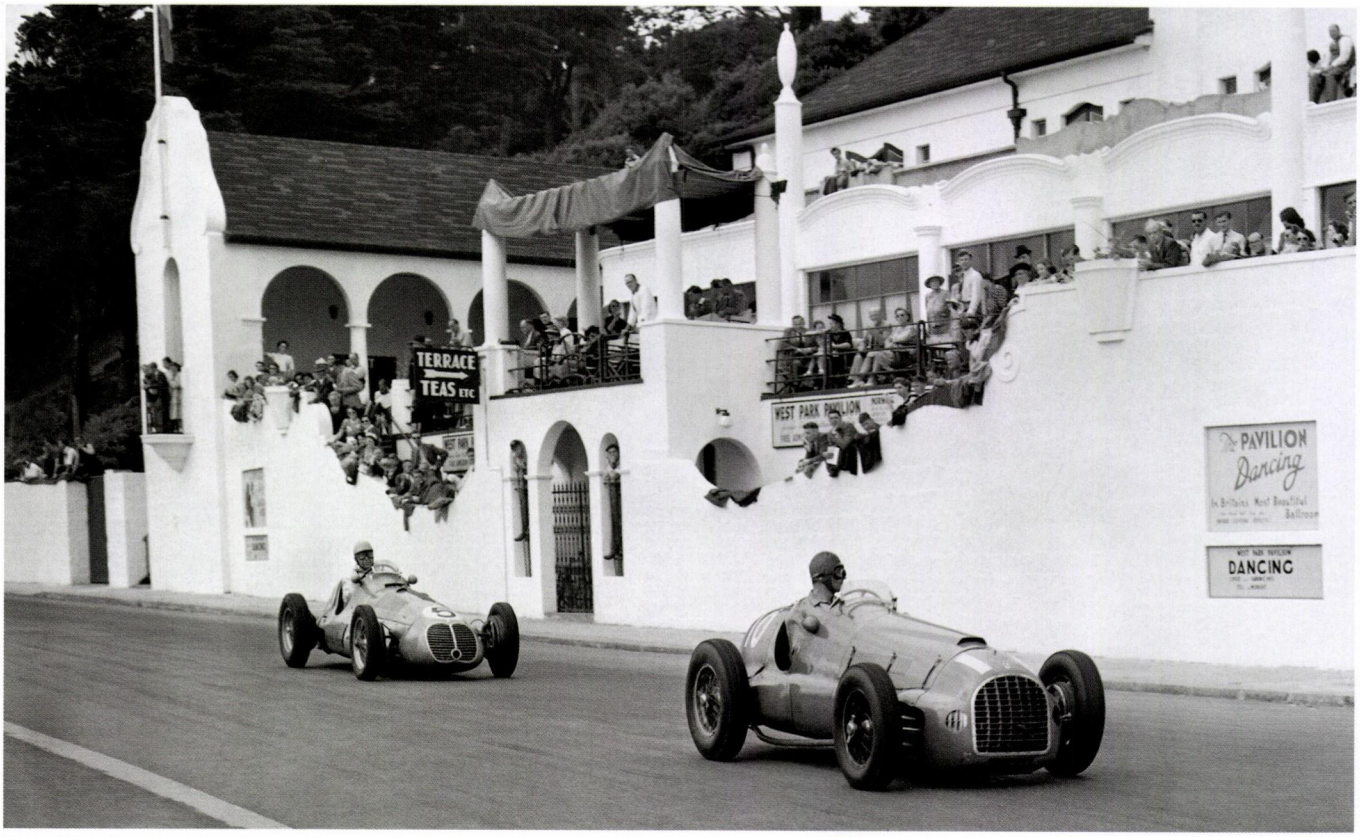
The Emeryson's power was too much for its type 75 Wilson gearbox, Heath's Alta retired with a broken timing chain, Gilby fell out of his Maserati at the Marquand hairpin, the car then indulging in a race of its own, writing off one of Klemantaski's expensive cameras, just avoiding Klemantaski himself, and ending up against a Vauxhall in a garage yard. Safer to be a golfer, perhaps?

This now well-established race was run again in 1949, over the same 50-lap distance, and Bob Gerard scored again with his faithful ERA R14B against stiff Maserati and Ferrari opposition. The weather was misty with torrential rain so the start was postponed half an hour, and the chartered Airspeed Consul 65 in which I and photographer Michael Tee had started from Croydon turned back when the radio failed.

Practice was a sad affair, because Kenneth Bear's Type 59 Bugatti crashed at Le Marquand corner and he was fatally injured; a policeman and a doctor were also killed. Other non-starters were Leslie Johnson's ill-fated E-type ERA, which broke a piston after a very impressive lap of 93.21mph, Baring's Maserati with a cracked head, Watson's Ferrari, Claes' Talbot, Logan's Cooper and Chorlton's CDL which had arrived in a Miles Aerovan. Louis Chiron had come again in spite of the disappointing experience he suffered the year before. The front row of the grid was occupied by Villoresi, Bira (Maserati) and Chiron (Talbot) with respective lap times of 96.0, 94.0 and 83.2mph. At the start, however, it was Chiron who led, Bira second, Baron de Graffenreid third, in the latest 16-valve two-stage Maserati.

Bira soon took the lead, his standing-start lap accomplished at 82.16mph, Villoresi not far behind, Chiron third, hard-pressed by Parnell's Maserati.

The foul weather did not agree with Villoresi's Maserati, and changing carburettor jets and blanking off the radiator proved no cure, but the soaked, grimy and disconsolate Luigi pressed on, changing plugs as required, but not smiling as he had been



Peter Whitehead even has time to glance at the Pavilion's billboards as his Ferrari laps Reg Parnell's 4CLT/48 Maserati on the way to victory in the 1950 race

before the start; he had some consolation, a fastest race-lap of 90mph, before the rain really set in. Parnell was the first to retire, with an unwilling petrol pump. Then Abecassis' Alta stopped for good with back axle derangement, Le Gallais' Talbot lost top gear, and Chiron was troubled by a locking rear brake. Heath was a frequent visitor to his pit with the Alta, which Bira had lapped. Bira made a very neat pit stop, getting out of the car while it was being refuelled, and Holgate was putting a wet finger on the plugs to see if any wished to be replaced.

With 25 very slippery laps gone Bira led at 82mph but at its stop on lap 29 Gerard and de Graffenreid both went by, Gerard with a C-type fuel tank in his old ERA R14B to ensure another non-stop race and now leading by some 600 yards. Hamilton's Maserati stopped with a hole in the radiator, Mays took fourth place from Bolster when the latter's twin-Jamieson-blower ERA was stopped with a damaged valve.

So the miserable race ran to a close, Gerard getting round at nearly 77mph in the trying conditions. He crossed the finishing line after 2hr 16min 58.6sec, an average speed of 77.10mph , to receive with a smile a very large winner's cup. De Graffenreid was second, in 2hr 18min 39.2sec (76.16mph), Raymond Mays third in his well-known sprint 1½-litre ERA R4D, in 2hr 19min 25.8sec. Next home were Bira, Ashmore and Villoresi in the three Maseratis, followed by Whitehead's Ferrari, Hampshire's ex-Bira Maserati, R E Ansell's Maserati, David Murray's Maserati, G Ansell's Wade-supercharged ERA, R9B, and the Alta.



Villoresi (3) and Bira match their Maseratis in 1949

So popular, steady Bob Gerard had vanquished five 4CTL two-stage Maseratis and a Ferrari. Villoresi, much fancied, lost a total of around seven minutes during his four pit stops and no doubt returned to Italy to speak a trifle unkindly of the weather in Jersey, noting that the winning average for this 1949 race was just 10.23mph slower than Gerard accomplished the year before...

The 1950 race was much better. Rain gave way to a sullen sun, the girls wore beach attire, bicycles were taxed, purchase-tax-free new cars plentiful, Press support for the race excellent and the St Helier Bay setting ideal. But a sliver of interest was removed when the works Maseratis of Chiron and Rol did not arrive. Lord Howe introduced the drivers to Jersey's Lieutentant Governor. The only non-starters were Logan's Cooper 1000 and Butterworth's front-wheel-drive AJB, but Merrick's Cooper only just qualified, with a 72.45mph lap.

Over a course requiring speed and durable brakes David Hampshire achieved fastest practice lap of 94.12mph in a *Scuderia Ambrosiana* 4CLT Maserati. Peter Whitehead's V12 1½-litre Ferrari managed 93.51mph, Gerard's ERA 92.6mph, Harrison's ERA R8C 92.31mph, so they were on the front row of the grid. Peter Whitehead then drove an impeccable race, winning very comfortably indeed at a record 90.94mph, finishing a lap ahead of Parnell's Maserati and de Graffenreid's Maserati. Gerard (ERA) was fourth, Shawe-Taylor (ERA) fifth and Hampshire set quickest race lap at 94.94mph.

This splendid drive by the calm red-faced farmer from Arborfield was a pleasure to watch, MOTOR SPORT having made the journey to Jersey and back in a Transair Avro Anson. The fast course took its toll of Rolt in Walker's famous old Delage, with a split inlet manifold. Murray's Maserati retired for the same reason, as did both Coopers with broken pistons, Hampshire's Maserati with magneto failure and Harrison's ERA R8C. De Graffenreid lost eight minutes in two stops for oil.

Whitehead won three trophies and £350, plus starting money. Due to financial losses the Jersey race was only resumed once, in 1952, and then as a sportscar race in heats and a final, won easily by Ian Stewart in a new Ecurie Ecosse Jaguar XK120C. M



Ian Stewart's Ecurie Ecosse C-type wins the last-ever Jersey road event. The racing had been successful, but the expected financial benefits failed to materialise

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THOUGH ONLY A BIT-PLAYER ON THE MOTOR RACING STAGE, THIS ONE-OFF TYPIFIES THE FRESH THINKING WHICH LED TO THE 500CC REVOLUTION. BY KEITH HOWARD

AFTER THE EUPHORIA OF VE DAY AND VJ DAY, and the demobbing of the armed forces, Britain woke up to a post-war reality summarised in a single word: austerity. Food rationing would continue until 1954, and it was not only foodstuffs whose supply remained controlled. Engineering materials were often hard to come by too as the country struggled to work its way out from under a mountain of war debt.

In the straitened circumstances of the day, motor racing cut its suit to match its cloth. Picking up on the pre-war CAPA organisation, for cars based mostly on Austin Sevens, the 500 Club was founded in 1946 with the express intention of creating a new 500cc formula with costs low enough to encourage individual members to design and build their own cars. Beginning with hillclimbs and then graduating to circuit racing, the recipe proved so successful that in 1950 it was adopted by the FIA as the basis of Formula Three. Wherein lay its eventual demise, as bigger teams found ways to turn larger budgets into cars no privateer could hope to match.

Many of the most famous names in post-war motor racing were involved in 500s in one way or another, acquiring driving skills that would catapult them into more senior formulae or design skills which would soon displace Formula One's centre of gravity from Europe to England. But there were many more participants who never made it into the headlines. A visit to The 500 Owners Association website (www.500race.org) reveals a host of marques whose names will be unfamiliar to anyone but an enthusiast for the era.

Although 500s were, initially at least, inexpensive to make – not least because of their reliance on motorcycle engines – and often made in tiny quantities, they weren't universally crude. Competition was fierce, so designers put their thinking caps on in search of an advantage. An exemplar of this is Alvin 'Spike' Rhiando, an extrovert Canadian who had come to Britain in 1933 in a vain attempt to establish car speedway racing.

In 1949 he designed and built the Trimax, so called because it was originally intended to accommodate not one but three capacities of engine: 500, 750 and 1000cc. Only one was ever made and it wasn't a notable success on the track, but the ambition of the car and its designer speak for themselves. Over a decade before Colin Chapman would upset the Formula One applecart with the Type 25, Rhiando built his F3 contender around a monocoque aluminium alloy chassis.

Today the car belongs to Jack Mayes, who talks about the Trimax overleaf. A Chicago architect who owns a small stable of 500s and used to race some of them, he bought the car after knowing about it since its first appearance in the 500 Club's *Iota* magazine, in the mid-1990s. As yet, he has not been able to restore it fully. But as the picture below shows it is largely complete and will one day be returned to its original condition. A few years ago Spike Rhiando's son contacted Mayes and expressed an interest in buying it but the deal was never negotiated.

In the broad sweep of motor racing history the Trimax may barely merit a walk-on part, but it does epitomise the spirit of the time. In particular it represents the ascendancy of novel thinking over brute force and tradition – the very quality that within scarcely more than a decade of the Trimax's first appearance would see Cooper, another 500 marque, win the F1 drivers' and constructors' titles two years in succession. ➳

Below left: 'Spike' Rhiando, seen in his Trimax at Goodwood in 1950, displayed remarkable foresight in building a monocoque car in 1949. Below right: Trimax today has seen many years of neglect, but its owner plans to restore it and put it back on the track in 500cc racing

Ferret Fotographic/Jack Mayes

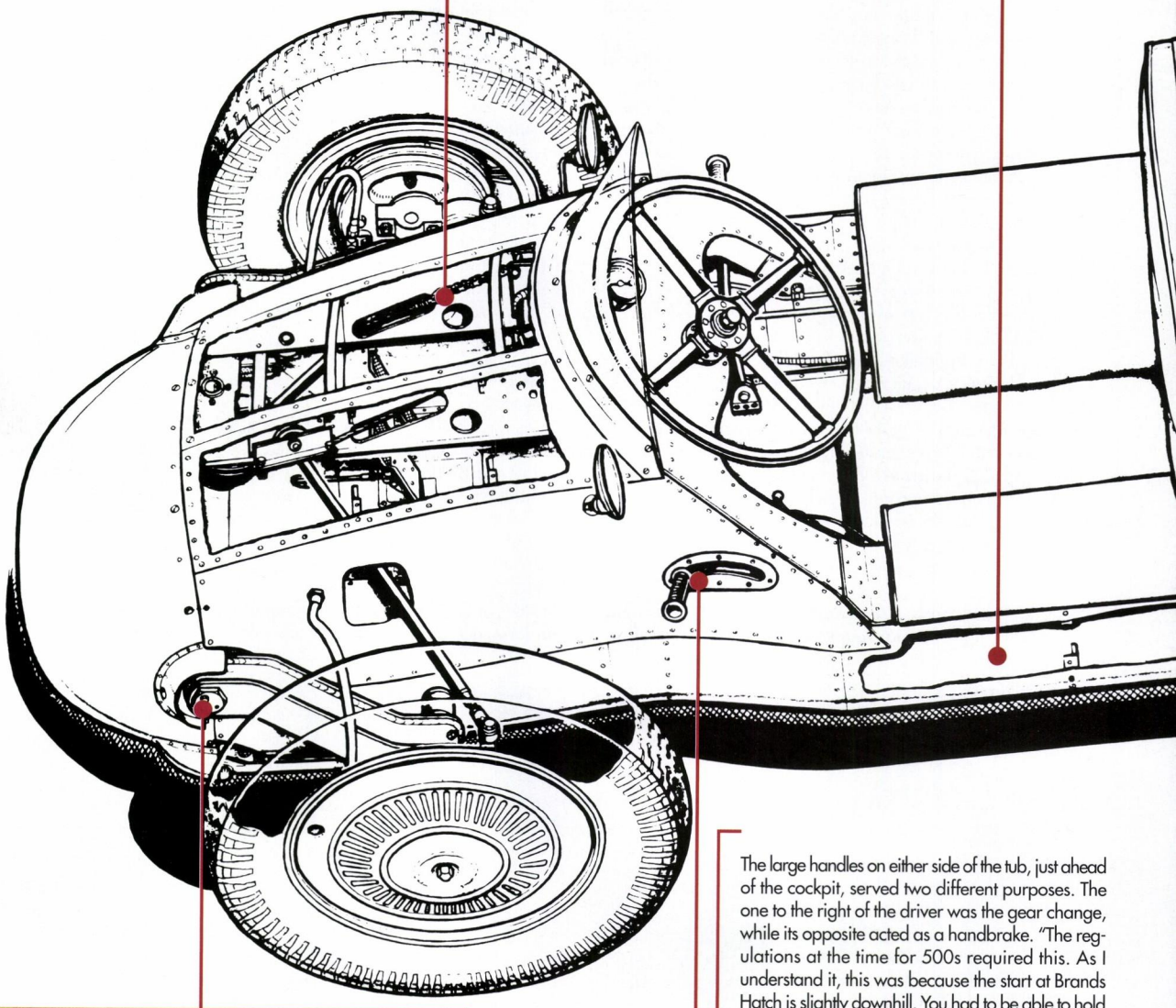




X-RAY SPEC: RHIANDO TRIMAX

It wasn't only in the Trimax's chassis construction that Rhiando took inspiration from aircraft practice – the unusual steering arrangement also owed more to aeroplane than car. "He used a sprocket and chain arrangement to pull on the steering levers," explains Mayes. "The sprocket is mounted on the steering shaft, behind the front bulkhead. A short chain goes across that and connects to a cable that pulls on the steering mechanism in the footwell." You can just see the cable running along the right side of the car in the drawing. This flexible linkage probably made the Trimax odd to drive, with little or no 'feel' through the steering wheel to warn of the front tyres' adhesion limit.

As well as sharing its construction essentials with that of the Lotus 25, the Trimax also presaged later F1 practice by using aircraft-like bag fuel tanks within the two roughly square-section side sponsons at either side of the car, each of which held 5.25 gallons (24 litres) of fuel. These were inserted through small inspection panels and inflated with compressed air to fill the space. "But the bladder tanks had long disintegrated by the time I got the car," reports Mayes. "It came with an upright tank behind the driver."

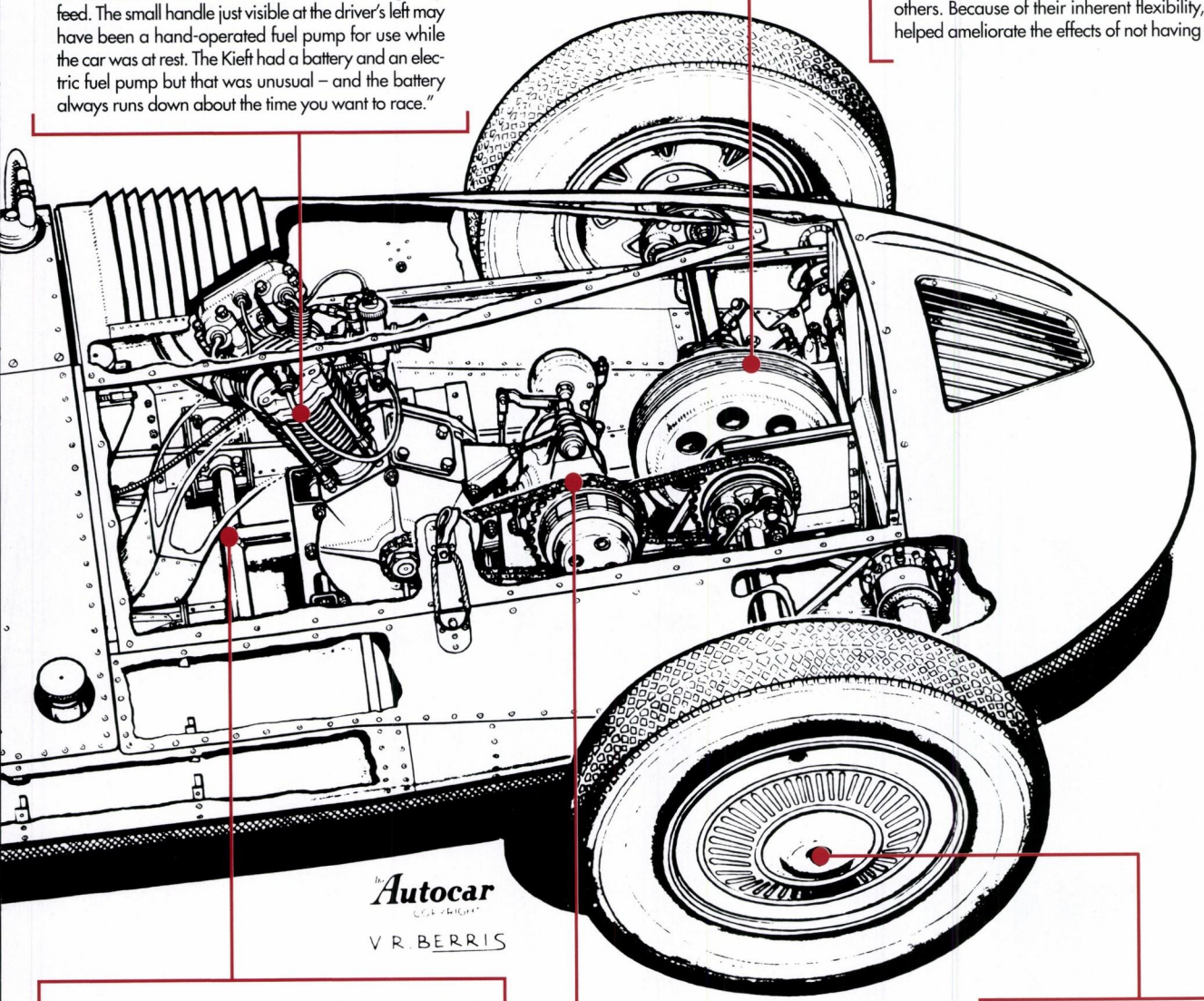


Suspension springing front and rear is by Metalastik units attached between the chassis and the inboard ends of the welded steel swing arms, which are trailing at the front and leading at the rear. "It's a rubber in torsion suspension: two short pieces of steel tube of different diameters with rubber bonded between them. The outer ring is bolted to the chassis and the inner carries the swing arm." Despite this simplicity, which had the advantage of saving weight compared to conventional springing, wheel travel was reportedly a generous five inches.

The large handles on either side of the tub, just ahead of the cockpit, served two different purposes. The one to the right of the driver was the gear change, while its opposite acted as a handbrake. "The regulations at the time for 500s required this. As I understand it, this was because the start at Brands Hatch is slightly downhill. You had to be able to hold the car on the line yet you were using your right foot to blip the throttle because 500s don't idle very well. You're on methanol and the idle jet is not large enough. With a number of the cars all they did was add a handbrake with a cable which operated the balancing lever on the master cylinder. I would guess that it's the same arrangement here but I don't have the master cylinder so I can't be sure."

"The early twins, using 500 barrels, would have had a total loss oil system, as shown here, and the engine that I got with the car also has cast iron barrels, not alloy as on the later ones. So at least one high tank was needed for oil. The filler caps on top of the driver's backrest seem to indicate two tanks, the other of which would be for methanol because the R27 carbs used a gravity feed. The small handle just visible at the driver's left may have been a hand-operated fuel pump for use while the car was at rest. The Kieft had a battery and an electric fuel pump but that was unusual – and the battery always runs down about the time you want to race."

Eschewing a differential allowed a simple chain drive to a sprocket on the rear axle, where a single brake drum acted on both rear wheels. To achieve the required plunge in the half-shafts without the use of splines, Layrub rubberised universal joints were used, a forerunner of the Metalastik 'doughnuts' used later by Lotus and many others. Because of their inherent flexibility, these also helped ameliorate the effects of not having a diff.



"While the chassis is a monocoque, there is a small steel tubing subframe that runs both across the car and back towards the engine. It is attached to the shell by U-bolts. It has very little stiffness so apparently it was there for alignment of the running gear." The body is constructed mostly from 16 and 18swg duralumin sheet, meticulously riveted. "Whoever did the riveting on the car did so very well," says Mayes, and his is an expert eye. "One of the reasons the car interested me was I was a riveter at Douglas Aircraft during World War II and broke all records for riveting at the Douglas plants." Despite this advanced construction, the car was overweight. "It is quite a bit heavier than the average 500 and it's also bigger. The Coopers are around 10ft, the Macksons 11ft and this is about 12ft long."

"The cutaway shows a Norton 'Doll's Head' gearbox. That was probably original because all the Coopers and Kieft used them at the time. But when I got the car it had a much more robust gearbox, bigger than I've seen in any other 500. It appears to be an Ariel Square Four unit, but I could be wrong. Rhiando had gearbox problems in April 1950 so that may be the explanation." Another recurring problem Rhiando had was with pistons melting, which probably explains the S-shaped air duct from the car's underside just visible ahead of the cylinder barrel, "although that is now missing from the car."

Although the wheels themselves are alloy castings to save weight, they were fitted with chromed wheel trims – a seemingly needless piece of ornamentation that Mayes suspects was included for aerodynamic reasons. "I imagine it was an attempt at streamlining. In California when running on the salt flats they would often put a cover on the wheels to try to cut down drag, I expect this is the same idea." Indeed, it was said at the time that the Trimax had been wind tunnel tested to refine its body shape – a claim Jack Mayes and I won't be alone in regarding with some scepticism.

A CHARMED LIFE

ALAN BROWN, WHO DIED EARLIER THIS YEAR, WHEELED AND DEALED HIS WAY THROUGH SINGLE-SEATERS AND SPORTSCARS. MIKE LAWRENCE REMEMBERS THE COLOURFUL CAREER OF A TRUE 1950s ALL-ROUNDER

photography by LAT



ALAN BROWN WAS A FORMULA THREE CHAMPION, THE FIRST MAN TO WIN WORLD championship points for Cooper, and the first to race a Vanwall. He was also a Formula One constructor (the man behind the Emerysons of 1961-62) and a private entrant who ran drivers like Jim Clark, Dan Gurney and Jack Brabham. And it was Alan who got Ken Tyrrell started as a team manager.

Born in 1919, Brown's desire to compete came early, and he and his friends did motorcycle grasstrack races until he suffered the only heavy crash of his entire life. He was not an academic, and was soon apprenticed to Dennis Brothers, makers of trucks and fire engines. Then came WWII and Alan, already a member of the Territorial Army, was very soon in France where he attempted to establish a lap record for Army trucks on the Reims circuit.

On a leave pass to Paris, he and a friend were approached by a photographer from *Picture Post*. The upshot was a photo-feature showing the pair enjoying Paris, with the tab picked up by the magazine. That is an important point about Alan: he was born lucky, had no shortage of charm and also a shrewd eye for the main chance.

He missed the Dunkirk evacuation and was among the last British troops to leave France, but preferred to remember the lighter times: "I was made the unit's entertainments officer and, provided you secured a chorus girl for the colonel, there was nothing to it." The colonel was Norman Garrard, later the competition manager of the Rootes Group.

Major Brown returned to England at the end of the war and found that Dennis Bros had no need of him but, after a year spent wheeling and dealing, he was offered a job as a technical representative for the firm: "The government was about to nationalise road transport, and since full compensation was promised it was advantageous for a firm to own as many trucks as possible. I teamed up with a dealer called Bob Hamblin and we shifted a lot of trucks. Bob made a lot of money and he wished to express his gratitude, and so I suggested he bought me a racing car.

"He thought I was joking, but then I explained about Cooper and the 500cc movement, so he bought the car and I provided the engine. That was in 1949 and I got only a few events in, but by the end of the year I had assured myself that I was good enough to hack it. For 1950, I sold that car on to a chap named Ken Tyrrell and bought a new car on hire purchase."

Alan's career got under way through a combination of shrewdness, opportunism, determination and luck – no matter what his main employment, he worked away at his sidelines.

"1950 was not a good year" he said. "I stuffed my car at Silverstone, but was offered another in the Monaco GP support race. I shunted that into a tobacco kiosk. Its owner cracked open some champagne while we watched the rest of the race.

"It all sounds a huge laugh, but I was ready to quit. I was in second place when I crashed and racing was the reason I was there. Following so soon on my crash at Silverstone, it completely undermined my confidence. Charlie Cooper was not a sophisticated man, but he understood what was going through my mind. He worked on me all the way home until I believed in myself again."

In the remainder of 1950, Alan took a win, three seconds and nine thirds, which made him a leading runner in Formula Three, albeit a long way from being a star. During the close season he put together one of the first professional teams in post-war racing. He had found a patron in Jimmy Richmond who, being 22 stone, could not fit into a racing car. Alan, by horse trading, secured 'double knocker' Norton engines at a time when some people bought the entire motorcycle just to get the power plant.

Ecurie Richmond presented a professional face: Alan even designed his own racing overalls which, naturally, he offered for sale: "Some people hated us because we were thought to be trying too hard, but the race organisers welcomed us. Some said we had better equipment, but that wasn't true; what we had was a professional approach, but we didn't have real money."

Brown and team-mate Eric Brandon had a terrific season, and Ecurie Richmond was unquestionably the team of the year. Alan won the Luxemburg Grand Prix, and in the very next race, a support event at the International Trophy, it was Brandon first, Brown second: "We often took it in turns to win, which is why Eric won one of the F3 championships and I won another. We became a big attraction and could demand good starting money – between £100 and £200 in Britain, £1000 each on the continent.

"We made a very good living, but we worked at it. As soon as we came back from a trip to Europe, our engines would go straight to our tuners and we had spare engines ready to bolt in, which we had bought with all the appearance and prize money."

Alan finished the season with nine wins, a dozen seconds and two thirds, a dramatic improvement on the previous year. He also won two of the three British Formula Three championships (Brandon won the other) and was the runner-up to Stirling Moss for the BRDC Gold Star. He would never again know success like it during his career.

"For 1952, we decided to supplement the Formula Three cars with a pair of Formula Two Cooper-Bristols – the world championship was run to F2 that year. We were the official Cooper works team, but we had to arrange a lot of the work ourselves. Eric, who was a great mate of John Cooper, made sure that we got all the best bits while what was left over went on the third car, which was being prepared for another former Dennis Bros apprentice: Mike Hawthorn."

At the Easter Monday meeting at Goodwood, Hawthorn arrived a youngster and left a star. It is less frequently remembered that Alan came second to him in the Formula Two race, won a handicap and, the following month, scored Cooper's first world championship points when he finished fifth in the Swiss Grand Prix. Hawthorn is rightly remembered for his heroic battle in his little Cooper-Bristol with Villoresi's F1 Ferrari at Boreham in a downpour, but Alan was the second F2 driver home (ahead of Moss) and he also won the F3 race ahead of Don Parker and Moss.

Hawthorn's drives were so extraordinary that they overshadowed ➤➤



Brown is second for Ecurie Richmond in 1951 International Trophy support

'By the end of 1949 I had assured myself that I was good enough to hack it. So I sold my car on to a chap named Ken Tyrrell and bought a new one on hire purchase'

'A well-known team manager offered Jack Brabham and I £1000 apiece to throw the race. I had not liked the way motor racing was going and that was the last straw'

everyone else; under most circumstances Alan's win and second at Boreham would be reckoned a fair day's work. It also has to be said that such days were not that frequent, though Alan did finish sixth in the French Grand Prix and, thanks to that fifth in Switzerland, was 11th in the world championship. Alan and Mike Hawthorn were friends, part of the same fast set. But, as Alan said, "The only time I ever beat Mike was when I took his first girlfriend, Ann, and married her."

At the end of 1952, Hawthorn moved to Ferrari and Alan replaced him as the driver of Bob Chase's cars: "There was no falling out with Ecurie Richmond, but Eric decided that he was not really cut out for Formula Three while I still nurtured my ambitions."

So far as Formula Two was concerned, it was a thin season: Alan's best result was second in the Coronation Trophy at Snetterton, but the field was not of a high order. In the three world championship races he undertook, his Cooper was outclassed every time.

One of these was the Argentinian Grand Prix when President Péron opened the circuit to "all my children". The result was a crowd of half a million that spilled to the edges of the track. Alan had just been lapped by Giuseppe Farina and was right behind the Ferrari when a spectator decided to cross the track. Farina took avoiding action and spun into the crowd. The official story claimed that there was one fatality and six people injured, but Alan had his doubts: "Bodies bounced off my car. I don't know how many died, we just had to get on with the race. It was the only thing to do. The crowd was in an angry mood."

Alan had a few outings with the 500cc Beart-Cooper and took a memorable victory (and lap record) at the Easter Monday Goodwood meeting when he beat a class field which included Stirling Moss. His best move, however, was to have the ex-Hawthorn Cooper-Bristol converted into a sportscar which became very familiar in British racing during 1953. Although Alan and the Cooper normally took second place to Cliff Davis' Tojeiro-Bristol, they came into their own in 1954 when Alan won the British Empire Trophy and the Dutch Grand Prix, which was run for sportscars that season.

During this period Alan became in demand as a test driver, perhaps the first in Britain. As a result of such work he became the first Vanwall works driver when the original 2-litre car was entered in the 1954 Daily Express International Trophy. He qualified on the front row for his heat, but spun when the heavens opened. He fought back to sixth place, and the first 2-litre car home, but retired in the final. Tony Vandervell did not repeat the invitation and handed his car over to the young Peter Collins.

The bright promise of 1951-52 was not being fulfilled – and '55 was even worse. The relationships with Chase and Beart were over as both turned to younger, brighter prospects, and it proved a thin year.

In 1956, Alan became a member of Ecurie Ecosse and after a couple of reasonable performances in a D-type (third place at Snetterton, fourth at Goodwood) he finished a good fourth in the main sportscar race at the International Trophy meeting. But this time Alan got out of the car and announced his retirement. Even years later he did not know quite sure why he did it – but he had recently married, he was nearly 37, and he was not getting any faster. He had found his level, and when he turned his back on the sport it was while he still was capable of getting good drives. He left on his own terms.

Alan had been running a main Ford agency for John Coombs, a close friend, but left to set up a small garage with Tyrrell, who had himself just hung up his helmet after a nasty crash at Goodwood. The two partners joined with Cecil Libowitz to run a Formula Two Cooper which, during 1957 and '58, was entered by the works and driven by such as Jack Brabham, Bruce McLaren, Innes Ireland, Carroll Shelby, Harry Schell and Masten Gregory.

By the end of 1958, the garage was taking up a lot of time and Tyrrell wanted to concentrate on racing. So Alan moved on to be sales director at Connaught Engineering, which was by now a car dealership. Rodney Clarke, the founder, was a brilliant engineer, but was not always the easiest of men to work with. Before long he and Alan fell out. Clarke was bought out by the other directors and Alan was made managing director of a new company, known as Connaught Cars, in 1959.

The following year Connaught Cars entered an arrangement with Paul Emery to make a new mid-engined formula car. It was not a marriage made in heaven. Alan was business-like; Paul was not. Though the first to pay tribute to Emery as an intuitive engineer, Alan reckoned he was impossible to work with. The Connaught-built Emerysons were not very successful, although Mike Spence did win the Commander Yorke Trophy with a Formula Junior version in 1961.

After the Emery episode Alan stayed away from active motor racing for a while, but he kept his contacts. In 1963, with the support of Esso, he imported a Ford Galaxie to challenge the similar car run by Willment. With his reputation, Alan was able to have his cars driven by the likes of Clark, Brabham and Gurney.

"In 1966, I was running a Mustang for Jack Brabham. We came to a point when, if Jack won a particular race, the championship would go to one marque but, if he did not, the series would go elsewhere. Our car only appeared at selected meetings so we were not in contention for the championship, and a well-known team manager offered Jack and me £1000 apiece to throw the race. I suspect that he was only acting on behalf of a manufacturer and, had we been interested, we could have raised his bid. I had not liked the way motor racing was going and that was the last straw."

Almost the last straw, because he later entered a McLaren M1 for Frank Gardner in some races; then he disappeared into the world of the car trade.

Alan remained a very enthusiastic member of the BRDC, revelling in his status as an *ancien pilote* since he did win two world championship points. Not much by the standards of some drivers, but more than 99.9 per cent of racing drivers ever achieve. M



Converted Cooper-Bristol claims British Empire Trophy at Oulton Park 1954

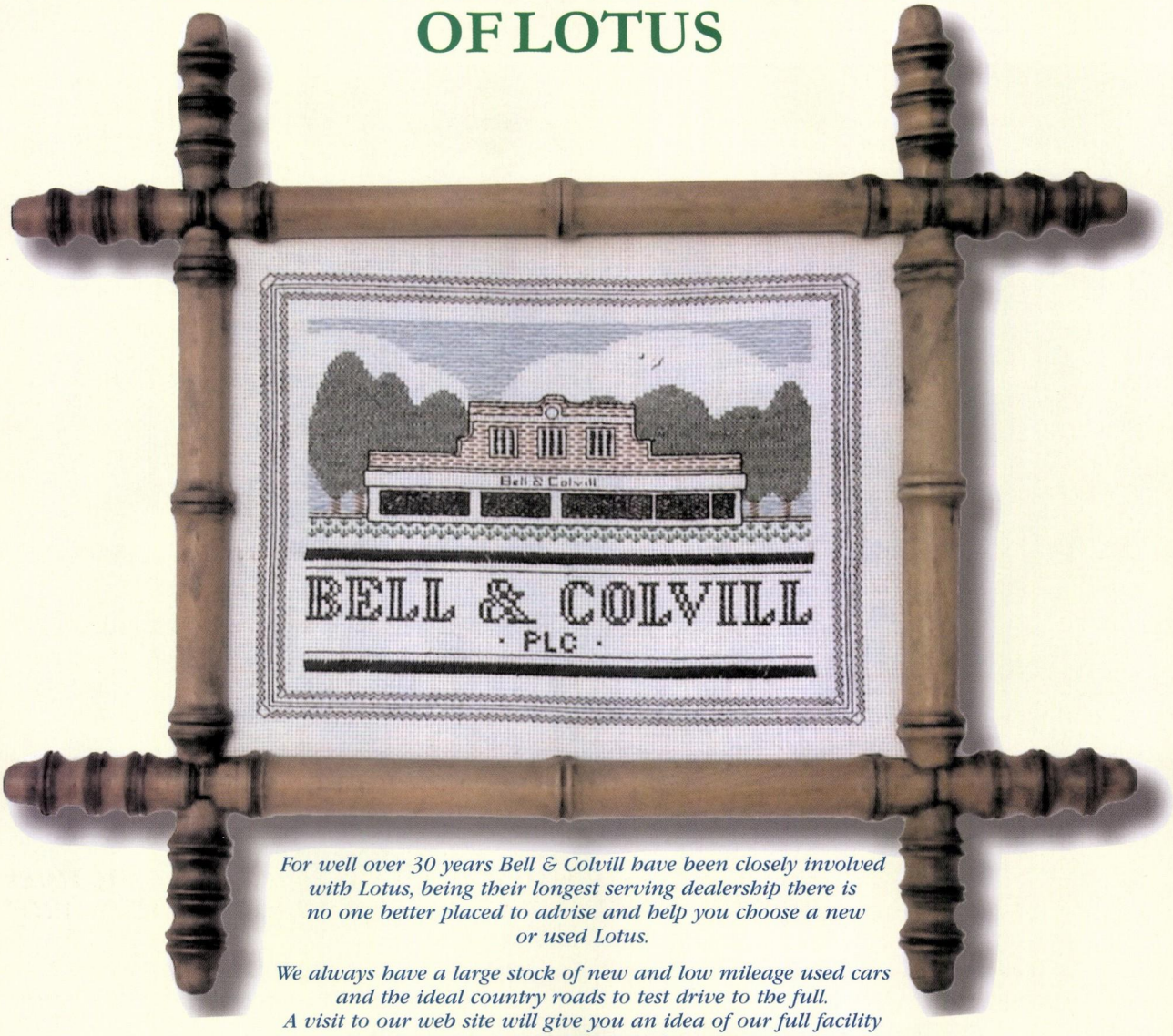


Clockwise from main: Feverish work as Brown pits in 1952 Silverstone International Trophy; all smiles after victory in 1951 Luxemburg GP; Cooper-Bristol at La Source in Belgian GP of '52



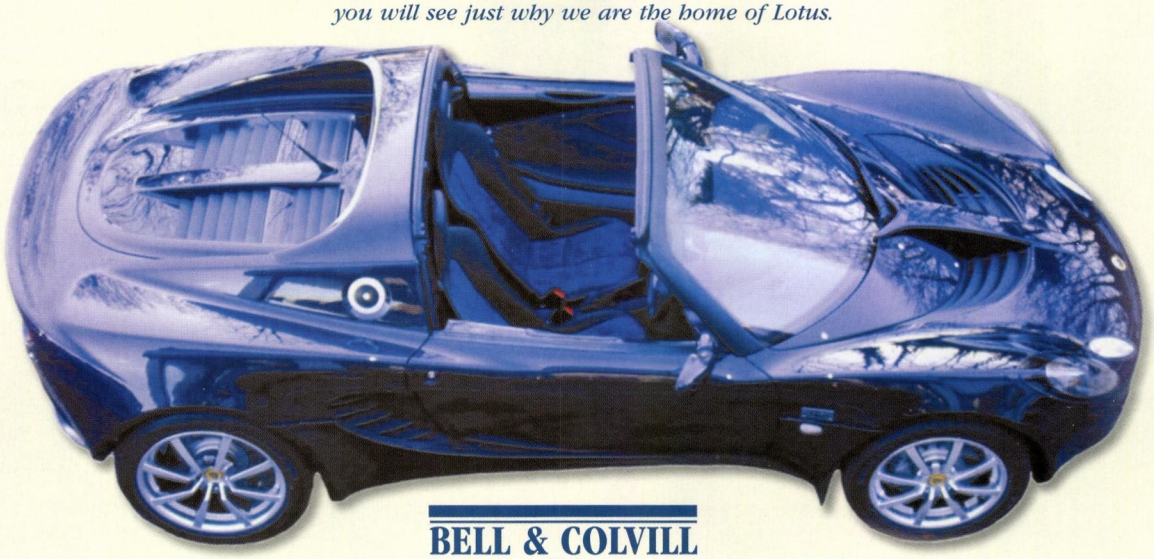


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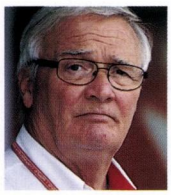


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Andersson's Fulvia flew thanks to special tyre studs and the art of left-foot braking



JUST SECONDS OUT

MOST RECKONED THE SWEDE HAD SCALPED THE BIG ONE, BUT THE TIMES EVENTUALLY TOLD A DIFFERENT STORY, AS HE RECOUNTS TO DAMIEN SMITH

TO LOSE A RALLY BY A MATTER OF SECONDS WILL ALWAYS BE hard to take. But to accept defeat when your rivals have been telling you all day that you are the victor must really stick in the throat. Even now, after 37 years of success as a driver and team manager, Ove Andersson's near miss on the 1967 Monte Carlo Rally still rankles.

The future president of Toyota Team Europe was a rising star back then. Andersson was only in his second year of international rally competition as a works Lancia driver, but had already seemingly beaten the cream of his sport in its most prestigious event.

"When we got to the finish, everyone said 'congratulations, you are the winner'," he remembers. "We received lots of telegrams and flowers – everybody was as happy as hell. I was at the beginning of my career, it was hard to take in and I didn't know what had hit me. It was just sinking in when I found out we had lost."

Andersson and co-driver John Davenport returned to Monte Carlo's harbour on Thursday morning at dawn. Until all the time sheets had been brought down from the check points up in the mountains it was impossible to be sure of a result, and the corks stayed firmly in the champagne bottles. But as MOTOR SPORT contributor Davenport remembers, the signs looked promising.

"BMC's Stuart Turner congratulated us when we got down to the final control. He thought we'd won. When the team manager of the opposing team congratulates you, you begin to think there's something in it!"

It was thought that Andersson had beaten the Mini of Rauno Aaltonen and Henry Liddon by a scant two seconds. But by early evening, the official times were in and the result had been turned on its head. Aaltonen had beaten Andersson by 13 seconds. "I always tried to find out what happened and why it happened, but I never got an answer," says Ove.

But the result took nothing away from Andersson's performance, his charge through the final night stages proving particularly impressive. Davenport says: "Ove was in a world of his own on that rally. I think it was in practice that he used left-foot braking for the first time. He had used it before in Saabs, but it wasn't so easy in the Lancia. He had it perfected by the start."

Canny tyre choice also played its part. A special rule, designed (unsuccessfully) to equalise privateer and works performance, limited cars to just eight tyres for each of the two loops around Monte Carlo, and they had to carry them on board; in the Fulvia's case four fitted to the car, two in the boot, one behind the seats and one underneath Davenport's feet.

An element of guesswork was required to decide tyre choice. On the final night, conditions were cold with plenty of black ice, but little fresh snow. Andersson chose a special set of studded Dunlop SP3s that had been discovered in a friend's loft! Davenport explains: "The studs had been fitted some considerable time before, for what purpose I don't know. The point is that the old way of fixing studs was to drill a hole into the tyre, then fire the stud into it. You always trapped a bit of air between the head of the stud and the bottom of the hole, and that didn't give you such a good grip.

"But if you left them for a couple of years the rubber hardened and the air seeped out, so you had a better cling on the stud. They proved to be brilliant."

But despite Andersson's form, one incident almost forced them out of the rally on the second pass over the Col de Turini. The Swede hit a rock which bent the steering arm. He still managed a quick time, but significantly lost 13 seconds to Aaltonen. Remember Ove's final deficit to the Finn? Yep, 13 seconds...

Andersson made up for the disappointment of 1967 by claiming victory in Monte Carlo four years later in a Renault-Alpine. "That made me feel better," he admits. "In fact that win saved my career because it led to a works drive with Renault. I won four major rallies that year and if there had been a drivers' world championship, I would have won it." Too bad the world title was not introduced until 1979. By then Ove had hung up his driving gloves and was at the helm of TTE. M

STAGE

THE CO-DRIVER'S ROLE HAS GROWN AS THE PACE OF MODERN RALLYING HAS INCREASED, AS JOHN DAVENPORT EXPLAINS

THE SONS OF NOAH, SO WE ARE TOLD, built the Tower of Babel. The result of their efforts was to cause all the different languages of the world to be created and today there may be as many as 4500 of them. Pace notes are nowhere near as old or as diverse but they do have a history.

It all started, as far as one can tell, when rallying revived after WWII. Cars had become faster and there was a growing emphasis on speed tests where every second counted. Before long, drivers were beginning to find that in a rally of a couple of thousand kilometres there were more bends that needed remembering than their memory banks could cope with. Suddenly, rallying entered its Neanderthal period. Anyone who is old enough to have been taken on a motoring holiday may remember that, as the family saloon puffed and wheezed its way up some Alpine road, the trees, walls and signs were daubed with various stripes of woad. These were not attempts to bring the art of the cave dweller into the open air, but were indications to the driver of a rally car as to the nature of the next bend. A colour or the number of stripes would tell him what he wanted to know.

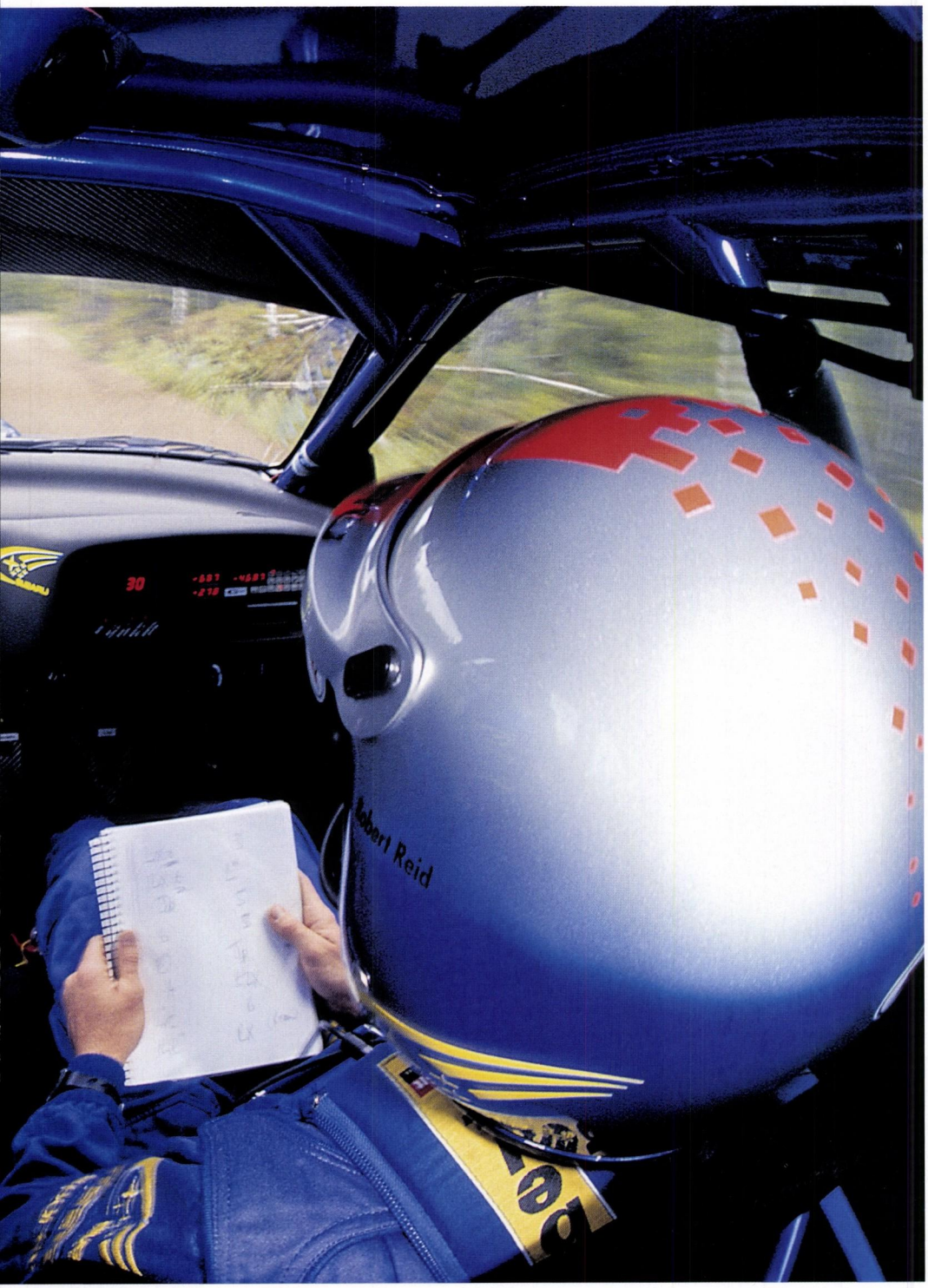
These were, of course, a continental invention. We British, with our cynical belief that only we indulged in fair play, looked upon them in amazement for the simple reason that one chap coming along afterwards with a selection of paints could rather spoil your rally. We much preferred to rely on something that was written down and carried in the car rather than painted on the scenery. Thus during the 1950s, the works teams of BMC and Rootes would send out one crew to prepare detailed notes with information about certain bad bends as well as junctions, petrol stations and the odd three-rosette restaurant.

But it was not until the Mille Miglia of 1955 that pace notes moved into the limelight. Shorter than a major rally at a mere 1624 km, the difference here was that all of that mileage was competitive for the simple reason that it was a race. Most of the top drivers practised on the route and Stirling Moss and Denis Jenkinson,



McKlein

DIRECTION



MOTOR SPORT's grand prix correspondent, were no exceptions. But they brought a new method to the task. DSJ made copious notes during their practice runs using Moss's own 220A saloon as well as a brace of 300SLRs. The idea was to be able to inform Moss of what he was not able to see for himself. They identified hidden hazards such as bends that looked flat out but were not. At the same time, they noted places where Moss could keep his foot down, for example over blind brows, where otherwise he would have lifted off because his memory was uncertain.

All these notes covering the entire route were transcribed by DSJ onto rolls of paper. Moss commissioned a neat little alloy and perspex box with two knobs to turn the rollers so that the current section of the notes was visible through a window. This was held on DSJ's lap in his right hand while he used his left to indicate the instructions to Moss. There were no intercoms back then and the 300SLR was running on open side exhausts.

With no odometer in front of him, DSJ's notes were based around landmarks, the most common and useful of which were the kilometre stones that lined the main roads. Using hand signals ruled out any great complexity. The most important thing, which is still true today, was that DSJ should not lose the synchronisation between where he was on the notes and where the car was. Thus the notes often included things like: 'Keep going to village, trattoria on right, LEFT at fork'. The left bend at the junction would have been worthy of note when you are averaging almost 100mph while the location of the trattoria, useful during recce, confirmed that you were at the right place.

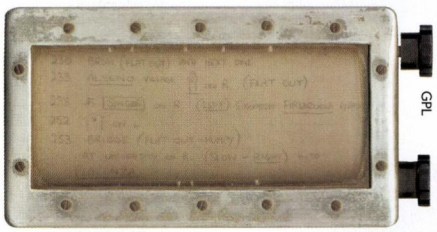
The British pair's win on that most famous of road races and the method of attaining it attracted enormous publicity. It is not surprising therefore to discover that Tommy Fjastad when he won the East African Safari in 1962 had written his route and hazard notes on rolls and hung a replica ➤

Front seat driver: Robert Reid fires his pace notes at Richard Burns with precision timing to keep them on track

of the DSJ 'viewer' under the odometer in his Volkswagen. The wider effect was to increase the number of rally crews taking their practice seriously and developing the shorthand necessary to give a consistent result.

At first, with the invention of reliable, adjustable odometers, there was a branch of thought that relied on this new technology to create pace notes. The trip would be zeroed at an easily recognisable point and then used to measure the distance to the hairpin or the flat-out blind brow. As with the Mille Miglia notes, permanent features of the landscape would be added in to reinforce the accuracy of the road image. On European rallies, these were used on special stages and difficult road sections, particularly on the Coupe des Alpes with its infinity of selectives, or on the Liège-Sofia-Liège with its non-stop pressure. It was even more popular in Africa where on a route in excess of 5000km, the variety of hazards was much greater than in Europe. Much easier to say something really descriptive at a given mileage such as: 'Caution mud hole, turn left into bush just before and keep right of baobab tree before turning back on road.'

The problem on both continents was that even the best odometers found it difficult to repeat the exact mileage with the rally car that had been measured with the recce car. For a start, there was wheelspin, though that could be tackled by running the odometer from a non-driven wheel. In South Africa, before electronic sensors, they used to do this by running a Bowden cable outwards from the centre of a front wheel, under the bonnet, and through the bulkhead to the odometer. When Scandinavian drivers first arrived to do the Total Rally in the early 1970s, it was soon discovered that their habit of using the entire road right up to the trees was not compatible with having a working odometer. But on really long sections, the poor co-driver soon discovered that small errors were soon multiplying into large ones. After a couple of hundred kilometres, the tyre wear alone was probably enough to throw the call on a bad bend out by at least a hundred yards.


GPL

It was wholly inadequate for dealing with special stage rallies where stretches of anything from 10 to 30 kilometres of road had to be known very accurately if it was to be driven flat out. The solution was to write down a continuous commentary on the road with different grades for the bends and also a note of the distance between them. At one stroke, this removed dependence on unreliable external information – provided that the co-driver did not make an error. In fact, what it did was to promote the co-driver from relaying principally cautionary information to being a positive contributor to making fast times. It took almost 10 years before the habit caught on for long sections on African rallies but when it did, it had a major effect on the speed of the Europeans.

Nothing is as quickly copied as a success and before one could say 'Monte Carlo' just about everyone was using some form of written pace notes. And like the proliferation that followed the Tower of Babel, there were soon all kinds of languages and dialects being used. One method was the descriptive where the notes set out to describe the geometrical severity of a corner. A 'fast right' would be where the approach and the exit to the bend were at, say, 20 degrees, and a 'medium right' would be at 80 degrees. This kind of note requires the driver to factor in the prevailing conditions such as rain, snow, gravel or even a dry road and then drive the corner accordingly.

The use of subjective notes where the corner is graded on the speed at which it can be taken, or in some cases the gear in which it can be driven, requires caution and a few mental gymnastics if conditions are substantially different from those of the recce. A further disadvantage can be that in order to have good subjective notes, one needs to practice in a competitive car at competitive speeds. In the 1970s, when two months was a normal recce period for a works crew on a Monte Carlo Rally, the opportunity to try stages at rally speeds did exist provided you didn't mind sleeping in the daytime. But with today's World Rally Championship allowing just two slow speed runs to make and check the notes, this is simply not possible.

Variation in pace note systems is enormous and the languages have expanded to try to cope with ever-faster cars and the need to help the driver find the best line. In the 1960s, the number of grades for bends ➤



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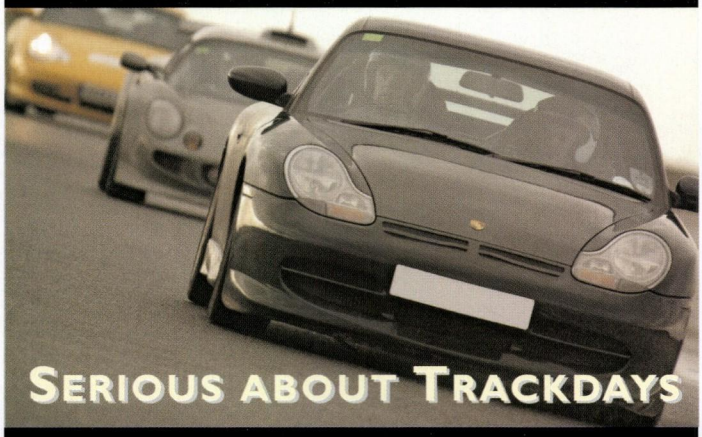
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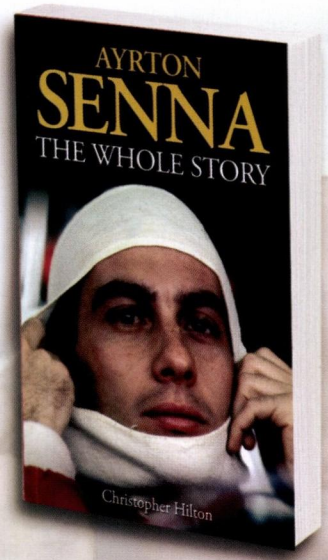


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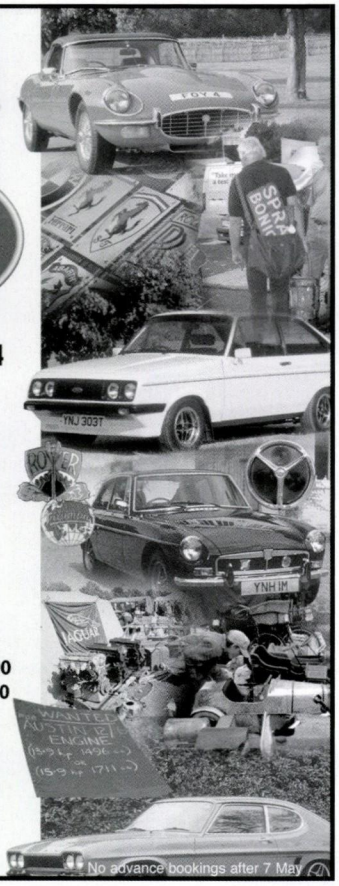
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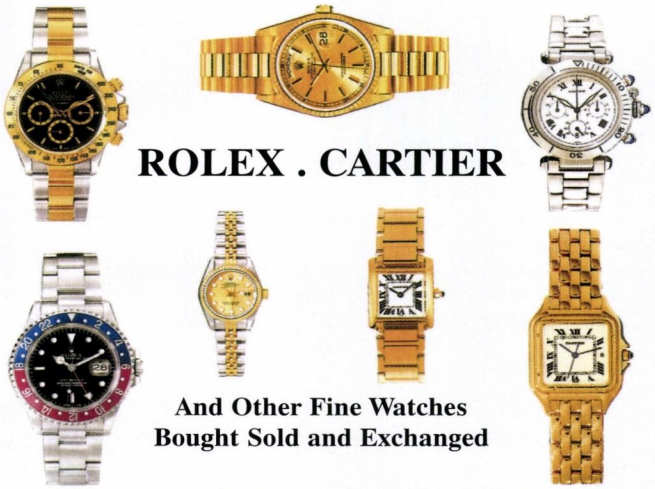


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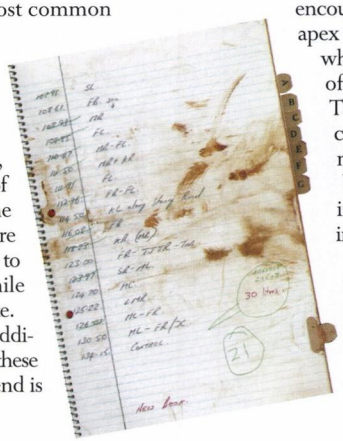
Both: McKein

Paddy Hopkirk's co-driver Ron Crellin calls the shots on the 1968 Monte. Below: Safari mud stains Vic Preston's notebook from 1977

was generally somewhere between five and eight, going, for example, from 'flat' to 'slight' to 'fast' to 'kay' to 'medium' to 'bad' to 'hairpin'. The desire always was to keep the words short and unique, hence the introduction – by Vic Elford – of 'kay' which stood for a bend that turned through about 60 degrees.

The English language proved to be popular in that most of its descriptive words were monosyllabic. Anyone who has watched in-car WRC coverage will realise that Mediterranean languages use a lot more to describe a lot less. The Italian for 'slight left' is 'piu piu velocissime sinistra' – two syllables versus nine. To overcome this drawback, many continentals swapped to a mathematical approach and graded their bends by numbers. This is by far the most common usage today, but care has to be taken not to confuse the grading of bends with the distances in between them. And, with the perversity of the human race, some grade their most severe bend as a 'one' and go to 'nine' as flat out while others do the opposite.

Soon there were additions to make to all of these systems. A simple bend is just a 'fast right'. But if it goes on longer it could become a 'long fast right'. It could tighten or indeed open. It could become altogether another bend. Eventually, in the mid-1970s, drivers began to see that a longer corner could actually be made up of several apexes. Achim Warmbold was one of the pioneers of a system that recognised this and his notes, originally in German but later in English, were quite complex. What might earlier have been called as a 'long fast right' was for him 'right 80 to 70 inside to 90'. At the time, this was unique in that it was a number system in which the direction of the corner preceded the severity, bigger numbers meaning faster corners. The instruction 'inside' meant much the same as 'cut' might in English notes, encouraging an early apex to run the front wheel over a piece of the scenery. The upswing to complexity was made possible by the universal introduction of intercoms.



And to all these note systems had to be added crests and jumps and

Richard Burns wants to be told the next bend in the second before he thinks 'I wonder what's coming up?'

kerbs and straights, not to mention the links such as 'and', 'into' and 'after'. The evolution of modern pace notes has been as fast and as furious as the cars themselves. Co-drivers like Robert Reid have a responsibility to deliver the notes to their drivers at just the right moment – and that can vary enormously, he says, with the driver and with the conditions. "Richard [Burns] wants to be told the next bend in just that second before he thinks 'I wonder what's coming up?' For that reason, I go on every test session with him as well as the recce and the rally so that I know when that moment is. It also helps Richard during testing as he doesn't have to think about the road – just what we are testing." Achieving that level of communication takes time, which is why long-standing driver/co-driver partnerships are now the rule.

Certainly pace notes have brought a higher level of commitment by the drivers that has, over the years, lent much to the spectacle of the WRC. The cars go faster and any accidents that occur are not down to ignorance of the road ahead. Since recce restrictions were introduced, notes, and the skills needed to produce them from two runs over a stage in a recce car backed by a last minute check by the gravel note crews, have become more important still. And there has not been any lessening of either the spectacle or of safety. But now, in a political move spun as a cost-saving measure, the crews are going to be required to make notes from just two runs over the stages in a rally car, with gravel crews banned. The rally car suspension will ensure that notes have to be hastily re-written overnight and the lack of a last check for changes will render the notes more vulnerable to error. As Reid puts it: "There is so little room for error. The WRC is popular because the drivers are so committed, but that is only because accurate pace notes allow them to be. One tiny fault and you can be looking at a big crash."

Cost reduction is important but notebooks, recce cars and gravel crews are relatively cheap. Extra events, limitless testing and runaway electronic complexity are what really cost, and it is these that will discourage new manufacturers from joining the WRC. Indeed, it may even lose us some of those that we have. M

LOST BEFORE HIS TIME

GERRY BIRRELL WAS IN LINE FOR A TYRRELL DRIVE WHEN HIS LIFE WAS CUT SHORT. ADAM COOPER RECALLS A MAN WHO COULD HAVE BEEN AN F1 STAR

IT WAS A DARK YEAR FOR GRAND PRIX racing. Jackie Stewart's final title aside, 1973 is remembered for the deaths of François Cevert and Roger Williamson, men who would surely have achieved great success as the decade progressed.

That season also witnessed the passing of another driver whose achievements are often overlooked, largely because he never made it as far as Formula One. Yet had things turned out differently Gerry Birrell could have been Cevert's team-mate at Tyrrell in 1974, vying with his close friends Williamson and James Hunt to replace the retired Stewart as Britain's leading star. He was that close to making it when he was killed in a horrible Formula Two crash in practice at Rouen.

Birrell was a man of many parts, brilliant in the cockpit, a capable engineer and organiser out of it. He made friends easily and got people on his side. Largely forgotten by the public, there are many in the sport who recall him fondly and still mourn his loss.

Born in Glasgow on July 30, 1944, Birrell was younger brother to Graham and Iain, both of whom also went on to race. From an early age Gerry shared Graham's passion for cars, and showed little inclination to follow his father into the furniture business. He learnt his trade with an engineering apprenticeship at a local BMC dealership, while he gained practical experience working on his brother's Austin A35 and A40 racers. The youngest Birrell raced for the first time at Charterhall within a month of his 17th birthday.

His widow Margaret recalls how he obtained parental support for his early racing activities: "Apparently, his father said something like, 'If you don't smoke, I'll give you the petrol, and if you don't drink, I'll give you the car'." For almost the rest of his life Gerry remained a teetotaller.

He spent the early 1960s racing and hillclimbing a variety of cars, including Graham's Lotus 11 and a string of saloons, usually building them himself. He won everything in Scotland and began to make his name nationally in 1966-67 with a demon Singer Chamois. He showed his versatility by rallying a self-prepared Singer Vogue, even taking second in class on the RAC. It was all financed by his day job as a dealer service manager.

It wasn't until 1968, at the age of 23, that Birrell was able to focus on single-seaters. He moved to London and raced an Austro Formula Vee for the Wooler's team, winning the British title. The following year he prepared and raced the company's Formula Ford 1600 Crossle. Typically, he used his technical knowledge to seek the 'unfair advantage', opting for Avon tyres in a sea of Firestones. He also persuaded new pal Brian Hart to prepare his engine.

"He was an incredibly personable guy," recalls Hart. "You could not fail to like him. Apart from being talented, he was immensely interested, and he took everything in. He knew as much about the engines and gearboxes as he did about the chassis."

Birrell raced against the likes of Emerson Fittipaldi and Hunt – and won the European championship. That year he also found time to marry Margaret, a Glasgow girl who had emigrated to America but was later persuaded to return by the Birrell charm. The engagement ring was paid for with the prize money from a Formula Vee victory.

'Gerry was in awe of Hunt's ability to drive at 10/10ths; James thought highly of him as he was quicker than he looked'

Formula Three was the obvious step and, through his friendship with Tim Schenken, Birrell landed a drive in Rodney Bloor's Brabham BT28. He also found financial support from car accessories dealer John Stanton after testing his FF1600 and embarrassing its regular occupant. Birrell pretty much ran the F3 car himself, with one mechanic and the enthusiastic sponsor helping where he could.

"We just set off for the continent in a Thames van," says Stanton, "and tried to find some races where they were going to pay some starting money. We had a wonderful year – he was such a gregarious fellow. One moment he was a driver, the next he was getting his hands dirty."

Again, Gerry did his own thing on tyres, opting this time for Dunlops. He also gained another key supporter. Keen to find out how sponsorship worked, Hunt had met advertising man John Hogan, who worked on the Coca-Cola account. James in turn introduced Birrell, and Hogan soon became close friends with both. Before long they carried modest Coke logos on their cars, while John searched for funds to top up their budgets.

"Even then James had an eye for a good driver, and he said Gerry was really good," recalls Hogan. "Talk about two people who were chalk and cheese, but they had tremendous respect for each other. James liked a drink, I liked a drink, Gerry didn't. Gerry was in awe of James's ability to drive at 10/10ths the whole time, while James regarded him highly because he was a lot quicker than he looked."

Birrell had a successful 1970, winning major events at Paul Ricard and Brands, plus the prestigious European Cup at Thruxton. If he got in front he would drive into the distance, though he didn't always enjoy the slipstreaming battles that required total trust in those around him. He was very upset by a double fatality at Rouen.

"He knew the dangers involved," says Margaret. "And he was terrified of fire. But I have to say he never thought it would happen to him, because he was the engineer behind it all. He didn't throw the thing around, he thought about it. He didn't take risks." Hogan also recalls a driver who "would put everything into qualifying so he could start at the front and streak off into the distance". ➳



Both: LAT

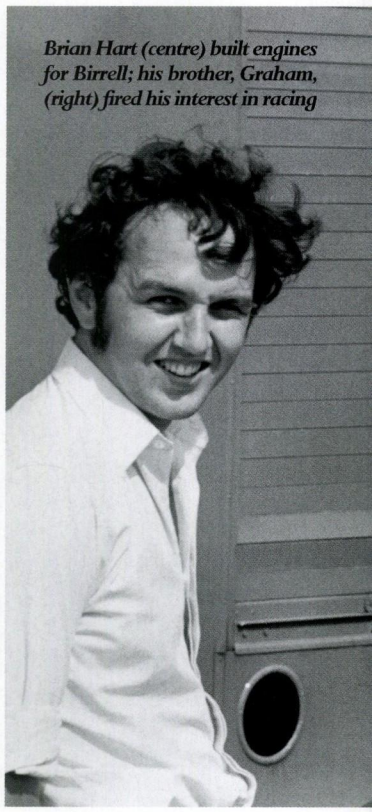
Birrell's single-seater career got going when he jumped to F3 in Bloor's Brabham





The 1970 F3 season yielded big victories at both home and abroad

Alt LAT



Brian Hart (centre) built engines for Birrell; his brother, Graham, (right) fired his interest in racing

In June, Bloor invited Gerry to drive his Brabham BT30 in the F2 race at Hockenheim, because regular Schenken was busy elsewhere. He stunned the regulars by running in the leading pack until retiring.

In parallel with his single-seater career, Birrell cultivated a relationship with Ford, which dovetailed neatly with his friendship with Hart. Over the next three years, as well as racing Escorts and Capris, he spent a lot of time sorting AVO prototype production cars and undertaking asphalt testing for the works rally effort, including on the GT70. Motorsport boss Stuart Turner and rally manager Peter Ashcroft both revered him.

"Ford was his bread and butter," says Margaret. "The single-seater racing was a case of getting the kudos. He needed to be employed so we could get a mortgage."

Birrell was a good sorter of cars, recalls Turner. "He'd drive round Boreham and say, 'Is it too early in the morning to be rude?' And then he would be and we'd get a better car as a result. He was a truly nice bloke and a bloody quick driver. He had certainly got the application and ability to motivate people. Mechanics would go the extra mile and that's not a bad attribute to have as a driver."

Gerry impressed in a Capri in '71, winning several major British events. He was in the frame for a works March F2 drive but, as Margaret recalls, lack of funds caused him to miss out: "Niki Lauda got it because he had an Austrian bank behind him."

With Stanton's support and Hart engines, however, he was able to move up with a Lotus 69 – the best deal on offer at the time. Again it was essentially a self-organised effort and a brilliant second place in the non-championship event at Mallory Park boded well. But the choice of Lotus was not a good one: in Europe he struggled to better fifth or sixth.

Birrell had a busy start to 1972: he undertook recceing duties for Ford on the Monte Carlo, where he had a big shunt; and then dashed home for the birth of his twin daughters. Stanton's funds, meanwhile, had run dry, but Birrell returned to Bloor with a Coke-backed F2 March. He finished second in a British series race at Oulton Park, but reliability problems hit hard elsewhere. He did last the distance in the high-profile Rothmans 50,000 Formula Libre event, where he finished an impressive fourth overall. That result, behind a trio of Formula One cars, pleased his wife. "The only reason I remember that is because, if he came in the first four, I got a new kitchen," she says.

He also showed his tin-top mastery in the Cologne Capri, highlights including a win in the Group 2 class at the Le Mans 24 Hours and second overall with Claude Bourgoignie in the Spa 24 Hours.

That winter Birrell travelled to South Africa to drive a Hart-equipped works Chevron in the Springbok Sportscar Championship. Sharing with Jochen Mass or Peter Gethin, he won five three-hour races and the title, as well as finishing second to the factory Ferrari of Arturo Merzario/Brian Redman in the Kyalami Nine Hours. His first major sportscar success was another string to his bow and enough to make him break a lifelong promise.

"He always said he'd drink a bottle of champagne when he won his first world championship," says Margaret. "He'd decided that there was no way he was going to do that, so he and Jochen drank a bottle of wine instead. Apparently, he was dancing on the table. It was his first drink ever."



Best F2 performance of '72 was second place in a British series race at Oulton





A full-time move to F2 in a Lotus 69 came courtesy of long-time sponsor Stanton



A deal to race Cologne Capris yielded honours at Le Mans in '72 with Bourgoignie

That winter the Birrells moved from their flat in Ealing to Essex, making the commute to Boreham easier. Meanwhile, the Chevron connection continued into 1973 with a works F2 ride alongside Gethin. It was his biggest chance yet, and he made his mark at Thruxton at Easter, leading until a controversial assault by Mike Beuttler spun him down to fourth.

As in the previous years, a great early performance in England proved hard to replicate once the season got going. But he continued to shine for Ford: "At the time we were occasionally using F1 drivers in the Capris," says Turner, "and he was always on the pace." Birrell won the saloon class in the Nürburgring 1000Km with John Fitzpatrick, but retired at Le Mans. The low point came during practice at the Salzburgring, where he rolled and skated along on his roof after a fifth-gear tyre failure.

Although his South African celebrations indicated that he perhaps felt F1 was passing him by, in the spring Gerry learned – in confidence – that an opportunity was close at hand. Stewart was expected to retire at the end of the season and it made sense for all parties, not least Ford, for Birrell to replace his fellow Scot at Tyrrell and join Cevert for '74. Stewart was said to have championed Birrell's cause with the team, although JYS does not remember doing so.

"It was on the cards," says Hogan. "Stuart Turner had lobbied Ken, and I had also spoken to Ken in a roundabout way. In those days, if you took the right driver, Ford delivered the engines. I remember having a long discussion with Gerry about how much he should get paid!"

Nothing was guaranteed, but Birrell now realised that he was within reach of the big time, and his friend Hunt's successful grand prix debut at Monaco on June 3 must have rammed the point home. The news that 'Uncle Ken' was to attend the Rouen F2 race on June 24 was a further indication that things were now getting serious. That may have given Birrell food for thought; two key Ford men recall that he was in a strangely philosophical mood before going to France.

"The week before he died, we went to Castle Combe together in my car," recalls Peter Ashcroft. "It was weird. He almost suggested that it was going to happen. He said that he'd talked to his wife and put his affairs in order – insurance, mortgage, things like that – so if anything happened to him, she knew what it was all about."

"He lived three or four miles away," says Turner. "On the Wednesday that week, he popped over. When he'd gone I can remember saying to my wife, 'That's strange, it was as if Gerry was tying up all the loose ends.' "

Margaret has never heard their stories before, but says they were right. She wasn't due to go to Rouen and recalls that her husband left a lot later than he usually would: "It's the strangest thing, but he was making me do all the bills, including the life insurance and the disablement policy. Just before he left for France, I said, 'Which one do you want me to pay, because I don't have enough money to pay both?' He said, 'Use your loaf. I can put a cross against disablement, but I can't if I'm dead.' So I paid the life insurance..."

Even before the Rouen meeting, it had been suggested that the cars had outgrown the high-speed sweeps of the venue. The Chevron team was delayed at customs, so Birrell missed Friday's practice. That could only have added to any feeling of pressure.

"He was a bit detached that➤



Strong links with Ford took Birrell into the ETC – and could have led on to F1

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weekend," confirms Hogan, who by then was working for Ron Dennis. "I thought he was more professional than I'd ever seen him, more focused. I think he realised that if he was going to take the next big step he needed to have to start sticking his neck out."

On Saturday, Birrell was eager to make up for lost time and presumably impress Tyrrell and was soon among the pacesetters. In the final afternoon session he was storming towards Six Freres – the third in the series of dramatic fifth-gear, 150mph-plus bends – when a front Firestone failed. The B25 plunged off the road. It struck a poorly secured barrier, which lifted up. The car passed beneath it. Poor Gerry had no chance.

"I know what he was trying to do, because he spoke about it," says Hogan. "He said there was a lot of time to be made there if could get through flat. And he had done a couple of laps flat, because you could hear. The Chevron was an inherently understeering car, which generated high tyre temperatures.

Hart recalls Birrell being "pretty quick" prior to the accident. "I was in the pits when it all went quiet. Paul Owens [Chevron team manager] went down there and came back and said, 'Just forget it, Brian'. You can't quite believe it when you've shared meals with a guy and been to his house. Nobody knew what do, because Margaret wasn't there."



LAT

A Chevron drive for '73 was his big chance, and the pressure showed at Rouen

Eventually Hart found a telephone to call Ashcroft in Essex. Peter and his wife Jean collected Turner, and then headed to the Birrell house.

"Stuart couldn't go in," says Ashcroft. "So he stayed in the car with my wife. I had to go in tell his wife."

Margaret remembers she was feeding the children when Ashcroft arrived. "I saw who it was but didn't think about what it was. When Peter said it was Gerry, I just asked, 'Was it fire?', and he said 'No'. I was actually quite reasonable. The devastation hit later."

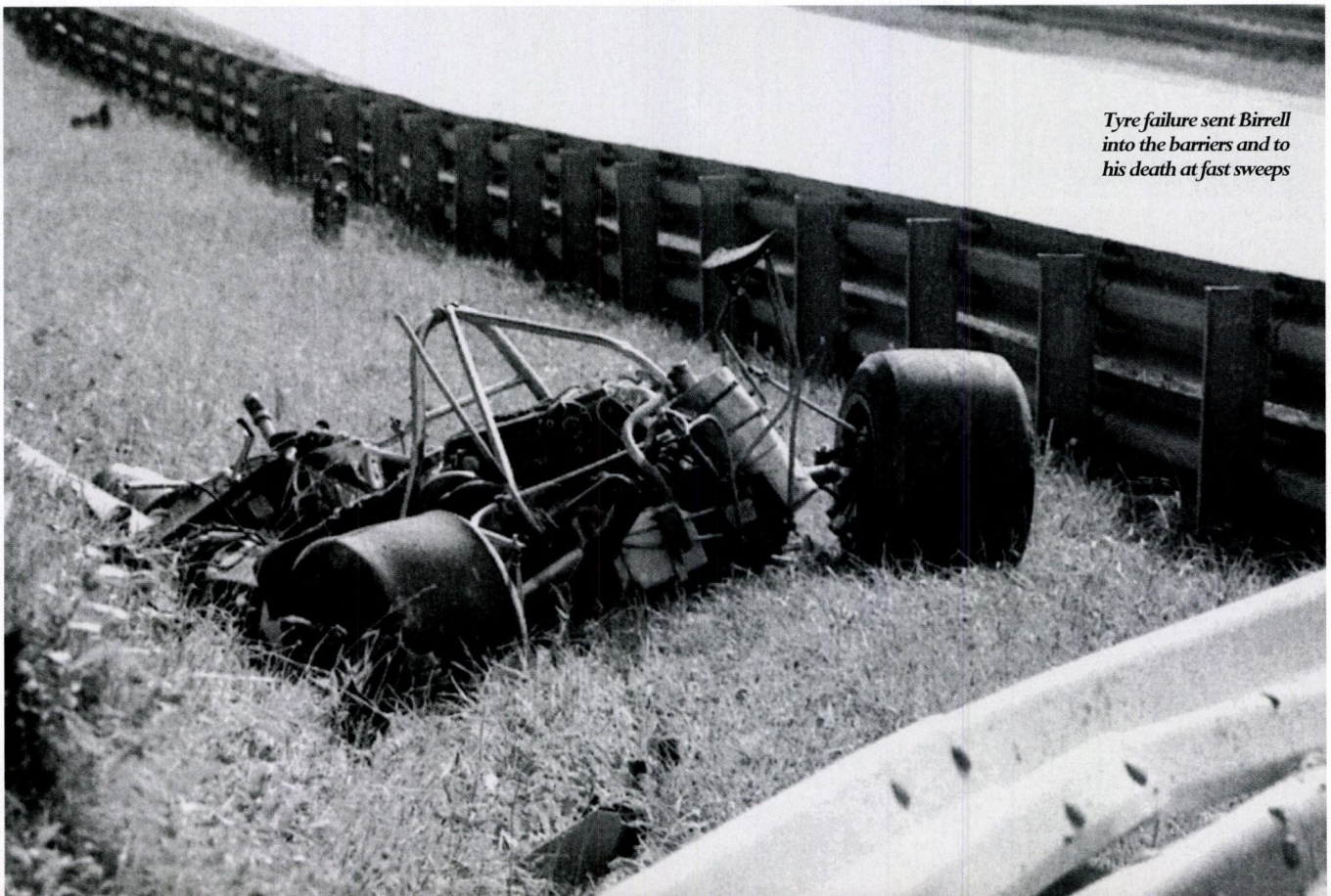
Just days after the accident, Ford revealed the groundbreaking RS2000. It had been sorted and developed from scratch by Birrell.

Gerry Birrell was a month shy of his 29th birthday when he died. Could he have made it to the top? His CV was no less impressive than those of contemporaries Hunt and John Watson. The clock was ticking, but he was only 11 days older than Patrick Depailler and eight months younger than Jacques Laffite. Ford's support would have been invaluable. What's more, Hogan became Marlboro's F1 supremo within months. Doors would have opened.

"Jochen Mass went to McLaren with the Ford of Germany engines," says Hogan. "Those would probably have been Gerry's. I think he could have been World Champion – he was certainly every bit as good as Alan Jones. He was keen to do F1, but it wouldn't have been the end of his world if he hadn't. He would drive anything – as long as he got paid."

Most agree that Birrell's involvement in the sport could have stretched far beyond his own driving career. "I had the firm opinion that Ford had plans for Gerry," says Hart. "He was so charismatic, he was going to be way up in the Ford Motorsport hierarchy. He was a pretty amazing guy."

Hogan believes Birrell could have gone even further. "I could see him today owning and running an F1 team," he says. "The one thing Ford never did properly was have their own F1 team, and he was the guy who could have delivered that." M


Paris-Normandie

Tyre failure sent Birrell into the barriers and to his death at fast sweeps





T G Moore in his 3-litre Bentley during the 1927 Inter-Varsity hillclimb; poor ratios slowed him

A loyal aficionado of Bentleys

IN VIEW OF MOTOR SPORT'S FORTHCOMING EIGHTIETH anniversary it maybe of interest to consider the cars of T G Moore, one-time owner of this title. He came from a wealthy family with property in the Isle of Man and New Zealand, and acquired the magazine in the late 1920s. He owned Bentleys from the vintage days, probably while still at Oxford. His first, acquired in 1927, was a 3-litre with 9ft 9½in wheelbase and Vanden Plas four-seater body which had been fitted by Bentley and exhibited at the Olympia Show the previous year. It had an A-type gearbox and 14/53 back axle, and was registered YE 812 (chassis LT 1593).

His first run in it was from London to Liverpool, no doubt to catch a boat to the IoM. He admitted to having used the gearbox roughly, which resulted in a drive to Cricklewood in third to have a new 'box fitted in a day. It was back there again in February to have the chassis straightened after an accident. In March, a close-ratio C-type gearbox was fitted. In May, the Bentley was at the factory again, for a new back spring after another accident. That June, new valve springs, con-rods and piston rings were fitted. There was another accident in November, and the chassis had to be "reconditioned". It may have been due to this that the 3-litre was part-exchanged at Jack Withers for a 4½-litre Bentley.

Earlier in '27, TGM drove the 3-litre in the Ewelme Down Inter-Varsity hillclimb when it clocked a mere 60sec, against 46.1sec by the class winning 30/98, excused by unsuitable gearing, which may be why the C-type box was ordered.

There were other problems early on, including broken valve springs, due to the car having duralumin valve rockers. Moore's were replaced with the steel rockers, causing him to remark that when you buy a Bentley you buy the works for five years (the extent of the guarantee).

Up to WWII YE 812 had four owners after Moore disposed of it. During those years, apart from accident damage, the car had required new pistons, and another A-type gearbox was installed. By 1928 a decoke, eight new valves and a new starter were required. Bentley Motors then chromed the radiator, fitted reconditioned SUs, put in a C-type gearbox and relined the brakes. Later



Bohl-LAT

the radiator was renickelled, and a clutch liner and four new valves were needed.

Moore's 4½, YU 3243, was much like the 3-litre. It had a similar VdP body with rather more room for back-seat occupants and was on semi-balloon tyres, so had lower-geared steering. TGM had had a trial run before buying the car. At first he was afraid he had exchanged a sportscar for a tourer, but he soon got accustomed to the greater flexibility of the big engine, and the good top-gear performance.

Very soon the magneto cross-shaft seized up, and Bosch magnetos replaced the older ones. Cricklewood did the job between a Saturday evening and Sunday morning, free of charge. Just run-in, the 4½ was entered for the 1928 Inter-Varsity hill-climb, again at Ewelme Down, over a 1km course. Moore won the touring-car class and was third in the unlimited class, beaten by two supercharged Amilcars. He had a busy day, also riding his 500cc Rudge sidecar outfit to second place.



By the 1928 'Varsity meet, TGM had bought a 4½-litre

The Bentley was then shipped to New Zealand. It cruised at 85mph on the gravel roads and did 100mph on Tarmac, but the stony tracks twice holed the petrol tank and once flattened the exhaust pipe. After 5000 miles of colonial motoring the car was brought back to England and sent to the works for its first decoke in 18,000 miles. Down a long hill, by exceeding the engine speed by 600rpm, 108mph was achieved, but a valve touched a piston, doing "a little internal bother". Satisfied with this Bentley, on which the only extra was a £10 thermostat, Tom Moore heard rumours of a blower-4½. He took delivery of one in April 1931.

Apart from his Bentleys, Tom Moore raced a Frazer Nash at Brooklands and took part in the Monte Carlo Rally in an AC, a Talbot 90 and a 4½-litre Lagonda. He also had a much-liked 2½-litre Riley RM coupé. In later years, he and his son kept their interest alive with a GP Bugatti, a Type 44 saloon, a Brescia and a 319 Type 55 BMW. TGM died in 1975.

ANOTHER SIDE OF W O BENTLEY

OVER CHRISTMAS I READ MALCOLM BOBBITT'S 'W O Bentley, The Man Behind The Marque'. For those who do not have any of the many Bentley books, or W O's autobiography, Bobbitt's nicely produced book is the answer, because it very comprehensively records it all, from W O's birth to the R-R takeover of his company, and his work for Lagonda, etc.

There is some new information covering finance, personalities, the racing and the hotels where W O stayed for races, etc. Details of W O's divorce cases are divulged, which may come as a shock to those who thought of W O as such a quiet, shy, gentlemanly man.

The book has good, but mostly 'previous', photos, but a nice touch is that two show premises with Bentley associations as they are now.

But all this is marred by some errors. The first 100-miles-in-the-hour was by a pre-STD Talbot, not a Sunbeam, and Zborowski is spelt incorrectly. Also I find it hard to believe that wartime Tangmere aerodrome "had a track on a par with Brooklands" or that Dr Benjafield, after a demonstration by Kensington Moir in Bentley EX-2, which he bought and soon won a race with, lapping at over 97mph, got out "trembling like a leaf and utterly frightened" – but I admit I wasn't there. The 3½-litre Derby Bentley was followed by the 4¼-litre, not a 4½-litre, a picture of a blower 4½ is misleadingly captioned, the BDC is practically ignored, Kidston was killed flying a Puss Moth, not a Tiger Moth, Royce got a 1914 GP Mercedes to inspect in 1914, not 1915, and so on.

BUGATTI QUEEN: CAR SMUGGLER

IN 'THE BUGATTI QUEEN', WHICH I REVIEWED LAST month, its author Miranda Seymour gives a compelling description of life in Europe before and during the war. She also mentions that in 1936 some of the well-known drivers, including Miss Hellé-Nice, were accused of smuggling cars out of Italy into France to avoid import duty. One wonders if some of these were Monza Alfa Romeos, from the Ferrari factory, and whether Alfa historians would care to speculate about which amateur drivers, aware or otherwise, may have benefitted?

Apparently those taken to court and heavily fined included Etancelin, Sommer, Brunet, Falchetto and Hellé-Nice. Lehoux was on the list but was killed in the Deauville GP before the case was heard. The authorities based their evidence on the exceptional number of journeys between France and Italy that had been made, with Hellé-Nice making at least 20.

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Both these models are £134 each - They are done for release in October but will be very limited so order and reserve one now before they are sold out.



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Mercs' first return to Britain

THE GREAT INTEREST AROUSED BY seeing or reading about demonstrations of historic GP cars was amply confirmed by MOTOR SPORT's world exclusive in the December 2003 issue of the drive at Donington by the editor in the 1939 D-type 3-litre Auto-Union. I was reminded of how, back in 1958, the VSCC managed to have demonstrations at Oulton Park during its Richard Seaman Race Meeting of a W125 and a W163 Mercedes-Benz, driven by Tony Brooks and Peter Collins. The more mercenary-minded were hinting that each got a £250 fee.

On the Friday the W125 arrived on the 100mph 300SL Mercedes-Benz transporter. Continental had made new tyres and Esso had mixed 100 gallons of the methanol, acetone, nitro-benzine and ether required for the 483bhp W163, and the benzine, gasoline, ethanol and methanol consumed by the 646bhp W125. Karl Kling supervised it all.

The W125 was reluctant to start, but after a broken key in the fuel pump had been replaced, all was well. In relentless rain both drivers had gone entertainingly quickly while getting used to the cars. Brooks, who arrived in a Morris Minor, queried a vibration; it was explained to him that this was induced by wheelspin in all three of the higher gears! He used 5000rpm in third, on a tachometer red-lined at six thousand. Engineer Werner warmed the W125 up at 1800rpm, after a small fire was put out. Collins arrived on Saturday in a Ford Zephyr and took the W125 out using second and third gears on the damp track. "What a car; it makes the V16 BRM feel like an Austin 7!" he said. Brooks then did a lap at 84.23mph in the W163.



LAT

Pre-war Mercs stole the show in a '58 demo at Oulton Park

On race day these now historic Mercedes-Benz were the event of the afternoon. Kling went out first in the W163; a tooth in the fuel pump broke, but it did not stop the action. Brooks in the W125 and Collins in the W163 later put on a dummy race. The VSCC time-keepers recorded Collins as lapping fastest in the W125 in 2m0.50s (79.52mph), Brooks 0.08sec slower, and Brooks quickest in the W163 in 2m0.40s (80.16mph). Donington could not be compared with Oulton Park, but in the 1937 GP there von Brauchitsch's W125 tied for fastest lap with Rosemeyer's 6-litre Auto-Union in 2m11.4s (85.62mph) and in the 1938 GP Nuvolari won in a 3-litre Auto-Union and made the fastest lap, at 83.71mph.

Taxing question of parking

NEW LABOUR'S WAR ON VEHICLE USERS has been stepped-up by the ridiculous 50cm kerb parking rule, with abnormal fines, the surcharge on speeding fines, the increase in speed-cameras, and the charges for entering London by car. Those who vote may be diminishing but PM Blair may get a shock at the next General Election.

He may well find that vehicle users will vote in enormous numbers in order to defeat the ever-increasing stealth taxes including those imposed not only on those who find pleasure or necessity in car ownership but also on those who have to use vehicles for their business, from small vans to enormous commercials. We are all heavily taxed, on 'road-fund' duty and fuels, and under other schemes. So be careful how you vote.

Parking problems would never have arisen had it been made unlawful to leave on any public road horseless carriages as soon as they had begun to appear, in the same way that horses and carriages were not left outside unattended but were taken into stables and carriage houses. This might have seemed hard on motorists as cars came into more general use. In fact, drivers would have been able to enjoy uncongested roads and the building trade would have benefitted from putting up garages at houses previously without one.



LAT

Narrow Peugeot allowed alley access

By 1921 Peugeot made the 667cc 3ft 8in-wide Quadrilette so that even those in Paris or elsewhere with only a narrow alleyway in apartment blocks could keep a car off the highway. Too late now for off-road parking. But what a lost opportunity!

miscellany

JEREMY WOOD IS RESTORING THE 1929 Rally that Jack Driskell used to drive in trials, speed events and at Brooklands, wearing his distinctive blue driving kit. It needs some work on the engine, but Jack's riding mechanic Ralph Silva is helping. The car may well be seen in action again later this year.

* * *

A 19/100 AUSTRO-DAIMLER, which may be the TT car driven into 10th place by Leslie Callingham at Ulster in 1928, is to be auctioned at Christies' on March 29. Chassis no11026 was sold by Jack Bartlett for £195 in 1929 to Keville Davies & March. In 1935 it was owned by Rodney Anning of Blackheath, who two months later disposed of it to the father of the present owner. During the mid-50s the Austro-Daimler was laid up in a barn, which later collapsed on it. But it is said to require only minor restoration.



Barn-storm: the Austro-Daimler

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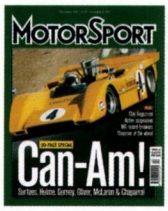
THIS YEAR'S BROOKLANDS Society Reunion takes place on June 20, with a 'Red, White and Blue' theme, to attract those with Italian, German and French cars of appropriate performance – up the Test Hill perhaps? And as these are our national colours, British cars as well, of course.

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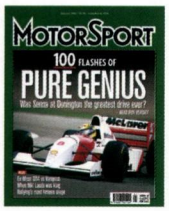
GORDON COBBOLD, THE WELL-known racing motorcyclist, died just after his 100th birthday, for which a special party at Brooklands had been planned. His first motorcycle was a Sunbeam, with which he won his first Brooklands race in 1923.

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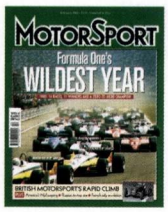
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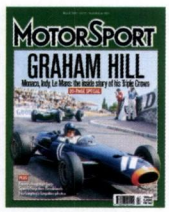
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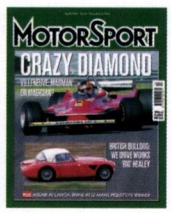
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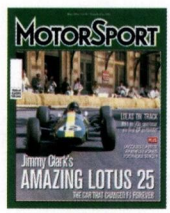
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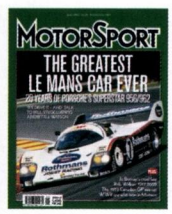
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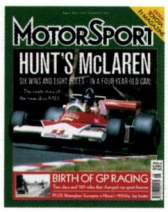
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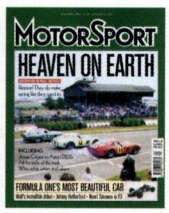
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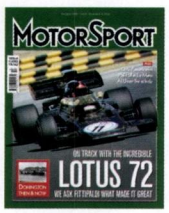
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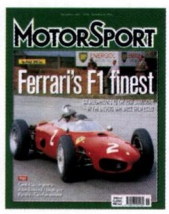
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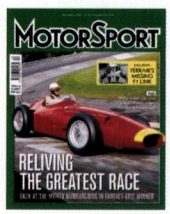
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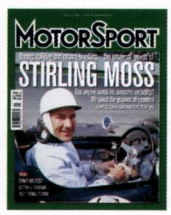
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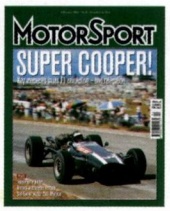
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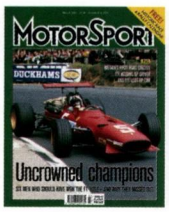
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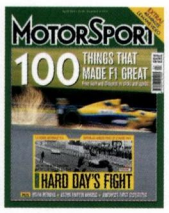
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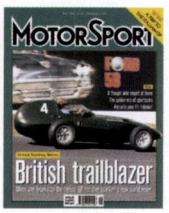
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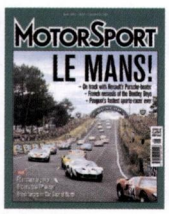
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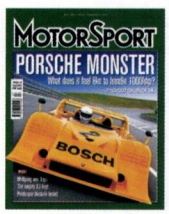
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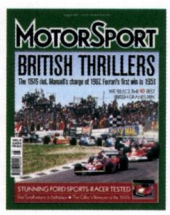
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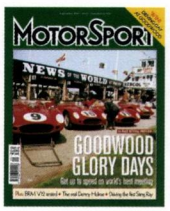
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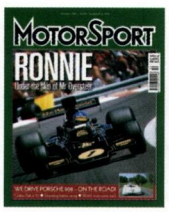
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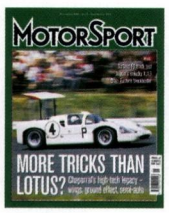
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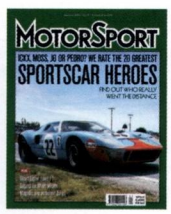
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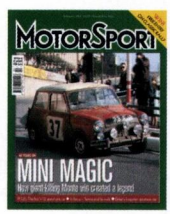
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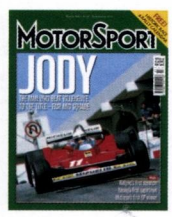
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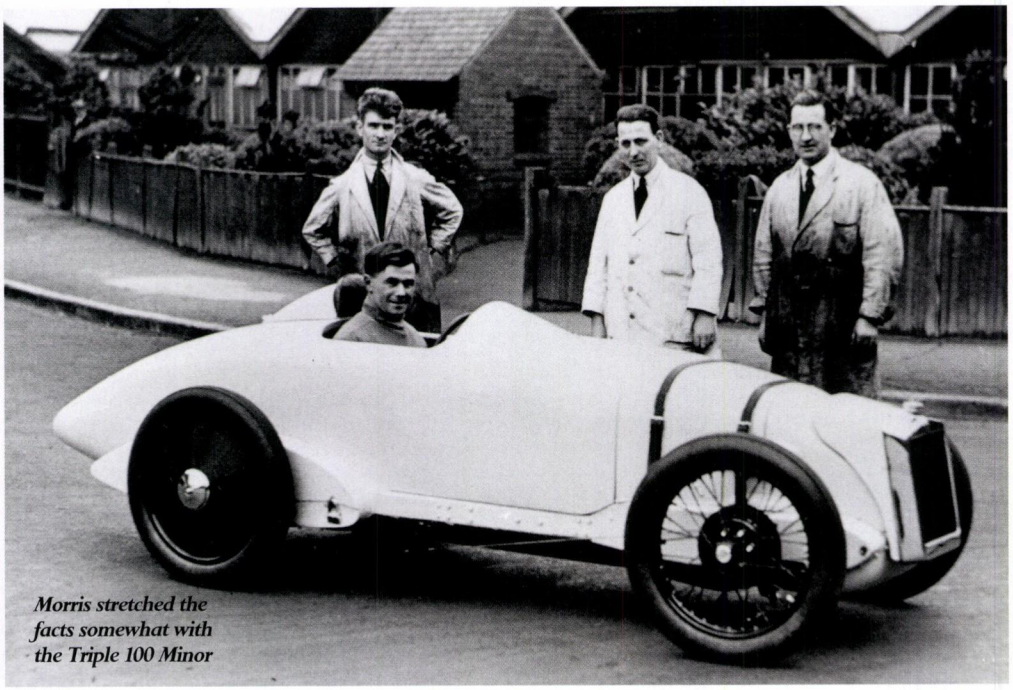
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Brooklands Society

Morris stretched the facts somewhat with the Triple 100 Minor

Economical with the truth

THE WINTER EDITION OF THE ALWAYS-welcome Morris Register *Journal* has Roger Bird's account of the stunt sponsored by Sir William Morris in 1931 to publicise the new range of side-valve cars, including a £100 two-seater. The ploy was to advertise a 100mph/100mpg/£100 Morris. This entailed Thomson & Taylors and Wolseley Motors building a single-seater racing car with a Powerplus supercharged engine, which certainly cost more than £100!

But it worked, and the mechanical problems involved, as described by Mr Bird, are most interesting. Eventually a flying-start kilometre was timed at 101.96mph and the mile at 100.39mph, which earned BARC Certificates Nos 2469/70, as stated in my Brooklands history.

I was not aware that they had hoped to achieve the first official 100mph Class-H (750cc) record, but were beaten to this when four days earlier Leon Cushman took this record in a works A7, with 102.28mph. But MG had been first anyway. G E T Eyston (103.13mph) and the Ridley Special went faster, nor must we forget that in 1930 Gwenda Stewart in a 741cc Morgan three-wheeler had set the 5km Class-J record to 100.65mph.

The 100mpg was achieved on the Birmingham-Coventry road in a 15mph 'coast-go' drive. The 'triple-100' car later became the well-known Skinner Special, as described in *Vintage Specials* by John Bateman.

You shouldn't take it too seriously

SOMEWHERE I HAVE SEEN AN EXPLANATION, OVER THE INITIALS 'TJT', whose reports are so scholarly and pleasing to read, of why results of last year's VSCC Goodwood Autumn Sprint were held up. It was because a competitor protested that the timing was inaccurate.

Reminds me that, in the infancy of the VSCC, protests were not encouraged. The then-secretary, Tim Carson, whose facial expression never told you what he thought of you or whether he was happy or angry, was confronted by a young man who had a protest to register. Tim said it had to be accompanied by a fee, under RAC regulations. A fiver was laid on the bar counter. Tim picked it up, ordered drinks, and that was the end of the matter!

I sadly confess to having once told the Bugatti OC that in one of their speed-trials the car I was driving had been sent out for the incorrect class, giving me a place just behind a lady driver's Frazer Nash, which result would otherwise have been reversed. I was young and keen and had borrowed the car from a manufacturer to whom I was anxious to give some sort of success.

To my mild letter of complaint the BOC replied, in effect, that it ran these events for the pleasure it hoped they provided but that they should not be taken too seriously. I never forgot this, and it has caused my eyebrows to rise metaphorically whenever I hear of protests relating to friendly Club contests and competitions.

miscellany

WHEN I SAW A SMART AND original mid-vintage Standard tourer at a recent rally, it made me wonder why Standards, then and with earlier bodies, used radiators with the cooling element exposed down the sides. I can't find any explanation in J R Davy's book *The Standard Car, 1903-1963* (Sherebourne Press, 1967). Was it a cost-saver, or to provide maximum cooling, or simply a distinguishing publicity feature?



Bill Boddy

Exposed: Standard's odd radiator

* * *

THE NEW SECRETARY OF THE reformed Invicta CC is Jo Moss, Nettle Cottage, Barnes Lane, Milford-on-Sea, Lymington, Hampshire SO41 0RR (01590 645311). Since 1980 Jo has been a frequent competitor in speed events with her 1932 sports 4 ½-litre Invicta.

* * *

BROOKLANDS BOOKS HAS another of its enormous Profiles (ISBN 1 855 20641 2, £24.95) reproducing articles from many car magazines. This 320-page book contains 91 road-tests and other articles on Bentley and Rolls-Royce cars from 1990 to 2002. An engulfing treat for R-R folk, it runs from *Car & Driver*'s Silver Spur II back-seat-reporting, through masses of data, diagrams and exotic pictures, including MOTOR SPORT's opinion of the Bentley Brooklands Arnage and Continental SC and Red Label.

* * *

THE TROJAN OC RECENTLY HAD A wonderful colour magazine front cover of four of these cars crossing Tissington ford in a trial.

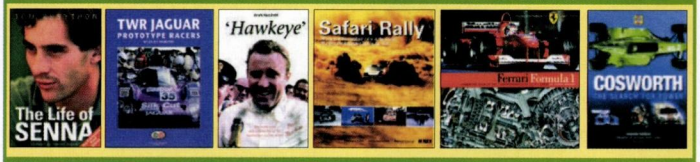
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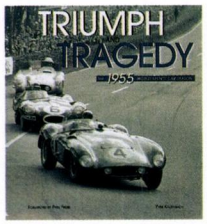

Alfa Romeo Figoni Le Mans 1935

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TRIUMPH AND TRAGEDY

BY YVES KALTENBACH
ISBN 095467670X
Published by Automobiles Historiques Limited, £50



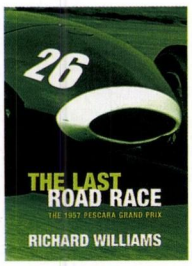
THIS WAS THE SEASON when sportscar racing really came alive: by 1955 Jaguar had launched its D-type, Ferrari had a new six-cylinder, Maserati was joining in with its 300S and Mercedes started an endurance programme after moving into Formula One in '54.

So the stage was set, and what Yves Kaltenbach brings us is a beautifully written and extremely well illustrated account of this memorable season. The book includes an analysis of the cars, short profiles of the leading protagonists, full reports of the races – including the historic Mille Miglia win by Moss and Jenks – and a results section.

The book is worth the £50 cover price merely for the in-depth chapter chronicling the events at Le Mans when the Mercedes driven by 'Pierre Levegh' flew into the crowd with such terrible consequences. **BSJ**

THE LAST ROAD RACE

BY RICHARD WILLIAMS
ISBN 0297645587
Published by Weidenfeld & Nicolson, £9.99



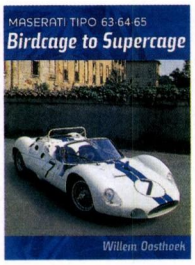
FAMED SPORTS WRITER Richard Williams' latest work isn't just the story of the 1957 Pescara Grand Prix despite its title. The tale of Stirling Moss's victory on the 16-mile Italian road course is the backdrop against which the author provides a series of snapshots of a halcyon period in motorsport history.

As one would expect from Williams, the research is exhaustive – he has sought out the surviving drivers in action that day and even tells the reader how much Moss earned for his three hours of toil – and the writing is fluid. You'll whizz through its 130 or so pages in a matter of hours. Two collections of pictures by veteran Bernard Cahier set off the work perfectly.

An eminently readable and very enjoyable book. **GW**

BIRDCAGE TO SUPERCAGE

BY WILLEM OOSTHOEK
ISBN 1854432052
Published by Dalton Watson Fine Books, £80



PROVING THAT THERE CAN never be too many good books on sportscar racing, Willem Oosthoek has just published this cracker on one of the most charismatic cars of the 1960s: the Maserati Birdcage.

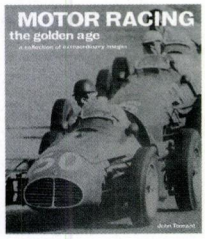
This well illustrated and beautifully designed large-format book is not about the first Birdcages, even though they provided the warm-up. Instead, it is focussed on the rear-engined Birdcages from Tipo 63 to 65.

Dutch-born banker Oosthoek spent 15 years researching the 338-page whopper of a book and it shows. He traces every twist and turn of the passage from the earlier front-engined cars through to the Tipo 64 and 65, cars that were known as the Supercage.

It is only when one looks under the skin of the Tipo 64 or 65 that you realise why they were dubbed such – their aluminium-clad chassis were made from even smaller gauge tubing than their predecessors. **BSJ**

MOTOR RACING: THE GOLDEN AGE

BY JOHN TENNANT
ISBN 1844032035
Published by Cassell Illustrated, £30



THIS 300-PAGE HARDBACK is a photographic celebration of "when the cars were fast, the drivers were furious and the photographers the bravest men on the track". It is packed with some tremendously evocative shots of all that was best in racing from the 1930s to the 1960s.

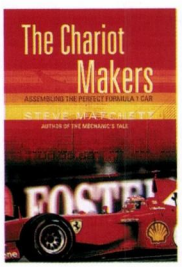
Published by Cassell Illustrated, this book follows on from the massively successful *Football: The Golden Age* and *Cricket: The Golden Age* and celebrates every aspect of motor racing from Formula One to sportscars and even covers the Land Speed Record assaults of the period.

There are more than 275 photographs, many of which capture the glamour of the tracks, as well as the speed of the cars and the sheer effort expended by the teams.

The foreword for *Motor Racing: The Golden Age* is written by someone who understands all of these ingredients implicitly: three-time world champion Sir Jackie Stewart. **BSJ**

THE CHARIOT MAKERS

BY STEVE MATCHETT
ISBN 0752856499
Published by Orion, £16.99



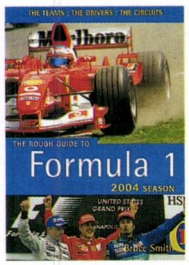
THE SUBTITLE FOR THIS book – *Assembling the Perfect Formula One Car* – gives the author's game away. And Matchett should know better than most because he was a mechanic with the Benetton grand prix team before starting out on a successful career in technical journalism.

It is the way that this book was conceived that explains its intention. A delayed flight at a fogbound airport in New York left Steve Matchett with 12 hours on his hands and, for company, a trio of grand prix enthusiasts passing the time by trying to piece together the perfect F1 car.

With the idea in place, Matchett starts off by looking at what makes a good chassis and builds outwards from there, taking time to explain each component in detail. It's a good idea, done well. **BSJ**

THE ROUGH GUIDE TO FORMULA 1, 2004 SEASON

BY BRUCE SMITH
ISBN 1843532468
Published by Rough Guides, £6.99



THIS ANNUAL GUIDE TO THE forthcoming season is the latest from the Rough Guide publishing house. Its beauty lies in the fact that it is pocket-sized and crammed with facts and figures about the teams, drivers, circuits and, of course, historical statistics.

Author Bruce Smith has also included a useful section looking at the equipment, the rules and the procedures. In short, he's covered all that a fan should need for the season ahead.

The reader is left without any colour photos and most of the pictures used are only small. Yet with a cover price of just £6.99 you couldn't expect more.

The book's other shortcoming can hardly be blamed on the publisher or the author: it had to go to press before F1 minnows Jordan and Minardi confirmed their drivers. **BSJ**

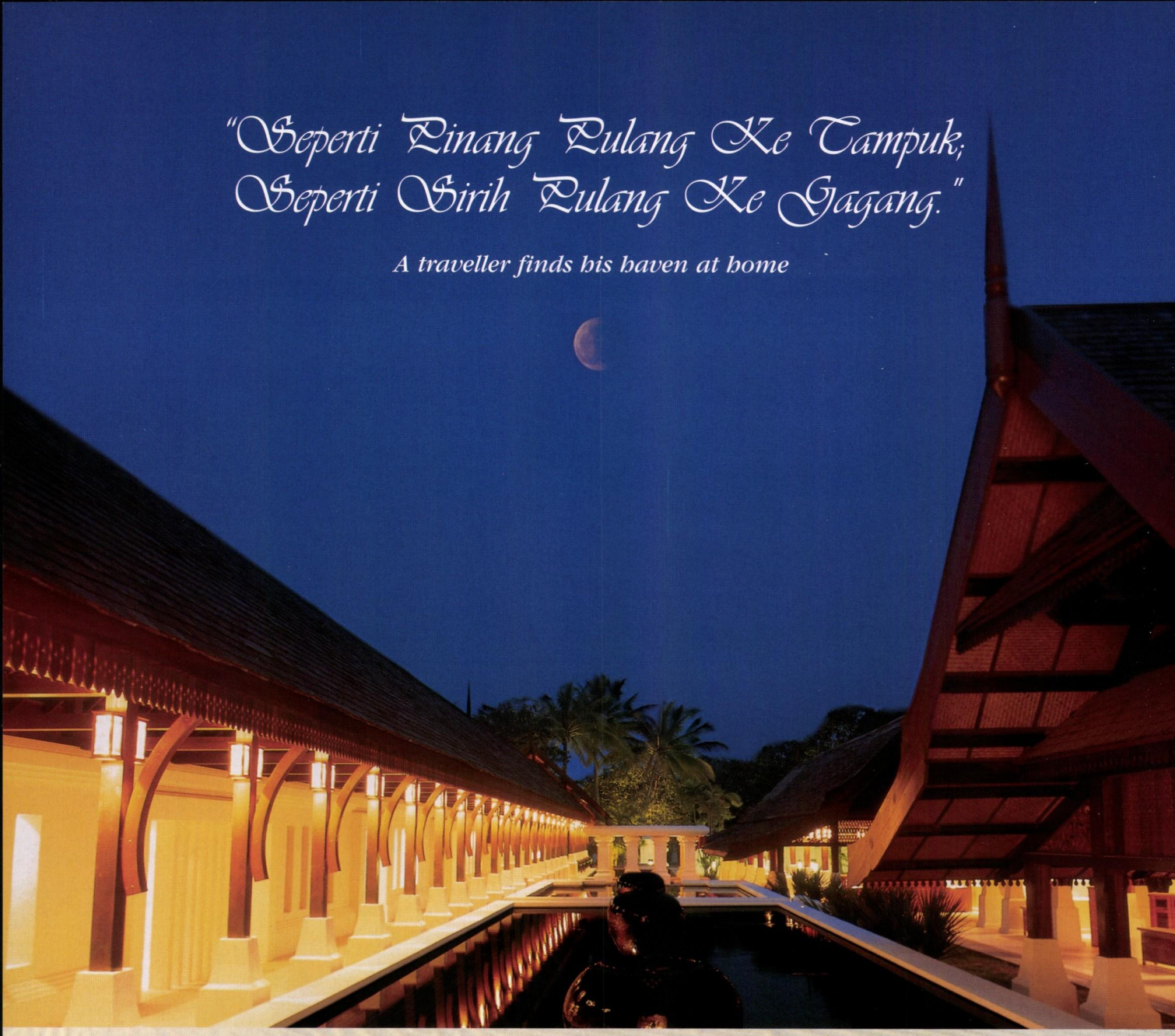




PARTING SHOT

500cc RACE, BRITISH GRAND PRIX, 1951
A contrast in styles: Redmund Gallagher hangs on to his Leprechaun as dominant winner Stirling Moss lines up his Kieft to pass him

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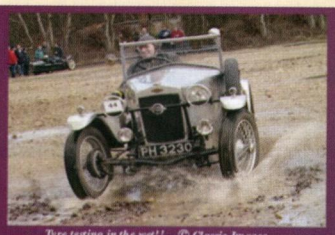
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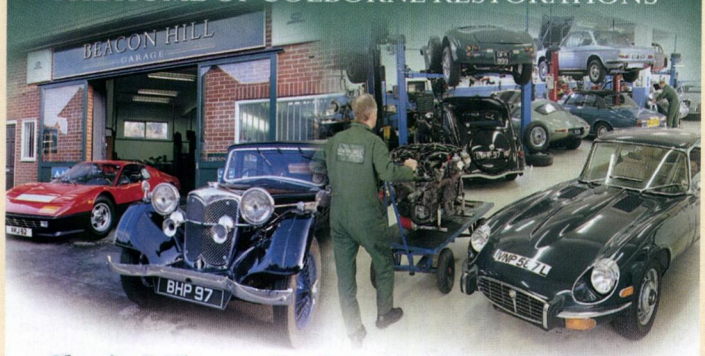
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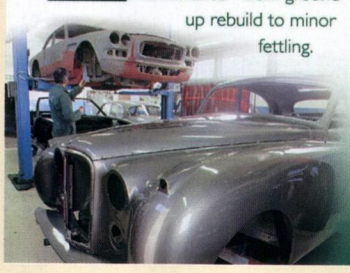


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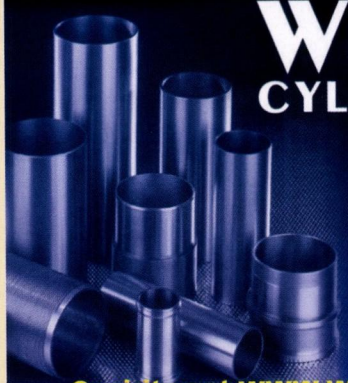
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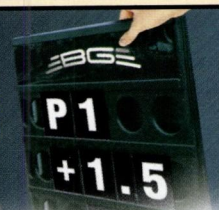


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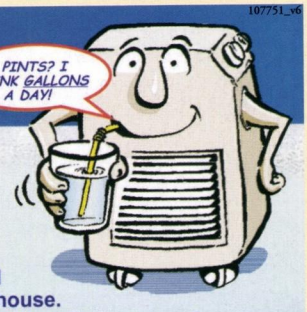
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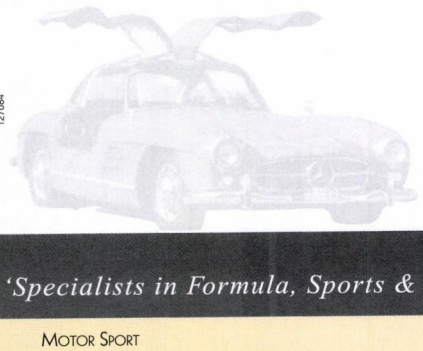
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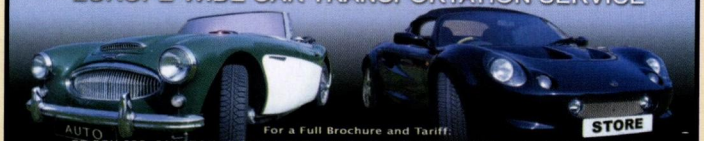
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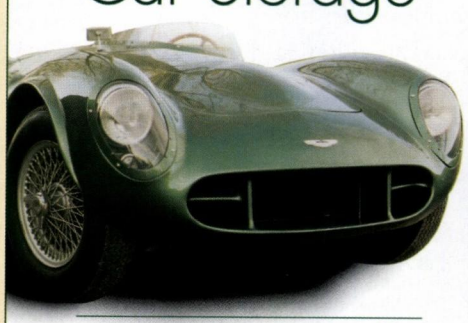
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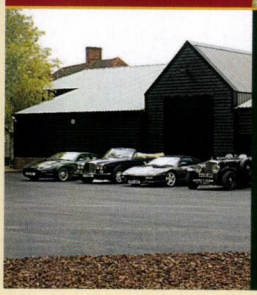
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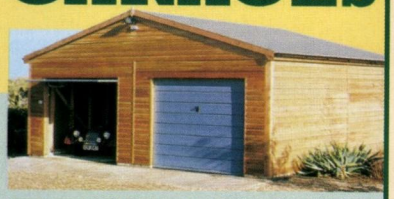
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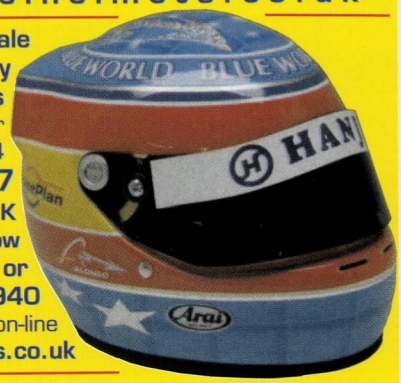
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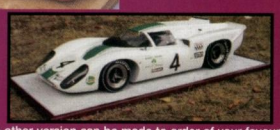
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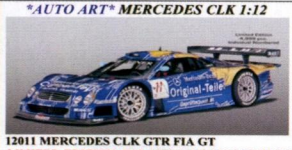


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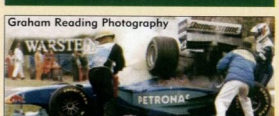


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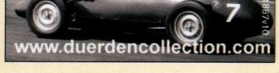
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1 £69.95 EX-VAT
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Clarke HD PRO CHESTS

- Tote tray supplied with every tool chest
- Protective anti-slip liners and identification inserts
- Tough nickel plated side handles and lid brackets
- **36kg maximum load for full width drawers**

SAVE UP TO £23.50

MODEL	DESCRIPTION	WAS INC VAT	EX VAT	INC VAT	
CFS306	6 Drawer-drop front	~~£82.19~~	£59.95	£70.44	SLASHED
CFS309	9 Drawer Tool Chest	~~£105.69~~	£74.95	£88.07	
CFS312	12 Drawer-extra deep	~~£152.69~~	£109.95	£129.19	
1 CFS308	8 Drawer Tool Chest	~~£93.94~~	£69.95	£82.19	
CFS310	10 Drawer Tool Chest	~~£129.19~~	£89.95	£105.69	

Clarke MECHANICS TOOL CHESTS & CABINETS

MASSIVE PRICE CUTS

SLASHED
4 £54.95 EX-VAT
£64.57 INC-VAT
WAS £76.32 INC VAT

SLASHED
3 £39.95 EX-VAT
£46.94 INC-VAT
WAS £52.82 INC VAT

MASSIVE PRICE CUTS

SAVE UP TO £23.50

- Superb quality & value for automotive workshops
- Trolleys feature 5" castor wheels except CTC700 (4"), CTC500 (3") and CTC800 (3")



Full extension runners for smooth opening action

PROTECTIVE TOP MAT

SLASHED
6 £129.95 EX-VAT
£152.69 INC-VAT
WAS £164.44 INC VAT



MODEL	TYPE	DRAWER LOAD*	WAS INC VAT	EX VAT	INC VAT	
1 CTC600	6 dr chest	19kg	~~£52.82~~	£41.95	£49.29	SLASHED
CTC900	9 dr chest	19kg	~~£70.44~~	£49.95	£58.69	
CTC500	5 dr cabinet	35kg	~~£105.69~~	£84.95	£99.82	
2 CTC800	8 dr chest/cab set	19kg	~~£117.44~~	£84.95	£99.82	
CTC700	7 dr cabinet	35kg	~~£140.94~~	£99.96	£117.45	
CTC1300	13 dr chest/cab	19kg	NEW	£139.95	£164.44	
PROFESSIONAL RANGE						
3 CTC103	3 dr step up chest	35kg	~~£52.82~~	£39.95	£46.94	
4 CTC106	6 dr drop front	35kg	~~£76.32~~	£54.95	£64.57	
5 CTC109	9 dr chest	35kg	~~£82.19~~	£64.95	£76.32	
6 CTC105	5 dr trolley	42kg	~~£164.44~~	£129.95	£152.69	
7 CTC107	7 dr trolley	42kg	~~£199.69~~	£159.95	£187.94	

*Maximum rating for full width drawers

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

HEAVY DUTY PROFESSIONAL TOOL CHESTS & CABINETS

HEAVY DUTY

MAX LOADING 500KG

TOTE TRAY SUPPLIED WITH CBB204, 205, 206, 209



Tools not included

SLASHED
3 £119.95 EX-VAT
£140.94 INC-VAT
WAS £164.44 INC VAT



BALL BEARING DRAWER RUNNERS PROVIDE SUPER SMOOTH GLIDING ACTION

TROLLEYS SUPPLIED WITH PROTECTIVE TOP MAT



THE ULTIMATE IN TOOL STORAGE! Top quality HEAVY DUTY PLUS tool chests & cabinets.

SLASHED
6 £199.95 EX-VAT
£234.94 INC-VAT
WAS £270.19 INC VAT

- Extra heavy gauge double wall steel construction

SAVE UP TO £35.25

MASSIVE PRICE CUTS

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

EXTRA LARGE TOOL CHEST/CABINET

GAS STRUTS Holds lid open

MASSIVE PRICE CUTS

SLASHED
£219.95 EX-VAT
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WAS £270.19 INC VAT

HEAVY DUTY

MAX LOADING 1000KG



1.5M TALL



EXTRA DEEP DRAWERS

SLASHED
£369.95 EX-VAT
£434.69 INC-VAT
WAS £446.44 INC VAT



BALL BEARING RUNNERS

- Double wall reinforced indented end & base for extra strength & rigidity
- Extra heavy gauge steel
- Protective anti-slip drawer liners & cabinet top mat
- Fully locking for security

BLUE LINE INDUSTRIAL ALSO AVAILABLE

BEST BUY Auto EXPRESS



CBB204

5" CASTORS

MODEL	DESCRIPTION	DRAWER LOAD*	WAS INC VAT	EX VAT	INC VAT	
1 CBB204	4 Dr chest	38kg	~~£105.69~~	£74.95	£88.07	SLASHED
2 CBB205	5 Dr chest	38kg	~~£117.44~~	£89.95	£105.69	
CBB206	6 Dr chest	38kg	~~£129.19~~	£94.95	£111.57	
3 CBB209	9 Dr chest	38kg	~~£164.44~~	£119.95	£140.94	
4 CBB203	3 Dr step up	38kg	~~£79.84~~	£54.95	£64.57	
5 CBB215	5 Dr cabinet	43kg	~~£229.07~~	£169.95	£199.69	
6 CBB217	7 Dr cabinet	43kg	~~£270.19~~	£199.95	£234.94	
7 CBB212	3 Dr cabinet	43kg	~~£164.44~~	£129.95	£152.69	
CBB213	3 Dr cabinet	43kg	~~£211.44~~	£159.95	£187.94	

*Maximum rating for full width drawers

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NEW STORES GLASGOW ILFORD OPEN APRIL

MASSIVE PRICE CUTS

727 AMAZING REDUCTIONS

Clarke WORKSHOP CRANES



FROM ONLY £119.95 EX VAT £140.94 INC VAT

SAVE UP TO £11.75

MODEL	DESC.	EX VAT	INC VAT
CFC500S	1/2 ton	£119.95	£140.94
CFC500F	1/2 ton folding	£139.95	£164.44
CFC100	1 ton folding	£139.95	£164.44
CFC1000‡	1 ton large folding	£159.95	£187.94
CFC1000LR‡	1 ton long reach	£149.95	£176.19
HDC100	1 ton pro	£299.95	£352.44
HDC200	2 ton pro	£599.00	£703.83

REDUCED

‡ REDUCED! CFC1000LR WAS £187.94 inc.VAT CFC1000 WAS £199.69 inc. VAT

MASSIVE PRICE CUTS

Fully tested to proof load

TIGER TURBO AIR COMPRESSOR

TIGER 8/40 SLASHED £79.95 EX VAT £93.94 INC VAT

MASSIVE PRICE CUTS



SAVE OVER £23

OF* Oil Free † Belt Driven

OTHER MODELS IN THE RANGE						
MODEL	MOTOR	CFM	TANK	WAS INC VAT	EX VAT	INC VAT
8/45*	1.5Hp	6.3	24ltr	£111.57	£84.95	£99.82
8/40	1.5Hp	7	24ltr	£117.44	£79.95	£93.94
8/65	1.5Hp	7	50ltr		£179.95	£211.44
9/55†	2.0Hp	8	50ltr	£317.19	£249.95	£293.69
10/70†	2.0Hp	9	50ltr	£364.19	£254.95	£299.57
15/55	3.0Hp	14	50ltr		£259.95	£305.44
15/65†	3.0Hp	14	50ltr		£349.95	£411.19

Clarke rubber air hose (10m) FROM ONLY £10.95 EX VAT £12.87 INC VAT

KLAMP-IT SECURITY POSTS



A range of security posts to protect against vehicle theft, ram raid attacks and restricts access to driveways. Zinc plate finish to withstand corrosion. Complete with high security padlock.

SEE CATALOGUE/ WEBSITE FOR FULL RANGE

FROM ONLY £39.95 EX VAT £46.94 INC VAT

KTP3T extends to 570mm, concrete into ground

KCP extends to 730mm, bolt mounted

MODEL	DESCRIPTION	DETERS	EX VAT	INC VAT
KCP	Removable compact	Parking/ theft	£39.95	£46.94
KTP3P	H/D telescopic	Ram raid	£79.95	£93.94

Clarke LOAD LEVELLER

CLL500



MASSIVE PRICE CUTS

FOR FAST EASY LOAD LEVELLING

REDUCED £24.95 EX VAT £29.32 INC VAT WAS £33.84 INC VAT SAVE £3.52

- Precision load leveller features fine screw adjustment for precise levelling of awkward shape engines/gearboxes up to 500kg
- Includes chain & hooks • 730x139x175 (LWH)

Clarke CHAIN BLOCKS

- Hardened alloy steel chain
- Mechanical load brake
- Heat treated and ground gears shaft and pinion
- Compact gear housing
- CE approved

FROM ONLY £39.95 EX VAT £46.94 INC VAT

MODEL	CAP.	LIFT HEIGHT	EX VAT	INC VAT
CCH500	500Kg	3.2m	£39.95	£46.94
CCH1000	1000Kg	3.2m	£49.95	£58.69
CCH2000	2000Kg	3.3m	£59.95	£70.44
CCH3000	3000Kg	3.4m	£69.95	£82.19
CCH5000	5000Kg	3.5m±	£99.95	£117.44

Clarke AXLE STANDS

SOLD IN PAIRS

MASSIVE PRICE CUTS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

- Ratchet action for quick height adjustment

MODEL	MIN HT	MAX HT	EX VAT	INC VAT
CAX3TBC 3 Ton	300	430	£12.95	£15.22
CAX6TBC 6 Ton	400	615	£17.95	£21.09

REDUCED

‡ REDUCED! CAX6TBC was £23.44 inc.VAT

Clarke AIR TOOLS & SPRAY GUNS



MASSIVE PRICE CUTS

TYPE	MODEL	EX VAT	INC VAT
Pro Spray Gun*	-	£17.95	£21.09
Super Pro Spray Gun	SP14C	£29.95	£35.19
Super Pro Spray Gun	SP18C	£29.95	£35.19
Air Hammer	CAT29B	£15.95	£18.74
Die Grinder Set	CAT36B	£20.99	£24.66
Grit blast gun*	SB1	£21.95	£25.79
Spot blast gun	SB2	£24.95	£29.32
6" Dual Action sander	CAT80	£24.95	£29.32
1/2 Sq. Drive Ratchet	CAT22B	£26.95	£31.67
3/8" Air drill	CAT27B	£27.95	£32.84
14pce 1/2" Ratchet set	CAT221B	£35.95	£42.24
13pce 1/2" Impact wrench set	CAT231B	£39.95	£46.94
High Speed Saw	CAT26B	£28.95	£34.01

REDUCED

*REDUCED SB1 was £28.14 inc.Vat. Pro spray gun was £23.44 inc.Vat CAT29B was £19.92 inc. Vat.

Clarke INDUSTRIAL AIR COMPRESSORS

H/DUTY

FROM ONLY £259.95 EX VAT £305.44 INC VAT

These professional quality units offer the durability and reliability demanded by professionals whilst maintaining value for money



All units feature:
- Cast iron pumps on SE11 & SE16
- Maximum 150psi (10 bar)
- Fully automatic • Cast iron cylinders • Fully painted
- Twin cylinder pumps (except SE11) • Motor overload protection • Petrol, diesel and portable models available

MODEL	CFM	MOTOR (HP)	RECEIVER (LTR)	EX VAT	INC VAT
SE11	8.5	2	100	£259.95	£305.44
SE16	14	3	150	£299.95	£352.44
SE18	18	4	200	£479.95	£563.94
SE25#	23	5.5	200	£599.95	£704.94

#Supplied with direct on-line starter

Clarke ENGINE STANDS



MASSIVE PRICE CUTS

CES500A
- Rotates through 360°
- Engines up to 227Kg

FROM ONLY £27.95 EX VAT £32.84 INC VAT

REDUCED! NOW ONLY £27.95 EX VAT £32.84 INC VAT WAS £35.19 INC VAT

CES750A (shown)
- Rotates through 360°
- Engines up to 340Kg
- Includes tool tray

ONLY £39.95 EX VAT £46.94 INC VAT

Fully tested to proof load

Clarke AUTOMOTIVE WHEEL DOLLY

SOLD IN PAIRS

MASSIVE PRICE CUTS



BIG 3" CASTORS

REDUCED £42.50 EX VAT £49.94 INC VAT WAS £56.34 INC VAT SAVE £6.40

- Four swivel castors for easy movement in confined spaces
- H/D steel construction - load rating 500kg per dolly

Clarke 5 PCE AIR TOOL KIT

KIT1000

MASSIVE PRICE CUTS



REDUCED £16.99 EX VAT £19.96 INC VAT WAS £23.44 INC VAT SAVE £3.48

- Paraffin spray gun • Blow gun •Paint Spray Gun • Tyre inflator •Recoil hose with quick couplers

ALSO AVAILABLE 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun ONLY £14.95 EX VAT £17.57 INC VAT

Clarke ELECTRIC WINCHES

FROM ONLY £119.95 EX VAT £140.94 INC VAT



MASSIVE PRICE CUTS

- Powerful and compact general purpose winches
- Quick and easy to install for all types of pulling & lifting work
- Cable doubles to increase load capacity

MODEL	POWER	X1 CABLE	X2 CABLE	EX VAT	INC VAT
CHP250	530	125kg	250kg	£119.95	£140.94
CHP400‡	880	200kg	400kg	£149.95	£176.19

‡ REDUCED! CHP400 was £187.94 inc.VAT

Clarke TROLLEY JACKS/ AXLE STAND SETS

FROM ONLY £22.95 EX VAT £26.97 INC VAT

MASSIVE PRICE CUTS



MODEL	EX VAT	INC VAT
DIY Jack & Stands CTJ2ZA‡	£22.95	£26.97
Pro Jack & Stands CTJ2000GA	£59.95	£70.44

‡ REDUCED! CTJ2ZA was £29.32 inc.VAT

Clarke JERRY CANS

FROM ONLY £8.95 EX VAT £10.52 INC VAT

Fixed & flexible spouts available



DESCRIPTION	EX VAT	INC VAT
Red 5ltr NEW	£8.95	£10.52
Red 10ltr	£10.95	£12.87
Red 20ltr	£12.95	£15.22
Green 20ltr	£12.95	£15.22

Optional vehicle bracket ONLY £17.95 Ex VAT £21.09 Inc VAT

Clarke H/DUTY BLAST CABINET

MASSIVE PRICE CUTS



REDUCED £94.95 EX VAT £111.57 INC VAT WAS £116.90 INC VAT SAVE £5.33

- Low voltage
- Blasts old paint, rust, & revitalises aluminium
- Air Filter included

ALSO: Aluminium oxide powder from only £19.95 EX VAT £23.44 INC VAT

Clarke ANGLE GRINDERS

CAG115C BEST BUY Practical Householder

FROM ONLY £12.95 EX VAT £15.22 INC VAT



MASSIVE PRICE CUTS

Inc. disc & handle

MODEL	DUTY	MOTOR	EX VAT	INC VAT
CAG121*	DIY	500w	£12.95	£15.22
CAG115*	PRO	500w	£25.95	£30.49
CAG115C‡	PRO	720w	£24.95	£29.32
CAG230#	PRO	1700w	£32.95	£38.72

*115mm disc #230mm disc
‡ REDUCED CAG115C was £31.67 inc.VAT

Clarke BODY REPAIR KITS

10 TON KIT H/Duty pump, ram, wedge ram and accessories, in a tough steel case. ONLY £109.95 EX VAT £129.19 INC VAT

FROM ONLY £64.95 EX VAT £76.32 INC VAT

MASSIVE PRICE CUTS



4 TON KIT Spreader wedge ram & accessories

REDUCED! NOW ONLY £64.95 EX VAT £76.32 INC VAT WAS £82.19 INC VAT

Clarke CAR TRANSPORTER LASHING

- 3.33M overall length • 5000kg max strength in straight pull • 300mm long wheel strap to slide onto main restraint

ONLY £12.99 EX VAT £15.26 INC VAT



Clarke CAR CREEPERS & MECHANICS SEAT

- Car creepers feature padded backs and head rests for maximum comfort

CMC45 FROM ONLY £10.99 EX VAT £12.91 INC VAT



‡ REDUCED! CMC36 was £22.27 inc.VAT CMC45 was £25.79

MODEL	DESCRIPTION	EX VAT	INC VAT
CMC36‡	Car Creeper	£16.95	£19.92
CMC40	Creeper with tool tray	£24.95	£29.32
CMC45	Creeper with adj head	£19.95	£23.44
CMS1	Mechanics Seat	£10.99	£12.91

REDUCED

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

*CTJ2 & CTJ2LR voted Best Buy in Car Mechanics Independent Test

MASSIVE PRICE CUTS



BEST BUY CAR MECHANICS

MODEL	EX VAT	INC VAT
DIY CTJ2*	£12.95	£15.22
DIY (long) CTJ2L*	£14.99	£17.61
Semi Pro CTJ2LR	£24.95	£29.32
Quick Lift CTJ2Q	£22.95	£26.97
Pro CTJ2000G‡	£46.95	£55.17

REDUCED

‡ REDUCED! CTJ2000G was £58.69 inc.VAT

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £7.49 EX VAT £8.80 INC VAT



MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 ton	£7.49	£8.80	8 ton	£19.95	£23.44
4 ton	£9.95	£11.69	12 ton	£24.95	£29.32
6 ton	£12.75	£14.98	20 ton	£36.95	£43.42

Clarke IMPACT WRENCH

ONLY £24.95 EX VAT £29.32 INC VAT

12V DC 1/2" DRIVE CIR-13



BEST BUY Auto Express

- Portable, lightweight impact wrench for easy removal of wheel nuts
- Up to 115ft/lbs of torque
- Battery clips or cigarette lighter terminals
- Includes 17, 19, 21 and 23mm impact sockets

Clarke GENERATOR - G900

SLASHED £269.95 EX VAT £317.19 INC VAT WAS £351.44 INC VAT



4 STROKE ENGINE

- 2 x 230v outlets
- 12v DC battery charge

Clarke HYDRAULIC PRESSES

FROM ONLY £169.95 EX VAT £199.69 INC VAT

PROFESSIONAL QUALITY

MASSIVE PRICE CUTS



SAVE UP TO £23.50

MODEL	EX VAT	INC VAT
10 ton bench‡	£169.95	£199.69
10 ton floor‡	£189.95	£223.19
15 ton floor	£369.95	£434.69
25 ton floor‡	£569.95	£669.69
50 ton floor	£998.00	£1172.65

REDUCED 10 ton bench was £209.74 10 ton floor was £232.65 25 ton floor was £693.19

Clarke DIGITAL MULTIMETERS



CDM10 • 19 position • 10 amp facility ONLY £6.99 EX VAT £8.21 INC VAT

CDM20 • 32 position • 10 amp facility ONLY £15.99 EX VAT £18.79 INC VAT

Clarke INVERTERS

- Converts 12v DC into 230v AC for the running of mains equipment direct from your vehicle • Will power a huge range of electrical appliances such as a laptop, playstation,TV, digital camera etc. See appliance for wattage requirement.

FROM ONLY £29.95 EX VAT £35.19 INC VAT



WATTS	APPLICATION EXAMPLE	EX VAT	INC VAT
150	Laptop, printer, TV, playstation, digital camera	£29.95	£35.19
330	Video & satallite system	£39.95	£46.94
600	Power tools, small appliances	£89.95	£105.69
800	Small microwave, toaster	£139.95	£164.44
1000	Small fridge	£189.95	£223.19
1500	Vacuum	£279.95	£328.94

Clarke TARPAULINS

DOUBLE SIDED BLUE/SILVER

FROM ONLY £3.80 EX VAT £4.47 INC VAT

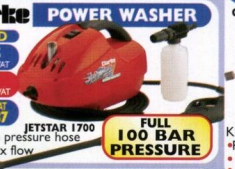


- Water and tear resistant

SIZE	BLUE OR GREEN EX VAT	BLUE OR GREEN INC VAT	CAMOUFLAGE EX VAT	CAMOUFLAGE INC VAT
6'x 8'	£3.80	£4.47	£4.99	£5.86
8'x 10'	£5.95	£6.99	£5.99	£7.04
10' x 12'	£7.95	£9.34	£8.99	£10.56
12'x 16'	£9.95	£11.69	£13.95	£16.39
16'x 20'	£16.95	£19.92	£22.95	£26.97
18'x 24'	£18.95	£22.27	£29.95	£35.19
20'x 40'	£34.95	£41.07	£49.95	£58.69

Clarke POWER WASHER

REDUCED £54.95 EX VAT £64.57 INC VAT WAS £70.44 INC VAT SAVE £5.87



JETSTAR 1700 FULL 100 BAR PRESSURE

- 5M of high pressure hose
- 6lt/min max flow

Clarke ROTARY TOOL SYSTEM

CRT40



REDUCED £25.50 EX VAT £29.96 INC VAT WAS £28.19 INC VAT SAVE £5.23

Kit includes:
- Rotary tool • 1m flexible drive
- Height adjustable stand with clamp
- 40x accessories/consumables

MASSIVE PRICE CUTS

Clarke FUEL TRANSFER PUMPS

TRANSFER DIESEL ETC

ONLY £84.95 EX VAT £99.82 INC VAT



- Supplied with 4M outlet hose fitted with pump connector and high flow delivery nozzle

MODEL	MAX FLOW	MOTOR	EX VAT	INC VAT
CFT12	40l/min	12v-0.25hp	£84.95	£99.82
CFT24	40l/min	24v-0.25hp	£84.95	£99.82
CFT230	50l/min	230v-0.3hp	£84.95	£99.82

SUPERWINCH

FROM ONLY £109.95 EX VAT £129.19 INC VAT



MASSIVE PRICE CUTS

- 12 volts
- Free spool

MODEL	CAP.	WAS INC VAT	EX VAT	INC VAT
T1500	680kg	£140.94	£109.95	£129.19
S2500	1130kg		£199.95	£234.94
S4500	2040kg		£329.95	£387.69

Clarke MEASURING INSTRUMENTS



OTHER SIZES AVAILABLE

MODEL	DESCRIPTION	EX VAT	INC VAT
CM100	150mm/6" Vernier Caliper	£8.49	£9.98
CM145	150mm/6" Digital Vernier	£29.95	£35.19

Clarke JUMPSTART 910 WITH AIR COMPRESSOR



ONLY £42.49 EX VAT
£49.93 INC VAT

- 12v rechargeable power supply, booster starter & air compressor
- Up to 50 hrs of 12v DC supply
- 900 peak amps

QUALITY BATTERY FOR LONGER LIFE AND EXTRA DUTY

Also available without compressor REDUCED! NOW ONLY £29.95 EX VAT £35.19 INC VAT WAS £41.07 INC VAT

MASSIVE PRICE CUTS

Clarke PARTS WASHER



FROM ONLY £33.49 EX VAT £39.35 INC VAT

FLOOR STANDING
- 45 litre tank
- 1020Ltr/hr pump rate

REDUCED! NOW ONLY £71.95EX VAT £84.54 INC VAT WAS £88.07 INC VAT

BENCH MOUNTED
- 10 litre tank
- 1020Ltr/hr pump rate

ONLY £33.49 EX VAT £39.35 INC VAT

MASSIVE PRICE CUTS

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OVER 4000 PRODUCTS SEE THE FULL RANGE
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www.machinemart.co.uk



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SPRING/SUMMER CATALOGUE

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Clarke VICE

MULTI - PURPOSE CMV125



REDUCED £37.95 EX VAT £44.59 INC VAT WAS £46.94 INC VAT SAVE £2.35

MASSIVE PRICE CUTS

- Jaw width 127mm
- Jaw opening 120mm
- Jaw depth 75mm
- 360° rotating vice head
- 360° double locking swivel base

Clarke METAL LATHE

CL300M SLASHED £369.95 EX VAT £434.69 INC VAT WAS £469.94 INC VAT

- 300mm between centres
- LH/RH thread screw cutting
- Electronic variable speed
- Self centering 3 jaw chuck & guard
- Gear change set • Power feed



MASSIVE PRICE CUTS

FULL RANGE OF ACCESSORIES AVAILABLE

SAVE OVER £52

STAYER SANDERS/ POLISHERS

PROFESSIONAL QUALITY



FROM ONLY £84.95 EX VAT £99.82 INC VAT

LU270 POLISHER
- 1,800 rpm no load speed
- 800w, 230v
- 170mm backing pad

ONLY £84.95 EX VAT £99.82 INC VAT

LU272 POLISHER/SANDER
- 800/1200w, 230v • 170mm backing pad
- 2 speeds, 2000/2500 rpm no load speed

ONLY £94.95 EX VAT £111.57 INC VAT

Full range of Compounding & Polishing Heads - see Catalogue for details

Clarke POLISHING KITS

To fit bench grinders. Includes: • Tapered spindle, and polishing compound • Coloured cotton mop for initial cleaning • Pure cotton mop for a high polish finish



6" Kit £19.95 EX VAT £23.44 INC VAT
8" Kit £24.95 EX VAT £29.32 INC VAT

ALSO AVAILABLE:
4" Polishing Kit for Hand Drills

Clarke 6 SPEED METAL LATHE

WITH 12 SPEED MILL/DRILL HEAD - CL500M

SLASHED £649.95 EX VAT £763.69 INC VAT WAS £823.44 INC VAT

- 430mm between centres
- Power feed screw cutting facility
- Forward/ reverse lathe operation
- Fine feed adjustment for milling

SAVE OVER £52



MASSIVE PRICE CUTS

FULL RANGE OF ACCESSORIES AVAILABLE!

Shown with optional floor stand
£119.95 EX VAT £140.94 INC VAT

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head.
REDUCED! NOW ONLY £549.95 EX VAT £680.33 INC VAT WAS £680.33 INC VAT
N.B: The Mill/Drill head is not available separately

Clarke BENCH GRINDER STAND

BGS1



ONLY £25.95 EX VAT £30.49 INC VAT

- Complete with bolt mountings & feet anchor holes

Clarke BENCH GRINDERS

CBG8W features 8" wetstone & 6" drystone.



FROM ONLY £12.99 EX VAT £15.26 INC VAT

MASSIVE PRICE CUTS

MODEL	DUTY	WHEEL DIA.	EX VAT	INC VAT
CBG6RP	DIY	150mm	£12.99	£15.26
CBG6RZ	PRO	150mm	£18.95	£22.27
CBG6RSC	HD	150mm	£26.95	£31.67
CBG6RWC	HD	150mm	£29.95	£35.19
CBG8RSC	HD	200mm	£33.95	£39.89
CBG8W	HD	200mm	£34.95	£41.07

‡ REDUCED! CBG8W was £46.94 inc.VAT

Clarke DRILL PRESSES



MASSIVE PRICE CUTS

FROM ONLY £29.95 EX VAT £35.19 INC VAT

- Tables tilt 0-45° left and right
- Depth gauge • Chuck guards

Chuck sizes:
13mm CDP5DD-CDP25F
16mm CDP301B-CDP451F
20mm CDP501F

Full range of Drill Vices available

B=Bench mounted F=Floor standing

MODEL	WATTS/ SPEEDS	WAS INC VAT	EX VAT	INC VAT
CDP5DD	245/5	£39.89	£29.95	£35.19
CDP101B	245/5		£54.95	£64.57
CDP151B	300/5	£99.82	£79.95	£93.94
CDP201B	370/12	£135.70	£109.95	£129.19
CDP251F	370/12	£158.57	£129.95	£152.69
CDP301B	510/12		£139.95	£164.44
CDP351F	510/12	£176.19	£147.95	£173.84
CDP401B	510/16		£159.95	£187.94
CDP451F*	510/16		£189.95	£223.19
CDP501F*	980/12		£379.95	£446.44

* Includes wet 'T' slot table & worklight

Clarke ARC WELDERS

SEE THE FULL RANGE IN OUR NEW FREE CATALOGUE!



FROM ONLY £42.95 EX VAT £50.47 INC VAT

For home user, automotive and industrial applications.

MASSIVE PRICE CUTS

MODEL	AMPS	EX VAT	INC VAT
105E	40-100	£42.95	£50.47
115E‡	40-110	£44.95	£52.82
160E	50-150	£46.95	£55.17
190E	50-185	£69.95	£82.19
145TE*	40-140	£69.95	£82.19
165TE*	35-160	£89.95	£105.69
190TE*	35-180	£99.95	£117.44
230TE*	40-210	£109.95	£129.19

‡ REDUCED 115E was £56.34 inc.VAT

*Turbo fan cooled

Clarke MIG WELDERS

Includes free:
- Gas regulator
- Earth clamp
- Face mask
- Welding wire
- Welding torch

Pro90-150 also includes CO_2 gas bottle

#150TE Turbo Best Buy Auto Express



FROM ONLY £119.95 EX VAT £140.94 INC VAT

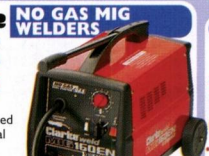
MODEL	AMPS	EX VAT	INC VAT
Pro 90	24-90	£119.95	£140.94
100E	30-100	£139.95	£164.44
135TE Turbo*	30-130	£159.95	£187.94
150TE Turbo*#	30-150	£179.95	£211.44
165TE Turbo*	30-155	£239.95	£281.94
175TE Turbo*	30-170	£299.95	£352.44
205TE Turbo*	30-185	£329.95	£387.69

*Turbo fan cooled for longer welding at full output
‡ REDUCED! 205TE was £399.44 inc.VAT 135TE was £199.69 inc VAT

Clarke NO GAS MIG WELDERS

FROM ONLY £99.95 EX VAT £117.44 INC VAT

These can be converted to used gas with optional accessories.



MASSIVE PRICE CUTS

SAVE UP TO £17.62

MODEL	AMPS	WAS INC VAT	EX VAT	INC VAT
85ENB	27-85		£99.95	£117.44
90EN	24-90	£135.07	£109.95	£129.19
105EN	30-100		£129.95	£152.69
130EN	30-130	£211.44	£169.95	£199.69
151EN	30-150	£211.44	£169.95	£199.69
160EN	30-150	£246.69	£194.95	£229.07

Clarke SPOT WELDERS

FROM ONLY £219.00 EX VAT £257.33 INC VAT



VARIETY OF ARMS AVAILABLE - SEE CATALOGUE

#Microprocessor controlled

MODEL	MAX RATING ABSORBED	MAX POWER	THICKNESS	EX VAT	INC VAT
CSW6T	6Kw	1.2Kw	1+1mm	£219.00	£257.33
CSW13T*#	13Kw	2.3Kw	2+2mm	£289.95	£340.69

Clarke EDGE SETTERS / JOGGLERS



FROM ONLY £24.95 EX VAT £29.32 INC VAT

Item shown £32.95 Ex Vat £38.72 Inc Vat

Clarke ARC/TIG INVERTERS

- Used for ARC & TIG welding, utilising the latest technology
- Low amp operation - ideal for TIG welding, auto bodywork and thin mild/stainless steel



FROM ONLY £199.95 EX VAT £234.94 INC VAT

MODEL	AMPS	ELECTRODE	EX VAT	INC VAT
130 NEW	20-125	1.6-2.5	£199.95	£234.94
150	15-130	1.6-3.2	£259.95	£305.44

Clarke BOLTLESS SHELVING

SIMPLE, FAST ASSEMBLY



FROM ONLY £24.95 EX VAT £29.32 INC VAT

CAN BE ASSEMBLED AS A SHELVING OR BENCH UNIT

MODEL	SHELF DIMS	CAPACITY	EX VAT	INC VAT
CSS150	800x300x1500mm	150Kg	£24.95	£29.32
CSS350	900x400x1800mm	350Kg	£39.95	£46.94

Clarke WORKBENCH

HEAVY DUTY CWB1250



ONLY £49.95 EX VAT £58.69 INC VAT

- Large lockable cabinet
- Extra thick, reversible plywood faced worktop • LWH: 1205x600x850mm
- Constructed from robust, heavy gauge steel

Clarke PRO TOOL SET

178 PCE SET & CHEST - CHT388



REDUCED £74.95 EX VAT £88.07 INC VAT WAS £93.94 INC VAT SAVE £5.87

MASSIVE PRICE CUTS

PROFESSIONAL QUALITY

- All the most popular sizes (AF/Metric), sockets, spanners, driver bits etc.

Clarke MULTI-DRAWER PARTS CABINETS



FROM ONLY £19.95 EX VAT £23.44 INC VAT

- Drawers on each model have slotted fronts allowing tickets to be added for easy identification

MODEL	DRAWERS	WAS INC VAT	EX VAT	INC VAT
CTB800	16	£26.97	£19.95	£23.44
CTB900	25	£41.07	£32.95	£38.72
CTB1000	36	£56.34	£44.95	£52.82

Clarke TOOL CABINET

WALL MOUNTED - CWC48 Tools shown not supplied



ONLY £39.95 EX VAT £46.94 INC VAT

- 3 lockable cupboards
- 4 steel shelves • Pegs and hooks supplied

WALL MOUNTED TOOL RACK ONLY £19.95 EX VAT £23.44 INC VAT

Clarke MECHANICS TOOL BOXES/CHEST

CB4



FROM ONLY £17.95 EX VAT £21.09 INC VAT

SAVE UP TO 20%

MODEL	DESC.	WAS INC VAT	EX VAT	INC VAT
CB2	2 Drawer Chest	£23.44	£17.95	£21.09
CB3	3 Drawer Chest	£31.67	£21.50	£25.26
CB4	2 Drawer Chest with front cover & tote tray	£29.32	£22.95	£26.97
CB5	Drawer Chest with front cover & tote tray	£41.07	£29.95	£35.19

REDUCED

Clarke TAP & DIE SETS



FROM ONLY £12.95 EX VAT £15.22 INC VAT

- High quality tungsten steel tap & die sets
- Supplied in Metal Storage Case, except 16pce

TYPE	EX VAT	INC VAT
16pce Metric	£12.95	£15.22
19pce UNF	£14.95	£17.57
24pce UNC/UNF/NPT	£19.95	£23.44
28pce# Metric	£20.95	£24.62
33pce# Metric/UNF/BSP	£29.95	£35.19

#28pce Best Budget Buy, 33pce Recommended: Practical Classics

Clarke TORQUE WRENCHES

3/8" TORQUE WRENCH - CHT204

ONLY £13.95 EX VAT £16.39 INC VAT

- Reversible ratchet
- 120-960 Lbs/in
- 1.4 - 11.1Kg/m

1/2" TORQUE WRENCH - CHT141

FROM ONLY £12.95 EX VAT £15.22 INC VAT

MASSIVE PRICE CUTS

- 5" Extension bar
- 1/2" - 3/8" adaptor
- 28-210 Nm
- 20-150Ft/lbs

REDUCED! NOW ONLY £12.95 EX VAT £15.22 INC VAT WAS £17.57 INC VAT

Clarke WALL RACK

ONLY £19.95 EX VAT £23.44 INC VAT

CWR45



- Steel construction
- LDH: 1130x14x630
- Complete with wall hangers, plus 17 assorted tool holders and 4 peg hooks

Tools shown not supplied

Clarke PRO SOCKET SET

REDUCED £27.95 EX VAT £32.84 INC VAT SAVE £2.41 WAS £35.19 INC VAT

BEST BUY Ride Magazine

33 PCE 3/8" PRO23



HUGE RANGE IN STORE

LIFETIME GUARANTEE! See pack for details

- Includes extension bar, ratchet handle & spark plug sockets • 3/8" drive
- 33 piece set, metric • Professional quality
- 18 sockets: 6-24mm & 9 deep sockets: 8-19mm

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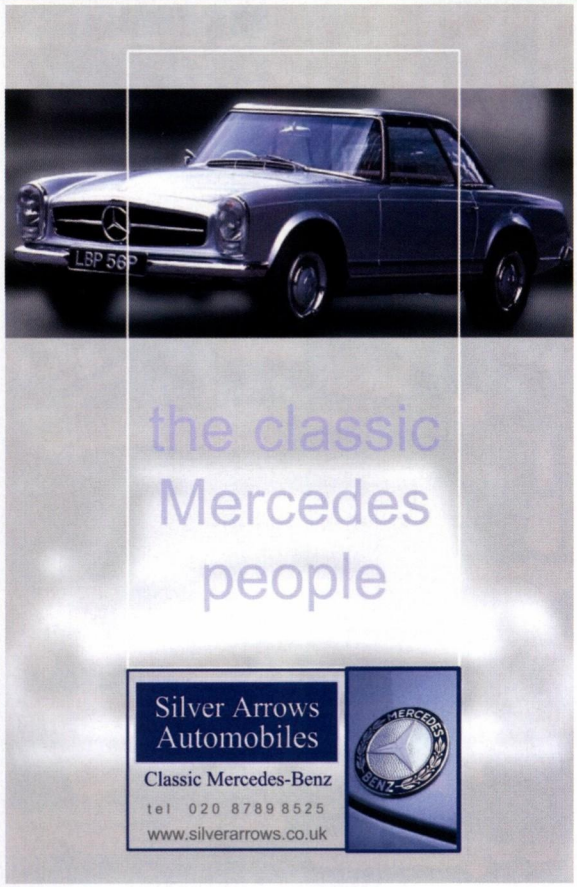
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ALBANY CONVERTIBLE REPLICA VINTAGE CAR 1974 1908 Buick copy. Partially dismantled requiring restoration. Reg no. XMX 11. £3500. Tel: 01270 878309

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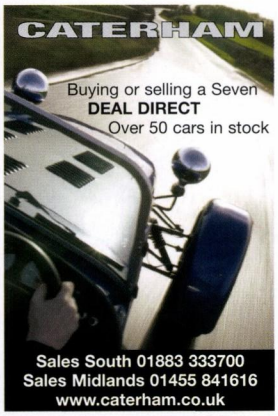
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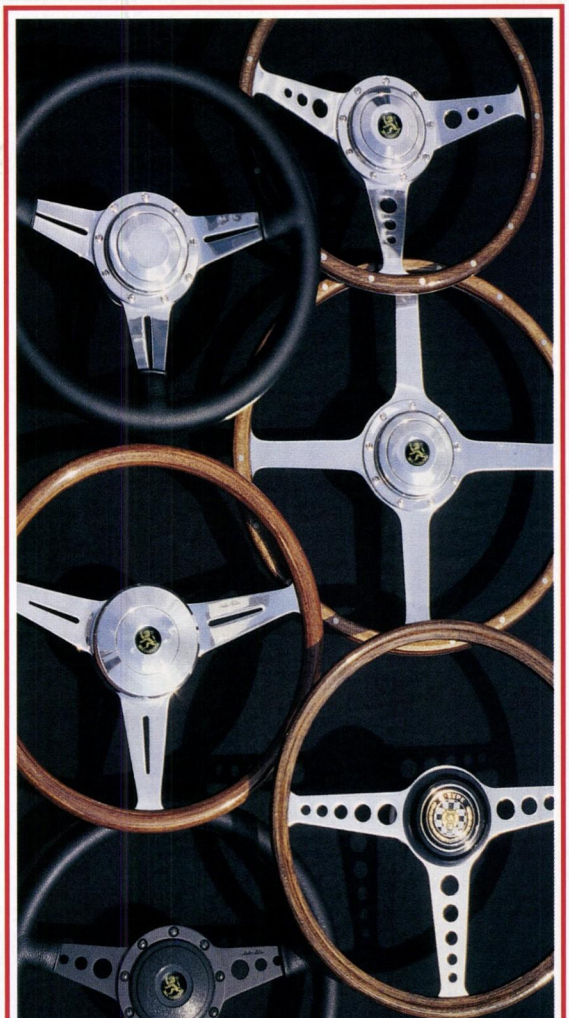
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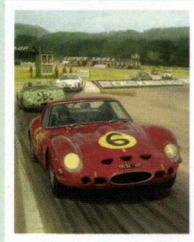
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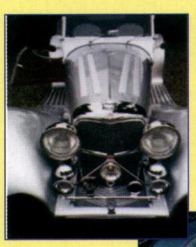
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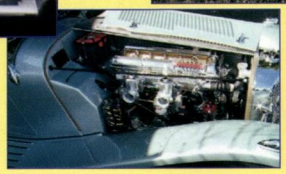
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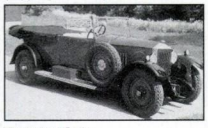
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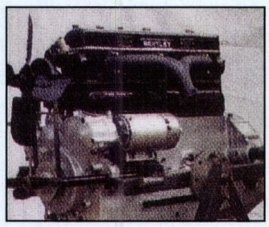
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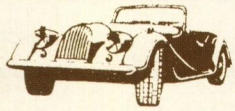
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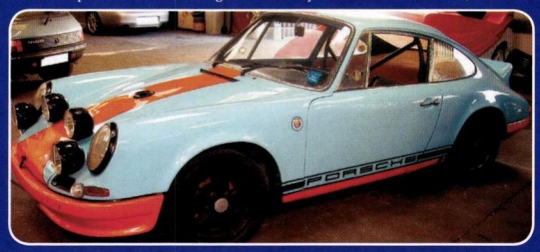
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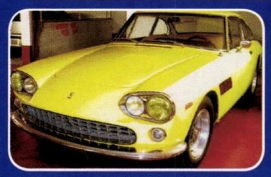
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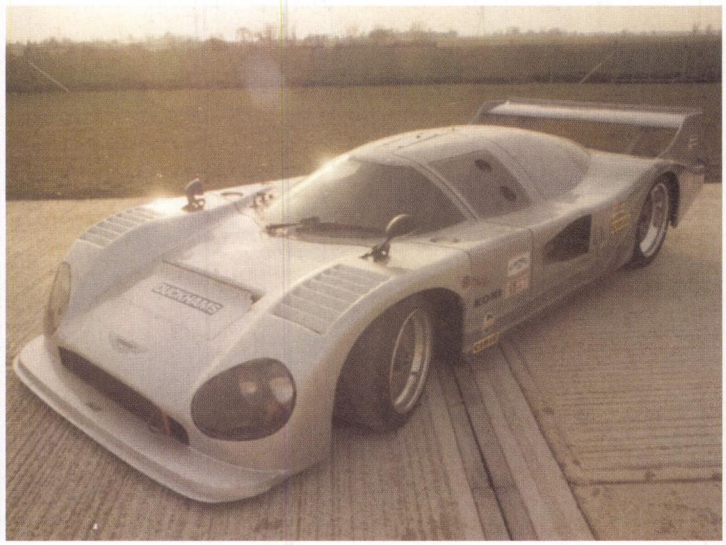


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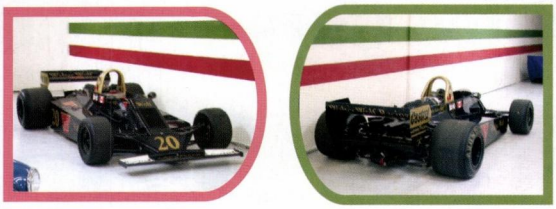
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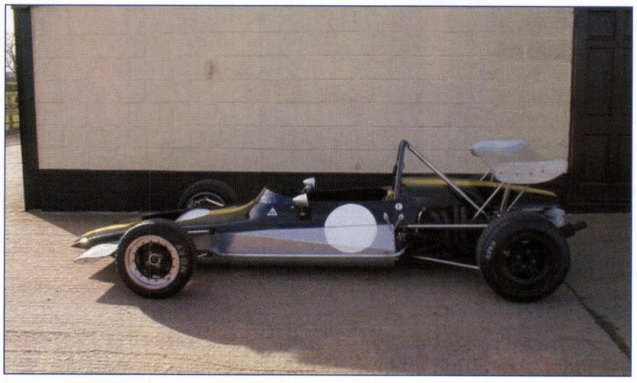


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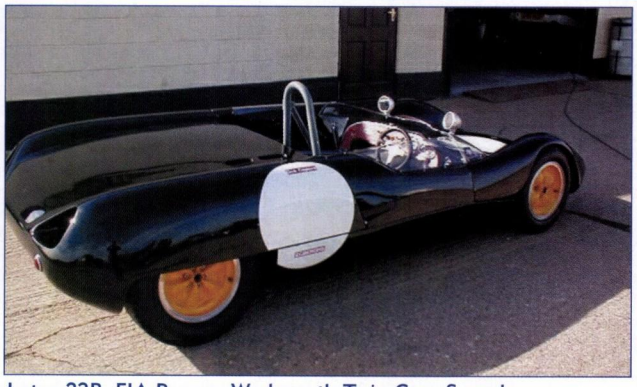
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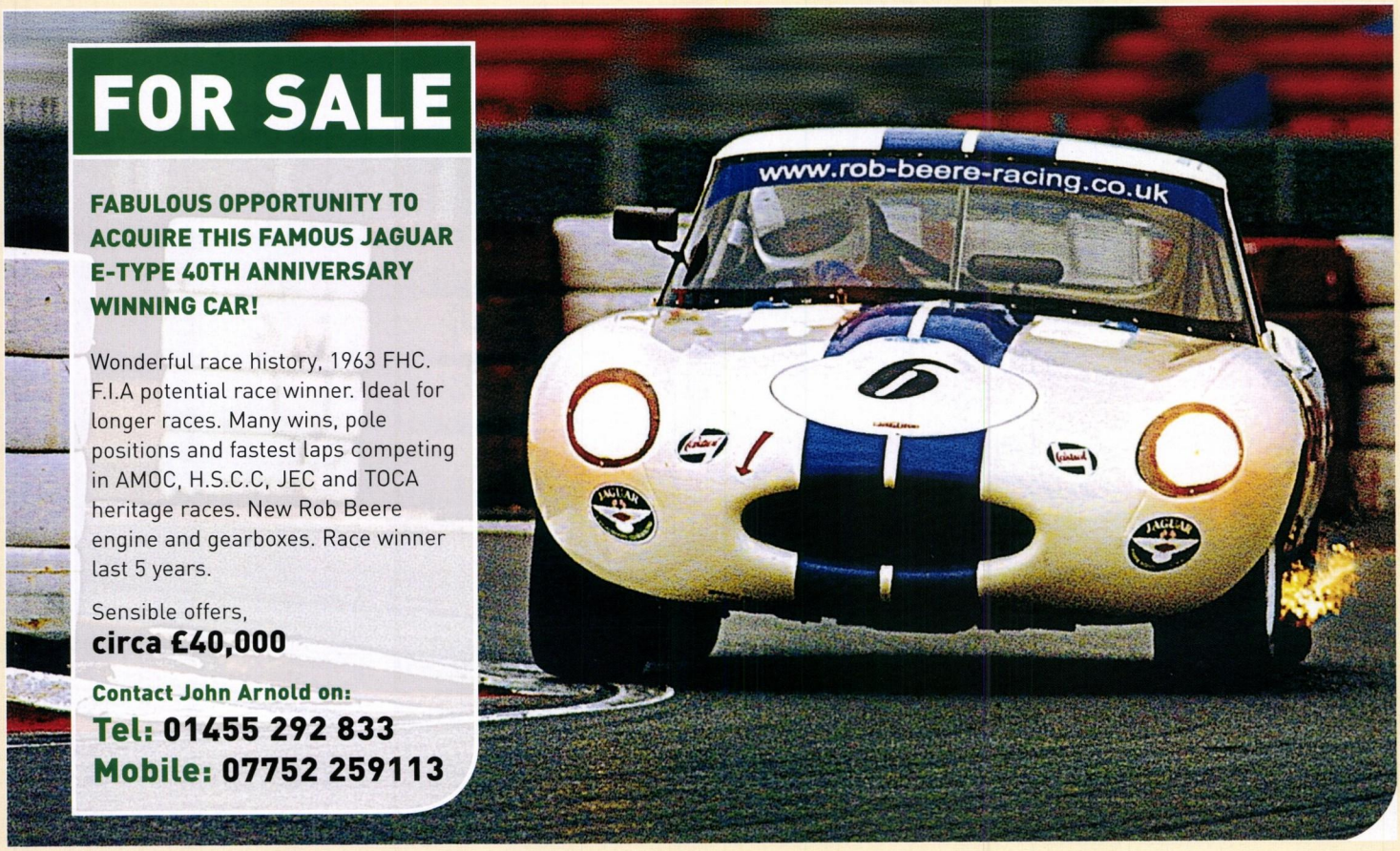
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Aston Marque News

It's a good time to be buying - or selling - Astons, says the trade, which eagerly anticipates the trickle-down effect from increased volumes of the new DB9 under Ford ownership. More awareness of Aston Martin means demand for older cars should rise, with proportionate increase in values. And James May's recent Top Gear euology to the great V8 can't have done the great British marque's appeal any harm.

Nicholas Mee started selling Aston Martins for the factory almost 30 years ago, and now retails around 50 cars a year from his West London premises. He says: "There's a shift going on right now into later kit, and most of our sales now are V8s rather than DB4s, 5s and 6s. DB4s are up, DB5s have got to where they're going - £125k for a perfectly restored car in the right colour, with restoration projects still commanding £35-40k - and 6s are a little lower because they're not as sporty as the earlier cars. But the V8s, saloon, Volante (convertible) or Vantage, are fantastic value compared to these, and they're practical, usable cars".

It's a similar story from David Eales of Oselli, which has been retailing all types of classics cars including Astons 'seriously' for three years come September at its Oxfordshire base. "V8s always come and go - from £15-£100,000. Late Vantages are around £50k and they still will be next year. We don't do many DB7s as the bigger players can shift the volumes and retail them cheaper - they'll hold on at £20-30k for older cars, but that's doing a lot better than the XK8, and not a bad investment for the right car. The Virage tends to be even cheaper at the moment but I believe they'll come back.

The view of V8s is echoed by another independent, Andre Bloom, in that very cheap cars may be a false economy: "I like to sell exceptional cars, and I think Jeremy Clarkson had it right when he said on Top Gear recently that you won't buy a good V8 for less than £50,000."

Desmond Smail, selling Astons from Olney, not far from the Newport Pagnell factory since 1981, split 50/50 between the earlier DB cars and the V8s, believes the DB6 is the next Aston to jump in value: "It's partly because the DB5 has gone through the roof in the last 6-8 months - to £150-160k for really good restored cars, when last year they were £65-70k. With only 880 made there are only a few on the market at any one time. So the DB6 and DB4 are being pulled behind them. Good DB6 MkIIs are £65k, with the Mk1s about £10k behind. Really good DB4s are £50-60k with decent cars £40-50k. You can pick up a restoration project for £20-25k, but to restore one of these Superleggera cars will cost £110,000.

V8s, says Smail, remain comparatively affordable. An '87 Efi V8 is going to be around £40,000 - although a very good Vantage Volante will reach £100,000. The good thing with these is that you don't have to go into them so much to restore them - sills are the only major thing, and that's about £6000 per car including paint.

"It's a good time for Astons," Smail declares. "It's very buoyant at the top of the market."



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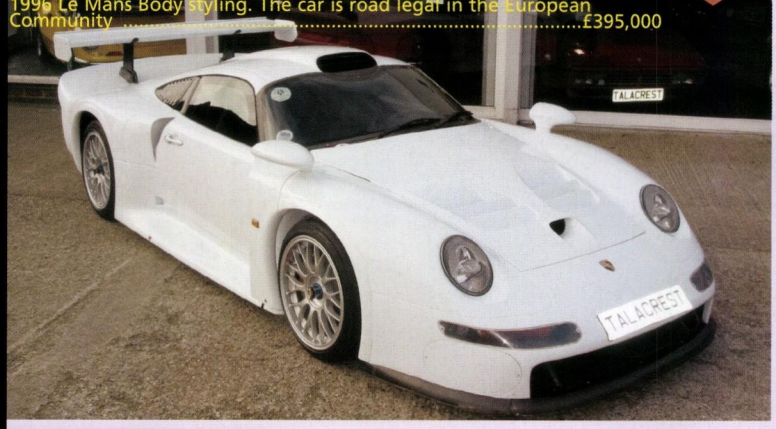
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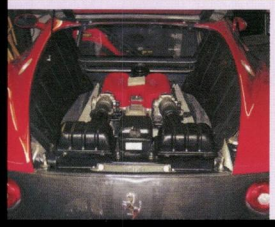
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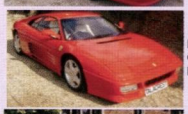


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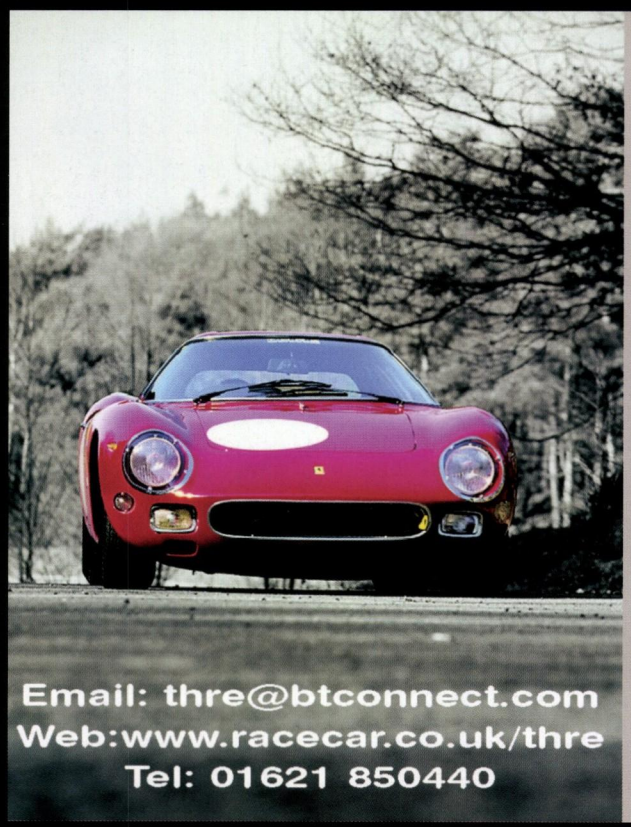
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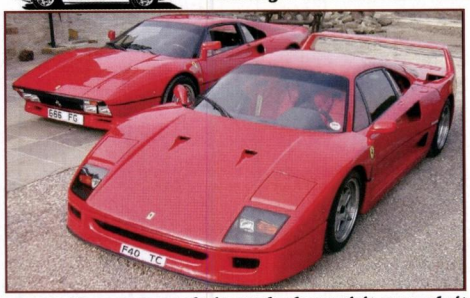
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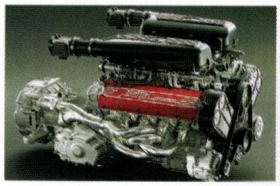
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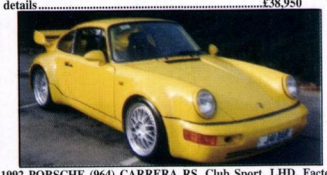
1974 JAGUAR XJ12L. 5.3 Old English white with blue leather trim 26000 miles only. Best we have seen. Please look at our web-site for full photos etc £12,950



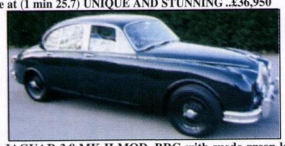
1960, LOTUS ELITE S2. Famous Historic Racing car with FIA. papers. supplied NEW to Mr David Buxton of TEAM ELITE., Has Competed In many Top Events, Last owner over 20years, Restored by Simon Hadfield, Stunning Example, Please contact us for full details of history and spec. .....£POA.



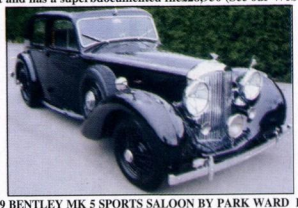
JAGUAR C-TYPE-REP BY PROTEUS (plus upgrades). 3.8 tuned engine, 4 speed box with overdrive etc. Alloy & GRP con-struction, correct in every way. Please see our website for full details.....£38,950



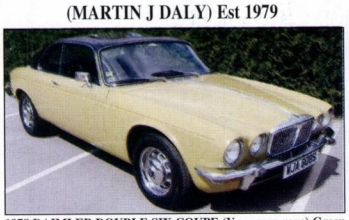
1992 PORSCHE (964) CARRERA RS. Club Sport, LHD. Factory welded matter cage, 300+BHP. Fully adj. suspension, nomex race seats. 1 owner in Germany (never raced). Don Manley engine rebuild in last 500 miles driven around Goodwood by (Mr Porsche) Nick Fauke at (1 min 25.7) UNIQUE AND STUNNING ..£36,950



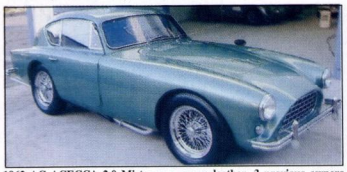
1963 JAGUAR 3.8 MK II MOD. BRG with suede green leather trim, PAS, upgraded brakes, suspension, stainless sports exhaust, w/wheels. Subject of 5 year concourse rebuild, one of the best and has a superbdocumented file£28,950 (See our Web-site)



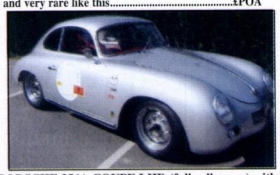
1939 BENTLEY MK 5 SPORTS SALOON BY PARK WARD Black with grey leather, subject of a Circa 100k restoration, by its last owner, superb and very important history file, famous owners, and the rarest of all Derby Bentleys (one of nine left). Please look at our website,more details /photos etc ..... POA



1978 DAIMLER DOUBLE SIX COUPE (Very very rare) Green sand with olive leather, chrome wheels, factory sunroof, one owner 42,000 miles only £10,950



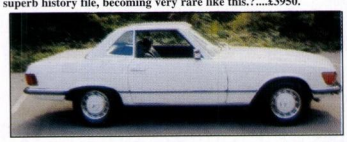
1962 AC ACECCA 2.0 Mist green, green leather. 3 previous owners from new, 35,000 miles only (one of the last made) Chrome wires, superb and very rare like this.....£POA



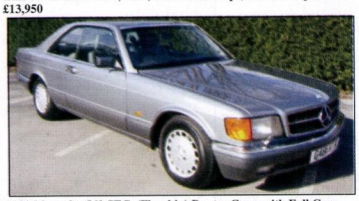
1958 PORSCHE 356A COUPE LHD (full rally spec) with FIVA documentation, superb example engine rebuilt by factory, vast history file, famous car, please see our website £24,950



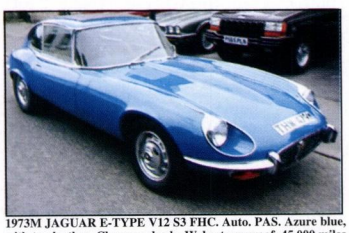
1967 wolesley Hornet, MK 111, auto, Two-Tone Grey With Red Leather Trim, last elderly owner many years, 46000 genuine miles, superb history file, becoming very rare like this.?....£3950.



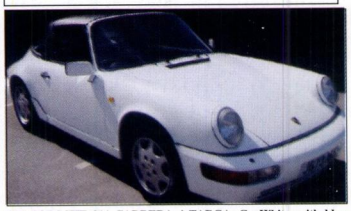
1979 MERCEDES 450 SL SPORTS. White with Blue leather trim 80000 miles FSH, auto, hard & soft tops, mint example £13,950



1990 Mercedes 560 SEC, (Flagship) Pewter Grey, with Full Grey Leather Trim, Total Spec, and FSH, with all handbooks etc. stun-ning Example , hard to find like this .....£11950.



1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only £19,950



1991 PORSCHE 911 CARRERA 4 TARGA. Gp White, with blue Pinstripe trim, alloy, music, 5 speed, 80,000, Full FSH. Superb mint example £19,950



1965, (one of the last) Porsche 356 SC. Coupe, Original, LHD Example in classic grey, with Black trim, Chrome Wheels, match-ing Numbers, Superb and very hard to find in this condition, Stunning,.....£22950.



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



1987 PORSCHE 944 TURBO. Very rare like this GP white with Burgundy half leather trim. Cup alloys. ESR. Total service history from new, concours, winning example, possibly the best£12,450



1960 JAGUAR XK150 S 3.8 FHC (VERY RARE) in indigo blue with red leather, CWW, special factory upgrades, touring seats, 50 gallon Le Mans tank. Genuine low mileage example, (famous owners) unique motar car, and stunning to drive....POA



1928 SINGER JUNIOR four door open tourer. Burgundy with Black mud guards, original buff logbook and first tax disc. Restored approx 10 years ago to - concours winning standards, perfection £12,950



1947 BENTLEY MK6 MANUAL WITH OVERDRIVE Black with tan leather, factory steel sunroof, original clock and tool kit, famous feature car in top magazine, has just undergone a full re-commision throughout. Stunning £20,950



1973 ROLLS ROYCE SHADOW ONE. Fern green with clack leather trim, one famous owner, 73,000 miles only, Harvey-Bailey kit, mint example. Please see our website £14,950



1981 MERCEDES 280 SL SPORTS. Auto. Pewter with silver roof, old grey trim, H&S tops, alloys, electric pack, stereo, superb mint example. Excellent history file £12,950



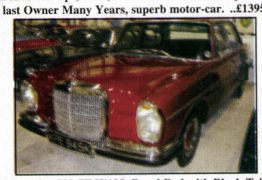
1962 JAGUAR 3.8 MK II MOD. Original English RHD example in opales-cent silver-blue, with blue leather trim, pas, and brake upgrades, 64,000 miles only, restored to concours standards circa 7 years ago, still very sharp. One of the best at £28,950



OCT 2000 TVR 500 GRIFFITH, Pearlescent sunset yellow, with black leather and yellow stitching, mega spec inc. alloy wheels, alloy switch-es yellow dials, polished wood. CD system, alarm, one previous owner, 2200 miles only, as new inside & out (number plate by separate nego-tiation only £29,950



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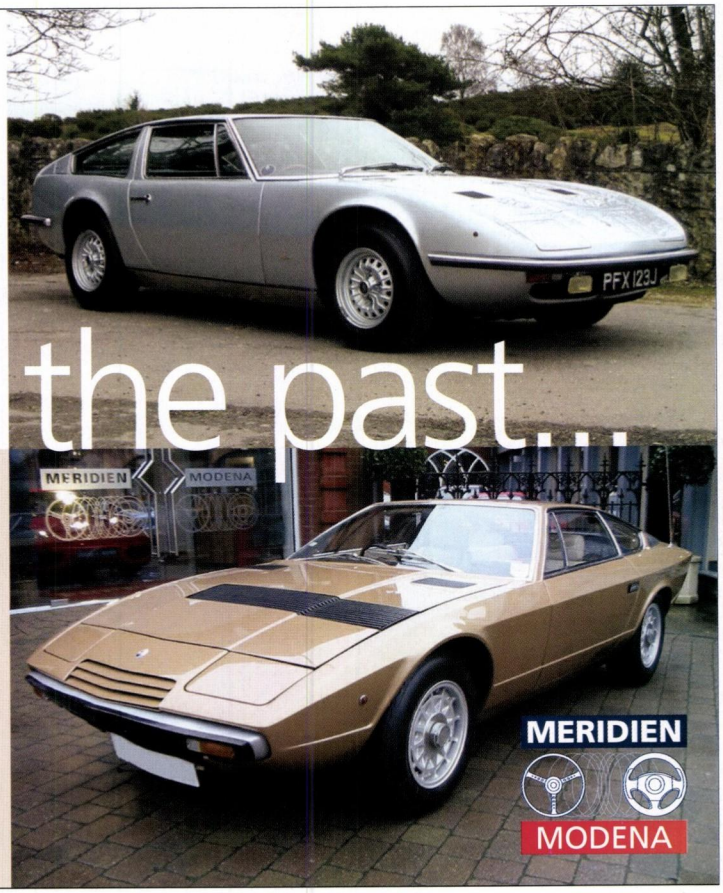


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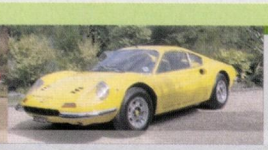
Aston Martin DB5
1965 Manuel
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£125,000



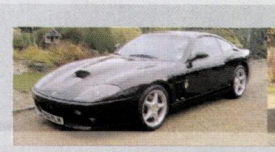
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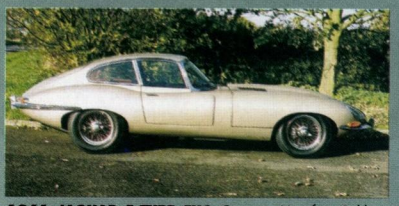
1964 AC Cobra 4.7 MKII.. CSX2229. Impeccable provenance full history very successful historic racer but complete with original parts last owner 20 years



AC Cobra4.7 CSX2082. Just completed 'Italia Classica' faultlessly. Blue printed engine, sensible mods. V. fast and totally tractable. Beautiful and excellent history.



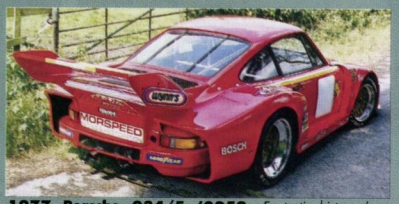
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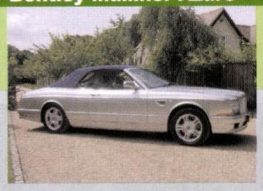
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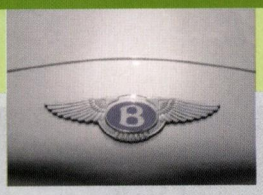
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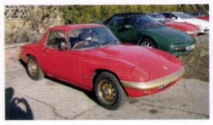
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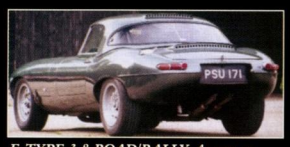
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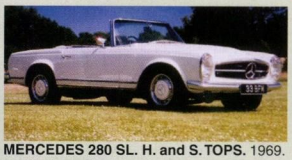
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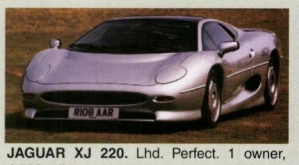
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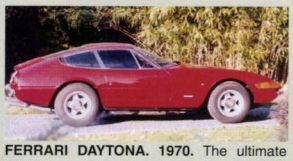
Milestone Marques



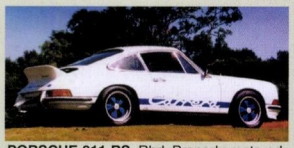
MERCEDES 280 SL. H. and S. TOPS. 1969. Really fantastic example. **£24,500**



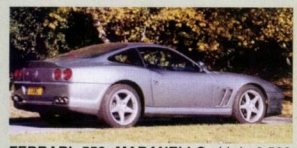
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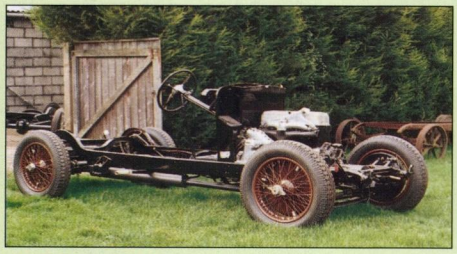


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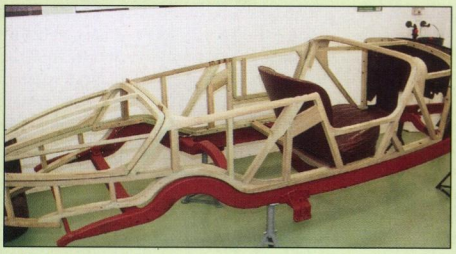


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JAGUAR XK 120 FIXED HEAD COUPE, SPECIAL EQUIPMENT, LHD – Battleship over Birch Grey/Red hide and carpets, Birch Grey wire wheels, one owner from new, 52,000 miles, original and unrestored, one of the best examples we have ever seen. We love it.

JAGUAR MK 7M SALOON AUTOMATIC, LHD – Battleship Grey/Red hide and carpets, 10,000 miles from new, 2 owners, wonderful car, the most superb original interior, all early features intact, steel sliding sunroof, very rare sandcast 'SU' 2" carbs etc, requires light re-commissioning only. Truly superb.

JAGUAR MK1 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD-Dark Blue/Dark Blue hide and carpets, colour coded competition wire wheels, Coombs rear arches, MKII rear axle with limited slip differential, fast road lightened and balanced engine, straight port cylinder head, 2" SU carburetors, uprated suspension, disc brakes and uprated calipers, handmade stainless steel exhaust system etc. etc.

JAGUAR XK 140 DROPHEAD RHD – British Racing Green/Black hide and carpets, Black hood, 16" chromed wire wheels, matching numbers, chassis off restored 15 years ago, nicely mellowed, useable, excellent example.

JAGUAR XK 140 DROPHEAD RHD – Grey /Red hide and carpets, Dark Blue Hood, 16" chromed wire wheels, radial tyres, subject of a total chassis off restoration 10 years ago to a very good standard, very little use since, full matching numbers and original colour specification. Very Rare.

JAGUAR XK140 DROPHEAD RHD - CHASSIS NO.5 – British Racing Green/Suede Green hide and carpets, tan hood, steel wheels, full spats. Probably the earliest surviving right hand drive XK140 drophead, full matching numbers and original registration number. Requires full restoration.

JAGUAR XK 140 FIXED HEAD COUPE MC, LHD - Black/Red hide and carpets, 16" chromed wire wheels, subject of a full restoration, original C type engine, overdrive gearbox, disc brakes etc. Ideal rally car. Very nice example.

JAGUAR XK150 3.8 LITRE DROPHEAD, RHD – British Racing Green/Beige hide and Oatmeal carpets, Black hood, 16" chromed wire wheels, full matching numbers, purchased from the last owner of 26 years in Australia, subject of a chassis off restoration 12 years ago, very presentable useable example and very rare.

JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD - British Racing Green/Sand hide and Oatmeal carpets, Dark Green hood, 16" stainless competition wire wheels, radial tyres, Touring specification engine, 5 speed gearbox, rack and pinion electric power steering, altenator, ally radiator, uprated heater, uprated suspension and brake system, burr walnut dashboard and door cappings, total restoration, stunning.

JAGUAR XK150 3.4 LITRE DROPHEAD, RHD – Dark Blue/Grey hide and carpets, Dark Blue mohair hood, 15" chromed wire wheels, radial tyres, J.D. Sport 5 speed gearbox, rack and pinion electric power steering, uprated wiring loom with alternator, alloy radiator, uprated brakes and servo, burr walnut dashboard and door cappings, woodrim steering wheel, hidden stereo, etc. THE ULTIMATE TOURING CAR.

JAGUAR XK 150 3.4 LITRE DROPHEAD, SPECIAL EQUIPMENT, RHD - Old English White / Dark Blue hide and carpets, Dark Blue hood, 16" chromed wire wheels, radial tyres, matching numbers original U.K. car, subject of a total chassis of restoration, unleaded cylinder head, very nice example.

JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD - Dark Blue/Grey hide and Dark Blue carpets, full matching numbers, subject of a total chassis off restoration 7 years ago to a very high standard, J.D updates include, uprated brakes, ignition system and alternator etc. Very nice example.

JAGUAR E-TYPE S1 3.8 LITRE FIXED HEAD COUPE – Opalescent Silver/Red hide and carpets, chromed wire wheels, subject of a total restoration 5 years ago to the highest standard. One family owned until restoration, fully documented history, special factory ordered vehicle to include performance engine with 'D' Type camshafts etc. All syncro gearbox recently fillted. STUNNING EXAMPLE.

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JAGUAR MK II SALOON 4.0 LITRE V8 SUPERCHARGE, 5 SPEED AUTOMATIC, RHD – Opalescent Dark Green/Sand hide and carpets, competition chromed wire wheels, independant rear suspension, climate control with hidden digital control panel, electric steel sunroof, electric tinted windows, central locking, electric heated seats, electric steering column, ABS brakes, rack and pinnion power steering, custom centre dash etc. etc, 5,000 miles since completion. TRULY STUNNING.

JAGUAR MKII SALOON 4.0 LITRE V8 SUPERCHARGE, 5 SPEED AUTOMATIC, LHD – Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, full XJ drivetrain, including independent rear axle, climate control, electric windows, central locking, ABS brakes, electric rack and pinion power steering, electric steering column, tinted glass, electric windows, heated rear screen, 2000 miles only.

JAGUAR MK II SALOON 4.0 LITRE V8, 5 SPEED AUTOMATIC, RHD – Opalescent Silver/Red hide and carpets, competition chromed wire wheels, full XJ V8 drivetrain including independent rear axle, climate control, electric windows, central locking, ABS brakes, electric heated seats, tinted glass, heated rear screen, power steering column, multi function steering wheel, power fold mirrors etc, 400 miles only.

JAGUAR MK II SALOON 4.0 LITRE V8, 5 SPEED AUTOMATIC, RHD – Opalescent Silver/Dark Blue hide and carpets, competition chromed wire wheels, full XJ V8 drivetrain including independent, rear axle, climate control, electric windows, central locking, ABS, electric heated seats, tinted glass, full leather interior, electric steering column etc, etc, 1200 miles only.

JAGUAR MARK II 3.8 LITRE SALOON, AUTOMATIC, RHD - Opalescent Dark Green/Black hide and carpets, competition chromed wire wheels, recently updated by ourselves, J.D. Sport front seats, brakes and stainless steel exhaust system, re-trimmed, re-painted and re-chromed, air conditioning, late gearbox etc, STUNNING.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD - British Racing Green/Green hide and carpets, competition chromed wire wheels, subject of a full J.D restoration 5 years ago, updates include J.D. Sport touring engine, handmade custom stainless steel exhaust manifold and system, ignition system, cruise control, J.D. Sport brakes and suspension, air conditioning, J.D. Sport front seats, stereo system, colour coded inertia reel seat belts etc. 5,000 miles, properly maintained, ready for its next journey.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD – British Racing Green/Green hide and carpets, competition chromed wire wheels, matching numbers, subject or a total restoration 4 years ago, recent J.D Sport updates, engine/gearbox, handmade exhaust manifolds and system, adjustable suspension, ignition system etc. Wonderful example.

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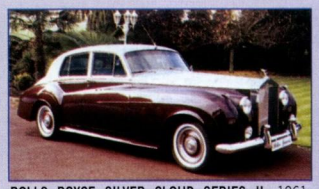
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MERCEDES BENZ, 1992, S420 left hand drive. Finished in blue black metallic with grey hide interior, sunroof, air cond, power seats. This car has many more extras. Service history. What value, only.....**£9,750**



ROLLS ROYCE SILVER CLOUD SERIES II. 1961. LEFT HAND DRIVE. Finished in silver chalice over burgundy. Superb hide interior, air conditioning, auto power, picnic tables to rear, footstalls, power windows. Arriving shortly **£29,500**



BENTLEY TURBO. 1984/5. Finished in Georgian silver with Dove grey hide interior piped blue, colour coded, alloys, air cond, power windows, power seats, footstalls, personal reg. no., updated spec, service history, 52,000 miles, always garaged. Looks much newer. Incredible value.....**£14,750**



JAGUAR 240 1967 Series II. Finished in Midnight blue with superb interior, sparkling chrome wire wheels with Whiteside tyres, Sundym glass, manual transmission, radio/stereo. A magnificent example of this fast appreciating classic and a pleasure to drive **£19,750**



BENTLEY 1964 SERIES III. Finished in Royal blue with magnolia hide interior, auto, power, picnic tables to rear, footstalls, history, drives superbly. Excellent example.....**£27,750**



MERCEDES SPORTS 1986/7 500 SL. Finished in light metallic Thistle with matching interior, hard and soft tops, auto, power, CD player, alarm, power windows, ABS, air conditioning, cruise control, excellent service history, totally original, always garaged. Mint condition.**£17,750**



MERCEDES SPORTS 1989 420 SL Finished in Arctic white with burgundy hide interior, rear seat, hard and soft tops, auto, power, light up vanity mirrors, CD player and stereo system, Sundym glass, ABS, alloys, alarm, power windows. Never smoked in, garaged from new. One of the last built. Low miles, full service history. Remarkable condition **£19,750**



BENTLEY 1963 Series III. Finished in Sable with magnolia hide interior, footstalls, picnic tables to rear, auto, power, Sundym glass, superb veneers, power windows, radio/stereo, bills, handbook etc. One of the finest.....**£27,750**



BENTLEY TURBO 'R'. 1988. Finished in Chestnut over silver sand with parchment hide interior, piped brown, personal reg. no., lambswool overrugs, every possible extra including many optional extras, colour coded, looks much newer, service history, absolutely stunning **£16,750**



JAGUAR 'E' TYPE V12 CONVERTIBLE 1974, left hand drive, azure blue with soft black hide interior, manual transmission, power steering, chrome wire wheels, whiteside tyres, radio/stereo, low miles, one owner. Totally stunning. Air conditioning **£35,500**



MERCEDES SPORTS 1967 230 SL. Signal red with tan interior, hard & soft tops, auto, power radio/stereo, uprated engine, excellent example.....**£24,750**



JAGUAR SERIES II 340 1968. Finished in beige with matching interior, chrome wire wheels, sunroof, manual transmission, overdrive, history. Very original example **£16,750**



MGB GT. 1977/8. Finished in blue with navy interior piped blue, manual with overdrive, radio/stereo rostyle wheels, etc. History. This car is probably one of the finest available **£5,750**



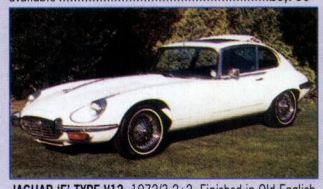
ROLLS ROYCE PHANTOM 1, Open tourer, 1926, finished in British racing green with tan hide interior, twin side mounted spare wheels, all weather equipment, twin rear windscreens, hunting lamps etc. Probably the most desirable Rolls Royce in the world.....**£98,500**



ROLLS ROYCE SILVER SPUR. Left hand drive, finished in unmarked gleaming Ivory coachwork with superb hide interior, air conditioning, power windows, power seats, lambswool overrugs, many more extras, mint condition, updated spec. Similar to picture **£19,750**



ROLLS ROYCE SPIRIT OF ECSTASY STATUE. This silver finish statue measurements are 52cm high x 30cm wide, 30cm depth, absolute gift at only.....**£375**



JAGUAR 'E' TYPE V12, 1972/3 2+2. Finished in Old English white with black hide interior, manual transmission, sparkling chrome wire wheels, whitewall tyres, radio, stereo, sunroof. Original example. History. Totally stunning.....**£19,750**



BENTLEY ARNAGE. Green lable 1999 finished in black Saphire, with parchment hide interior, piped in blue, Bentley logo's to headrests, matching desk top and knee roll, tilt steering, Sat Nav, T.V & DVD, CD, TV monitors to headrests, sunroof, folding mirrors, picnic tables to rear, lambswool overrugs, chrome wheels, only £23,000 miles, F.S.H. **£75,500**



JAGUAR 'S' TYPE. 1967. 3.4, British Racing Green with matching hide interior, full length Webasto sunroof, chrome wire wheels, manual with overdrive, only 35,000 miles from new with full Jaguar history, totally original and in mint condition **£19,750**



ROLLS ROYCE SILVER WRAITH. 1954. Coachbuilt by Park Ward, finished in burgundy with superb interior, glass divider, footstalls to rear, automatic, usual refinements. Very elegant and stylish, drives excellent, very rare and very difficult to repeat. One of the very best.....**£47,500**



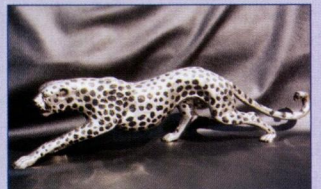
MERCEDES SPORTS 1989 420SL, finished in Gleaming Signal red with superb hide interior, rear seat, hard and soft tops, auto, power, ABS, alloys, Alpine CD player, power windows, heated seats, service history, always garaged, one of the last of this model. Superb throughout.....**£18,750**



MERCEDES SPORTS, 1986 300 SL. Finished in gleaming arctic white with navy blue interior, hard and soft tops, Auto, power, stereo system. Full body kit, Alloys, power windows, ABS, only 44,000 miles from new, with service history, absolutely stunning. **£16,750**



ROLLS ROYCE PHANTOM VI STATE LIMOUSINE 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, airconditioning, occasional seats, only two owners and only 18,000 miles from new **£175,000**



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DAIMLER DS420 LIMOUSINE STATE LAUNDERLET CONVERTIBLE, finished in embassy black with superb interior, occasional seats to rear, walnut veneer cocktail bar, crystal cut glass set, glass divider, stereo system, one of the last built, totally superb.....**£19,750**



MERCEDES SPORTS 1985 280 SL. Finished in Signal red with hard and soft tops, auto, power, alloys, cruise, power windows, stereo system, service history. Superb example.....**£13,750**



JAGUAR 'E' TYPE V12 1971 2+2. Finished in Regency red with tan hide interior. Automatic, headrests, power steering, radio, stereo, chrome wire wheels. Service history. This car is totally magnificent **£22,750**



DAIMLER 8 SEATER LIMOUSINE STATE LAUDERLET. Finished in unmarked gleaming white coachwork with matching convertible top to rear with superb hide interior, Walnut veneer cocktail bar, cut glass set, occasional seats, air conditioning, power glass divider, power windows, one owner. Garaged from new **£26,750**



ROLLS ROYCE SILVER SPIRIT. 1984/5, finished in light metallic Ice green with parchment hide interior, every possible extra, including lambswool overrugs, only 30,000 miles from new, full Rolls Royce service history, totally original, only two owners, incredible condition **£14,750**



BENTLEY BROOKLANDS. 1993. Finished in Royal blue with Parchment hide interior with blue piping, with matching lambswool overrugs, automatic floor change model, many extras, service history. This magnificent Bentley is totally superb.....**£22,750**



ROLLS ROYCE PHANTOM 6 1980, left hand drive, state lauderlet, finished in unmarked oxford blue with matching convertible top to rear, beige hide to front, beige west of England cloth to rear, picnic tables and cocktail bar to rear, crystal cut glass set, lambs wool over rugs, air con, front & rear, sundym, glass, auto, power stereo system etc. This car has only 8,000 miles from new, must be the finest in the world.....**£235,000**





MERCEDES SPORTS 500SL, 1985, finished in Arctic white with superb interior, hard and soft tops, auto power, alloys, power windows, CD player and stereo system, alarm, excellent service history, always garaged, superb.....**£13,750**



ROLLS ROYCE CORNICHE CONVERTIBLE, 1983. LEFT HAND DRIVE. Finished in unmarked gleaming Embassy black with St James red hide interior piped black with black matching power top, every extra including air cond. History. This car is probably one of the finest. **£38,750**



MERCEDES SPORTS 300SL 1992/3. Finished in Arctic white with navy blue hide interior, hard and soft tops, rear seat, auto, power, ABS, stereo system, power windows, power soft top, alloys, service history. Excellent example **£15,750**



MERCEDES SPORTS 300 SL, 1988/89. Finished in Arctic white with navy interior, hard and soft tops, Auto, Power, ABS, Power windows, Alloys, CD player, light up vanity mirrors, overrugs, only 50,000 miles from new, service history, incredible condition throughout.....**£22,500**



BENTLEY BROOKLANDS. 1993 Finished in Royal Blue with parchment hide interior with blue piping, with matching lambswool overrugs. Automatic floor change model, many extras, service history, this magnificent Bentley is totally superb,....**£22,750**



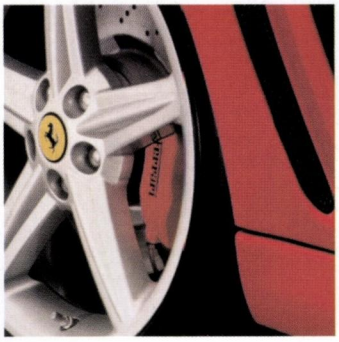


DAIMLER LIMOUSINE STATE LAUDERLET, left hand drive, finished in gleaming white coachwork with matching convertible top to rear, auto, power steering, cocktail bar, crystal glass decanteau set, glass divider, occasional seats to rear, Lambswool overrugs, low miles. Superb and very rare.....**£25,500**

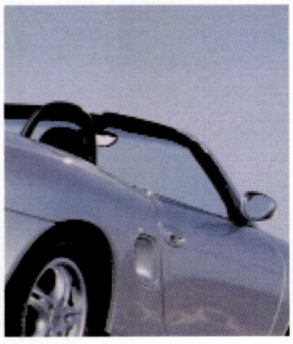


ROLLS ROYCE PHANTOM SIX 1977, State limousine. Finished in Porcelain white, white superb hide interior to front and West of England cloth to rear, cocktail bar, cut glass set, power glass divider, lambswool overrugs, Sundym glass, air conditioning, power windows, stereo system, countess owned. Totally stunning **£85,500**









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2002 911 GT2 MIDNIGHT BLUE 12000 miles
Black leather, al kit, 1 owner

2000 911 GT3 MIDNIGHT BLUE 26000 miles
Black leather, computer, climate, white dials

2000 911 ARCTIC SILVER 12000 miles
Black leather, comfort edition, xenon lights

2003 911 TURBO ARCTIC SILVER 7000 miles
Blue leather, carbon pack, xenon lights, htd seats, sunroof, Bose

2002/3 911 TURBO TIP COBALT BLUE 3000 miles
Grey leather, carbon pack, Bose, aero kit, sunroof, cruise

2001 911 TURBO ARCTIC SILVER 12000 miles
Mid grey leather, carbon pack, white dials, park assist, sat nav, 1owner

2003 996 CABRIOLET TIP FACELIFT ARCTIC SILVER 2000 miles
Blue leather, sat nav, driving lights, 18in alloys, white dials, Bose

2002 996 CABRIOLET C4 TIP FACELIFT SEAL GREY 9000 miles
Sat nav, PSM, cruise control, htd/mem seats, Xenon lights, Bose

1999 996 4S COUPE SEAL GREY 10000 miles
Black leather, al kit, Liptronic lights

1998 996 CABRIOLET ARCTIC SILVER 39000 miles
Sat nav, PSM, Xenon lights, mem seats

2002 996 4S COUPE OCEAN BLUE 12000 miles
Black leather, al kit, mem seats, sat nav

2002 996 4S COUPE LAPIS BLUE 12000 miles
Black leather, al kit, mem seats, in Porsche crest

1999 996 CABRIOLET C4 TIP ARCTIC SILVER 27000 miles
Blue leather, al kit, driving lights, uprated CD, 18in alloys

2003 996 COUPE FACELIFT MIDNIGHT BLUE 12000 miles
Blue leather, al kit, heated/mem seats, 18in alloys, standard exhaust

2002/03 996 TARGA TIP ARCTIC SILVER, 19000 miles
Grey leather, 18in alloys, park assist, Liptronic lights, rain assist

2003 996 COUPE FACELIFT ARCTIC SILVER 7000 miles
Black leather, Bose sound, 18in alloys, al kit, PSM computer, sat nav

2001/02 996 COUPE C4 TIP ARCTIC SILVER 20000 miles
Black leather, sat nav, PSM, 18in alloys, Xenon lights

2001 996 COUPE ARCTIC SILVER 37000 miles
Black leather, aero kit, radio/CD, airbags

1999 996 COUPEE MIDNIGHT BLUE 16000 miles
Grey leather, 18in alloys, sports seats, uprated CD

1998 996 COUPE TIP OCEAN BLUE 35000 miles
Grey leather trim, 18in alloys, sunroof, upgraded Porsche alarm

1998 996 COUPE TIP MIDNIGHT BLUE 45000 miles
Savannah leather, sunroof, white dials, 18in alloys

1998 996 COUPE MIDNIGHT BLUE 95000 miles
Savannah leather, PSM, comp, driving lights, s/r, 18in alloys

2001 BOXSTER S SEAL GREY 9000 miles
Grey leather, climate, white dials, 18in alloys, Bose

2001 BOXSTER S LAPIS BLUE 18000 miles
Light grey, white dials, al kit, 17in wheels, CD, 3 spoke wheel

2001 BOXSTER S ARCTIC SILVER 14000 miles
Metropole blue leather trim, CD, 17in alloys

2000 BOXSTER S BLACK 19000 miles
Black leather, sports seats, climate, 18in alloys, white dials

1997/98 993 COUPE 2S TIP MET BLACK 59000 miles
Black leather, 18in wheels, tracker, climate control

1997 993 COUPE 4 ARCTIC SILVER 39000 miles
Grey leather, sports seats, 18in alloys, climate, sunroof

1996 993 TURBO 4 POLAR SILVER 55000 miles
Black leather, 18in alloys, climate, sunroof, sat nav

1997 993 TARGA ARCTIC SILVER 38000 miles
Blue leather interior, climate control, split rim alloys

1994 993 CABRIOLET BLUE 72000 miles
Grey sports seats, AC, 17in wheels, airbags, CD, al kit, immobiliser

1994 993 COUPE TIP BLUE 36000 miles
Blue leather interior, climate control, 2 owners, sunroof

1990 911/964 TARGA RED 117000 miles
Black leather, sports seats, 17in cup wheels

1988 911 TARGA GUARDS RED 70000 miles
Full black leather trim, sports seats with red piping

1980 911 3.0 CARRERA WHITE 75000 miles
Black interior, Pasha trim, sunroof, one owner last 10 years

1977 911 CARRERA 3.0 COUPE SIENNA COPPER
Report in Porsche World in September issue

ferrari

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2002 360 MODENA F1 MET BLUE 8000 miles
Creme leather, xenon lights, CD package

2000 360 MODENA F1 ROSSO RED 13000 miles
Black leather, suspension switch upgrade, CD package

1999 355 GTS F1 RED 15000 miles
Crema leather, climate control

1998/99 355 SPIDER F1 RED 20000 miles
Crema leather, climate control, sports suspension, uprated alarm

1998 355 SPIDER BLACK 9000 miles
Black leather, climate, airbag, suspension switch

1998 355 GTS F1 RED 8000 miles
Black leather, climate control, uprated cd system

1997 355 GTB RED 18000 miles
Crema leather, climate, upgraded CD

1995/96 355 GTB DK MET SILVER 18000 miles
Dark grey silver, radio/CD, climate

1997 456 GTA BLUE 25000 miles
Crema, climate, airbags, 10 CD, suspension switch

1992 348 TS BLACK 9000 miles
Black leather trim, climate control, 2 owners

1991 348 TS RED 25000 miles
Crema leather, 3 owners

1992 512 TR RED 18000 miles
Crema hide, red carpets, AC, hi-fi, tracker

1991 TESTAROSSA RED 5000 miles
Crema leather, red carpets, CD player

1991 TESTAROSSA RED 17000 miles
Black hide, red carpet, uprated sound system

1985/6 MONDIAL COUPE QV RED 54000 miles
Crema, red carpets, air-con, sunroof, good history, last QV built

1967 275 GTB4 RED 40000 miles
Crema hide interior, stunning rosso coachwork, engine rebuild

jaguar/AC

1968 E-TYPE 4.2 RDST HARDTOP CONCOURS
Silver, 54,000 miles

1963 E-TYPE 3.8 FHC SUPERB RESTORATION
Burgundy, 85,000 miles

1966 E-TYPE 2+2 AUTO PRIMROSE 82000 miles
Original RHD. Black leather, history, MoT's, restoration

1959 XK150 S DROPHEAD COUPE RED
Restored

1954 XK 120 DHC OLD ENGLISH WHITE 70000 miles
70,000

1989 COBRA MK IV DARK METALLIC BLUE

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1996 McLaren F1 Ex-Bigazzi works team car run for BMW Motorsport in Fina & BMW colours, Raced by Piquet, Soper, Laffite & Duez., Siverstone 4th & Pole, Le Mans 11th The car has now been homologated & licensed to run on the road, but maintained externally & internally as a race car. Rare opportunity to acquire one of only 4 race F1 GTR's able to be used on the road.



1974 Porsche 3.0 Carrera RS. LHD, finished in black with recaro seats, roll cage and full harness belts. Maintained to a high and exacting standard and in fine overall condition. A very rare and exciting car, eligible for many European events.....£POA.



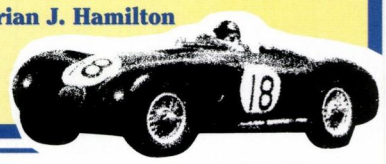
1966 Ferrari 275GTB/4 LHD, Chassis No: 08769. This is the original Paris Show Car and the very first 4 Cam built. Finished in red with black trim, 36,000 miles only and fitted with Borrani wheels. A stunning example from a well known collection .....£P.O.A.



1961 Ferrari 250 SWB Sefac, Chassis Number 2807 GT. This is an exceptionally rare Sefac Lightweight competition SWB that is not only in magnificent condition throughout but also has the benefit of a very fine period race history - 1962 Targa Florio, 5th overall and 2nd GT Class; 1962 Tour de France, 5th overall. This car is in stunning condition and available immediately. .....£POA.

For further information on any of the above outstanding cars please call: Adrian J. Hamilton
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1963 JAGUAR E-TYPE 3.8 FHC. BRG with Biscuit hide. Ground up restoration costing in excess of £45,000 carried out a few years ago, very little use since. CWW, radio, Koni shockers, Kenlowe fan, alternator, unleaded head etc. Impeccable condition and ready for some serious motoring. Excellent value. RHD - £32,995



1958 MGA 1500. Finished in Chariot Red with matching Red interior. Recently refurbished to an extremely high standard, including paintwork and trim. A pristine example of a highly sought after classic. RHD £16,495



1963 FORD LOTUS CORTINA MKI 'A BRACKET'.Team Lotus colours, just completed total re-build to F.I.A. spec, raced once. The best of everything under homologated weight, Donington 1.27, Snetterton 1.26, Silverstone 1.11. F.I.A. Papers, in the right hands will be unbeatable. RHD £50,000



Red with Black interior, alloy body, raised boot, spot lamp pods, 4 wheels disc brakes, 3.5 diff, comp O/D, 72 spoke wires, works hard top, competition seats, high ratio steering box, alloy tank, 140mph speedo, sump guard, uprated engine and suspension. Total re-build and upgrade to the highest standard by marque spec, could not be replicated for twice this price 'sensational'.RHD £39,995



1962 AUSTIN HEALEY 3000 BN7 TRI CARB, 2 SEATER. Ice Blue with Dark Blue hide, ground up restoration to the highest of standards. Equipped with centre change overdrive gearbox, wire wheels, adjustable steering column, stage 2 unleaded head etc. The rarest of all Healeys and possibly the most desirable, an outstanding example.RHD - £32,995



1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with Cream hide, low ownership & ultra low historied mileage of only 40K. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows. Undoubtedly one of the most useable 4 seater Ferraris available, in a condition that beggars belief. Your search is over. Possibly the finest example available.RHD - £19,995



1963 AUSTIN HEALEY 3000 BJ7. Colorado Red over Cream with Black hide. An English car, 345 KNP, restored some years ago by Bell Classics at a cost in excess of £30,000. Equipped with Stage 3 alloy head, triple 45 webbers on magnesium works manifolds, uprated comp overdrive, 72 spoke CWW, Mallory ignition, oil cooler, big bore side exhaust, twin harnesses, wood rimmed steering wheel. An excellent example.RHD - £28,995



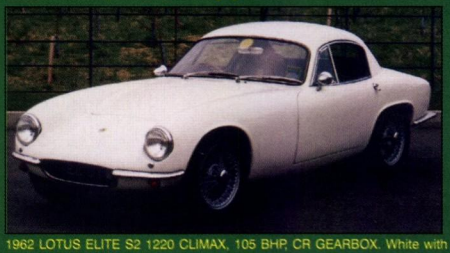
1965 TRIUMPH 2000 MK1 HISTORIC RACE CAR. In Red, built and developed over a period of 12 yrs by Carlow Engineering & raced with great success by Tony Carlow -Bunton. 260bhp engine, CR gearbox, dry sump, LSD, safety cell, cost in excess of £70,000 to build. The bargain of the year. Registered with and eligible for the 2004 Classic Sports Car Club Swinging 60's Series.RHD - £15,000



1971 JAGUAR V12 E-TYPE FHC AUTO. In Opalescent BRG with Biscuit hide piped Green. Total professional ground up restoration to the highest of standards, uprated suspension, CWW, PAS, webasto sunroof, music system etc. Rarely do FHC's in this condition come on the market.RHD - £22,995



1958 TRIUMPH TR3A (VVC 288). Works prepared rally car. Winner Liege-Rome-Liege 1958, campaigned through '58, '59', '60 in many international and national rallies by Col "Bing" Crosby, then sold through Mike Hawthorns Tourist Trophy Garage to Kenneth Pearce, used by him in national rallies until '64. Now undergoing a sympathetic total re-build to period rally spec. Ready May 04. (Photo for example purposes only).RHD - £50,000



1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order.RHD - WAS £28,995, NOW £24,995



1973 MGB ROADSTER. OEW with Red hide. Full ground up restoration and upgrades to the highest of standards. Stage 3 engine on 45 webber sports exhaust, Kenlowe fan, overdrive, wire wheels, uprated suspension, wood rimmed steering wheel. A most outstanding example with an excellent turn of speed.RHD - £13,995

1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 90/95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why; maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable' ..... LHD, £59,000

1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning RHD - WAS £24,995, ... NOW £21,995

1980 TRIUMPH TR8 CONVERTIBLE. Factory experimental car, 1 of only 2. Silver leaf with Biscuit trim. 2 owners, 48K miles, total history incl all letters from British Leyland. PAS, stainless exhaust. The most outstanding example you could wish for and virtually unique £14,995

1986 BMW M5 E28. In Dolphin with full Black hide. A local car, 2 owners, FSH. Just had top end overhaul & new chains. Air con, elec seats/roof/windows, CD, CSL brakes. A most outstanding example of this very usable road rocket ..£9,995

1970 GP PORSCHE SPYDER 1760CC ENGINE. Metallic Silver with Blue trim. Retired engineer built to a very high standard. Bills for parts alone in excess of £14,000. Tremendous fun and outstanding value £9,995

1963 MGB ROADSTER, PULL DOOR HANDLE. Totally restored & re-shelled, in OEW with Black trim. Overdrive, wire wheels, wood rimmed steering wheel. A UK car, 141 KEW, good value £9,995

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1962 Jaguar 3.8 Mk II mFinished in old english white with contrasting red interior. This car has come from South Africa where it has enjoyed life in the sun and hence zero rust. It has a manual gearbox with overdrive and is fitted with chrome wire wheels. The walnut dash & door trims are all in good order and the whole car is well presented and sensibly priced at £11,950



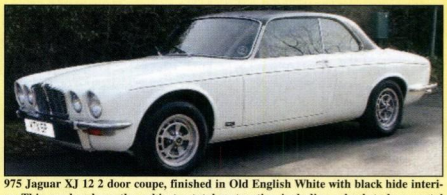
1954 Jaguar XK120 SE FHC. Finished in Pearl Grey with Red hide interior. This is a really beautiful example, in timewarp condition, of this extremely desirable model. Well worth viewing and sensibly price at £37,500



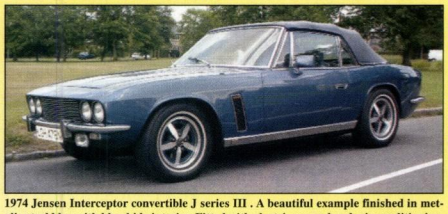
1968 Jaguar 240 MkII finished in old english white redinterior. This is the automatic version fitted with power assisted steering and the car is in very nice order and is a credit to it's last owner. Ideal for weddings £7,950



1971 Jaguar E type series III 2+2,(Similar to the above), Finished in wedgewood blue with blue hide interior. Fitted with manual transmission and chrome disc wheels, this car has been the subject of recent major mechanical refurbishment and is in excellent throughout. Represents extreemly good value at £14,950



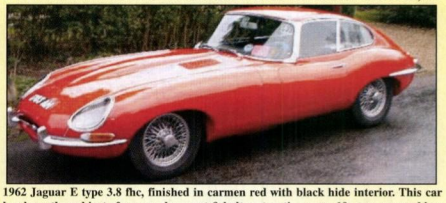
975 Jaguar XJ 12 2 door coupe, finished in Old English White with black hide interior. This car has been the subject a total restoration including a back to base metal repaint. It has new engine, new sills, new rear wing, new exhaust and new brakes. It comes with 27 years of service history and is in splendid condition. Very sensibly priced at £8,750



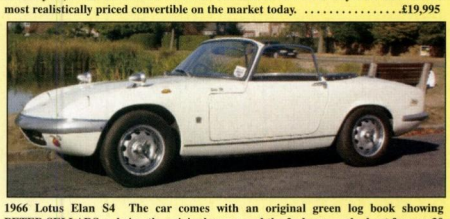
1974 Jensen Interceptor convertible J series III . A beautiful example finished in metalic steel blue with blue hide interior. Fitted with electric power hood, air conditioning, automatic transmission, refurbished alloy wheels and sound system. The car has coveredonly 53,000 miles from new and has substancial service history. This must be the most realistically priced convertible on the market today. £19,995



1995 Lotus Elan S2 Turbo, (LTD edition) This is an outstanding example finished in Gran Prix white with blue hide interior & dark blue mohair hood. This is a very collectable two owner car that has covered only 52,000 miles from new and has a complete Lotus service history from new. Perrfect throughout £11,950



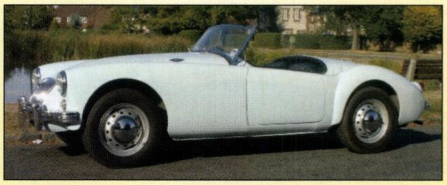
1962 Jaguar E type 3.8 fhc, finished in carmen red with black hide interior. This car has been the subject of a ground up, nut & bolt restoration some 10 years ago and has been used for show purposes by it's last owner. This car is in superb condition and drives beautifully. If you are looking for a good E type at reasonable cost, this is it £22,950



1966 Lotus Elan S4 The car comes with an original green log book showing PETER SELLARS as being the original owner and the 2nd owner who kept for over30 years. It is in beautiful time warp condition and finished in old english white with black interior. A must for a Lotus enthusiast. £14,995



1970 MGB V8 Roadster finished in Carnival Red with Magnolia leather interior. Fitted with electric windows, 5 speed gearbox, Wilton carpets, Burr Walnut cappings, chrome wire wheels. Last owner 21 years. £12,995



1959 MG A Roadster finished in Iris Blue with Black hide interior. Delivered new to South Africa in 1959 and because of this is in totally rust free condition. Fun to drive; an appreciating asset at only £12,950



1961 Austin Healey Frog Eye Sprite finished in Cherry Red with Black upholstery. A nice original UK supplied car which has been sympathetically refurbished (not overdone) and drives extremely well £7,995



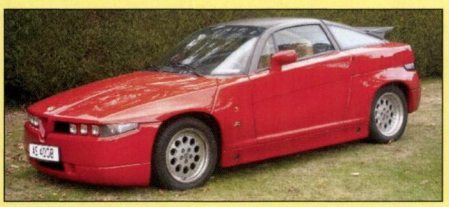
1972 MGB GT Finished in Teal blue with black interior. This has been a local car to us and was the subject of a complete restoration by a farther & son team who have executed the task in a very professional manner. Superb to drive. £7,750



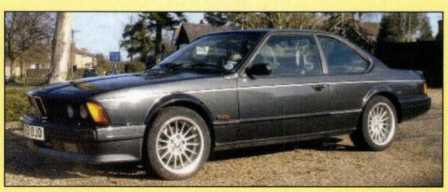
1965 TVR Griffith 400. Barnet Motor Company demonstrator run by Gerry Marshall and later sold to stunt man - Colin Skeaping. The car was returned to the TVR Factory after an accident, who then rebuilt the car to the later 400 specification. Accepted by the FIA as a 1965 built car and comes with full FIA papers £36,950



1969 MGB Roadster. Finished in Mineral Blue with Black interior and fitted with wire wheels and overdrive. A very nice car and superb value at £6,995



1992 Alfa SZ With coachwork by Zagato, this car is left hand drive and finished in Alfa Racing Red with Tan hide interior. This car has covered 42740 km (approx. 26,000 miles) and is very rare and collectable £23,950



1988 BMW 635 Coupe. Finished in Diamond Black with Grey leather interior. Fitted with automatic transmission, elecrtic windows, seats and sunroof and air conditioning. Full service history £5,950



1998R Mercedes 230 SLK, Finished in Red with contrasting black hide interior. This car is in excellent condition throughout and has full Mercedes service history, but has done high milage hence probably cheapest on the market at only £13,750

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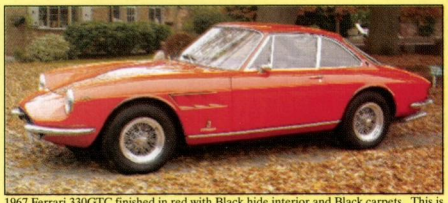
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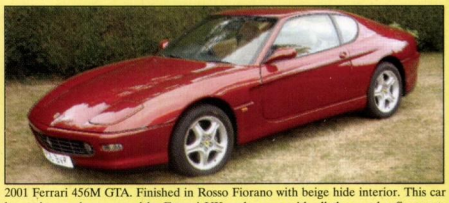
ASTON MARTIN IN THE THAMES VALLEY



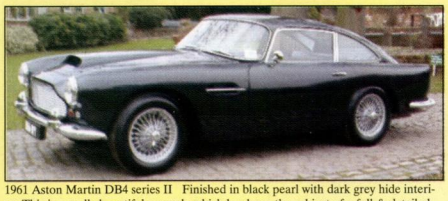
1967 Ferrari 330GTC finished in red with Black hide interior and Black carpets. This is an exceptional example of this rare and sought after model and it comes with considerable service history. Outstanding condition. Needs to be seen. £59,500



1964 Aston Martin DB5 finished in Dark Metallic Blue with Magnolia hide. This car is in beautiful condition and was in the same ownership for the last 15 years. It is fitted with a 5 speed gearbox, electric windows, chrome wire wheels and represents very good value at £69,500



2001 Ferrari 456M GTA. Finished in Rosso Fiorano with beige hide interior. This car has only ever been owned by Ferrari UK and comes with all the usual refinements including 17.5" spoke alloys, air conditioning, high quality hi-fi system with CD, automatic transmission, PAS. This car has covered only 16,000 miles from new and has been maintained by the Ferrari factory. £69,500



1961 Aston Martin DB4 series II Finished in black pearl with dark grey hide interior. This is a really beautiful example which has been the subject of a full & detailed restoration by it's last owner. It is completely unmolested and refurbished to it's original specification. Undoubtedly one of the finest on the market and sensibly priced at £65,000



1979 Aston Martin V8 Oscar India finished in Storm Red with Magnolia hide piped Red. Fitted with Automatic transmission, power steering, air conditioning, electric windows, alloys, stereo and alarm. Good service history, 95,000 miles. (similar to photo) £24,950



1960 Aston Martin DB4 series 1 This is a very rare early car, finished in Kingfisher blue with red hide interior. It is in very nice condition throughout, has a reasonable amount of service history and is fitted with chrome wire wheels. £44,950



1965 Aston Martin DB6 finished in original Fiesta Red with Black hide interior. A beautiful example with fully rebuilt engine with unleaded head. Chrome wire wheels, 5 speed ZF box, a really excellent early example. £44,950



1957 Aston Martin DB 2/4 Mk III finished in two tone British Racing Green and Silver. Owned by a valued customer for many years with service history with ourselves and Four Ashes Garage. Very nice 50s sports car at £32,950



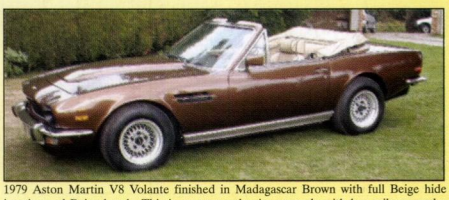
1955 Aston Martin DB 2/4 Race Car finished in Ferrari Racing Red with in excess of 14 years continuous racing history. Very competitive with numerous Class wins. Fresh 2.6 engine with DB3S cams, Cosworth pistons, new crankshaft, Cunningham rods, DB3S valves - all of this producing 170bhp at the wheels. Please telephone for further specification. £39,950



1980 Aston Martin V8 Coupe finished in Dubonnet Rosso with beige hide interior. This car comes with a wealth of service history and is fitted with automatic transmission, air conditioning, refurbished GKN alloy wheels and is in very good condition throughout. Very sensibly priced at £24,950



1989 Aston Martin V8 Vantage Volante finished in Dover White with Blue hide and Blue hood. It is left hand drive and was returned to the factory in 1991 when, at a cost of £60,000, this car was converted to POW spec and had a full 6.3 conversion carried out.....£75,000



1979 Aston Martin V8 Volante finished in Madagascar Brown with full Beige hide interior and Beige hood. This is an extremely nice example with low mileage and a detailed service history. Currently offered for sale on behalf of the present owner who is purchasing a newer car £29,950



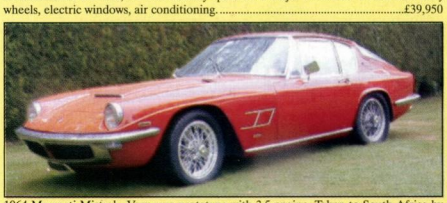
1972 Ferrari 365 GTC4 finished in Blue Sera with new full Black hide interior. This is a beautiful example which has covered only 73,000 miles from new. The car has a total service history from day one. It has recently had the benefit of coachwork refurbishment and £16,000 was recently spent on a major overhaul. Fitted with alloy wheels, electric windows, air conditioning. £39,950



1995 N Aston Martin DB7 Finished in British Racing Green with parchment & forest hide interior. This is an excellent example that we have sold to it's 2 previous owners. It comes with an excellent service history and is fitted manual transmission and all usual refinements £35,995



1971 Aston Martin DB6 MkII Finished in Agaean Blue with excellent blue hide interior. The car is fitted with automatic transmission, Webasto sun roof, Power assisted steering and chrome wire wheels. It has been in the same ownership for a long period and has been very well maintained. £39,950



1964 Maserati Mistral . Very rare protatype with 3.5 engine. Taken to South Africa by The Maserati factory in 1965 as part of a promotional tour. Sold to the son of the then finance minister and then subsequently sold to an individual who kept until his death in 2001 Alloy body, 12 plug head, twin overhead cams, Very pretty £23,950



1996 Bentley Continental "R" finished in Deep Ocean Blue with magnolia hide, piped blue. This Magnificent, one owner example is in pristine condition and has a complete Rolls Royce service history, including a major service just completed at Jack Barclay's. Sensibly Priced at £67,950



1996N Range Rover 4.6HSE Autobiography finished in Rioca Red with magnolia hide interior. Fitted with 18" alloys, electric glass sun roof, heated seats, tow bar, CD stacker, Colour coded bumpers & mirrors and additional walnut on doors & centre consul. Excellent throughout. £9,995

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1934 Rolls-Royce 20/25 drophead coupe barn find



1963 Aston Martin DB4 Series V FIA competition car

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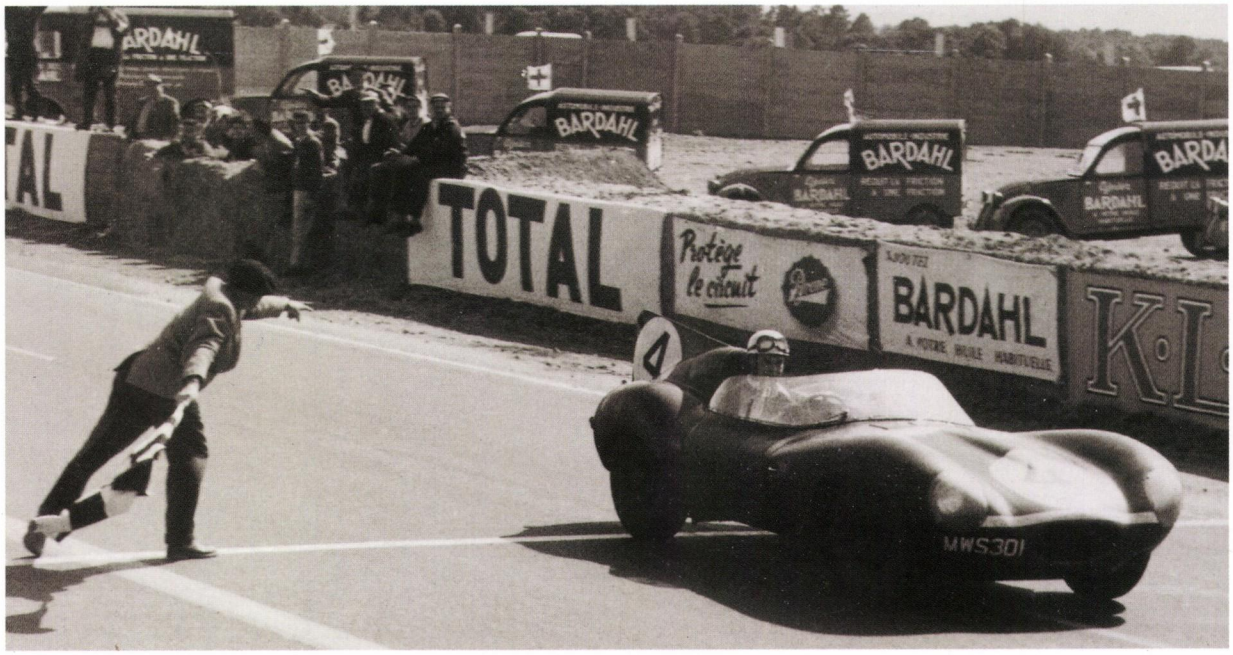
1969 Jaguar E-type, road/race car



1948 Connaught L2 2 ½ litre sports

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Christie's is pleased to announce the newest addition to our international calendar for 2004, an auction to be held in conjunction with the Le Mans Classic retrospective.

Following an extremely successful inaugural event in 2002, the Le Mans Classic moves to July enabling longer daylight racing hours and an even greater attendance. This unique event re-creates the atmosphere of the famed Grand Prix d'Endurance with competitors racing cars from vintage Bugattis to Porsche 917s.

Christie's auction of Exceptional Motor Cars will be the 'Le Mans start' to the weekend, taking place on Friday 23rd and will include competition and historic motor sport cars representing of every generation that has competed at the 24 Hour race since 1923.

Entries to this auction will be considered through 1 May.

Exceptional Motor Cars at the Le Mans Classic

Auction
23 July 2004

Forthcoming sales
7 June, London
12 August, Monterey

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