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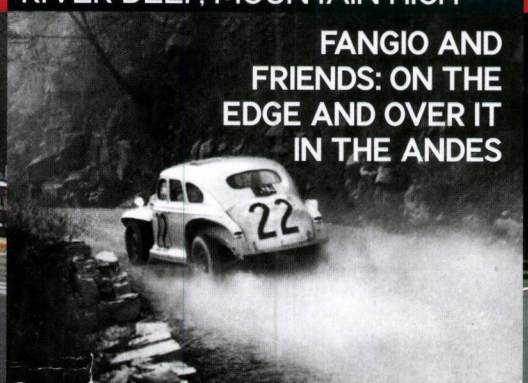
CAREER OF A GERMAN GIANT

HANS STUCK: HERR VERSATILE!



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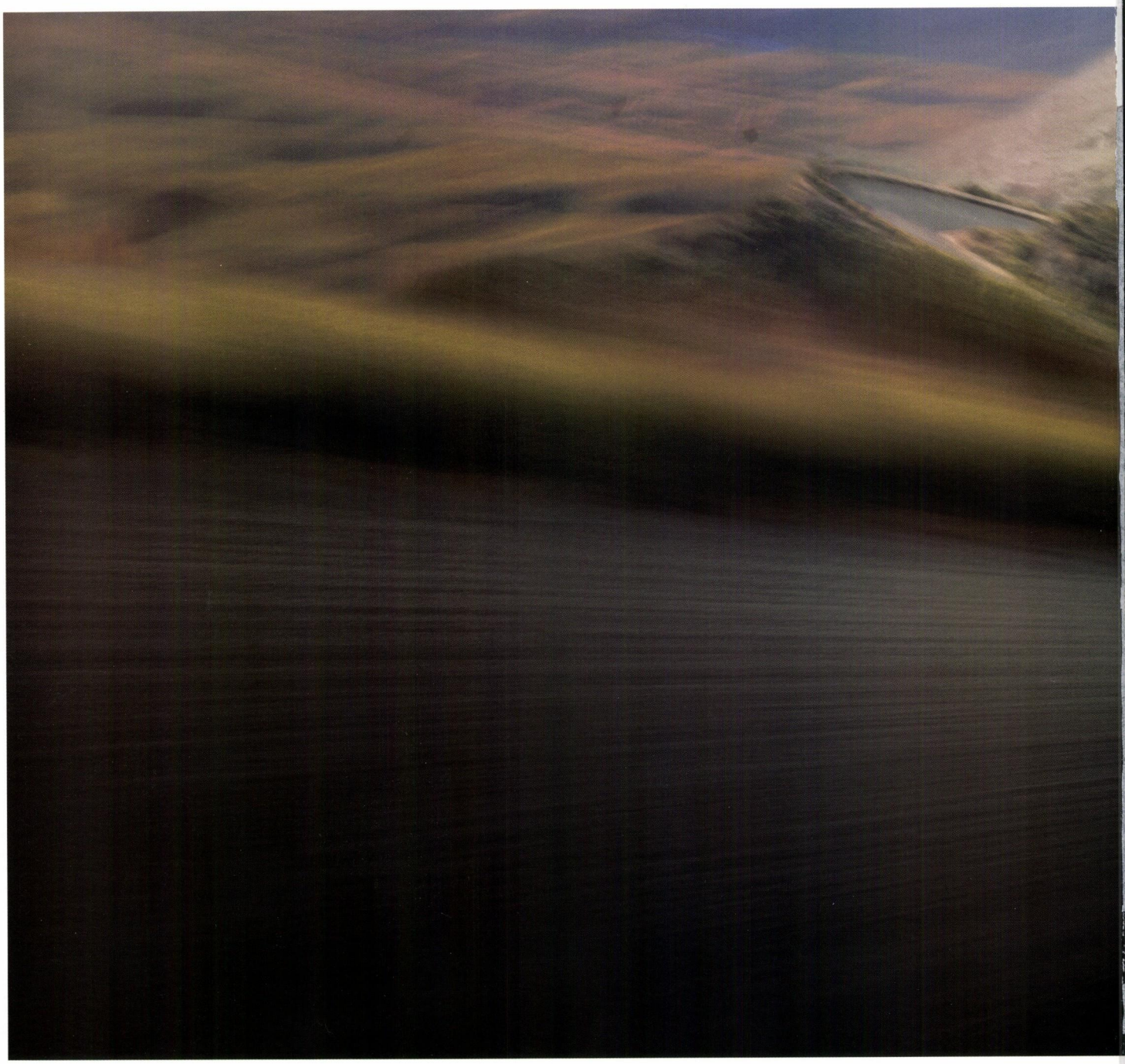
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The Bobtail in action at the Goodwood 9hrs in 1955

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Donington Park race programmes from 1933 and 1937



Four years apart - but a world of difference

With echoes of the VSCC's 'See Red' meeting still reverberating in the woods around Donington, we slip back to the 1930s with this pair of programmes. Only four years apart, they indicate how far the Midlands circuit had advanced in stature. On one, the restrained, factual presentation of a regional motor club; on the other, the bold, modern graphics of a prestige international meeting organised by the BRDC.

Inside, the prizes reflect this: in '33 the best you could hope for was a tenner and a tankard; at the later event Raymond Mays would carry off a full-size replica of the bronze statuette which formed the British Empire Trophy, plus a £250 purse. And given that a cold luncheon at the Hall was 2/6d (12½p), and that you could stay the night there for 8/6d (42½p), £250 was quite a packet. In fact, it was one sixth of an ERA.

Interestingly, the flag signals in 1933 were very different: pale blue meant 'keep left'; dark blue meant 'caution', while the yellow signified 'stop instantly'. Why not try period signals at next year's 'See Red'? M

'In 1933 the best prize you could hope for was a tenner and a tankard'

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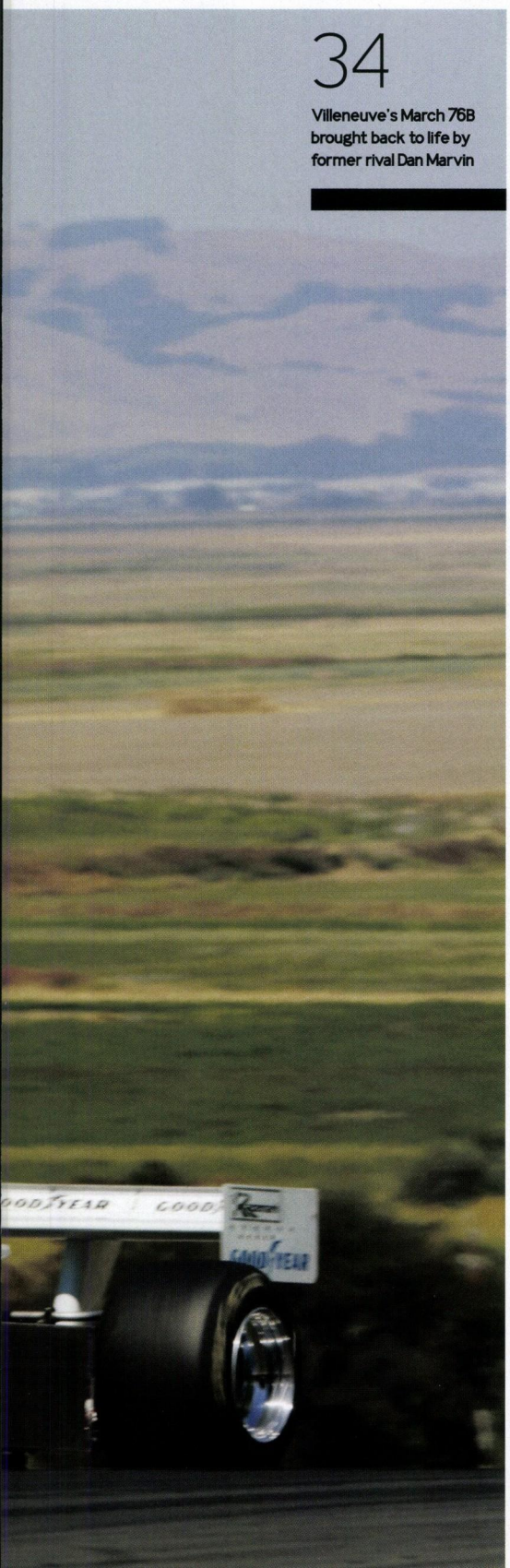
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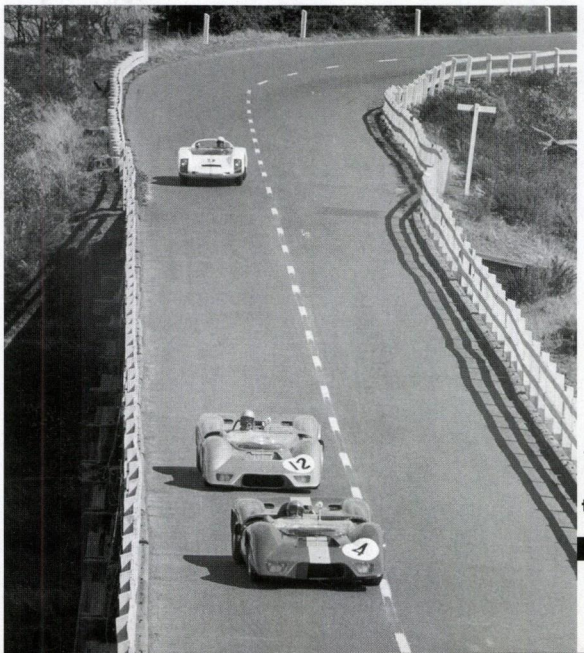
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'Villeneuve and Coyne might not have been best mates, but I bet there would have been plenty of mutual respect'

Off the line

THE SPIRIT OF SPEED

I only saw Gilles Villeneuve race once, and it wasn't exactly his finest performance: British Grand Prix, 1981. I was six. He was out early on after losing his Ferrari 126CK at Woodcote and ending up in the catch fencing after being collected square by the closely following Williams of Alan Jones.

That day I was caught up with the rest of the partisan crowd in the fervour surrounding John Watson's victory. A year later Villeneuve was gone, the violence of his death two months before still raw in the minds of all who loved him. His legacy would cast a long shadow for years, not because of his relatively paltry six grand prix wins, but because of what he represented. While Carlos Reutemann *looked* like the archetypal racing driver, Gilles had the *spirit* of what it was all about.

I'd seen Gilles in a typical pose: fighting a dog of a Ferrari, running higher up the order than it had a right to be. But when he had equal equipment, as for example in 1976 when he was a little-known Formula Atlantic pedaller, he could ram home his superiority like a Fangio or a Senna. Our cover story examines a rare time in his career when he was able to do just that.

Big, burly Dave Coyne appears to have little in common with the little French-Canadian. Villeneuve lived for racing, as eloquent on Formula One out of the car as he was fierce within it. Coyne never made it beyond Formula 3000, a wheeler-dealer with an everyday life to get on with and a personality that rubbed some people up the wrong way. Ron Dennis wouldn't have liked him!

But dig down and look at what actually counts. Coyne shared with Villeneuve the gift of pure natural ability. I'm not saying he was as good as Gilles – although he beat most of the star names that he came up against – and I'm certainly not saying he shared the same high moral racing ethics! But he was *really* good.

If you're reading this magazine, chances are you recognise why Villeneuve is revered. But if you've spotted our Dave Coyne feature and turned your nose up at Superstox and glitzy glamour girls, give it a try too. If they'd come up against each other they might not have been the best of mates, but I bet there would have been plenty of mutual respect. You just can't fake pure speed.

● We previewed the Goodwood Revival last month. There's no report in this issue as deadlines dictated we wrapped it up before the big event. See the November issue, out on October 14, for a full report. Sadly we've had to put the shelf price up to £4.95 from next month – but with Cooper, Lotus, Andretti, Unser and McRae it'll be worth it!



Villeneuve makes a forlorn exit from 1981 British Grand Prix – one year later he was gone

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Mansell kicked off his crushing season of dominance at Kyalami in '92 with a win in his gizmo-laden Williams-Renault

Mansell joins GP Masters field

'Our Nige' to take on Prost, Patrese, Jones and Arnoux - again!

The Grand Prix Masters series for Formula One's 'senior citizens' has received a massive boost with the signing up of Nigel Mansell for the first race at Kyalami in November.

The 1992 World Champion will line up alongside fellow Williams legend Alan Jones, former team-mate Riccardo Patrese, two-time champion Emerson Fittipaldi and ex-Ferrari star René Arnoux for the South African race, which takes place on November 13.

Alain Prost, Jody Scheckter, Jacques Laffite and Patrick Tambay are all likely to compete too.

Mansell, who last raced in F1 in 1995 during a brief stint at the McLaren team, said: "Grand Prix Masters is something that racing fans have wanted for a long, long time. It's premature to make bold claims before we have raced, but I'm sure this is going to be spectacular."

The 52-year-old Mansell comfortably qualifies for GPM, which has a minimum age limit of 45. "I can safely say there's life in the old dog yet!" he said.

All the stars will drive identical cars, a much-modified version of the 1999 Reynard 99I Champ Car chassis fitted with 3.3-litre Nicholson-McLaren V8 engines.

Mansell has also thrown his weight behind a potential UK date for the series in 2006. "There's nothing agreed yet for a race in Britain but it would be a huge thing for the fans, wouldn't it?" he said. "I would certainly help promote it and I would do everything I could to support it. It could be a great event for British motorsport."

Mansell has a proud record at Kyalami: he took his second grand prix win on the old circuit in 1985 and won the first F1 race on the modern track in '92. But he and the other ex-champions may struggle to keep up with Jan Lammers, who won a non-championship Formula 3000 race there in '95 and is still racing regularly in sports-prototypes.



LAT Photo4/LAT

Britain '79: Jones (leading) broke, but Regazzoni (third) took first Williams-Cossie win

WILLIAMS GETS COSWORTH FOR 2006

Williams has announced a return to Cosworth power for the 2006 Formula One season after its split with BMW - but the big question is which of five men will form the team's driver pairing.

Williams and Cosworth are bullish that they will be competitive next year, when F1 changes its engine regulations to 2.4-litre V8s. The tie-up will revive memories of Williams's first two World Drivers' Championship wins, achieved with Cosworth V8 power by Alan Jones (1980) and Keke Rosberg ('82).

Now Williams awaits a hearing from the Contract Recognition Board over its bid to prise Jenson Button away from BAR. Of the team's existing drivers, both Mark Webber and Nick Heidfeld have received overtures from BMW. Webber is believed to have an engine-related escape clause in his Williams contract, while Heidfeld will be free to join BMW if Williams does not take up its option on him by mid-September.

But if Williams does exercise its option on Heidfeld, the team will likely lose the Button case as it would already have two contracted race drivers.

Williams has Antônio Pizzonia (who finished an excellent seventh in the Italian GP) and GP2 star Nico Rosberg (son of Keke) signed up on testing deals for 2006. Either could be promoted to the race team.



Alex Zanardi scored an emotional victory at Oschersleben, Germany on August 28 in round seven of the WTCC. It was his first international win since losing his legs in an accident at the EuroSpeedway Lausitz in September '01

David Williams

World rallying's foremost journalist died unexpectedly in August just days short of his 44th birthday.

Having gained a first-class history degree at Oxford University, David joined the Rallies Desk at *Motoring News* in 1983. With an in-depth knowledge of the sport, a keen eye for accuracy and detail, and an engaging writing style, he became Rallies Editor in 1987, a position he held with distinction until going freelance in '95. He was also editor of the renowned *Rallycourse* annual from 1990, a former contributor to *MotorSport*, *The Guardian*'s WRC reporter and a driving force behind the *World Rally News* website.

Yep, he was a workaholic – but he'd always find time for you, try to help if he could. Funny (as in British eccentric and ha, ha) and knowledgeable on any number of topics, he was great company too.

Sensible shoes with leather laces, an intake-of-breath snorty chuckle, Bushmills whiskey, cars without power steering, OS Maps, proper Minis... so many things will remind me of David Kirk Williams. Our condolences to his friends and family. **PF**

Keith Douglas

The death of Keith Douglas at the age of 82 has taken away one of the most dedicated and tireless supporters of British motorsport.

Though best known as a race commentator, which included commentating at 20 British Grands Prix, Keith worked extensively across the sport for more than 40 years.

His list of voluntary achievements is impressive: he was central to the creation of the British Motor Racing Marshals' Club; he was the founding director of the RACMSA; he was the instigator of the Association of Racing Drivers' Schools; and he chaired the SMMT Motor Sports Committee for 17 years.

Above all, he was a true gentleman who touched the lives of many. **PL**

Mystery car competition

A year's free subscription is the prize for the knowledgeable reader who recognises this month's offering from LAT Photographic's archives. Answers must be received by October 3. In the event of there being more than one correct answer we will favour the entry with the fullest information. Good luck!

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

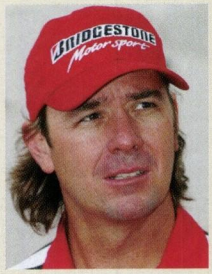




Last month: Minos
Where & when: Thruxton, April '76
Winner: Plenty of entries this month but **Richard Priest** from Hong Kong came up with the most info on the Minos F2 car, seen here during the Jochen Rindt Memorial race. Built and raced by Bobby Muir and based on his Birrana Formula Atlantic car of '75, it featured a Cosworth BDX engine but proved so far off the pace that the Australian decided to opt for a Chevron B35 for the rest of the season.

My first race

Quarter-midgets, Baylands, 1972
by Jimmy Vasser



My first race was a quarter-midget event at a track called Baylands in Sunnyvale, California back in 1972. I was just six at the time, but I was already interested in cars because my dad restores and sells them: in fact, he and I now share a dealership in Napa. That's what funded my racing in the early days. I don't remember where I finished but I wasn't too good first time out. What I do remember is that I had been given this helmet that was way too big for me – even now [as you can see below]!

Anyway, I got hooked and won the national quarter-midget championship a couple of years later and did it again in '75 and '78. Then I jacked in racing altogether while I was in school and got into it again around '82. But it wasn't until eight years later, when I won the Toyota Atlantic series, that I ever felt I'd get into Champ Cars.



...and my last race

Champ Cars, Montréal, 2005

Well, it was nothing special but Cristiano [da Matta] and I qualified eighth and ninth and finished sixth and seventh. It was good to get both PKV cars in the points but we put too much downforce on, which hurt our straightline speed. The thing you need to do is put less downforce on than you're comfortable with: when the track rubbers in you have the grip you need but you're still fast in a straight line. But it's only the team's second year so we're still learning. **DM**



EVENT OF THE MONTH

100 years of SHELSLEY WALSH

Paul Lawrence joined a huge crowd to witness a glorious day of centenary celebrations

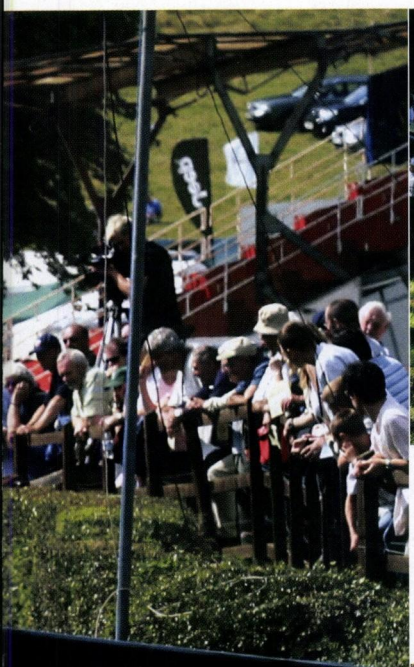
Photography by Jim Houlgrave

Few motorsport venues elicit such powerful emotions as Shelsley Walsh, sited in the beautiful depths of the Worcestershire countryside. The 1000-yard hillclimb remains unchanged from 1906, while the first event in August 1905 ran over a course just eight yards shorter.

Since then, aside from lying dormant during WWII, the high-speed rush up the steep and wooded side of the Teme Valley has hosted hillclimbing continuously. To mark the centenary the Midland Automobile Club gathered a wonderful entry, from the 1907 Mercedes of Tudor Roberts to the Gould GR55B of 2005 British champ Martin Groves.

A monster crowd watched landmark cars driven by a gaggle of past hillclimb champions and Shelsley record holders. Many came out of retirement to join the celebrations and a number of cars were revived specifically for the occasion.

Among them were 1967 record holder Bryan Eccles, in his Peter Denty-restored Brabham BT18, and









Left: Rob Hall guns 1939 Auto Union V12 away from packed farmyard start. Above: Wasp has a sting in its tail as Winston Teague puts on a show for enthusiastic crowd. Right: seven-litre Bocar driven by Michael Windsor-Price gets lost in its own smoke off the line



Top: Austin twin-cam caught in dappled light on first public appearance since 1939. Above: Auto Union celebrated Hans Stuck's momentous Shelsley runs in 1936. Below: pre-war record holder Mac Hulbert smokes ex-Raymond Mays ERA R4D to another class win





Left: Julian Bronson's Lister took 1950s sportscar honours. Below: Peter Westbury didn't stop for ice cream in Ferguson P99. Bottom right: big crowd equalled heavy traffic queues, while BRM V16 - driven by Rick Hall - actually completed the 1000-yard course!









Peter Westbury, back for the first time in 40 years in the Ferguson P99 that he took to the 1964 title. "Brilliant," said Westbury of the 4x4 grand prix car. "You've got miles of bonnet ahead of you and it's such a delight to drive."

Ten years on from his last competitive event, Martin Bolsover ran his sublime McLaren M6 GT road car, while Martyn Griffiths was re-united with the Pilbeam MP53 he drove two decades ago. As a prime driving force in the successful bid to secure a new 100-year lease on the venue, Griffiths had reason to celebrate. "It's been great," he said happily, despite having the Pilbeam coast to a halt at the Esses on his second run.

Competition played a part even if the new outright hill record, set by Groves at 23.77sec the previous day, went unchallenged. In the class for the earliest cars, the aero-engined Piccard-Pictet of David Baker romped up in little over 40sec, while his brother Robin took the 1920s class in his 27-litre Hispano-Delage.

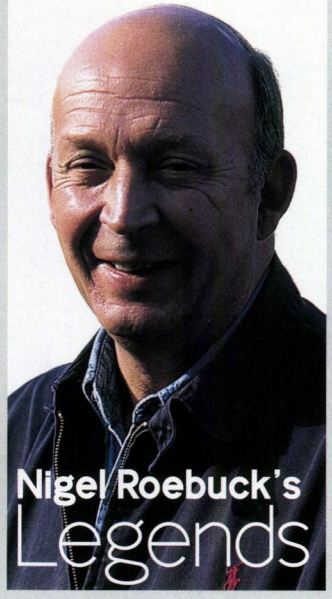
The BMW 328 of Mike Sythes headed the 1930s sportscars, as the racing car class from the same era fell to the Frazer Nash single-seater of James Baxter, who cut a fine first run in 34.57sec to show that Mac Hulbert and ERA R4D have a serious rival for the pre-war record.

ERA, so inextricably linked to the hill thanks to the 1930s success of Raymond Mays, had a dedicated class. As expected, Hulbert took the ex-Mays chassis to a commanding win. Having dipped under the 34sec mark for the fourth time in practice, he managed a 34.11sec best.

A big entry of Shelsley Specials ranged from David Leigh in his GN Spider dating from 1923 to the latest high-tech Mannic of Nic Mann. In the 1950s sportscar class Julian Bronson (Lister) just edged Simon Taylor (Stovebolt Special), though both had dramas on their second runs. Australian Terry Wright made the long journey worthwhile by winning the 1950s racing car class in his Walton-Cooper.

Victories in the 1960s/70s classes fell to Richard George (Chevron B19) and Peter Voigt (Techcraft).

But results were only a part of the day, a truly memorable event that did full justice to 100 years of hillclimbing at Shelsley Walsh. M



Nigel Roebuck's Legends

John Cooper was in motor racing for fun, but that didn't stop him creating a special legacy

Places mean cars, don't they? Hear the word 'Maranello' and you think of something red with yellow shields on its flanks. Similarly, 'Weissach' is synonymous with Porsche, and when I see a sign to Cheshunt I think immediately of Lotus. It's the same with Surbiton: to some, perhaps, the place brings echoes of *The Good Life*, but for anyone like me it means only 'Cooper'.

I never knew John Cooper in his racing days, but later interviewed him more than once, and was often in his company on social occasions. A better raconteur I never met.

Modest to a fault, he would shrug off the successes of his team, declining even to take credit for putting the engine behind the driver. There remains a reverence for Colin Chapman as an innovator, which is as it should be, but it was Cooper who first swung a lamp over the fundamental shape of Formula One.

When I asked him about that, John – typically – put it down to expediency rather than inspiration. "If you think about it," he said, "putting the engine in the back of a 500 was the only logical thing to do. We were using motorcycle engines and chain-drive after all. But our Formula Two and sportscars, which came later, were front-engined for quite a time, so we hadn't immediately decided that rear-engined was the way to go with everything. In fact, much more novel at the time was that we had independent rear suspension on the 500s: we could certainly see the benefits of that for all racing cars.

"No, a 500 really was a four-wheeled motorcycle – or a baby Auto Union, if you like. And it did handle, for some reason! When John Watson drove one for a TV programme he said that now he understood where and why the rear-engined revolution had started. I was quite gratified by that."

In 1951 the magazine *Iota*, which concentrated on the 500cc Formula Three, carried a report of an international meeting at Brands Hatch. Every prominent 500 driver – with the exception of S Moss – entered, and among them was one BC Ecclestone from Bexleyheath. He won a couple of races, what's more.

"Yes, Bernie was one of my early customers," Cooper smiled. "He bought a 500, and what I remember most is that he wanted chromium-plated wishbones! We didn't reckon that much because it hardened them, made them more brittle, but he insisted, and it was the same when he bought a Cooper-Bristol. Chrome all over the place!"

Even then, John said, it was apparent that Bernie was a smart boy. "Obviously no one could have known that eventually the bloke would have complete control of motor racing, but I could tell he had a brilliant mind. He was a great mate of Salvadori's – they were both motor dealers – and he'd walk into Roy's showroom, glance over the stock and make a bid for the lot! Roy'd be fiddling around, adding up figures... and eventually he'd find that Bernie was spot on!

"There were a lot of good drivers in the 500s, no doubt about it. Stirling was obviously the greatest, but later on Peter Collins and Stuart Lewis-Evans came into it, and they both graduated to F1. *Everyone* was frightened of Moss, though – and he kept doing F3 simply because he enjoyed it so much. He won his last 500 race at Aintree in late '54 – and a month earlier he'd been dominating the Italian GP in his 250F!"

Cooper himself was no mug in a racing car, although he played his ability down. "I wasn't that fast," he said. "Everything came into perspective during practice for the International Trophy at Silverstone in '52. We'd built four F2 Cooper-Bristols, one of which was for Mike Hawthorn. There I am – thinking I'm going bloody quick – and Mike comes past me on the outside at Woodcote, giving me a V-sign at the same time! After that I decided it was time I concentrated on making the bloody things..."

The '50s, for John, were the best of times, for racing was never going to be quite so much fun again. But still he never lost the ability to enjoy the sport, to keep it in a perspective which many of today's F1 team owners could study to advantage.

"I suppose the fun began to go out of it when the big money arrived, didn't it? I don't want that to sound bitter, but I'd got into it largely for pleasure, lived through all those years when it was fun, and could see the difference. There must be so many people around who have never seen it as other than a business, and I feel rather sorry for them. We went about it professionally – but in an amateur spirit."

He remembered the 1960 season







Top: Jack Brabham and John Cooper all smiles at 1961 New Zealand Grand Prix. Above: Cooper on the way to fastest time in one of his 500s at Prescott, '47

with particular pride. One year earlier his team had won the world title with Jack Brabham, but most felt that the title should have gone – perhaps inevitably – to Moss, then driving a Cooper for Rob Walker.

In 1959 the little company was still the only one building rear-engined F1 cars. Chapman had his 'mini-Vanwall', and Enzo Ferrari was implacable: "At Monza during practice," said Cooper, "he told me he would never ever build a rear-engined car..." But Chapman had got the message. At Buenos Aires, the opening race of 1960, Innes Ireland drove the new Lotus 18, and Cooper recognised a problem when he saw it.

"Coming back from that race, Brabham, Bruce McLaren and I knew we needed a new car very quickly. In fact, we did half the 'design' work on the aeroplane! By May it was racing, and of course Jack went on to win five races on the trot with it and his second championship. That was a lovely season.

"A Climax engine cost £1250 and we'd do at least two complete meetings without stripping it down. So long as it hadn't blown up, it cost about 70 quid to have it overhauled. We used to build a chassis for £3000, a whole car for four grand. We'd race it all season, then flog it in Australia or New Zealand at the end of the year – at a profit!

"We got £10,000 from Esso in 1960. That, coincidentally, was also Brabham's retainer – and he was World Champion! What else? Well, a couple of thousand from Dunlop, a grand from Champion, and that was it.

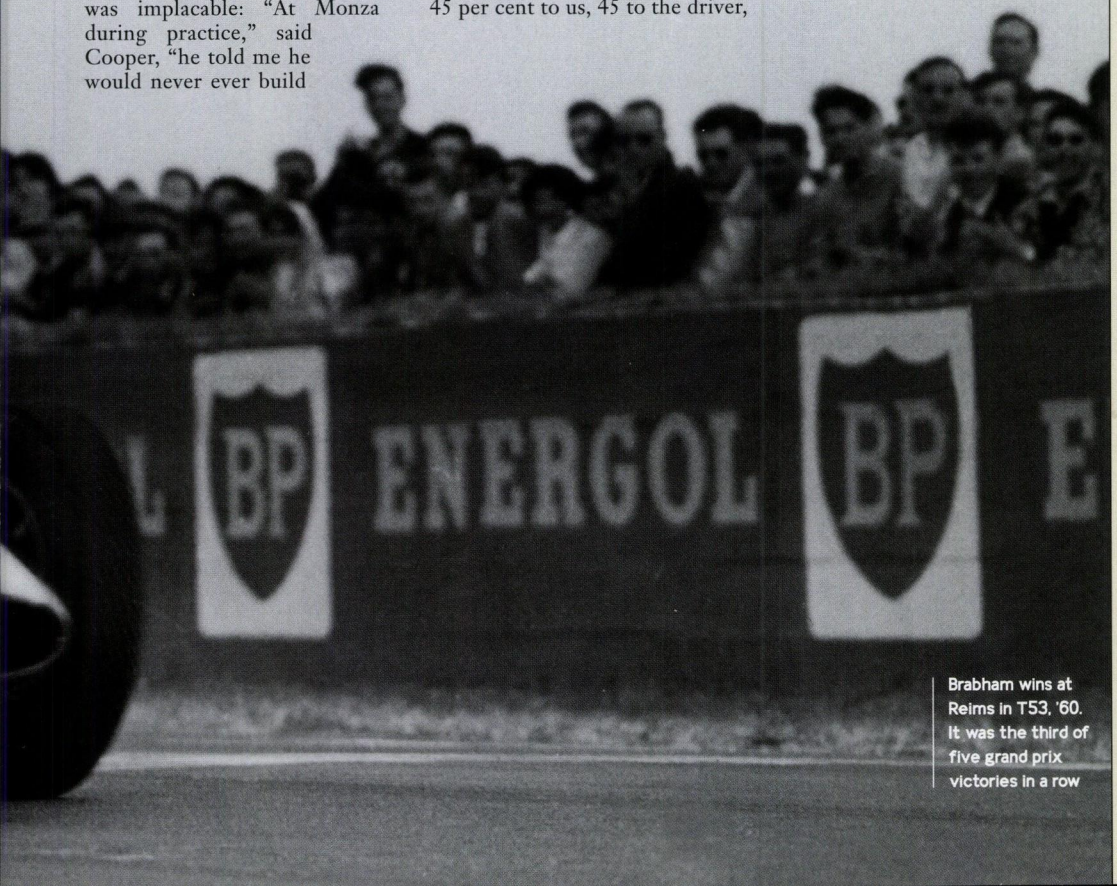
"Today I know Bernie does everyone's deals, but we used to negotiate individually. It got to around £1000 a car in our case, split 50-50 between team and driver. The first prize in a grand prix was always about a grand, which went 45 per cent to us, 45 to the driver, 10 to the mechanics – we only used to have two or three at the races; they'd drive the transporter, then come back and rebuild the cars! It all seems so simple, looking back..."

There was a contagion about Cooper's enthusiasm for those light-hearted times, peppered with parties and characters.

"Lee Iacocca became the great guru of the American motor industry, but I remember him in his Ford days when he came to Watkins Glen in '61. He had a man with him to answer questions. 'I hear you might be going into F1', I said, and he decided to answer himself. 'No,' he says, 'we're not interested in F1. What we're gonna do is go the whole hog on grand prix racing.' I didn't pursue it any further...

"At that same race I had a meeting with Howard Hughes in the back of an air-conditioned limousine. He was talking about going into the motor business, and we had vague discussions which never came to anything. It was about the last time he was seen in public. He obviously wasn't quite as barmy as he later became, but even so I remember thinking, 'We've got a right one here'..."

John Cooper died on Christmas Eve 2000, aged 77, and I remember the phone call from Eoin Young. "Bloke worth lifting a glass to," said Eoin. That he was.



Brabham wins at Reims in T53, '60. It was the third of five grand prix victories in a row

Cult heroes

JIM WALSH



Lap 10 of the Formula Ford final at any Silverstone Club circuit meeting of the late 1970s or very early '80s: you'd be in the Woodcote grandstand, waiting for the slipstreaming lead bunch to appear over the horizon on their final blast down from Becketts. Buried in there was always a yellow, white and blue Royale. Sometimes it might even be down in fifth place, but as they emerged from the other side of Woodcote it'd be in front: another win for Jim Walsh and his Crompton Lighting Royale.

Northern Ireland-born Walsh was the star of Silverstone through that era – he won the circuit-based BRDC series three times, in 1976, '79 and '80 – and was the master of positioning himself in the tow. He wasn't always the fastest, but he was the consummate tactician, as future Formula One aces found out to their cost. A road surfacer by trade, he got a Formula Three break for '81, only to be injured while testing an FFord. A decade later there was talk of a BTCC drive, but Walsh's backing fell through: he was destined to remain a cult hero. **MS**

all LAT

TRACK BACK

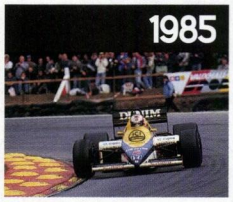
50/30/20/10 YEARS AGO

1995



Olivier Grouillard and Andy Wallace win the BPR GT race at Nogaro in a McLaren F1. Second place ensures the title for John Nielsen and Thomas Bscher.

1985



Nigel Mansell finally wins in F1 with victory in the GP of Europe at Brands. The Brit dominates in his Williams FW10B, with Lotus driver Ayrton Senna second.

1975



Ferrari's recently crowned F1 World Champion Niki Lauda walks away with the US GP at Watkins Glen from pole, with only second-placed Emerson Fittipaldi of McLaren getting close.

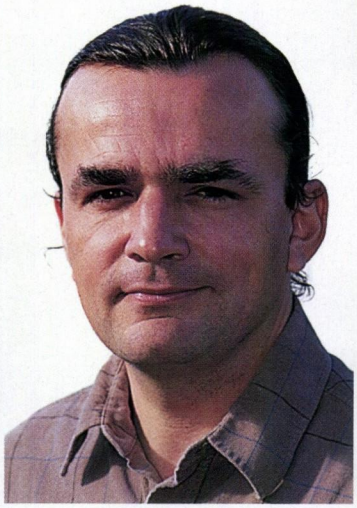
1955



Dental student Tony Brooks takes a historic win and fastest lap in the non-points Syracuse Grand Prix in Sicily aboard his Connaught, the first post-war GP win for a British car.

LAT Burnstead/Sutton, Michael Kim/LAT

Adam Cooper's Trackforward





Overtaking manoeuvre shocker! Räikkönen takes Alonso at Monza. More of this promised by FIA

Less smoke and mirrors from the FIA as more overtaking is promised in F1 from 2008

The future direction of grand prix racing became a little clearer at Monza when Max Mosley revealed the latest technical proposals for 2008 and beyond. The basic ideas the FIA put forward several months ago have been tweaked after consultation with interested parties, culminating in a meeting with team principals in Milan prior to the Italian GP.

Mosley made it clear that the FIA has also paid attention to a survey of fans conducted earlier in the year. One key result was that 94 per cent of respondents wanted more overtaking, a conclusion that hardly required a poll. Having also listened to the drivers, the FIA will attempt to find ways of allowing cars to follow each other closely through high-speed corners.

Interestingly, the punters have also demonstrated a clear desire to see F1 remain as a technical showcase. The majority did not want to see the sport become a GP2-style spec formula.

With that in mind, Mosley has taken a step back from the extreme position of his original proposals and has worked towards a compromise. And that is the way he has so often moved in the past – demand X, create a stir, and make people feel that they've got away lightly when you eventually agree on half of X. Which is of course where you wanted to be in the first place…

That idea is almost reflected in his stance on downforce. He shocked the teams by demanding a 90 per cent reduction from current levels and has now accepted that something akin to 50 per cent is more realistic. He's also planning a rethink in the way speeds are controlled: in the past downforce was reined in by more restrictive dimensions, and it didn't take long for designers to find ways of clawing it back; now there will be an overall downforce level which cars must not exceed. The role of R&D departments will be to find ways of attaining that number in ever more efficient ways.

'94 percent of respondents wanted more overtaking – it hardly required a poll'

And that fits in with the overall concept that Mosley is trying to push. OK, he says, you can have your technology, but let's at least pursue areas that are ultimately of benefit to road cars. He has, for example, reinstated paddle gear changes, having accepted that it would be absurd for Formula One to abandon something that has already reached the man in the street.

Most of it makes sense, as does the proposal to allow teams to sell complete cars at the end of the year. At the same time the infamous $48m deposit, for so long a barrier to entry, will be abandoned. Without such measures it's impossible to see where any new teams might come from.

The definitive picture will only become apparent after the forthcoming World Motor Sport Council meeting in October. Let's just hope that common sense prevails.

What goes around...

A BRITISH INDYCAR CHAMP?



Wheldon out front in the 2005 IRL season...



...but can he match Mansell's 1993 success?

With three rounds to go in the IRL IndyCar Series, 27-year-old Dan Wheldon stands on the brink of becoming Britain's first Indy-style champion since Nigel Mansell won the Champ Car title in 1993. Wheldon, already the winner of the Indy 500 this year, is comfortably ahead of his closest pursuer, Andretti Green Racing team-mate Tony Kanaan, in the points. Even if Kanaan wins all three of the remaining races (and he's only won twice this year so far), Wheldon's required average score per round is equivalent to a sixth-place finish. Next up is the classic Watkins Glen road course.

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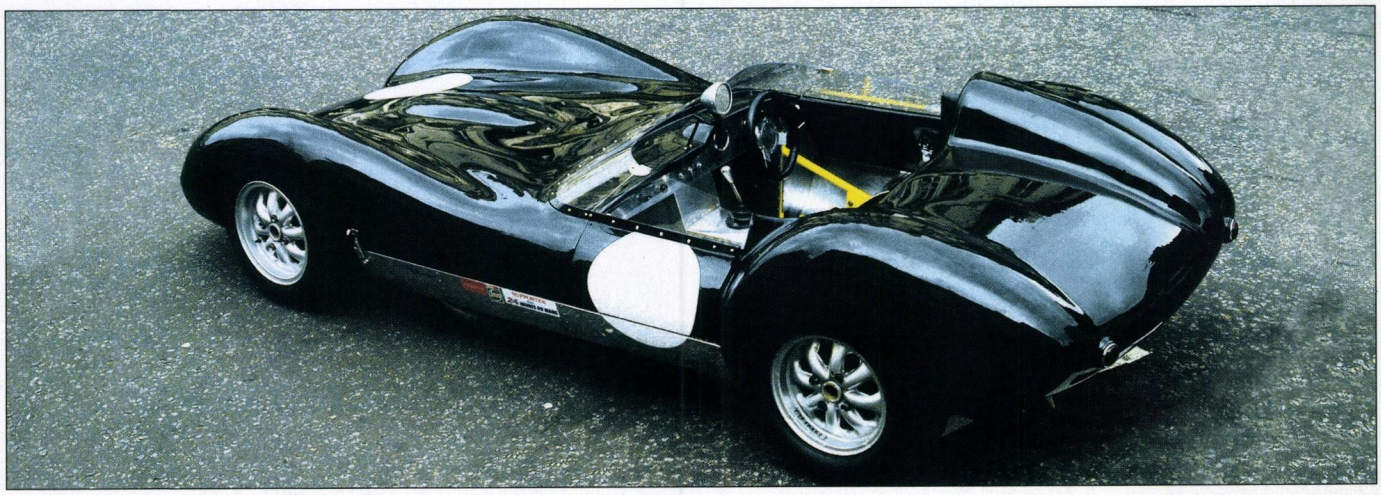
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1961 Ferrari 250GT SWB Berlinetta

Chassis 2669, the magnificent example offered for sale, was delivered in 1962, to M Marriotti of Switzerland. In recent years the car has undergone some extremely comprehensive work, to include engine rebuild and full gearbox rebuild. 2669 has taken part in a number of recent rallies to include the London Lisbon Rally and the Tour Auto in which the car is a well known multi entrant. The car is supplied with FIA and FIVA identity papers.



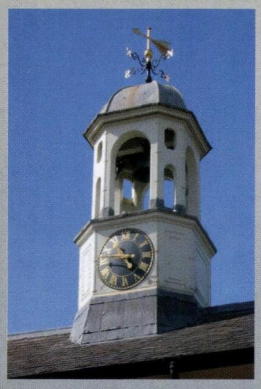
1959 Lola MK 1

As a 1961 Lola, chassis number BR 31 had factory-fitted disc brakes from new as well as the post-1960 options of larger Climax 1216cc engine. Unlike some other said to be historic race cars, which may have borrowed identities and have been built up from mostly replicated components, this Lola-Climax is not only the real thing with genuine period and retro race history confirmed, but BR 31 would serve a new owner well in major historic events for which it would be both eligible and competitive.

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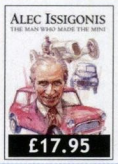
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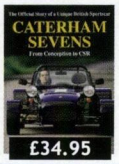
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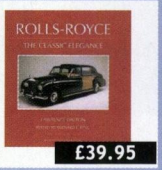
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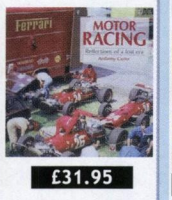
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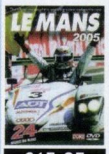
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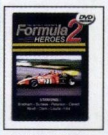
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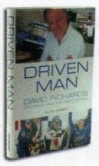
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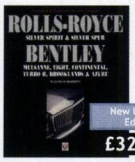
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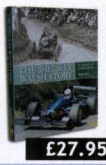
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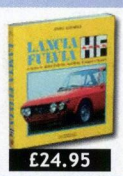
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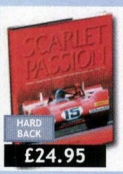


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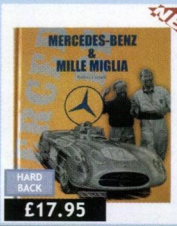
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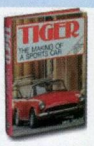
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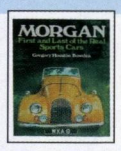
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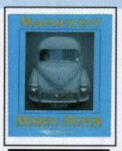
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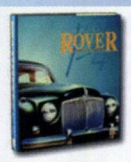
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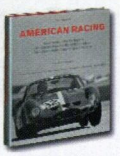
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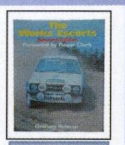
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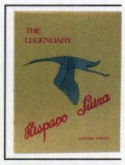


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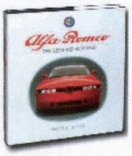
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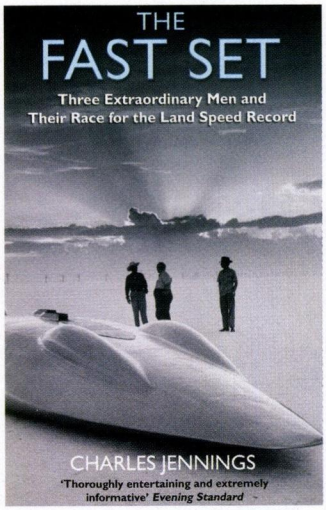
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Reviews



The Fast Set: three extraordinary men and their race for the Land Speed Record
by Charles Jennings
ISBN 0 349 11596 6
published by Abacus, £8.99 (paperback)

Campbell, Cobb and Segrave – Britain's Speed Kings, in an era when the country was clinging to the remains of imperial glory. Their various record battles have often been told in the specialist press, but this book, by an outsider as it were, gives a deeper and broader picture of the trio and their world.

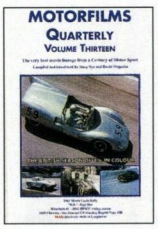
Jennings has excavated a great deal of detail not only about the three men but also the others in their motoring and social circles – his picture of Locke King and the Brooklands adventure told me much I didn't know – and every chapter is furnished with useful background detail of political events, personalities and current affairs. Most of all he shows that these men were not always heroes being heartily cheered by an adoring nation, but obsessives who often had to drum up interest in an activity which, to many, looked like the pointless indulgence of bored and wealthy men.

Jennings makes some bold personal assessments ("Campbell lived a life almost entirely devoted to contentiousness") but supports them firmly with a wealth of references from contemporary letters, articles and newsreel footage.

The aristocratic Henry Segrave and the stolid, painstaking John Cobb are vital ingredients of the story, and other record men such as Parry Thomas and Eyston are colourfully outlined. But the binding is Malcolm Campbell, the impatient, mercurial self-promoter. His abrasive behaviour and restless drive for new sensations runs throughout the story and illuminates the unspoken tensions between the three rival record-setters.

Full of unexpected asides (did you know that Campbell was captured by Riff tribesmen in Algeria while looking for a record venue to replace Daytona Beach?), the book is surprisingly strong on the technical side too, showing how at least some of the LSR monsters relied on much outdated technology, overcome by brute force. Jennings calls Campbell's Bluebird in its final form "a masterpiece of inefficiency", and he's probably right.

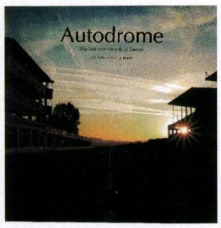
Altogether, this is an impressive assessment of an era as well as of three privileged compulsives. **GC**



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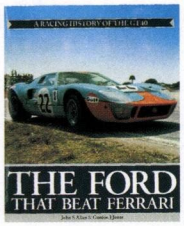
Entertaining as ever, but this latest volume is extra special for us. It features an interview with our own founder editor Bill Boddy on his early life and how he fell in love with cars. Watch out for some choice language!

Other highlights include footage from Crystal Palace, Mallory and Brands Hatch of the 1961 BRSCC racing scene, complete with bizarre Spike Milligan-style sketches from film maker David Roscoe, and the mother of all US stock car shunts from Langhorne. Both films have to be seen to be believed. **DS**



Autodrome: the lost race circuits of Europe, by SS Collins and Gavin D Ireland
ISBN 1904788 319
published by Veloce, £34.99

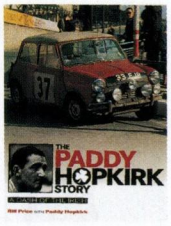
Damn! The staggeringly enthusiastic Sam Collins, a man who could well drink petrol for breakfast, has only gone and written a book that people have been encouraging *MotorSport* to produce for years. Strongly related to our series of track visits, this hardback picks out nine circuits, relates their history and brings you up to date on their current state. The author's wistful melancholy is a different approach and I was intrigued about the fund of Brooklands ghost stories, but there are mistakes (passing mentions to 'Spa-Franchorchamps') and some of this book is inevitably going over old ground. For that reason I found the chapter on Keimola most interesting. Where this pricey book really scores, though, is on the superb photography: Gavin Ireland really is very promising indeed. **MS**



The Ford that beat Ferrari
by John S Allen & Gordon J Jones
ISBN: 184425 113 6
Published by Haynes, £75

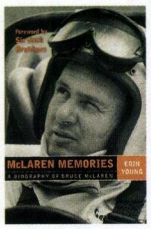
First published in 1985, this work on Ford's iconic GT40 is described as a "complete remake" on the dust jacket. The facelift includes new photographs and revised words where new information has been unearthed over the past 20 years.

Its hefty size (480 pages) is matched by a hefty price. But don't be put off. The collection of more than 800 photographs of one of *the* great racing cars is unmatched, while the depth of research within the accompanying long captions is obvious. Fascinating images are made more so by the authors' detail. An example: how Carroll Shelby's valuable alligator-leather belt was used to help lash the tail back down on to Mark Donohue's MkIV after it had flown off on the Mulsanne. A welcome return for an accessible – yet definitive – classic book. **DS**



The Paddy Hopkirk Story: a dash of the Irish, by Bill Price with Paddy Hopkirk
ISBN 184425 110 1
published by Haynes, £18.99

An engaging biography of an archetypal UK sporting ace, this book is written by a man who spent much of the 1960s as a mechanic to the Northern Irish folk hero. It covers Hopkirk's sporting deeds in meticulous detail – and it's often forgotten that he was a pretty handy circuit racer, from Formula Junior to Le Mans, as well as the most famous of all rally men (before Colin McRae, anyway). But Price's insight of the off-road trials, tribulations and escapades (and there were more than a few) provide colour so often lacking in motorsport books: Sir Jackie Stewart, who wrote the foreword, will surely cringe at his geekiness at Jim Clark's birthday party! Not altogether sure that feminist readers will appreciate Paddy's cats being named Beaver and Muff though… **MS**



McLaren Memories: a biography of Bruce McLaren, by Eoin Young
ISBN: 184425 119 5
Published by Haynes, £17.99

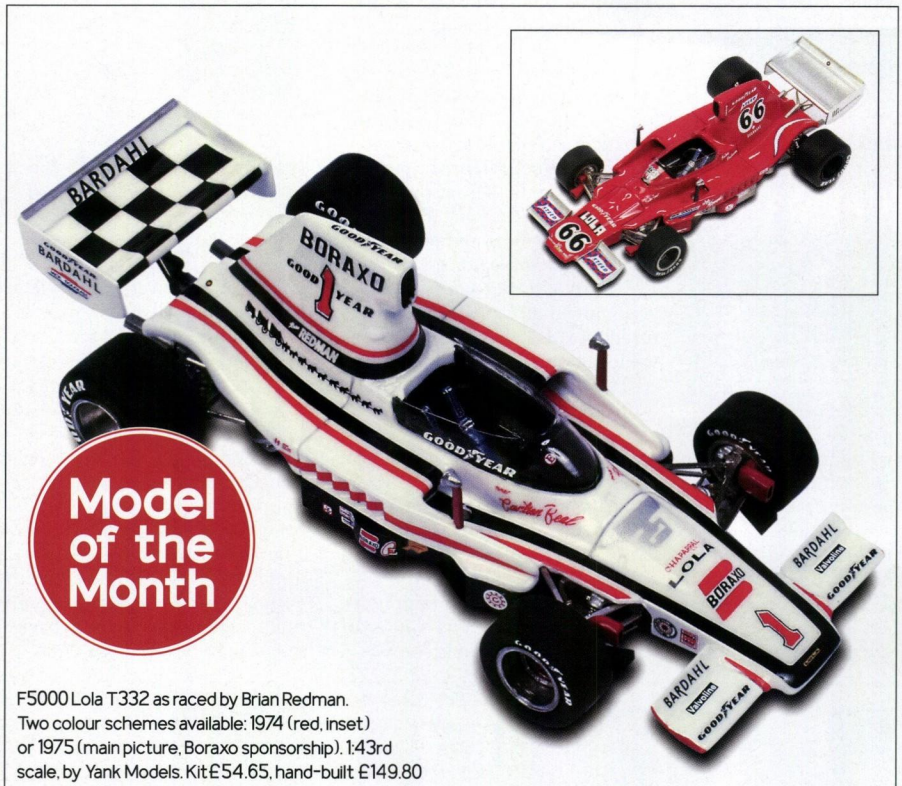
The author has already written a biography of his old friend, so you might be forgiven for wondering why he has produced another.

Young points out in the book's introduction that this isn't a straight biography (even if it says it is on the dust jacket), but a selection of memories from friends and excerpts from Bruce's regular columns in *Autosport*. But it still follows the predictable format of the racing driver biography: chronological, with plenty of race reportage.

As you'd expect from a man so close to the subject, there are anecdotes aplenty which paint a rounded portrait of the Kiwi star. The combination of Young's easy style and McLaren packing so much into his short life ensures a good read, but does it really add anything that we don't already know? **DS**

Models

Thanks to GP Models. Tel: 01727 845 645
or see www.grandprixmodels.co.uk



Model of the Month

F5000 Lola T332 as raced by Brian Redman. Two colour schemes available: 1974 (red, inset) or 1975 (main picture, Boraxo sponsorship). 1:43rd scale, by Yank Models. Kit £54.65, hand-built £149.80



Lotus 56B of Graham Hill. 1968 Indy 500. 1:14th hand-built by Patrice de Conto. £1200



Ferrari 250TR, 1958 Le Mans winner. 1:43rd high detail hand-built by Stephen Barnett. £1690.



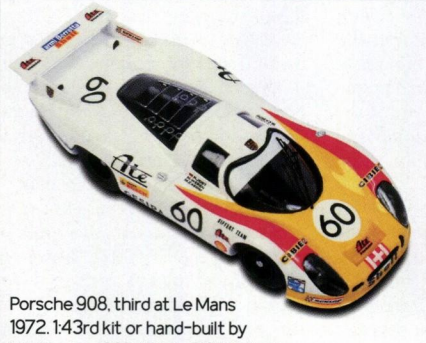
Mercedes 300SL, winner, Le Mans 1952. 1:43rd-scale hand-built, Pinko. £33.15



Tracta, ninth, Le Mans 1929 (first, 750 - 1100 class). 1:43rd kit or hand-built by SLM 43. £40.30 kit, £125.60 built



Ligier-Maserati JS2, eighth at Le Mans 1974. 1:43rd die-cast by Spark, £30



Porsche 908, third at Le Mans 1972. 1:43rd kit or hand-built by Mini Racing. £36.40 kit, £107.35 built

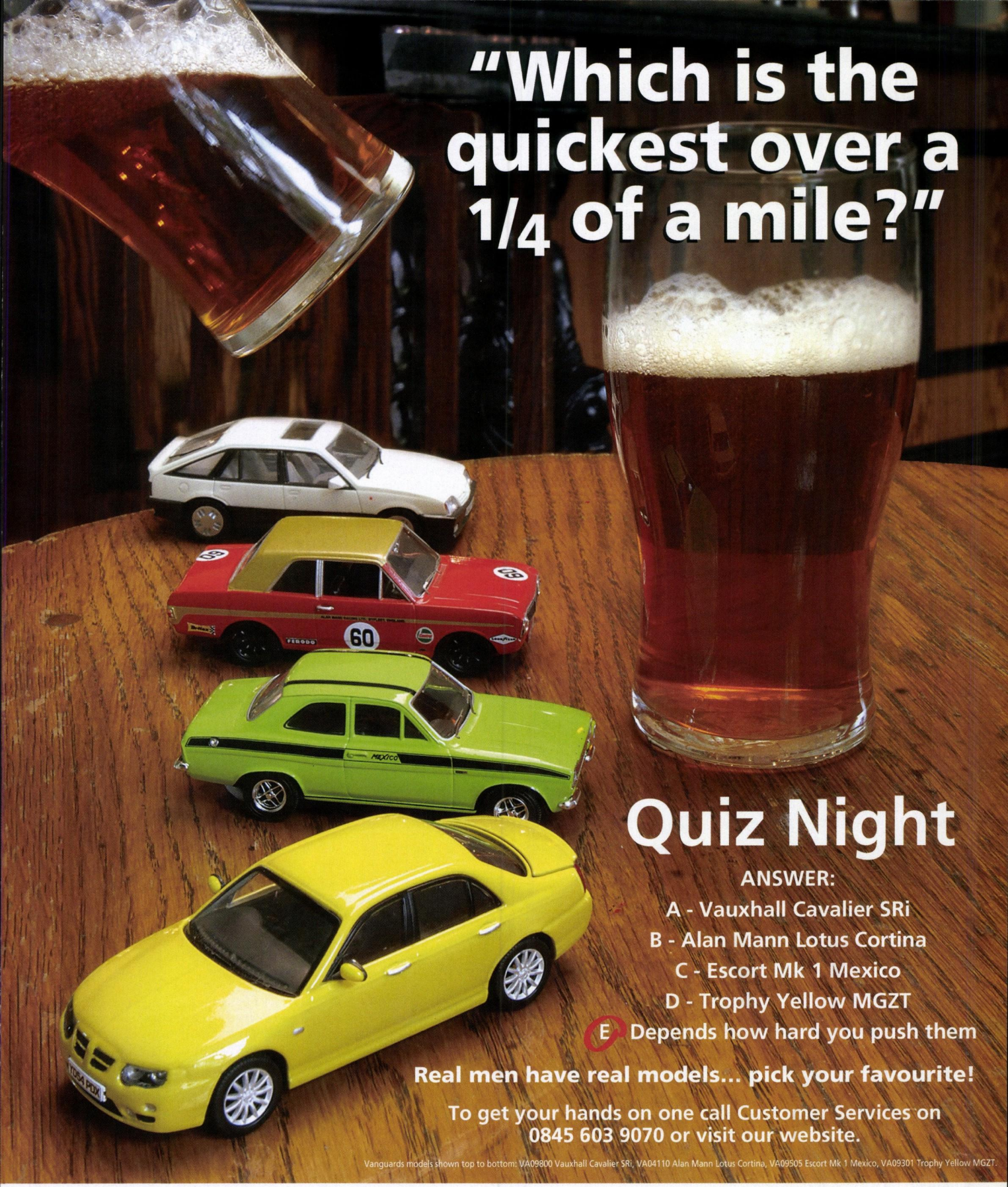


Jaguar C-type, 1951 Le Mans winner. 1:43rd die-cast by Ixo, £23



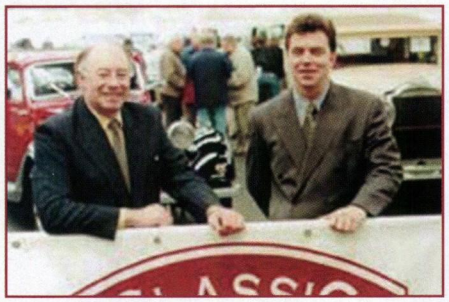
Ferrari 250LM as raced by David Prophet in 1967. 1:43rd hand-built by MG Model. £77.30

James Mann


"Which is the quickest over a 1/4 of a mile?"
Quiz Night
ANSWER:
A - Vauxhall Cavalier SRi
B - Alan Mann Lotus Cortina
C - Escort Mk 1 Mexico
D - Trophy Yellow MGZT
E - Depends how hard you push them
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To get your hands on one call Customer Services on 0845 603 9070 or visit our website.
Vanguards models shown top to bottom: VA09800 Vauxhall Cavalier SRi, VA04110 Alan Mann Lotus Cortina, VA09505 Escort Mk 1 Mexico, VA09301 Trophy Yellow MGZT.
www.corgi.co.uk
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Vintage and Classic Auctions - the inside line

An occasional feature where we invite the experts from BCA's Classic and Historic Division to shine some light on the auction scene



In this month's column Robin Lawton & Peter Bourne from BCA's Classic & Historic Automobile Division take a look at some of the issues affecting the classic car marketplace.

With several good sales under our belt this year, at both our Blackbushe and Bridgwater Centres, as well as the prestigious Brooklands Museum in June, we have had the pleasure of seeing many cars, from the early part of the twentieth century right up to some from its final decade, find new homes. In October we widen our scope again with the first classic sale at the all-new BCA Bedford Centre. Ideally located adjacent to Junction 13 of the M1 this brand new £12.5 million greenfield development covers 25-acres and is the largest UK auction development for over a decade. Following a theme from recent developments in mainland Europe, this new centre boasts the best of everything that BCA has learnt over almost 60 years of business, from state-of the art auction halls to a restaurant with an upstairs viewing gallery.

There's little doubt that 2005 has heralded increased interest in the broader classic car market and values for certain cars at auction are hardening. While demand can seem quite widespread - almost irrespective of period be it vintage or later classic - there appears to be one constant and that is originality.

There is no doubt that buyers want genuine and original cars wherever possible. Enthusiasts place great value in a vehicle that has its original fittings, instruments and trim. Similarly, properly and authentically restored cars where the craftsmen's work has been sympathetic to the original are also sought after. Interestingly, older restorations that have mellowed with age will always attract great interest from buyers as well. This means, however, that the halfway house car is very hard to place in the current market. Restoration that has been completed on a make-do basis, or has disturbed the patina of age so the car 'just doesn't feel right', can be a real turn-off. What is evident is that buyers are more discerning and have done their homework - and that is also true of the practical classics market where even later models are pored over for authenticity.

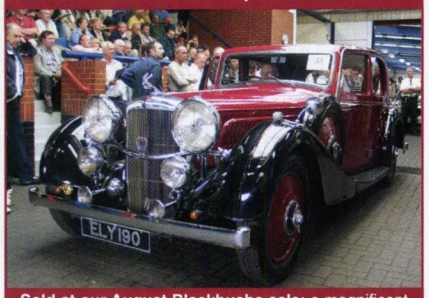
In the vintage and 1930s sector, the mellow well-preserved car is clearly coming into its own. When totally correct and complete such examples are most likely to be at least the equal in value of the car that has had many thousands of pounds spent on restoration. This appreciation of patina is more evident now than it has been for some time and - as always - the older the vehicle the more informed the buyer. Recent BCA sales have indicated renewed interest in the pre-war sector, after a little while in the doldrums. Our Summer Sale at Blackbushe saw great interest in cars from the 1920s and 1930s, with the 1937 Alvis Charlesworth Sports Saloon arguably being the prettiest car in the sale and selling for £22,050 incl premium.



Sold at our August Blackbushe sale: this beautiful Jaguar XJ6 series one, genuine 22,000 miles from new.



Sold at our August Blackbushe sale: this wonderful Wolseley 16/45 Tourer



Sold at our August Blackbushe sale: a magnificent 1937 Alvis 4.3-Litre Charlesworth Sports Saloon.

The 1926 Morris Cowley Bullnose 2-Seat Tourer, 1928 Wolseley 16/45 Tourer, 1929 Rolls-Royce 20 Limousine by Park Ward and 1933 Morris Minor Saloon all sold strongly, underlining this interest. At the other end of the spectrum, certain quality cars of around 20 - 25 years of age are coming to the fore with enthusiasts. But these must be prime examples with extensive service history and provenance. Examples include Jaguar XJS and XJ6 and certain Mercedes models, but once again the rules of originality come into play - over-restored or wrongly painted examples just will not catch the buyers eye. At BCA's Classic & Historic sales we are seeing the increasing influence of the younger buyers, who are drawn to cars that they remember from their own childhood. Well-preserved examples of sixties and seventies family and sports cars feature high on their lists and are not necessarily expensive to acquire or maintain. Nostalgia comes in many flavours and these new entrants to the scene are the lifeblood of the classic vehicle movement for the future.

We at BCA look forward to seeing many of you at both our new Bedford and Blackbushe sales over the coming months and are always happy to advise on all aspects of buying, selling and owning motorcars of all eras. Please contact the BCA Classic & Historic Division Information Helpline on 01252 877317.
You can email us at bcahistoric@bca-group.com, or visit our website: www.classic-car-auction.co.uk.

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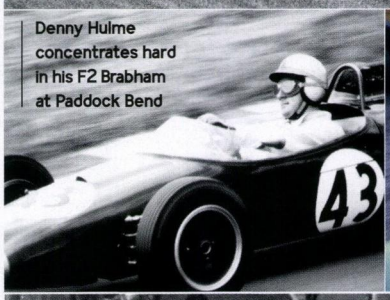
From smoking Mini at Brands Hatch to smoking and card games at the Daytona 24 Hours. And a Morris Marina...

Stunning shot of John Rhodes's Mini at Brands's South Bank turn



It's not every day we hear from readers who perform songs described in the music press as "a breathtaking fusion of blues and reggae", so well done **Tim Hain** from Tadworth for allowing us to accomplish that particular rite of passage. Anyway, on to the marvellous photos: they were taken with an old Pentax "when I was about 12 to 14, between 1963 and '65, and all from the public enclosures. I have never held a press pass." Tim's shot of Richard Attwood in Formula Two, he says, won him the BARC's Motofoto contest for the third time, and he adds that after this achievement they scrapped the contest! He is producing a book featuring his old pics entitled 'Lap of Honour', which features a tribute from fellow musician-cum-racing nut Mark Knopfler and a foreword from Sir Stirling Moss, who as far as we know has never shown any skills in blues and reggae.

Denny Hulme concentrates hard in his F2 Brabham at Paddock Bend





Below: Attwood finished sixth in Lola in 1965 Brands F2 race



Bottom: Lotus Elan goes wrong way at pre-gravel Paddock



Above: Jim Clark in his Lotus 25 after practice for the 1963 Aintree 200

Cobra leads the sportscar charge towards Paddock Hill Bend at Brands



We need your photos

Do you have photographs from races or rallies gone by tucked away in a drawer at home? If the answer is yes, and you feel you have some interesting anecdotes to go with them, we'd love to hear from you (see our postal address on page 9).

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

You were there...

From Nashville comes this intriguing collection, courtesy of **George Bullard**, which he took at the 1983 Daytona 24 Hours. "I shot the slides because I covered the race for a friend of mine who had a Corvette," he says. "One of his co-drivers was the NASCAR driver Sterling Marlin." Mr Bullard has really taken trouble to compose some beautiful, arty shots here, which bring out the atmosphere of the event. No surprise, then, when he tells us that "I was a photography student at the Art Center College of Design" in California in the early 1970s. We particularly like the 'through-the-window' spyshot at the bottom right featuring the crumpled dollar bills, the cigarette in the ashtray and the empty whisky glass - clear evidence that motor racing wasn't the only competition offering prize money over the Daytona weekend... In fact, editor Smith will surely be putting on his Gram Parsons LPs tonight after seeing this.

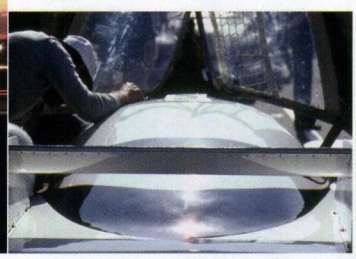




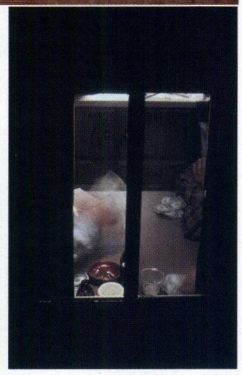
Left: night falls over the Daytona infield as the race carries on

Above: scoreboard shows John Paul Jr's Porsche out front

Right: the fastest hands were not all on track



Left: heat-deflecting shroud is removed





Brian Culcheth presses on in his Morris Marina. From ridiculous...

...to sublime, as Jean-Pierre Nicolas tames Alpine-Renault



The 1971 RAC Rally provides the subject matter for Wrexham reader **Pete Durham**, who turned these up while rummaging around in his house recently. "I do not have any interesting tale to tell, except for being navigated in error onto one of the special stages outside Newby Bridge - and heartbeats definitely increased on that particular evening," he says. As we can imagine. But the selection does highlight what an eclectic entry the event had in those days. And our reader bemoans the latter-day decline in stature of what was once a great motorsporting challenge: "I was an avid follower of the traditional RAC Rally, not the new style of so-called rally." Ah, bacon rolls for breakfast, three hours' sleep, jumpers for goalposts...

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QUESTIONS OF ETHICS

Sir, Congratulations on publishing Nigel Roebuck's article (*Legends*, September issue) on the disgraceful conduct of Ayrton Senna at Suzuka in October 1990.

In my lifetime's involvement in motorsport at all levels, three unsavoury incidents stand out as low points in our great sport. In chronological order they are as follows:

1. 'Lofty' England's 'corporate' exoneration of Mike Hawthorn's involvement in the terrible 1955 Le Mans 24 Hours accident when he was directly, but accidentally, the cause of the disaster;

2. The cynical Schumacher 'chop' to remove Damon Hill from the Australian GP in 1994, thus confirming the German's World Championship. Also unpleasant was Murray Walker's refusal subsequently to attach any blame to Schumacher whatsoever;

3. Senna's totally deliberate taking-out of Alain Prost at Suzuka, as detailed by Nigel Roebuck.

What a relief it is to those of us who think ethics should still exist in sport, as well as in all aspects of life, that you have the courage to state the facts as they happened.

John Sismey, Bourne, Lincolnshire

Some controversial opinions. What do other readers think? **– Ed**

PROST HIT FIRST

Sir, Nigel Roebuck's column in the September issue repeats the tone that he and most of the British motoring press adopted in the immediate aftermath of the 1990 Japanese Grand Prix.

Fair enough, Senna's actions were reprehensible, but what I've never understood is why Prost's equally disgraceful actions in the 1989 Japanese Grand Prix – and the obscenity of the subsequent action taken to vilify Senna by Jean-Marie Balestre in the name of FISA – have always been treated so lightly. To my knowledge, Prost's move in 1989 was the first time in F1 history that one driver had deliberately crashed into another and been allowed to benefit from the situation, and yet post-race Senna was the one accused of endangering other drivers.

Perhaps if the motoring press and FISA had taken a stand against Prost's professional foul in 1989, the pathetic climax of the 1990 championship might never have happened.

Malcolm Parker, Hampshire



Did Alain Prost's 'professional foul' on Ayrton Senna during the '89 Japanese GP contribute to their clash in the same race a year on?

TIN-TOP TEENAGER

Sir, How thrilled I was to find another issue of *MotorSport* celebrating a wonderful era in the British Touring Car Championship. Marcus Simmons's excellent and informative article on the dawn of the Super Tourer period was particularly welcome in the wake of your magnificent 'tin-top' special earlier this year.

As a young reader of your magazine I'm unacquainted with Jim Clark's exploits in touring car racing. I know little about Frank Gardner or Gerry Marshall and I've only become familiar with the Cosworth RS500 era since watching videos of Andy Rouse masterfully weaving his Sierra through the streets of Birmingham during the Super Prix meeting.

Mention the names Hoy, Harvey or Cleland, however, and I'll fondly remember watching these heroic figures sweeping wheel-to-wheel through the Craner Curves or launching themselves across the old Dingle Dell in front of massive, enthusiastic crowds. There were clashes, of course, but replaying footage from 1992 recently I'm reminded of how there was an inherent 'cleanliness' to the action on track and that the drivers had a great deal of respect for each other. Only after the infamous Silverstone coming-together did we see a driver losing his temper (Cleland on Soper: "The man's an animal!"), a fact which reflects badly on the constant bitching that blights the BTCC in its current form.

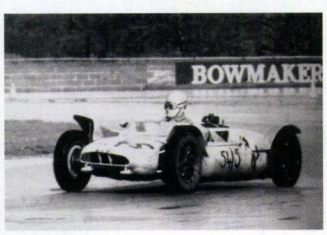
It is perhaps unusual for a 19-year-old to reminisce about "the good old days" but, as far as I'm concerned, in British Touring Car racing the early '90s were just that.

Alex Roache, Stratford-upon-Avon

LOST RACER WANTED

Sir, Have you seen this car (below)? If so, and it's sitting in a barn somewhere, its builder Hugh Mayes would like to acquire it for restoration. It was called Opus and powered by a 1-litre Auto Union three-cylinder two-stroke engine mounted behind the driver.

Hugh also campaigned a DKW Junior and has recently acquired a race-prepared example in Holland which he is currently fettling. He can be contacted at Welton Hythe, Daventry, Northants NN11 5LG, telephone number 01327 844858. And my interest in the car? That's me driving it at Silverstone in 1963.



Erik Johnson, Poole, Dorset

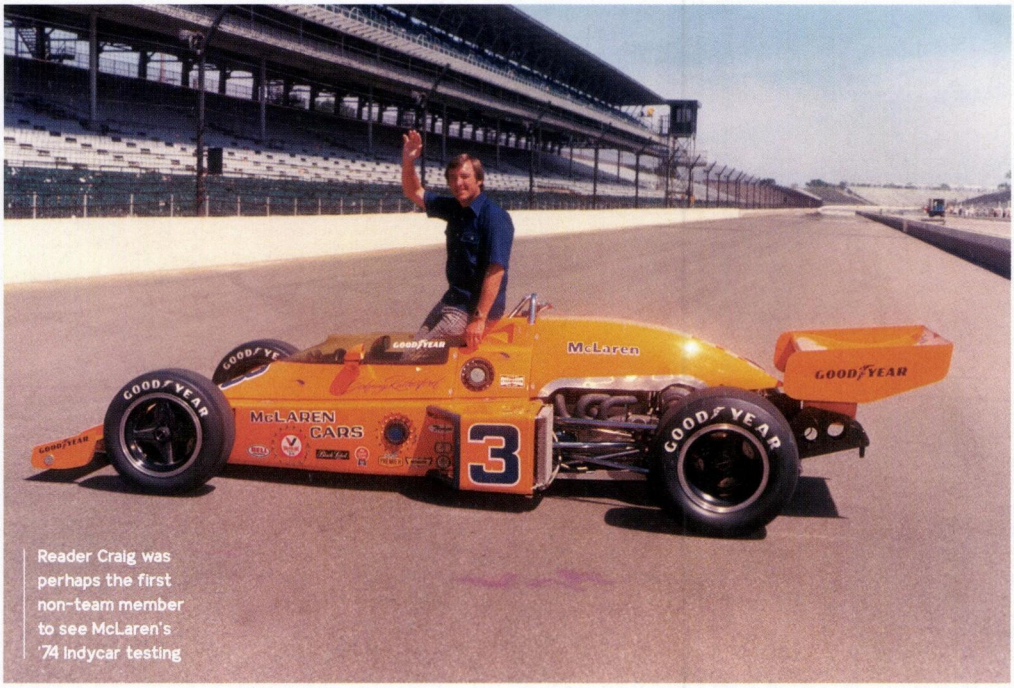
HAPPY AS BARRY

Sir, I enjoyed reading your article on Barry Lee (*Cult heroes*, September issue). It brought back memories of one day at secondary school in 1985. A lesson had been cancelled for a period of road-safety training. "What a yawn," we all thought. We were taken to the main playground where a coned course had been laid out and at one end stood Barry with an idling Sierra XR4i. After a brief introduction he gave us a sublime demonstration of car control as he quickly traversed the course.

He invited a volunteer to join him, then chucked that car around the playground resulting in a very green-faced art teacher and skid-marks in the playground that took months to wear away. Instantly the man became a hero to 60 impressionable 15-year-olds who witnessed this demonstration. I can't say we learned anything that day apart from the fact that Barry Lee was a racing driver with superb car control!

Kevin Miller, Cambridge

Star letter



Reader Craig was perhaps the first non-team member to see McLaren's '74 Indycar testing

GOODWOOD TESTING

SIR, The 'Test match special' article (September issue) brought back memories of my first visit to Goodwood in 1974, when I was in the area for a few days.

All around the entrance were signs advising 'No photography without written permission'. Puzzled, I went into the control tower and spoke to the man on duty. He said as long as I didn't photograph aircraft I would be OK. We had a deal! More importantly he said that if I hung around I might see the McLaren team testing. Wow!

Late in the day, a convoy of vehicles drove in. A Luton-type Transit van, in Yardley livery, was unloaded. What came out I could not determine: I'd never seen a single-seater like this one. I managed to find who was in charge and asked what it was. He eyed me suspiciously but when I explained that I was just a very keen (24-year-old) enthusiast he told me that this was the first shakedown run for that year's Indy 500 car. No wonder I didn't recognise it; I'd never seen a turbocharger before.

"Could I take photos please?" "Only if they are for your own personal use." Another deal, although because of the poor light, late afternoon in February, they are not of publishable quality.

Jody Scheckter was the driver. After a few exploratory sessions checking for leaks, etc, and with strict instructions not to go over 5000rpm because the power came in with a real bang, he went out again. The car could be heard all the way round the circuit.

Then, suddenly, a rapid rise in engine note, a squeal of tyres, a thump and then silence. For a brief moment nobody moved... and then panic. People jumped into any vehicle available, including the trusty Land Rover fire tender and an ancient St John's ambulance, and headed off around the circuit. The car was towed back, minus front wing but otherwise undamaged.

Jody arrived in the ambulance, the back doors burst open and he leapt out, threw his helmet into the back of his Cortina, jumped into the car and drove off without saying a word. The day was over. I went and thanked my man in the control tower who said, 'Come back tomorrow. There's a couple of teams booked in.' Wow again...

Don Craig, Gloucester

COBB: UNSUNG HERO

Sir, I was interested to read the article by Bill Boddy (August issue) about John Cobb. I still have copies of WB's original interview with my father, Jim Rands.

It has always been disappointing to me that John Cobb has not really been given the credit he deserves for his achievements at Brooklands and on the Salt Flats. He did not make those achievements to create headlines but to satisfy himself.

Reid Railton's design for the LSR car was revolutionary and held the record from 1937 until '64, when Donald Campbell only raised it to the speed Cobb had achieved in one direction in a car which cost many times that of the Railton.

Thank you, Mr Boddy, for reminding people of a great driver.

Robin Rands, Chelmsford

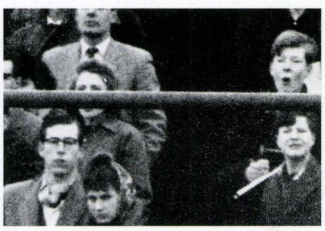
OOOOHHHH MATRON!

Sir, Look at the spectators, top far right, in your *Parting shot* (September issue) of Innes Ireland and Bruce McLaren having a tangle. I didn't realise Kenneth Williams was a motorsport fan!

Could this be where the immortal line "Ooh, you've broken my half-shaft!" came from?

Chris Wright, Hove, East Sussex

And didn't Sid James once star with Jack Brabham in *The Green Helmet*? (Look - we've mentioned it now!) **- Ed**



Jenks on...

BRITISH GP CARS, 1956

With the season finished I was able to spend a memorable day at Silverstone when one of our top drivers had three different Formula One cars at his disposal to test and see if he would like to drive one of them in the 1956 World Championship. All three were green, designed and built in Great Britain, and they were all capable of lapping Silverstone in a time that would have got them on the front row of any starting grid. All three, BRM, Connaught and Vanwall, are practical up-to-the-minute designs ready to take on allcomers. In one day, Stirling Moss drove nearly a full grand prix distance, jumping out of the Vanwall and into the Connaught, then into the BRM, and back into the Vanwall again.

It has been suggested that Mr Owen and Mr Vandervell, the respective owners of the BRM and Vanwall teams, should amalgamate and buy Connaughts, and the combined operation could then wipe up the Italians. It is an intriguing suggestion, but one that I am sure would fail, for during 1955 the only thing that kept Ferrari and Maserati plugging away at the might of Daimler-Benz was their own personal battle to become the best Italian team. Had they combined in an effort to beat the Germans then I am sure they would have succumbed by joining in a mutual and lonely despair.

During the test day it was heartening to see the friendly rivalry as each group tried to convince Moss that their car was the best. Had they been a single unit complacency would have settled. If our three teams go all out to prove themselves to be the best British car then they cannot but help getting involved with the continental opposition and they could easily find that not only have they beaten the other green cars but some red and blue ones as well. - Yours DSJ

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



Three teams vied for S Moss for 1956

All LAT

He touched the hem of F1 but **Rick Mears** preferred to stay at home. He won at **Indy** four times but **Le Mans** was never on the agenda, and he reckons **Stock Cars** are like boats...

Of your four Indy 500 wins, which do you treasure the most, and why?
Michael Cox, Pershore
The fourth one. The first one will always have its place, simply because it's the first. But for me, the first one came at only my second attempt and my feeling on it was, 'All right, we won another race...' At the time I didn't really realise what it took to win the 500 and how much it meant. But then I won the fourth one. OK, the simple fact I'd done it was part of what made it special, but a big part of what made it my stand-out Indy win was the way we won it; the head-to-head battle with Michael Andretti. It made that a special win.

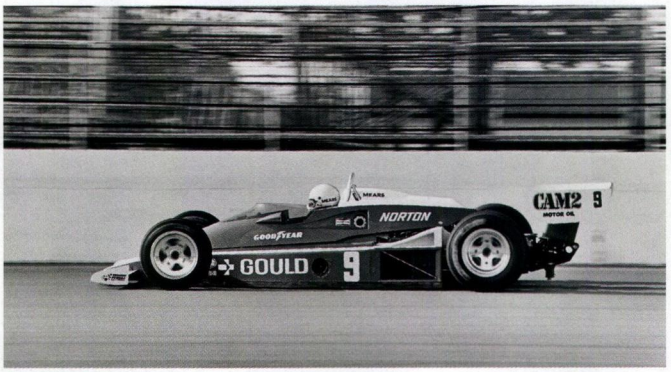
So what are the odds of winning the 500 four times?
George Winkley, Burnley, Lancashire
When you start thinking how there's only been two guys who've won it four times, those odds are getting even greater.

Why didn't you push a little harder to put a Daytona 24 Hours or, say, a Le Mans win under your belt?
Lloyd Barrett, Irthlingborough
I think it pretty much seemed like there were always conflicts with scheduling of races and tests, and it never seemed to fall right. I looked at Le Mans a couple of times and it seemed we always had something going on at the same time.

Any desire to try NASCAR?
Bob Hui, Portland, Oregon
No, not really. I had opportunities too, but by the time I was doing Indycars the switching back and forth between codes, as AJ [Foyt] and Mario Andretti had done in previous years, was kinda going away. Everything was becoming much more specialised and I'd been around long enough to know that you don't just jump into somebody else's backyard.

In the early 1980s, when USAC had a stock car programme, I ran Michigan and Milwaukee. I ran several years in the IROC series too. I enjoyed stock cars, but I liked open-wheels far better. Stock cars are great, and I'm not taking anything away from them, but you get out of an Indycar and into a stock car and you feel like you're getting into a boat. Everything happens much, much slower. But to run hard, at the limit, and up front with those guys, it's as hard as anything else.

After your crash at Sanair in '84, how close did you come to quitting?
Rodney Lee, Coos Bay, Oregon



First Indy win with Penske in 1979. Mears says he didn't realise what he had achieved...

I didn't even think about quitting. Soon as I saw both feet were there, I knew I'd be back in the car. The perception was that it had changed me, but it was all from people who didn't really look at the whole picture. I was winning on road races before the crash, but I wasn't when I came back, and yet I was still winning on ovals, so they said, "It's messed up his feet, he can't do road courses." But the crash didn't really change anything, I don't feel.

The only thing is, back then we had a lot of throttle lag with the turbos. I realised that I also had throttle lag in my right foot because of nerve damage. I only realised when I was sitting in a jacuzzi one night and I went to splash water at my wife with my foot and all I could do was cause a little ripple... With the nerve damage, the response in my foot was now a little slow, so I started treating it like turbo lag, coming in a little earlier.

Did you have any pre-race rituals at Indy? Are you superstitious?
Nate Smith, Crawley, Sussex
No and no. My thing was just to try and stay calm and relaxed as much as possible before the race. I wasn't into psyching myself up – I've got 500 miles to get excited. And »

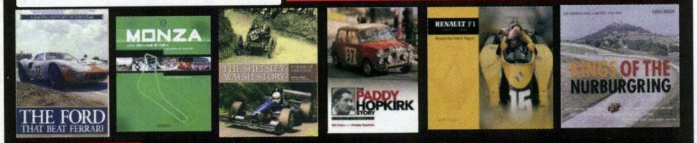
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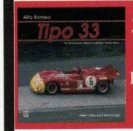
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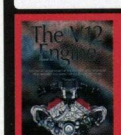
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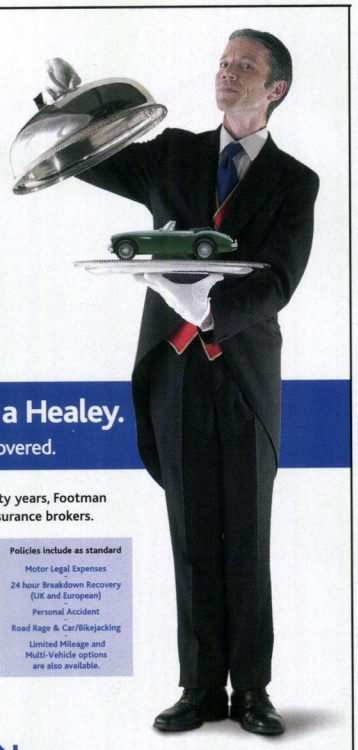
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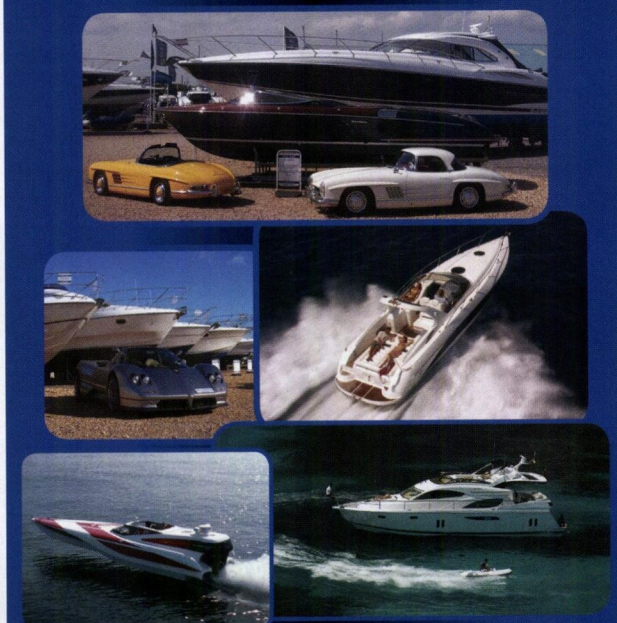
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that's when I want to get excited – when I need to, not when I don't. The first five laps are the most dangerous and unpredictable, so why go into them overexcited?

Tell me one thing about Roger Penske that I don't know.
John Long, Sidcup
Hmm, guess I don't know either... Have to pass on that one.

What's the best car you ever raced, and the worst?
Elsa Ford, Seattle
Oh man, the best is always whichever's the last you won with. I don't know, because we had a lot of good cars over the years and it's almost like trying to compare drivers from the '60s with drivers from the '80s or '90s. What's excellent when it's new will probably scare you to death five years later.

The PC6, the last flat-bottomed car, was very good. The PC10 was very good because it was our first big gain in ground effects. As time went on, the PC17 and PC18 of the late '80s-early '90s were probably the best cars that I drove – put one of those right in there. We had a pretty good leg-up.

The worst was probably the PC15 [from 1986]. It was good at one race – at Sanair, where we sat on the pole, but to this day we don't know why. It never repeated it again. I've always been a feel driver, not a reflex driver, and that car was absolutely numb. A beautiful car, meticulous design work and fit and finish, but it was just numb.

Who's the best driver you ever raced against?
Amy Davies, Horley, Surrey
That's tough. I always looked at the long haul. That's the way I always rated a driver – the guy who could be there day in, day out, knocking on the door, and I'd have to say that over the long haul it was Mario. He was running when I got there and running when I left, and you could never count him out. He kept the fire lit for a long time, which always amazed me. It was great, the way he kept the desire.

How good was your brother Roger and, with the right breaks, could he have achieved anywhere near what you did in motorsport?
Stuart Lacey, San Francisco
Without a doubt. He was *very* talented; there's not too many people who could stand on the gas as hard as he could, and that was tough, because he knew it and I knew it. If he'd just got in the right car at the right time and the right place, he'd have done very well.

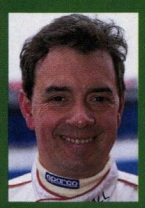
From any era, who is your racing hero or role model?
John Springate, Kew
Probably Parnelli Jones. I drove for him a couple of times on the Baja 1000 when he was running Chevy trucks. That guy could run as hard as anybody. He could do things in a car that were just unbelievable. He just had it. I raced against him in a couple of Toyota celebrity races and we didn't have a straight fender between us at the end.

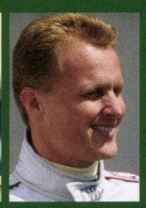
You tested for Brabham at Riverside but why didn't you opt for F1?
John Newens, Hampton Court
I got to satisfy my curiosity. I got as far as sorting out terms with Bernie [Ecclestone] for '81. The money was good and Roger Penske was happy. I know what Nelson Piquet achieved in '81, but I enjoyed the variety of challenges that CART presented – the ovals, the permanent courses, the street tracks.

If I hadn't tested the car, maybe there'd be a bunch of 'what ifs' but I knew it wasn't beyond me, and because I knew the drivers in F1 weren't unreachable I was satisfied and comfortable with my decision.

Is it true that your middle name is Raven? If so, that's cool!
David Kettle, Bracknell
It's Rav*on*. Emphasis on the 'on'. It's my dad's middle name too. M

Coming up...


JOHN CLELAND


JOHNNY HERBERT


TONY SOUTHGATE

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plus

Colin McRae: 10 years on from his WRC title
Isle of Man TT circuit in winning 1922 Sunbeam
US dynasties: Al Unser Jr & Michael Andretti

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Malcolm Griffiths/LAT/LAT



Villeneuve rides high in March 76B-3 on way to legendary Trois-Rivières win

YEAR ZERO

1976: Gilles Villeneuve staggers the grand prix world – before he's even sat in an F1 car. John Zimmermann describes an astounding season of dominance and the Formula Atlantic car a future legend made his name in



Gilles's rival in period, Dan Marvin, drives the same car in Historic FAtlantic today

The competition aligned against him was the toughest our hero had yet faced, but he gave a performance to crystallise his outstanding season and enable his legendary step into Formula One. The occasion was the 11th Grand Prix Molson Trois-Rivières, run for Formula Atlantic cars through the streets of a small Québec town about 60 miles up the St Lawrence River from Montréal, and the young man in question was, of course, Gilles Villeneuve.

The race around the local fairgrounds was a special event, a non-championship thrash for which the organisers annually brought in a handful of distinguished European racers to embellish the standard entry list. Thus did Villeneuve arrive in Trois-Rivières to find not only his regular Atlantic rivals, but also James Hunt, headed for that year's World Championship, future F1 champion Alan Jones and Vittorio Brambilla, the defending Trois-Rivières winner.

Undeterred, Villeneuve qualified fastest, joined on the front row by his constant nemesis Tom Klausler. Bobby Rahal gridded third, ahead of Brambilla, Formula Two star Patrick Tambay, Hunt and Jones. At the start Gilles quickly opened a 10-second lead and cruised to the finish, with Jones emerging in second ahead of Hunt. The astonished Englishman returned home raving about the quick Québec driver, and Gilles was soon offered a test with McLaren that opened the door to F1 and begat the dream that has filled the heads of Atlantic racers ever since.

As important as that race may have turned out to be, it was but the jewel in the crown of a 1976 season during which Villeneuve won nine of the 10 races he started for Kris Harrison's Ecurie Canada team, thereby claiming both Canada's Player's Challenge Series and IMSA's one-season-only Formula Atlantic Championship in the USA. All nine of those victories came in a March, chassis 76B-3, featured here, which has recently been restored by Jon Norman Racing from Berkeley, California, for Dan Marvin to drive in Historic Formula Atlantic events.

Atlantic cars of 30 years ago were nimble, well-balanced machines of just over 1000lb, powered by 220bhp, 1.6-litre Cosworth BDAs. Ground effects had not yet taken over, so what were called 'sportscar noses' helped them slip as effortlessly as possible through the air. "It's really fun," beams Marvin, who began to make his name in Atlantic at the same time as Villeneuve. "While the ultimate performance »

www.villeneuvef1.com Kyle Burt



isn't there, it's still gratifyingly fast. Compared to later cars, it's kind of a Cadillac. I remember Three Rivers as being real bumpy and, while there's no mistaking that they haven't repaved the place, this car just floats over the bumps. It doesn't matter if you're half sideways when you reach that manhole cover in the first turn, because the suspension soaks it up.

"It doesn't develop a lot of downforce, so being a bit of a cowboy is not as detrimental to lap times as with a tunnel car. It's easy to find the limits, and the limit is a wider swathe because yaw doesn't kill the downforce as badly. The wing doesn't like it, but then the wing isn't exerting the kind of downforce that a wing and tunnels do.

"The edge is more easily explored – and abused – than in a modern car, and I think because of that they're really fun to watch. That's why you see great pictures of Rosberg bouncing off walls and Gilles all crossed up, because you could drive that way and still win races. It's not a car you have to drive with conservation of equipment in mind. It's a sprint car, so you don't have to baby the tyres or the brakes. You can drive hard, and that agrees with me."

The only race Villeneuve was defeated in that year was a wet Player's Pacific round at Westwood, a heart-shaped, undulating 1.8-mile circuit carved out of the verdant rain forest just east of Vancouver. "It was a terrible race," remembers Graham Scott, lead mechanic in charge of the Canadian's spare car, which got a full-wet set-up when selected for front-line duty that day. "Gilles spun off, ran over a tree stump and knocked an oil line loose." That incident erased a comfortable lead and handed victory to unheralded Formula Ford ace Marty Loft. Otherwise, whenever Gilles and the Ecurie Canada March showed up they usually started from pole position and always led at the chequer.

It wasn't as if Villeneuve went unchallenged. The Player's series enjoyed a well-earned reputation as the toughest training ground in North America, with the highlights from each race televised weekly on the CTV network's *Wide World of Sports* programme. Every round featured a deep array of aspiring American and Canadian talent that included Rahal, Klausler, Elliott Forbes-Robinson and Price Cobb, not to mention triple defending Player's champ Bill Brack, highly regarded Swede Bertil Roos, future Atlantic and Trans-Am champ Tom Gloy, and Mexico's Johnny Gerber. Gilles dominated them all, despite uncertain finances which became a tale of their own.

The year began with a trio of IMSA-sanctioned races in the USA, at Road Atlanta, Laguna Seca and on the infield road course of the old Ontario Motor Speedway. In Georgia, Villeneuve outlasted an early challenge from Tom Pumpelly for his first win, but the next round at Laguna Seca became the only race that he didn't start from pole. A two-heat format established the



Dan Marvin crests a brow in Gilles's Atlantic March at Sears Point, California, 2005

THE MAN IN THE COCKPIT

Like all too many racers, Dan Marvin never managed to land the full-time ride in a top-rank championship that he so desperately desired, but he was still able to compile a record which complements the ex-Villeneuve March.

After discovering his susceptibility to speed as a high-school karter - "I just sort of stumbled across it and realised, 'Uh oh, this is me!'" - an underage Marvin tackled club racing in the SCCA's San Francisco Region with an F Production Alfa Romeo before moving into a Titan Mk6 Formula Ford.

Graduating to Atlantic in 1976 in a year-old Lola, he made his debut at nearby Laguna Seca, actually starting the final from pole position after a victory in one heat over Villeneuve himself.

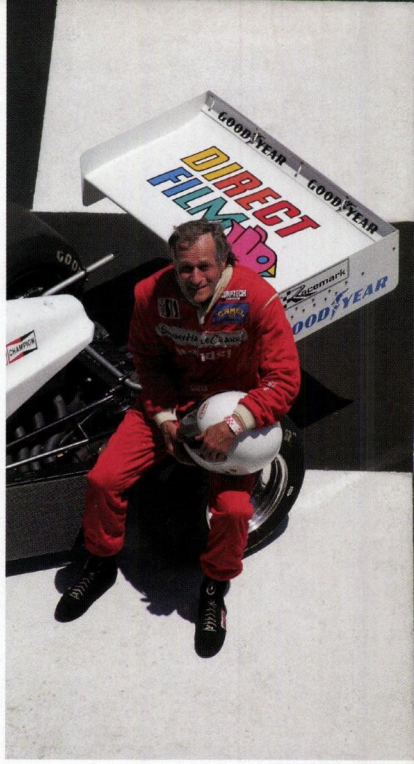
Following that auspicious beginning, Dan piloted a string of second-hand Lolas and Marches before securing the 1984 Atlantic championship with Norman Racing's Ralt RT4. His 10 Atlantic wins rank equal sixth all time alongside 'Uncle' Jacques Villeneuve.

Mild-mannered and even-tempered outside the cockpit, Marvin once explained his aggressive racing style by commenting: "I guess I have a low tolerance for adrenaline."

During the late '80s and early '90s he flourished in IMSA GTP's Camel Lights category, with both Joe Huffaker's Pontiac-powered squad and the Comptech Acura outfit run by Doug Peterson and Don Erb, where he co-drove with Parker Johnstone.

From 36 starts spread over five Lights seasons, Marvin collected 17 wins and 25 top-fives, helping Johnstone to bag a hat-trick of driver crowns and both Pontiac and Acura to claim manufacturer titles.

With the growth of vintage Formula One and 2004's introduction of Historic Atlantic, Marvin has re-emerged. He's been virtually unbeatable driving early mentor Phil Reilly's Brabham BT44 in Historic Grand Prix events, and has dominated both HFA outings at Trois-Rivières in the former Villeneuve March.



Dan Marvin - in Atlantics again 30 years on



Pre-ground-effect March is easier to throw around - and great to watch

grid, and a local driver named Dan Marvin claimed the first grid spot by winning the fastest heat.

In the final Marvin led early, but soon gave way to Gerber and Villeneuve. Gilles pressured the Mexican into a mistake at Laguna's famous Corkscrew and drove away to the win, with Forbes-Robinson's Tui second and Gerber's Chevron third. Marvin, taken out of third by a backmarker, finished 25th.

By race three the relationship between Villeneuve and his team manager Ray Wardell had begun to solidify, giving the season its all-too-familiar shape. After his chief mechanic, Andy Roe, had trimmed his car out more than the others for the high-speed OMS layout, Gilles drove away from pole to win by 15 seconds from EFR, with Brack another 10 ticks back in third.

> 'It was a frustrating year for me, but magical for Gilles'

It's this relationship between Villeneuve and the moustachioed Englishman Wardell which Rahal credits for their incredible success. "Ray came from the March F2 team and was just very, very good," says Bobby. "He was all business and brought a whole new level of seriousness and preparation to that team. There's no doubt in my mind that Gilles was tremendously talented, but Ray was able to take all that and channel it in the right direction. It was a very frustrating year for me as we had horrible mechanical issues, but obviously for Gilles it was a magical year."

The Canadian season opened in mid-May with the Player's Alberta on the windswept flatness of Edmonton International Speedway, where a colourful race ensued as the first five ran nose to tail in the opening laps. Villeneuve led the queue in the familiar green Skiroule machine, trailed in ever-shifting order by Klausler's white Traylor Lola, Brack's fluorescent red STP Chevron, Rahal's orange Shierson March and Gordon Smiley's pale blue Fred Opert Chevron. Once the initial fireworks had been sorted out, however, Villeneuve ran home uncontested, with Brack second ahead of Smiley. Rahal retired early after an off-course excursion and Klausler lost third to a late tangle with lapped traffic.

From Alberta everyone headed west to British Columbia, where Loft scored his upset, then turned back east across the prairies into Manitoba. The Gimli airfield circuit had been the site of Villeneuve's maiden Atlantic win the previous year, and he spent the afternoon duelling with Brack until the reigning champ spun out of contention just past three-quarter distance.

"The amazing thing about Gilles," remembers Brack, "was that you'd think you had him beaten, you knew he was going into this corner in front of you way too fast. Then he'd go off and you'd think, 'That's it, »

Kyle Burt

Out on his own: Gilles dominates at Trois-Rivières, as he had done all season in '76

Molson Grand Prix, Trois-Rivières: Villeneuve leads Tom Klausler (63). Among the field are future champs Alan Jones and James Hunt, Bobby Rahal and Patrick Tambay (in the no7 Chevron)

I'm on my way to the chequered flag.' But he had this ability to know which way the car was going when it was spinning so he could catch it going the right way. He had an extra ability, something special, there's no doubt about that."

The week before the next Player's round, in July at the daunting Circuit Mont Tremblant near Ste Jovite, Villeneuve had an enormous accident while testing at the track in the spare car. Fortunately he escaped injury and his primary March remained untouched in the truck, so the race-weekend story could stay the same: pole position, dominant drive, race victory.

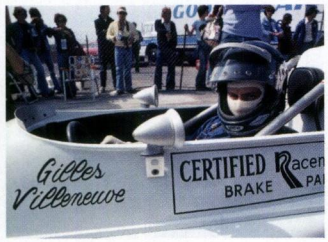
"I was on the front row with him at Ste Jovite," recalls Klausler, "and at the start of the race he just drove away from us. His car was very light on the ground, and in the big downhill right-hand first turn I remember thinking he was going where I wanted to go, but I just couldn't get my brain to make the car go there. It was disheartening. He was in a different league."

The threatening financial clouds appeared on the horizon about this time, however. Skiroule's sponsorship – backing which Villeneuve had brought from snowmobile racing, in which he'd been World Champion in 1974 – dried up as the company entered bankruptcy proceedings. All the hard work was in danger of going for nought, and Ste Jovite would be the car's last outing in the familiar all-green colour scheme.

The scramble for funds to complete the season began in earnest. Through his contacts at Molson Breweries Gilles met a Montréal entrepreneur named Gaston Parent. Parent would eventually become Villeneuve's personal manager, but at this point all he did was arrange the cash needed to get the team to the next round at Atlantic Motorsports Park near Halifax, Nova Scotia.

The car arrived for the Player's Maritime painted basic white with a blue *fleur de lys* on its nose. One of Parent's companies had designed the emblem, which served as the official symbol for the province of Québec, and he chose it to adorn the car. Villeneuve withstood a stern challenge from Brack to win again and clinch the Player's title.

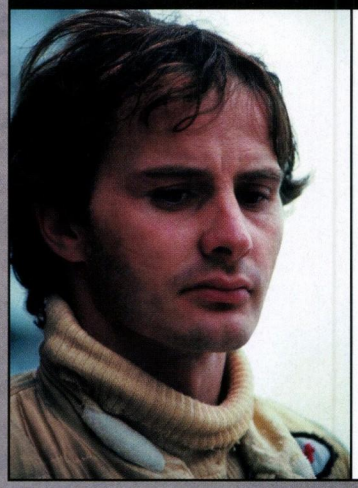
With the Canadian crown now secure, the team skipped Mosport, where Rahal dominated, and because Gilles enjoyed a healthy



'At the start Gilles just drove away from us. He was in a different league'

NINE OUT OF TEN

Gilles Villeneuve's 1976 Atlantic run



CASC Player's Challenge Series		Qual	Result	Starters
May 16	Edmonton, Alberta	1	1	30
May 30	Westwood, British Columbia	1	19	31
June 13	Gimli, Manitoba	1	1	30
July 11	Ste Jovite, Québec	1	1	40
Aug 8	Halifax, Nova Scotia	1	1	26
Aug 22	Mosport, Ontario		DNE	36
Non-Championship Special Event				
Sept 5	Trois-Rivières, Québec	1	1	29
IMSA Formula Atlantic Championship				
April 11	Road Atlanta, Georgia	1	1	35
May 2	Laguna Seca, California	3	1	32
May 9	Ontario, California	1	1	37
Aug 29	Mid-Ohio, Ohio		DNE	21
Sept 19	Road Atlanta 2	1	1	23
Oct 3	Laguna Seca 2		DNE	25

lead in the IMSA championship he also bypassed the following race at Mid-Ohio, where Klausler overtook an out-of-fuel Rahal on the last lap to score Lola's only win.

Parent proceeded to set up the Gilles Villeneuve Fund, soliciting contributions from all across Québec to aid the province's new hero and help promote its most important race, the Grand Prix Molson Trois-Rivières. Just prior to the event, mail-order photo processor Direct Film came aboard as primary sponsor, and the livery that today graces the restored 76B-3 made its debut at this race.

After Trois-Rivières, two rounds remained in the IMSA series, but by leading flag-to-flag at Road Atlanta Villeneuve wrapped up that title as well, eliminating the need to contest Laguna Seca's season finale, which the steady Cobb won after Rahal once again hit trouble. At Road Atlanta, however, the history of March 76B-3 had taken an unexpected twist. Howdy Holmes drove a second Ecurie Canada entry that day – as Hunt had at Trois-Rivières – and crashed it on the last lap. Graham Scott picks up the story.

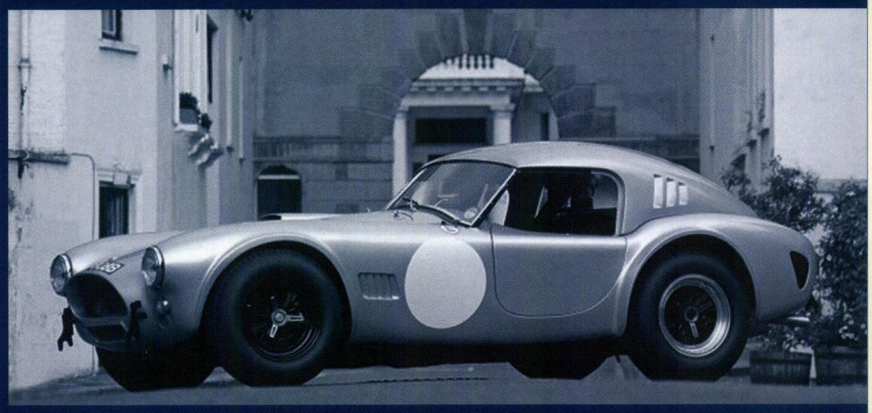
"Howdy had a major accident – probably as big as Gilles had had at Mont Tremblant – after arguing with Price Cobb into the big downhill right-hander after the bridge. Well, it turned out that the spare car had been on loan from Doug Shierson, the March importer. So when we headed back to Toronto we were told to stop in at his shop in Adrian [Michigan], one to pick up parts to rebuild the car, and two – and I vaguely remember that this only happened while we were there – Doug wanted a car back.

"Since we only had one in running condition he got the primary car, and the second one, the one Howdy had crashed, went back to Toronto to be rebuilt. While the primary car was at Shierson's, Doug rented it out to Tom Pumpelly for the [SCCA National Championship] Runoffs [at Road Atlanta]. Well, we had re-routed the rear brake and clutch lines underneath the engine, tie-wrapping them to the scavenge line that went into the oil pan. Apparently they changed an engine and forgot to re-tie the lines, and the Aeroquip dragged on the racetrack and wore through. Tom arrived at Turn Six with no rear brakes and wrote it off."

Jon Norman, also competing at Road Atlanta that day, found himself in an unexpected position after the race. "I was looking at the wrecked car," he remembers, "and Joe Grimaldi [Shierson's partner] came up and put his arm around me and said, 'I know just the guys who are gonna buy this car' and proceeded to make us a deal to buy the wreck. I think I paid $3000 or $5000 for the wrecked rolling chassis."

Norman and co rebuilt the car and ran it in both Club and Pro races during '77 and '78, then off and on over the next couple of years before retiring it in 1980 once ground effects became prevalent in Atlantic. Not long after that Scott approached Norman about buying the rolling chassis to restore it to its former glory. "At that point," Norman »

LAT Murenbeeld/LAT Phipps/Sutton



11964 AC Cobra 289 (Competition car)

Chassis COB 6041 was originally run by Alan Mann Racing, who at the time were running the works Shelby Team, competing at Castle Combe, Silverstone, Zandvort and Brands Hatch. After setting the FIA 500 metre and ¼ Mile records the car went on to claim podium finishes at both the Nurburgring 1000km and the 500kms of Mugello. A regular entrant at both the Goodwood Revival and the Gentleman Drivers Series, this meticulously restored Cobra is a truly superb example.



11952 Ferrari 340 America

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



1965 Bizzarrini 5300GT (7 litre)

Chassis number BA4 0106 was the only right hand drive race model built by the factory, competing at not only the 1000kms of Monza and the Targa Florio but also the 1966 Le Mans. At the end of the season, the car was reputedly fitted with a 7 litre engine and returned to Le Mans in 1967. BA4 0106 was then put into storage for some 35 years. It has recently been mechanically restored though the Bizzarrini retains its original and patinated bodywork.

GREGOR FISKEN

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CURRENT STOCK

1929 Bentley Speed Six

1953 Bentley R-Type Continental (manual)

1965 Bizzarrini 5300GT (7 litre engine)

1964 Brabham BT8

1952 Ferrari 340 America

1952 Ferrari 212 Vignale Coupé

1958 Ferrari 250 Tour de France

1934 Mercedes-Benz 500K

1954 Moretti 750 GS

1968 Porsche 910

1985 Porsche 962C

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TECH SPEC
March 76B-3

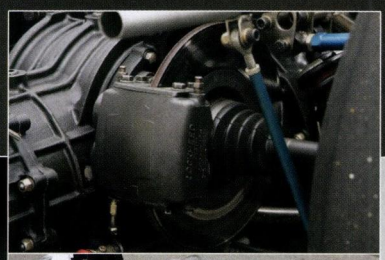
Chassis aluminum monocoque
Weight 1050lb
Wheelbase 97in
Overall length 171in
Overall height 38in
Overall width 67in
Front track 51in
Rear track 51in
Brakes Girling four-piston F & R
Steering rack and pinion
Tyres Goodyear: 20x9.5-13 F, 23x13.0-13 R
Wheels March alloy 10x13 F, 14x13 R
Engine Cosworth BDA four-cylinder
Displacement 1601cc
Transmission Hewland FT200 5-speed

Updates then: car ran an F2 nose from mid-season on, as the Atlantic nose had no splitter; rear brakes originally had two-piston calipers, but Gilles insisted on four.

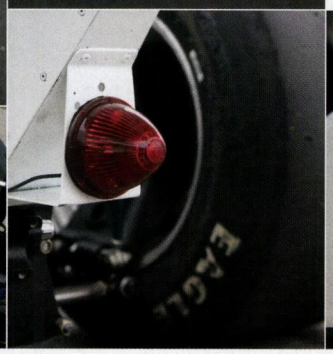
Updates now: For the sake of reliability, a Power Safe battery has replaced the original Varley and a Tilton starter has taken over from the original Lucas unit; also, the Weber carburettors were originally DCOE 45s but are now DCOE 48s.

Barring a new battery and starter, and larger carbs, Villeneuve's March is in the spec he drove it during 1976. Cosworth BDA puts 220bhp through Hewland 5-speed











admits, "I thought, 'Hey, we're racing, we need every dime we can get.'"

Scott's intentions may have been good, but for a variety of reasons 76B-3 sat under a cover in his shop until 1988, when it returned to Norman's hands. Jon had joined forces with publisher Paul Pfanner to re-acquire the car, but with Pfanner about to embark on launching *Racer* magazine no progress was made for another 11 years.

As 2000 approached, Pfanner elected to sell his share of the still-unrestored machine to Norman, but it took the 2004 announcement of the formation of the Historic Formula Atlantic association and its inaugural race at Trois-Rivières to catalyse the rebuild process.

"It was always one of those 'maybe next year we can do it' things," offers Norman, "and that went on for many years. Anyway, I got the press release for the Three Rivers [HFA] race last April and we thought about it and decided it would be nice, but that we couldn't do it. Then I went to Thunder Hill in May for the Historic GP race and James King [an HGP director and former Atlantic racer] twisted my arm. I came back on Monday and we had a little meeting and said, 'Well, what the heck. We don't have enough time, but let's go ahead and give it a try!' So we brought it down from the loft, and..."

With time short, all the Norman Racing Group old hands – Stefan Dwornik, Dennis Etcheverry and Paul Hasselgren – joined Marvin and Norman in the rush to completion. Marvin admits that a certain

'Putting Gilles's name on it would be disrespectful'

mystique still surrounds driving Villeneuve's car, especially at the venue he calls "the spiritual home of Formula Atlantic", but says all the hard work was validated by the way the Trois-Rivières fans responded.

"For us it had become nuts and bolts," he confesses, "just like any racecar to the guys who are working on it. We were all pretty burnt out by the time we showed up, but the spectators there are amazingly knowledgeable and many came up and thanked us for bringing it. It wasn't just greyhairs like myself, who were Gilles's contemporaries, but young twentysomethings too. That reception made it all worthwhile and really brought home to me just what a special car it is.

"One thing that we didn't do," Marvin adds, "was put Gilles's name on it. We gave that a lot of thought, but it was something I felt pretty strongly about. Gilles was clearly something special, particularly in Québec, where he's a national hero, and I think that putting his name on the car while someone else is operating it would be disrespectful."

It's good to see that this piece of Gilles Villeneuve's legacy has been entrusted to such a man. M

Our thanks to Dan Marvin and Jimmy Johnston of Historic Formula Atlantic for their help with this feature

Kyle Burt

100 YEARS AUTOMOTIVE HISTORY

A PEDIGREE IN ENGINEERING EXCELLENCE. A star studded heritage. And a modern reputation that's been carved by the sheer quality and excitement of the range. Škoda's 110-year heritage was forged in the melting pot of central European industry right from the dawn of motoring.

The Škoda name goes back 80 years from when Emil Škoda, Václav Laurin and Václav Klement, the engineers behind this success, merged in 1925 and set a vision and energy to industrial production that continues to this day. The firm exhibited the Type A Voiturette in 1905 at motor shows across Europe. The car won a coveted Gold medal from the German Autoklub, and set the standard for cars produced by the firm. During those early years, the firm also produced road rollers to build the infrastructure that motoring required.



Felicia: 1966

Between the wars, the pioneering spirit continued, with sound economic management of the company seeing it move from producing limousines for counts and princes, over 1800 Škoda 645s and Type R's between 1929 & 1934, to the 633 and 420 'Popular' model that mobilized the masses. The Popular introduced a backbone chassis for increased rigidity, and the car fitted the new world order, as neighbouring Germany also had its eye on the lucrative 'people's car' market. Škoda competed successfully in the '1000 miles of Czechoslovakia' events, pretty coachwork featured on the 'Monte Carlo' Popular Sport and still with an eye on the future, the Škoda Rapid Motorway prototype of 1938 showed advanced streamlining for superior high-speed performance.

Škoda entered a command economy following the communist party election of 1947. Vehicle production was for military or state owned customers, and it might have been unwise to make a profit from them. The prevailing Marxist-Leninist economic model was concerned with the re-distribution of wealth rather than its creation, but Škoda still endeavoured to produce cars for the people.

During the early 1950s, Škoda had caught up, and introduced the 1200/1201 range, cars based mechanically on the pre-war Popular, but with styling that was up to the minute. Škoda kept its vision as part of a national vehicle producing combine.

From the late 1950s, Škoda exported heavily, first bringing cars to the UK in 1955. Models included the Spartak, Octavia and Felicia, and these designs were superseded when Škoda design philosophy changed, and the visionary company followed the rear engined route with the 1000MB. This car established a loyal consumer base around the world, attracted to the economical pricing and ruggedness of engineering. Škoda replaced the MB though with the S100 range, and adopted the westernised concept of different trim levels and body styles, with the S110R coupe a stylish range topper. This model also provided race goers during the 1970s with a bizarre sight. An S110R was converted under 'silhouette formula' super saloon rules to race with mid-mounted American V8 power. It was successful, but not quite as dominating as the Škodas that contested the Daily Mirror, then RAC rallies. For 20 years, the rear engined Škodas swept all competition before them in their class, providing a cheap route into international motorsport for many drivers.

The Estelle range was heralded by 'Autocar' describing it 'as much fun as a Porsche 911'. It was only replaced by the Bertone styled Favorit as communism ended in 1989. This honest car served the Czech nation by drawing foreign investors toward Škoda as freedom beckoned the population. A serious partnership was offered by Volkswagen that respected the engineering heritage of the Škoda marque.

Today's Škoda image is increasingly linked with prestige, in addition to the brand's universally admired qualities. Škoda drivers love their cars and are currently some of the most satisfied owners in the UK, according to surveys of customer satisfaction. The current range provides for most customer needs – from the 'supermini' Fabia (which has a rally derivative competing in the WRC) – to the luxurious, technology-laden flagship, the Superb. The successful medium-sized Octavia range (voted Best Small Family Car in 2005 by Whatcar? magazine) is due to expand with the new vRS version, due for release in Dec 05, being the fastest and most powerful production vehicle Škoda has produced, with rapid acceleration and an impressive maximum speed of 149mph.

Škoda's stylish, quality cars have been produced for 100 years and have also been involved in motorsport for a century. There's also 80 years of the Škoda name and 50 years availability in Britain commemorated in 2005.

Real cause for celebration!



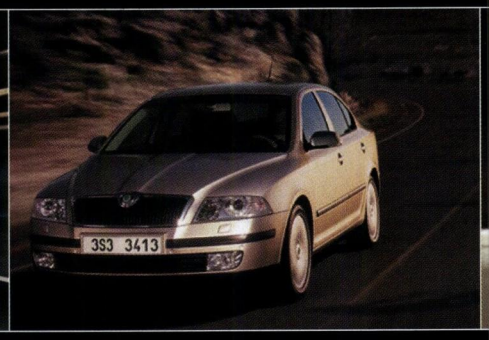
FABIA

MODEL RANGE:

Hatchback, Estate and Saloon. Available in Classic, Ambiente and Elegance trim. Plus specialist models including Bohemia, Sport and vRS

ENGINES AVAILABLE:

1.2-litre through to 2.0-litre petrol and a selection of diesel engines including the 1.9 TDI 130bhp



NEW OCTAVIA

MODEL RANGE:

Hatchback and Estate. Available in Classic, Ambiente, Elegance and L&K trim. Plus specialist models including 4x4, Sport and soon to arrive vRS

ENGINES AVAILABLE:

1.4 16V through to 2.0-litre FSI petrol engines and 1.9 and 2.0-litre TDI diesel option with optional DSG



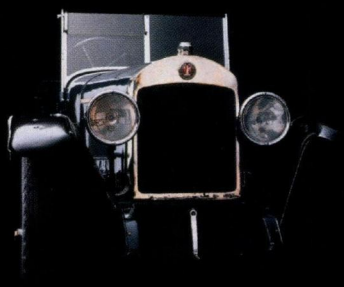
420 Tudor: 1933



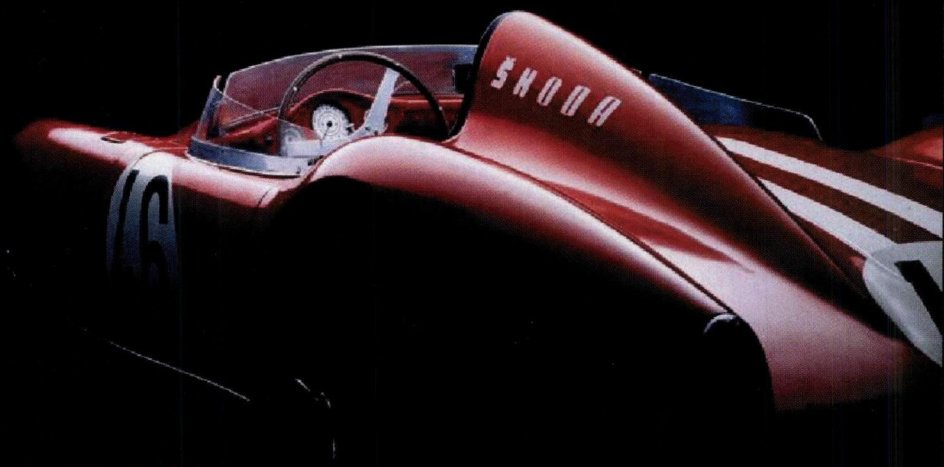
422: 1933



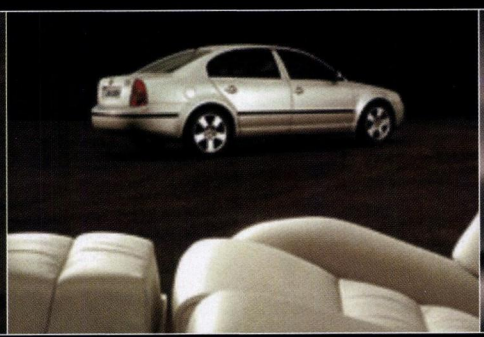
Type 927 Popular: 1939



120 Phaeton: 1925



Type 968 1100: 1957



SUPERB

MODEL RANGE:

Saloon. Available in Classic, Comfort and the luxurious Elegance trim, which includes satellite navigation and leather upholstery as standard

ENGINES AVAILABLE:

1.8-litre 20V Turbo through to 2.8-litre V6 Petrol and 1.9-litre to 2.5 V6 Turbo diesel



vRS

vRS MODELS:

Fabia vRS (1.9-litre TDI PD 130bhp)

New Octavia vRS due in December 2005 (2.0-litre FSI Turbo 200bhp)



Fabia vRS WRC rally car on the 2005 Cyprus Rally

For further information: Call 08457 745 745

Track visit

Longford

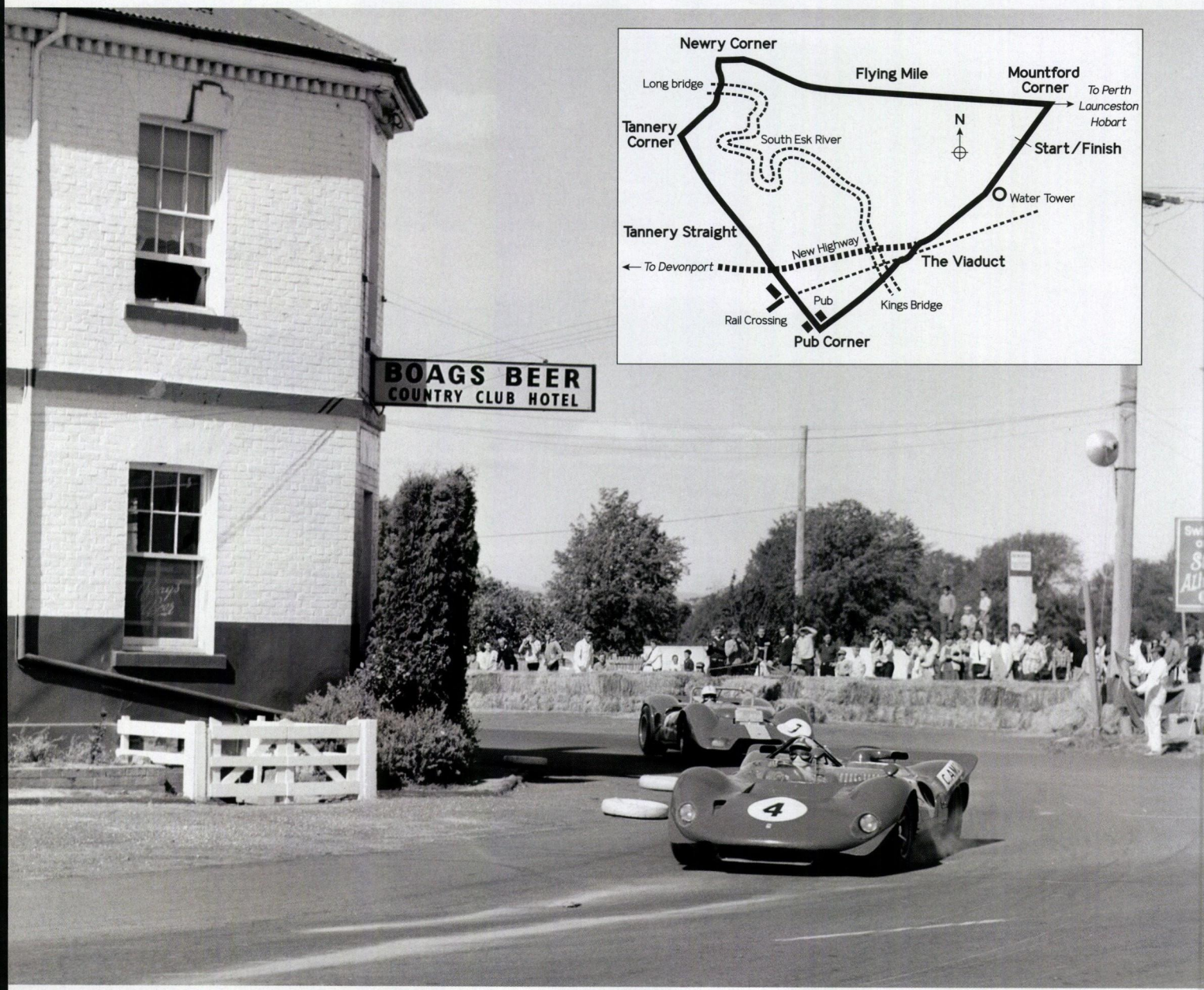
Wooden bridges, long straights, jumps, a railway crossing... and even a pub. Tasmania's super-fast road circuit had it all. Adam Cooper takes a trip to the track that even Jim Clark couldn't conquer

Period photography by oldracephotos.com
Recreation photos by John Hamilton

When, in 1996, Damon Hill won the first Australian Grand Prix to be held at Albert Park, he helped to establish the reborn venue as the fastest circuit in Australia. No great surprise there since the preceding Aussie GP track, laid out on the streets of Adelaide, featured a lot of slow corners. But despite having hosted the GP until '95 Adelaide never held that record – instead it stood to a circuit last used nearly three decades earlier.

Tasmania's Longford circuit was a uniquely challenging venue, even by the wild standards of the 1960s. Like Reims, it featured flat-out blasts down straight country roads. What gave it a special flavour were the features it could claim as its own – a 90-degree turn around a pub, a dramatic S-bend under a railway viaduct, a jump over a not-very-level crossing and bumpy trips across two narrow wooden bridges. It was awesomely fast despite these obstacles: in winning the 1968 sportscar support event Chris Amon set an outright lap record of 122.19mph driving a Ferrari 350/P4.

"It was an extraordinarily quick circuit," recalls the Kiwi. "It was basically a rectangle, and by the time you were halfway down the straight you were absolutely flat out. It was a wonderful circuit in the dry, but in the wet it had the potential to be bloody dangerous."



Frank Gardner was in awe of the place: "It was over railway lines, onto a bridge with a curve in it, with well-spaced wooden railings which you could force a car through. You were coming on to a slippery piece of oily board over a river. That was the safety procedure! It made the Nürburgring look quite safe..."

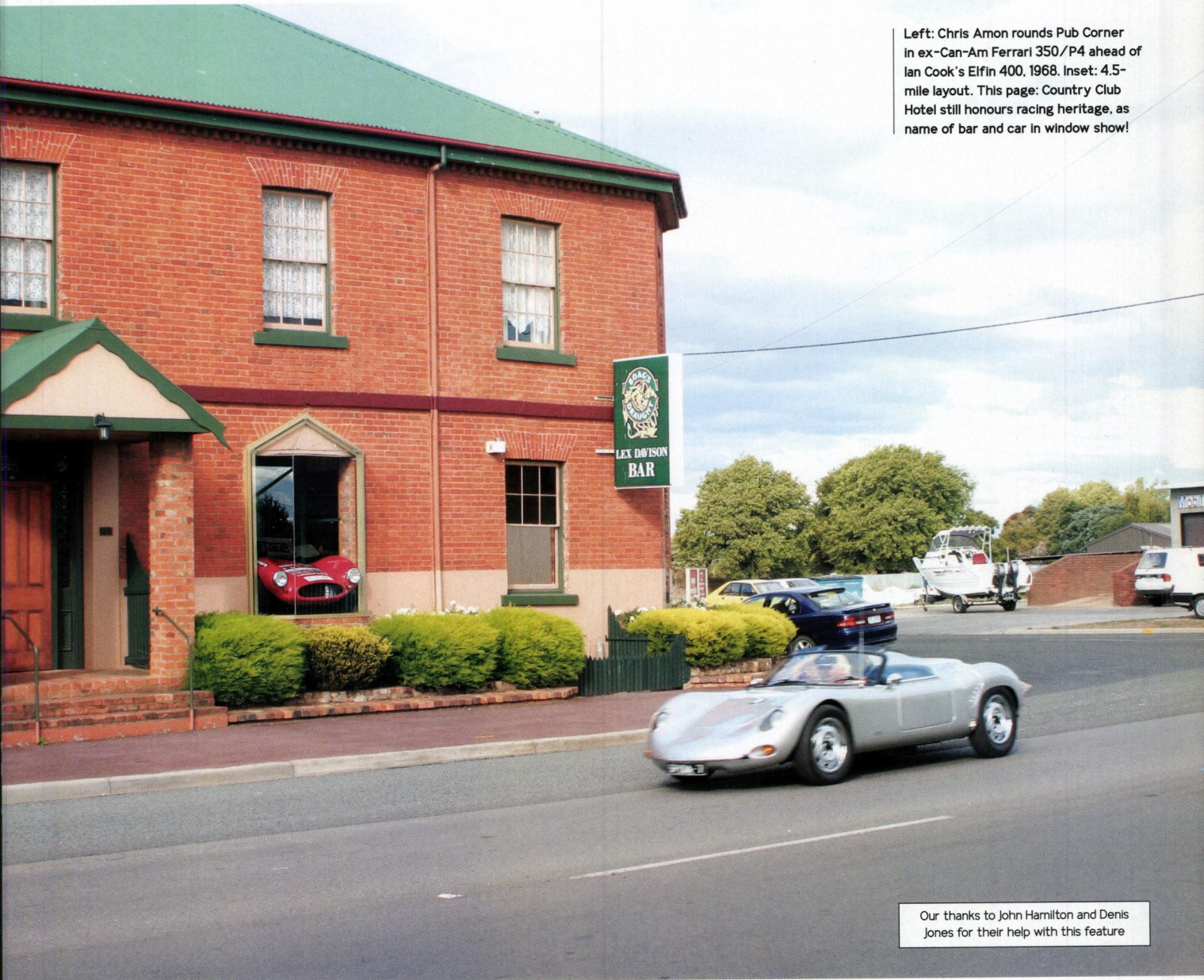
First used in 1953, Longford had a shelf life of just 15 years, during which time it established itself as a popular venue with fans and competitors alike. Held over the Labour Day bank holiday weekend at the start of March, the annual race meeting was the biggest event of any kind on the island, attracting huge crowds. Drivers and bike aces who came over on the Princess of Tasmania ferry enjoyed not just the challenge of the circuit, but also the unrivalled hospitality of the locals, a trait that survives today in this attractive part of the world.

Longford is a sleepy little town a few miles from Launceston, the biggest city in the north of the island. It has a history stretching back to 1812 and is surrounded by picturesque country estates and wineries. The visiting international stars were entertained by the wealthy locals, and the social scene combined with the rustic surroundings lent the place an atmosphere that was comparable to Goodwood. Everybody loved Longford.

The two-wheeled brigade provided the impetus for the first race meeting in 1953; cars were almost an afterthought. Enthusiastic local club members pitched the idea and the authorities agreed to support it. The event would always be organised and run by an army of volunteers, with a professional approach.

The appearance of superstar Geoff Duke in '55 raised Longford's profile, but in terms of four wheels it remained a relatively low-key affair, with events for saloons and sportscars. Then in '58 Longford landed a round of the prestigious Gold Star Championship, which guaranteed an entry of (almost) contemporary F1 machinery in the hands of Australia's biggest names. The next year the race was awarded Australian GP status. With his young son Alan watching from the sidelines, Stan Jones and his Maserati 250F beat the Cooper of Len Lukey after a thrilling contest.

But what really put Longford on the map was the arrival of the international names, starting with World Champion Jack Brabham, winner in 1960. Others followed, including a flu-ridden Roy Salvadori in '61 (he won the main event after Brabham retired), John Surtees in '62, and Bruce McLaren, Chris Amon and Tony Maggs in '63. The launch of the Tasman Series in '64 further strengthened Longford's »



Left: Chris Amon rounds Pub Corner in ex-Can-Am Ferrari 350/P4 ahead of Ian Cook's Elfin 400, 1968. Inset: 4.5-mile layout. This page: Country Club Hotel still honours racing heritage, as name of bar and car in window show!

Our thanks to John Hamilton and Denis Jones for their help with this feature

place, and for five glorious years it held a special role as the final round.

The list of feature race winners tells its own story – Graham Hill in 1964, McLaren in '65 (the second and last time that the race ran as the Australian GP), Jackie Stewart in '66 and Brabham again in '67. Jim Clark made several appearances but, as with Monaco, he never managed a win. His best opportunity came in '68, but torrential rain on race day made the track treacherous for the downsized F1 cars. Aided by skinny Dunlop wet tyres and the smooth power delivery of his F2 engine, Piers Courage drove the race of his life to win in his private McLaren M4A – the first single-seater victory for the marque. Clark struggled home fifth, recording the last race finish of his career.

It was also the final fling for Longford. Everyone was relieved that the wet event passed without major incident – an early morning arson attack on one of the bridges added to the tension – but the writing was on the wall. Rain or shine, the place was rapidly being outgrown by the Tasman cars.

Poor ticket sales due to the wet weather didn't help the delicate job of balancing the books, but the biggest headache was that local environmentalists would not permit the placing of advertising hoardings, a major source of income at permanent venues on the mainland. The massive annual effort to run the venue wasn't getting any cheaper.

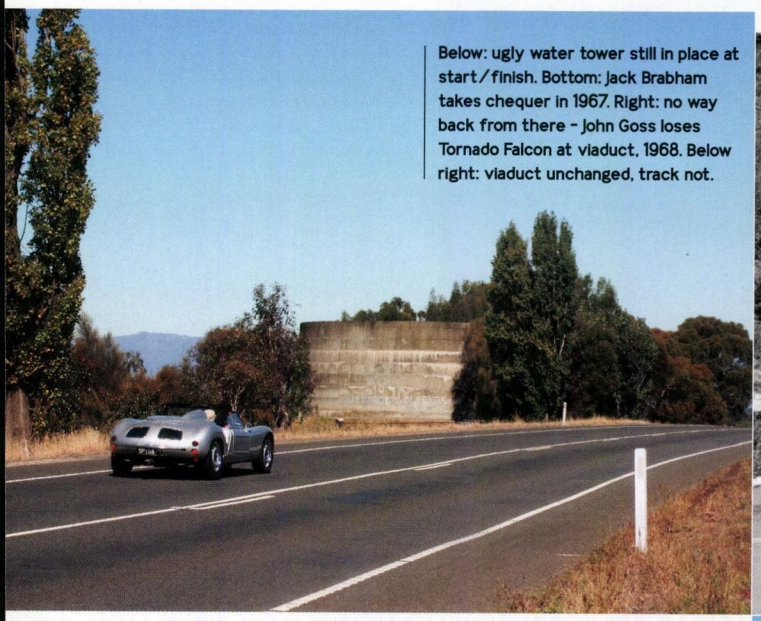
With considerable regret the organisers decided to quit while they were ahead, announcing that there would be no meeting in 1969. It was a wise decision, for the bewinged Tasman cars that appeared that year would have been lethal.

Some 37 years after its last event the 4.5-mile circuit remains tantalisingly complete, although sadly the two trademark bridges have long gone. Their demise, and construction work associated with a revised main road past the town, mean that what's left is effectively cut into five sections and a continuous lap is thus impossible.

But, with a little ducking and diving and backtracking, some 80 per cent is still driveable and it's possible to get some flavour of the original circuit. Quite what it was like in the wet, hanging onto the steering wheel of a Gold Leaf Lotus 49T that was just 500cc shy of full grand prix spec, remains in the realm of the imagination.

The start was on the aforementioned main road, the town's link to Launceston. On race weekend it was a hive of activity with pit buildings, the paddock and the main car park spread out on both sides. Today it's just open fields and there are no clues that anything of significance once stood here, apart from a single concrete block that once formed the base of a footbridge.

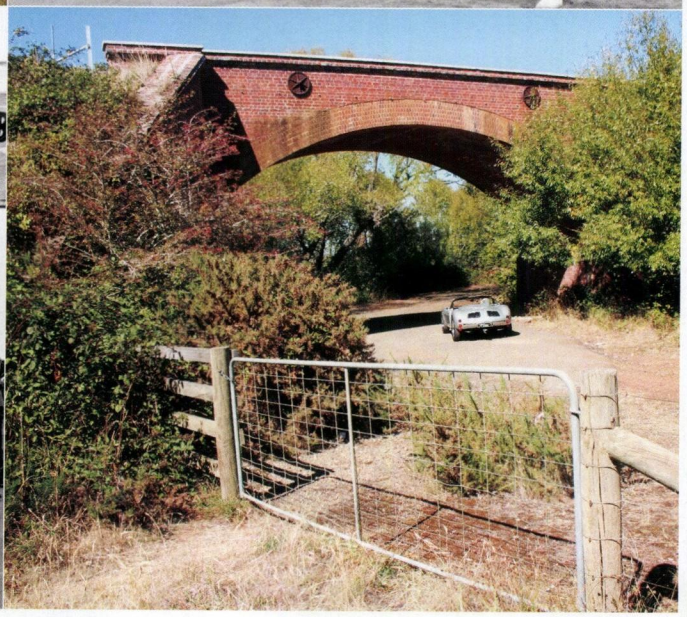
But then just beyond the startline

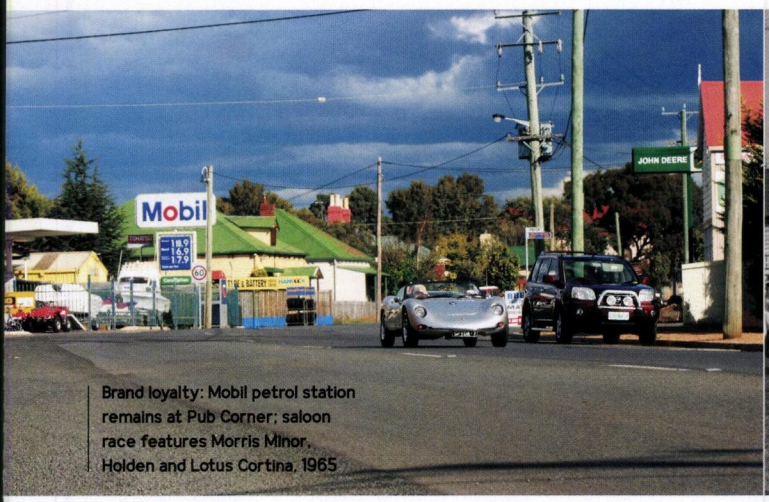




Below: ugly water tower still in place at start/finish. Bottom: Jack Brabham takes chequer in 1967. Right: no way back from there - John Goss loses Tornado Falcon at viaduct, 1968. Below right: viaduct unchanged, track not.







Brand loyalty: Mobil petrol station remains at Pub Corner; saloon race features Morris Minor, Holden and Lotus Cortina, 1965



is the proof that you are in the right place: the unsightly circular water tower that figured in any rear view of the pit straight. It was in this area that one of Longford's two Tasman fatalities took place: in 1965 Rocky Tresise speared off the road just after the start, a week after his legendary mentor Lex Davison was killed at Sandown Park.

Just after the tower the track plunged left, downhill towards the viaduct. That section has been lost to an embankment, but the viaduct is intact and can be reached with permission from a farmer. The faintest shadow of a painted Shell logo is still visible on its red bricks.

Following the left/right shimmy under the railway came the blast towards Kings Bridge and, beyond it, the town itself. Heavily overgrown, this gently curving piece of road is still complete as the construction work left it stranded on private land. It ends abruptly with an earth bank where the entrance to the bridge used to stand.

Traversing the South Esk River now necessitates a lengthy detour to bring you back to the other side of the long-absent bridge. Here cars would take off on the bump and sometimes land awkwardly in Union Street. Visiting American ace Timmy Mayer lost control of his Cooper in qualifying in 1964, hitting a tree with tragic results.

After the bridge the circuit takes a brief run through the outskirts of the town of Longford. There's a sharp right turn onto Wellington Street, around one of motorsport's most famous watering holes – the Country Club Hotel, sometimes known as the Prince of Wales. It was once the social centre of the race weekend, where spectators would stand just feet from the passing cars. On one occasion Davison lost it on the bump, clouted the side of the pub with his Cooper and then popped inside for a brandy!

Next comes the famous jump over the railway line, an obstacle that forever caused headaches for the organisers. It's not a myth – practice sessions and even races really were stopped to allow the trains through, legacy of an ongoing battle between the racing folk and the unsympathetic train company.

Exiting the town we hit the modern main road again. Sadly the original track is now bisected and again a lengthy detour is required to rejoin the old route, although only a few metres of road are actually missing. The fast Tannery Straight, so named because of the industrial works it passed, hasn't changed at all, and nor has Tannery Corner, the tight right-hander at the end. But once again progress is soon halted by an earth bank that marks the former location of the second and most photographed of the twin South Esk crossings, the Long Bridge.

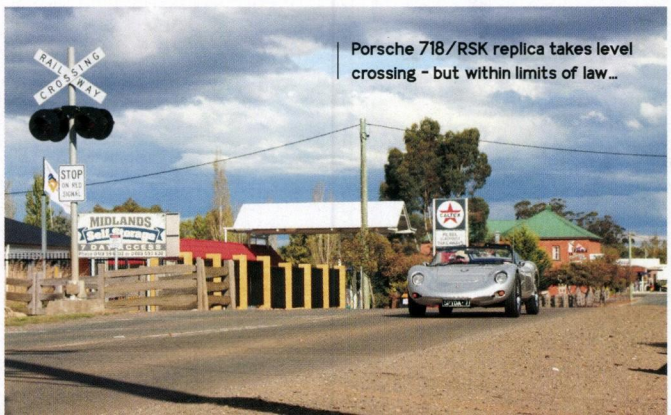
It's quite a trip to get round to the other side, taking in much of the circuit in reverse, but it's worth it. The exit of Long Bridge was a left-handed kink and the road is intact, even if it is overgrown and partially blocked by an electricity substation. Dig around in the undergrowth and you can still find some of the white wooden railings that were a trademark of the bridges.

> 'Lex Davison hit the pub and went in for a brandy'

After Long Bridge comes Newry, another tight right-hander that is followed by a drag uphill. Where that levels out it becomes the Flying Mile, named for obvious reasons – it's an awesome flat-out blast across farmland, between trees and the odd telegraph pole. The record through the speed trap was set in 1965 by Spencer Martin's Ferrari 250LM at 183.6mph...

At the end of the straight is Mountford, a sharp right-hander around a distinctive pine tree that took the track back onto the main Launceston road and the start/finish line. The tree still stands but the corner, where straw bales often trapped the unwary, has been reprofiled for normal traffic.

It's easy to see that Longford was no longer viable for single-seaters, but in retrospect it could perhaps have enjoyed a longer life as a venue for touring cars. As early as 1960 there was a suggestion that the country's biggest event, then known as the Armstrong 500, might go to Tasmania. Alas it was impossible to marry a long-distance race with the strict railway timetable and the race went – via Phillip Island – to another venue that featured fast, sweeping public roads: Bathurst has done rather well from the arrangement...



Porsche 718/RSK replica takes level crossing – but within limits of law...

Meanwhile Longford has slipped into history, its flame kept alive largely by the efforts of publican Denis Jones, who is well aware of the special role that his Country Club Hotel once played. The local authorities have failed to pay much heed to Longford's racing heritage, but Jones has put that right. Memorabilia on display include Mayer's helmet and a marker stone erected in the American's honour, retrieved by Jones from its neglected former position on Union Street. A sports-racing car once campaigned at Longford sits in the window, while the bar is named in honour of Lex Davison and several of his trophies are on display. Touring car teams and fans *en route* to nearby Symmons Plain Raceway drop in to soak up the atmosphere and sink a pint of Boags, the local bitter.

Visits by the Targa Tasmania rally to the town have rekindled motorsporting memories, but with luck the roads may once again echo to the sound of pukka single-seaters. Enthusiast John Hamilton is working hard on a one-off Spirit of Longford Festival, which will see the return of cars and drivers associated with the event. Plans include demos on the surviving sections of track and historic races at Symmons Plain. Hamilton has got tentative support from the right people for a spring 2007 date. Let's hope it comes together.

For more information on the proposed historic festival click on to: www.longfordraces.com



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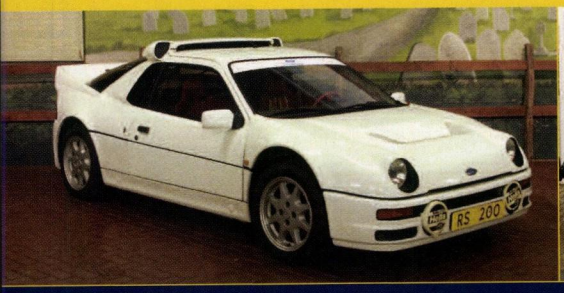






Monday, October 3rd, 2005.
Syon House & Gardens, London.

For further details of this auction and a full detailed list of entries and photographs, visit our website:
www.classic-auctions.com







1964 Alfa Romeo Giulia GT
1929 Alvis Silver Eagle
1935 Alvis Tourer (RHD)
1921 Amilcar (RHD)
1916 American La France Speedster
1966 Aston Martin DB6
1959 Aston Martin DBMk3 Convertible
1935 Auburn 851 SC Boat-tail Speedster
1932 Auburn Boat-tail Speedster
1903 Beeston Humber (Humberette)
1948 Bentley MK6 Special
1926 Cadillac Model 314 Coupe
1931 Cadillac Fleetwood Sports Roadster V12
1930/1931 Cord L29 Convertible
1937 Cord 812 Supercharged Cabriolet
1995 Chevrolet Corvette V8
1929 Chrysler Imperial 80 Roadster
1942 Dodge WC 47
1994 Dodge Viper RT/10
Elden Formula Vee
1912 Empire Roundabout Roadster
1983 Ferrari 400i
1988 Ford RS200

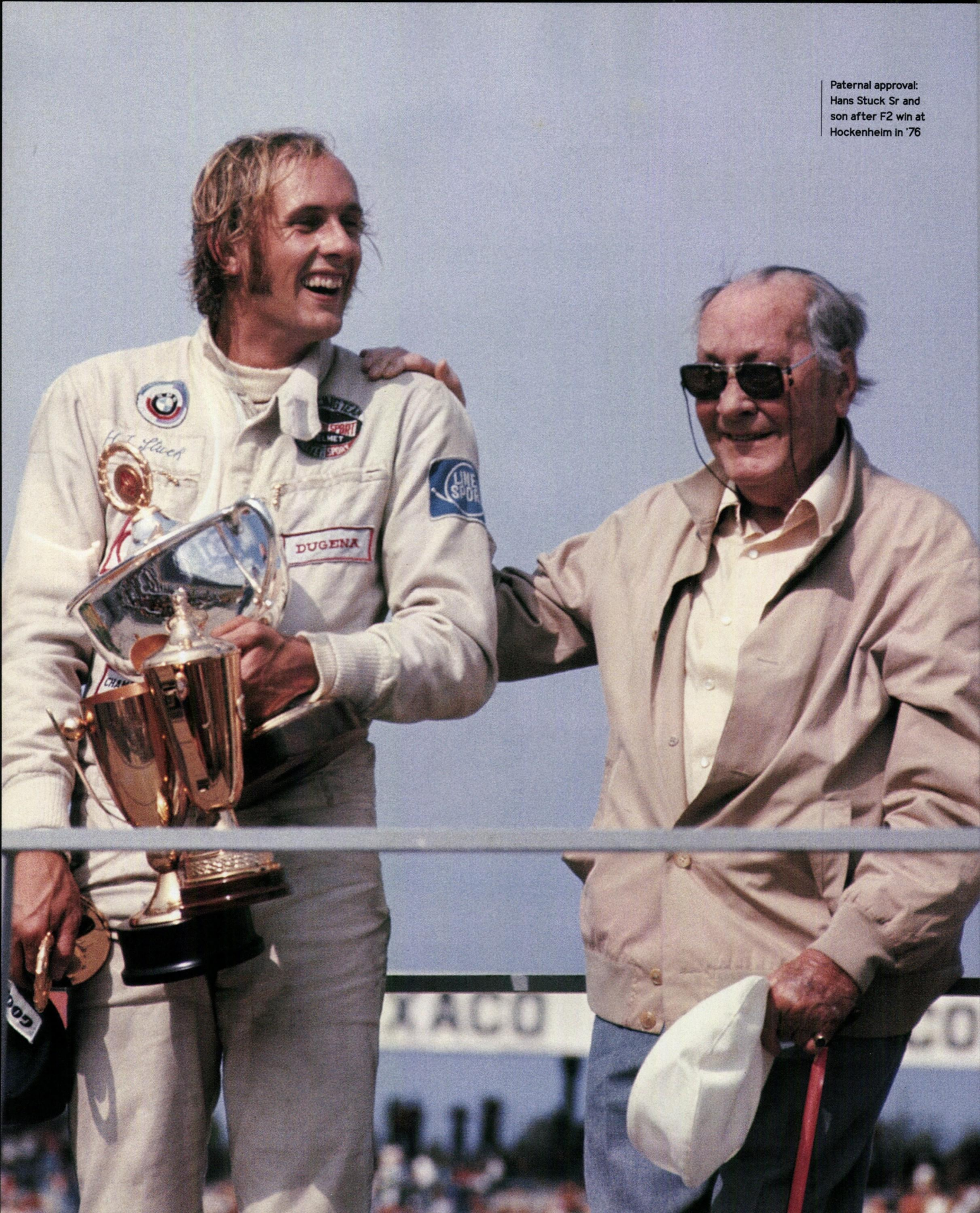
1956 Ford Thunderbird
1931 Ford Model 'A' Cabriolet
1966 Ford GT40 D Coupe MkV
1968 Ford Shelby Mustang GT500
1934 Frazer Nash TT Replica
1926 Hispano Suiza H6B Landaulet
1936 Jaguar SS 100
1957 Jaguar XK140 Coupe
1976 Jaguar XJC 4.2 two Door Coupe
1962 Jaguar Mk2 Saloon 3.8
1962 Jaguar 'E' Type 3.8 Flat Floor Roadster
1955 Jaguar XK 120 Roadster
1963 Jensen 541S Coupe
1973 Jensen Interceptor III
1934 Lagonda 2.0 HC Four Seat Tourer
1967 Lotus Racecar
1924 Marmon Special Racecar 'Big 6'
1971 Mercedes-Benz 280SL
1931 Mercedes-Benz 370S Mannheim
1952 Mercedes-Benz 220S Cabriolet
1951 Mercedes-Benz 220S 4 Door Saloon
1970 Mercedes-Benz 280SE Coupe
1947 Mercury Eight Convertible

1960 MG A 1600 Roadster
1937 Nash La Fayette
1943 Nash Healey Coupe
1912 Napier T46 Fixed Head Coupe
1918 Oakland Model 34 Roadster
1968 Opel GT 1900S
1963 Porsche 356B 1600 Super
1939 Plymouth Coupe
1933 Rolls-Royce 20/25 Sedanca Coupe
1966 Triumph TR4 A 1RS (RHD)
1974 Triumph TR6
1973 Triumph GT6 Mk3
1946 Triumph 1800 Roadster (RHD)
1997 TVR Chimera

Further entries already received include:
1936 Alvis 3.5 Litre MKVI Coupe by Charlesworth
1959 Alvis Speed 25 SC Tourer
1954 Bentley MKIV Sedanca by Gurney Nutting
1969 Jaguar 'E' Type 4.2 Coupe
1949 Land Rover Series 1
1964 Lagonda Rapide
1997 Rolls Royce Silver Spur Armoured Sedan

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CLASSIC H&H AUCTIONS



Paternal approval: Hans Stuck Sr and son after F2 win at Hockenheim in '76

"I sat on two cushions so I could see where I was going and my father was in the passenger seat. I did those first laps of the Nordschleife in a little BMW 700 - I was hooked"

When Hans Stuck Sr let his son loose at the 'Ring it was the start of a great career. By Gary Watkins

DESTINY'S CHILD

Hans Stuck Jr was always going to be a racing driver. You don't have a lot of choice when your father is a pre-war Auto Union ace with a string of grand prix wins to his name, is still competing into his seventh decade and just happens to run the driving school on the Nürburgring Nordschleife. Even less so when he lets you take your first laps of the famous 170-corner circuit at the age of nine.

"I was sitting on two cushions so I could see where I was going and my father was in the passenger seat," explains Stuck. "I did those first laps of the Nordschleife in a little BMW 700, and I was hooked."

Hans Stuck Sr had, at the age of 62, hung up his helmet by the time his son made his race debut, nine years after his first try-out on the most daunting circuit in the world.

"I had to wait until I was 18, because in those days in Germany you had to have a road licence to race," he says. "I did a 300km event in a BMW 2002 at the 'Ring in 1969. The 2002 had a mechanical throttle linkage that used to pop out whenever the car landed hard after taking off. I stopped 17 times to fix it on the way to finishing third."

A successful part-season with a 2002 run by BMW tuner Hans-Peter Koepchen in 1970 included a victory in the first Nürburgring 24 Hours with Clemens Schickentanz that attracted the attentions of the BMW factory. The first, admittedly short, stint of three spells as a works driver with the Munich marque began before he was whisked off to Ford by its new competitions boss, Jochen Neerpasch, to mount a successful assault on the German DRM series in a Capri RS in '72.

IN AT THE DEEP END

There can be few drivers with so little single-seater experience prior to lining up on the Formula One grid: Stuck's open-wheel career had spanned just six starts when he made the trip to Buenos Aires for his grand prix debut in January 1974.

Stuck's rapid rise from touring car coming-man to F1 driver came courtesy of two lucky breaks: first Neerpasch switched from Ford to BMW, which was just beginning its long association with March in Formula Two, and took his star driver with him; then two months later Jean-Pierre Jarier decided that he'd rather drive for Shadow than stay with March. Suddenly 23-year-old Stuck, who had dovetailed an ETC campaign with a handful of F2 appearances in 1973, was promoted to the F1 squad before he'd even made his first start as a full-time member of its junior formula team.

Stuck recalls a baptism of fire in the Argentinian Grand Prix: "I remember going out for first practice. I thought I was doing OK, going around the fast double-right 'Curvón' at the back of the circuit in fourth gear. Then Emerson Fittipaldi came around the outside of me as though I was standing still. I thought I'd better go home at that point, but I knuckled down and gradually learnt my way around."

WIN OR YOU'RE OUT

As ultimatums go, it was to the point: win or you are out. Stuck had secured his big F1 break with Brabham after the death of Carlos Pace in a light aircraft accident at the start of 1977. Two podiums and a mixed season in the BT45B later, Bernie Ecclestone delivered the bombshell ahead of the late-season United States Grand Prix.

"Bernie told me that if I won the race at Watkins Glen I would have a contract for the following season," explains Stuck. "If I didn't I'd be out of a drive."

The German did half the job by claiming pole position for the only time in his F1 career and then led the early laps, but he knew long before he spun off on lap 15 that he would be leaving the team. "The clutch cable broke just after the start and from that point I knew I had »





Top: on way to F2 Deutschland Trophy in March 762, 1976. Above: Stuck 'n' Bell, star duo in Rothmans Porsches. Below: Capri magic at '72 Nürburgring 1000Km LAT



no chance," he recalls.

Stuck underachieved during an F1 career that petered out with seasons at Shadow and ATS, but he has no regrets about turning his back on single-seaters before his 29th birthday. "I didn't want to stay with that crazy man Günther Schmid at ATS and I didn't have any better offers, so I walked away from F1. I knew that outside F1 I could race much more competitive machinery."

Stuck had never left the BMW fold and eased straight back into a full-time ride. He dovetailed a campaign in the BMW Procar series with Ron Dennis's Project 4 squad with a season racing a Schnitzer 320 Turbo in the DRM.

STRIKING GOLD

"If you're an F1 driver, your dream is to drive a Ferrari. If you are a sportscar driver, you want to race for Porsche." Stuck fulfilled the second of those ambitions in 1985. And so began arguably the most successful period of his career.

"The year before I'd been driving a BMW 635CSi in the ETC, but they appeared to be concentrating on F1 with Brabham," he says, "so I felt there wasn't much of a task for me anymore. I knew Stefan Bellof was leaving to focus on F1, so I phoned Porsche. They said they thought I had a lifetime BMW contract, but after I told them that wasn't the case we did a deal in five minutes. I'd been racing a 956 for the Brun team in 1984 and had won the Imola 1000Km when Stefan drove with me at Brun, so Porsche knew exactly what I could do."

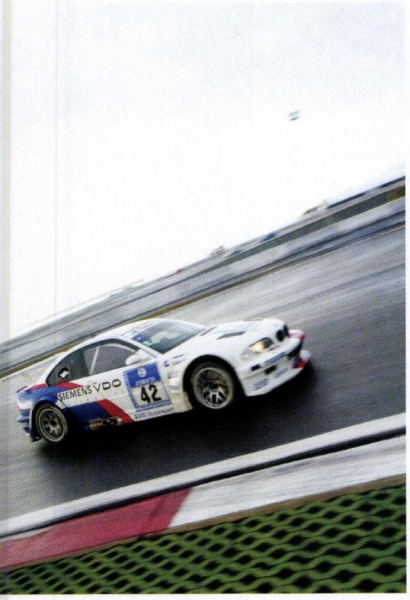
It was the start of a beautiful relationship that continued until the end of 1997. In that time, Stuck became a world champion, twice won the Le Mans 24 Hours and secured back-to-back titles in Germany's own sportscar series, the Supercup. Factor in five more podiums at Le Mans, two victories with customer teams in the Sebring 12 Hours and a brace of wins in the Global Endurance GT Series as late as '96, and it is easy to understand why the name Hans Stuck will forever be associated with Porsche.

Yet Stuck has other reasons for looking back fondly on his time with the Weissach manufacturer: he may already have been a superstar when he arrived, but it was only while he was there that he became the complete driver.

"I learnt so much at Porsche," he explains. "Peter Falk [race director] would let you go in a certain direction when you were developing the car, even though he knew it was







Left: F1 with March co-founder Max Mosley in 1974. Above: Still winning! Stuck at 'Ring 24 Hours last year. Below: in BMW CSL, '74 'Ring Six Hours



wrong. There has always been a special way allowing the drivers to gain experience at Porsche.

"I also learned a lot because I drove so much. I was the main man for a long time: I don't think anyone drove more miles in a 962 than me."

'BEST' BUDDIES

"Our car used to say 'BEST' on the side. It wasn't just short for Bell and Stuck; I think it described our partnership as well." So says Stuck of the driver with whom he shared all his major triumphs in the halcyon Rothmans Porsche era: "Derek Bell was my favourite team-mate from my days at Weissach."

It is no secret that Stuck and Bell formed a strong friendship after teaming up in '85 and remain close to this day. They claimed no fewer than six world championship sportscar wins, notched up a pair of Le Mans 24 Hours triumphs and, by rights, should have claimed World Endurance Championship crowns together in both '85 *and* '86. The works team had skipped the Norisring Supersprint in '86, so Bell and Stuck found drives in privateer 962s. Both finished outside the points, but the Briton came home four places ahead of his good friend and, courtesy of a bizarre tie-break rule, was handed the crown at the end of the season even though they finished equal on points.

"This aggravated me for about six months," offers Stuck, "and then I forgot about it. Your second world title is never going to be as important as the first."

The pair's Le Mans triumphs in 1986 and '87 were achieved with Al Holbert, another favourite Stuck co-driver. "Al was underestimated as a driver," he says. "He wasn't only fast, he was very gentle on the car. He was very good on fuel consumption and looked after the tyres."

Austrian Jo Gartner was another driver rated by Stuck, particularly after they triumphed at Sebring in a Bob Akin-entered 962 in 1986: "Jo was very technical, very strong on set-up and very quick. I recommended him to Porsche and I know they were talking when he was killed at Le Mans. That makes his death even more of a tragedy. He could have achieved great things."

QUICK IN A QUATTRO

Think Hans Stuck and several images come rapidly to mind: a Capri RS hooking a wheel over a kerb at Spa-Francorchamps, a BMW CSL in mid-air at the Flugplatz or a 1000bhp turbo M1 Bimmer being hauled back from some incredible angle. Yet a driver who spent much of his formative years sideways went on to achieve great success in four-wheel-drive machinery both with Audi and, very briefly, Opel. "No oversteer! I liked four-wheel drive from my first lap in the Audi," says Stuck. "I reckon I was up to speed in five laps."

Stuck hadn't been sold on the idea when Audi boss Dr Ferdinand Piech called to tell him that the Ingolstadt marque was stopping rallying to go racing: "When he told me they would be racing an Audi 200 quattro, I wasn't very impressed. Then they showed me the car I would be racing in the US [in Trans-Am] and I jumped at it."

The move to Audi from Porsche was effectively a free transfer between two closely-connected German makes. Remember, Piech is also a member of the Porsche family. "When Audi asked if I could do some races in the US, Porsche set me free because they no longer had a full programme in Europe.

> 'No-one drove more miles in a 962 than me'

But whenever I was needed by Porsche, Audi would release me. There was an unspoken word that I would drive a Porsche at Le Mans."

Stuck was a multiple race winner in the Trans-Am silhouette series and in IMSA GTO the following season in the 90 quattro, but his biggest success came when Audi switched to the DTM with the so-called V8. A total of 11 wins and the 1990 title explain why Stuck is happy to say: "I put my years at Audi up there with the other successful periods of my career."

NO BERGER BEEF

"Gerhard Berger called me into his office and asked how old I was. When I told him I was nearly 48, he shook his head and said, 'Too old to be a racing driver'." Stuck appears to bear no grudge when he explains how his Le Mans career was brought to a premature end after the former grand prix driver took over at BMW Motorsport prior to the 1999 season. But then he did get the last laugh more than four years later: "When BMW decided to bring out the V8-powered M3 GTR for the 2003 Nürburgring 24 Hours, Berger had to call up and ask if I could drive. That was nice."

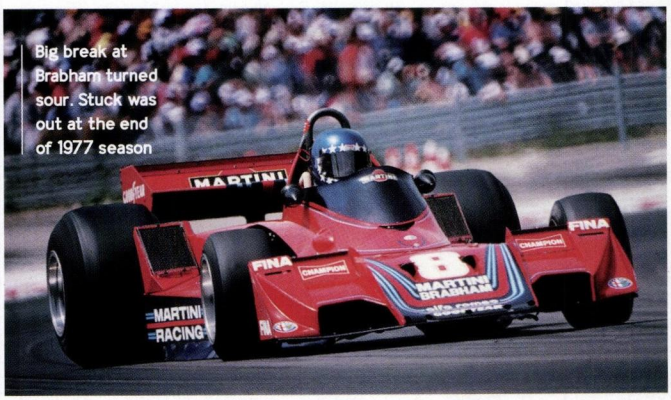
Stuck had been brought back to BMW by Karl-Heinz Kalbfell, BMW Motorsport boss back in the '80s and now a board member. "Kalbfell and I had kept in touch and he always used to say that he would find a way for me to 'come home'. There was stuff like a secret M5 DTM car in the early '90s that never happened."

Stuck was already talking to Kalbfell about driving a new sports prototype designed and built by Williams, BMW's new F1 partner, when it became clear that his days were numbered at Porsche. The deal was done even before Porsche motorsport boss Herbert Ampferer told him that his services would not be required for 1998: "You should have seen the look on his face when I told him that I had signed for BMW four weeks before!"

REBORN IN THE USA

One door closed at BMW, another opened. Denied the chance to race the BMW that went on to win Le Mans in 1999, Stuck was sent across the Atlantic to drive for the BMW North America-backed Prototype Technology Group, and another successful period began.

"I enjoyed those years in the US," says Stuck, who took four wins in the GT class of the American Le Mans Series in 1999-2001. The last two came with the M3 GTR, the same car with which he went on »

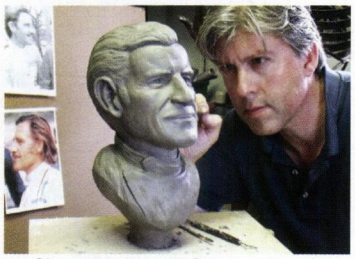


Big break at Brabham turned sour. Stuck was out at the end of 1977 season

Schlegelmilch xpbcc LAT



Peter Close Sculpture





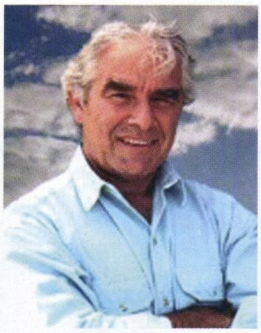
Peter Close was born in Somerset in 1959 where he now lives and works at Quarry Farm near the village of Long Sutton. A lifelong motorsport fan and past competitor in Formula Ford and Mini seven, Peter is creating a collectors series of portrait sculptures depicting legendary drivers from the 1930s to the present day. The series is divided into two catagories, miniatures and limited editions. Both are cast in the same high quality cold-cast bonze and bear the signature of the artist. The limited editions also come with a certificate of authenticity.

Peter is happy to undertake commissions, his most recent being a life-sized bust of Mr. Tom Wheatcroft for the Donington Grand Prix Collection.



www.peterclose.com Phone - 01458 241930

Brian Sapsford ILLUSTRATIONS



Brian Sapsford has been involved with the graphic industry since 1954. Starting out as a photographic retoucher (when it was done manually!), he mixed this business with competitive motorcycle racing from 1963. He competed in two Isle of Man TT races in 1967and 1968 riding an AJS "7R" and a Norton 500 Manx.

In 1966 he emigrated to Canada and raced Formula Ford for a season before returning to England in 1972.

Since then Brian has continued to blend illustration with technical knowledge and enthusiasm, currently conducting his own GT40 replica rebuild project.

Brian has mixed these qualities of graphic technical ability, experience of racing and engineering capability to produce these illustrations, and will soon be adding further works to his specialist water colour pencil portfolio. Hope you enjoy them!



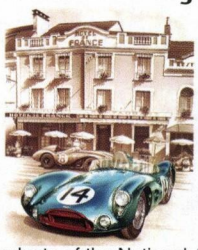


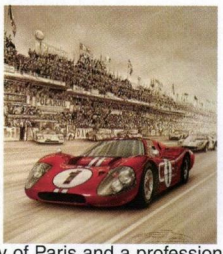


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François Bruère





I am a graduate of the National Art Academy of Paris and a professional artist, painter, sculptor and designer with more than 20 years experience.
I was born in Le Mans France on the day of the world famous race and was raised in a family of car collectors, and my father was the president of the American Car Club de France.

I am the official artist of the Le Mans 24 hours and I also created posters for great races: American Le Mans Series USA, Fuji in Japan, Targa Florio but also Villa d'Este Concours d'Elegance in Italy or the Geneva Car Show in Switzerland.

I am actually working on a series of 10 stamps about the Gordon Bennett Cup for the French Post and illustrating 2 books on the 100 years anniversary of the Automobile of Endurance races and paintings for car collectors in Europe, Japan and USA...

My work has been published in several articles as well as on television. I currently own my publishing company that sells my art editions worldwide. My paintings and sculptures are on exhibit in museums in France and famous car collections. Major clients also include General Motors, Harley Davidson, Audi and Honda... I am a recent participant at the Meadow Brook Concours d'Elegance, and in 2003 I received the Passion of Motoring Award.







www.orpheograff.com

Tel: 02 43 77 18 77 / 33 243 771 877 **Email**: francois.bruere@orpheograff.com

Steve Tubb



Steve Tubb works out of a studio in the heart of Wiltshire. His motoring influences stem back to early childhood, where he helped with his father's classic car business. The heroes of Steve's youth; Jim Clark, Stirling Moss, Mike Hawthorn and the like have now become his subjects. Whether it be portraits of the great drivers, capturing them in action or simply the cars themselves, Steve covers them all.

Classic motorcycles and World War Two aircraft also feature in Steve's work. The pictures are all originals, with most being in oil, although the occasional pastel piece can be seen. The oil paintings are then painstakingly dried for up to six months, before being varnished and framed.

Some subjects are taken from well-known images, but many are his own compositions. Commissions are welcome, with some finding interesting homes, including Jennifer Tudor Owens, as featured in the book Lady Racers. Recently Bud Ekins, Steve McQueen's friend and stunt double, took delivery of his personally commissioned Indian Motorcycle painting.

To discuss your requirements, or to view Steve's current collection, please give him a call or check out the website.







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to claim another big endurance win in last year's Nürburgring 24 Hours. "Driving a car like that in your 50s, with team-mates like Jörg and Dirk Müller, is something that I can only describe as a little bit of magic. To win the 24 Hours again at the 'Ring last year was amazing.

"If someone looks at the history books and sees that this guy Stuck has won that race three times – in 1970, 1998 and 2004 – they would never believe that it is the same person. I feel privileged that I still race with a factory contract at my age."

So what does the future hold? "Long-distance races for now," says Stuck, who is a class winner this year in a Schubert Motors M3 in the Nordschleife's dedicated series, the Langstreckenmeisterschaft. "I'm going to Dubai in January to do a 24-hour event. I am a BMW driver and an ambassador for the company. I don't see any other programme for me right now."

There is something else on the horizon, however: a return to single-seaters. Stuck will join the likes of Alain Prost, Emerson Fittipaldi, Nigel Mansell, Alan Jones and other F1 veterans in the Grand Prix Masters pilot race at Kyalami in November. "I can't wait to do it," says Stuck. "I drove one of my old F2 cars a couple of times at the vintage event at Lime Rock back in 2001-02. I enjoyed it so much that I thought, 'Where have I gone wrong for the past 20 years?'"

THIRD GENERATION

Where else could Stuckie bring his career to an end? It has to be on the Nordschleife, and a plan is already in place: the 2009 Nürburgring 24 Hours won't just mark his 40th anniversary as a driver, it also offers the chance to contest the event inextricably linked with his name with a third generation of Stuck racers.

"Johannes is already racing and is doing the German Mini Challenge one-make series, and my little one, Ferdinand, is in his third season of karting in Germany," explains their father. "He's 14 now, and 2009 will be the first chance for him to do the 24 Hours. The plan is to do it all together, in a BMW of course.

"That would be a proud moment for any father, but I also think we will be doing something unique for one of the 24-hour races in Europe. There has been an Andretti family team racing at Le Mans: Mario and Michael shared a Porsche with John, which was father, son and nephew. We will be a father and two sons. I don't think that's been done over here before."



'I'm privileged to be with a factory team at my age'



LAT Schlegelmilch

Top: Sharing with Thierry Boutsen in Porsche 911 GT1, 1996. Right: Stuck thrived in 4WD DTM Audi in '90. Below: flying high in smokey March in '75



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Grand Precursor

A hundred years ago France hosted the final Gordon Bennett Cup. It would be the end of the first set of international motor races; because of the restrictive rules the ACF had unilaterally announced that it would henceforth run a 'grand prix'. The GB Cup was effectively dead, but that did not stop the French from planning a very tough event for the final running. Ignoring practicalities like infrastructure and influenced by Michelin, whose base was at nearby Clermont-Ferrand, they plotted a tortuous 86-mile circuit through the volcanic highlands of the Auvergne.

The job of organising the event fell to the AC d'Auvergne. In mere months the committee arranged all the facilities of a major international event in a wild backwater. The entire circuit was resurfaced and three road bridges built, along with grandstands for thousands of spectators. It was a huge effort: a local contractor even bought an entire forest to supply timber. Using the club's records, its current director Patrice Besqueut has compiled a fascinating book on the 1905 race and its run-up, and we present some of those images here.

Coupe Gordon Bennett 1905, Editions du Palmier, ISBN 2 914920 45 8





Above: Henri Farman was lucky to escape unharmed when his Panhard-Levassor went off the road during the elimination trials. He and his mechanic were flung out of the car and ended up in the branches of a tree, shaken but undamaged. It was the end of their attempt, and as their team-mate failed to qualify this was another make out of the Cup: only three cars from each country could compete in the race itself

Left: guests at the Hotel du Cratère are in a prime position to watch Théry, the eventual winner, through one of the track's 3000 corners on his Richard-Brasier. His 11259cc machine produced 96hp and had the advantage, like all the French cars, of having already tested on the Auvergne circuit, since the French eliminating trials were held there. Note the flimsy spectator fencing, and the onlooker's dog

Below: a pitstop. Cagno waits in his 16-litre FIAT as his pitcrew toil to change all four tyres. Three mechanics to a wheel, plus one each to replenish oil and water, make for a chaotic scene. Michelin also established tyre depots around the circuit, with a specialist crew and a specific jack for each type of car. The firm's own team could change all four tyres in three minutes. And that does mean tyres, not wheels...



Editions du Palmier and Patrice Besqueut

ROYAL NAVY

RESERVES

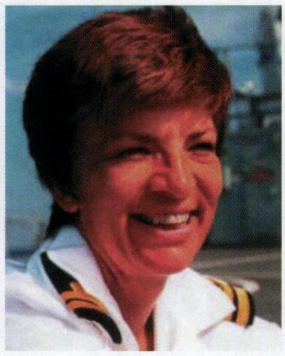


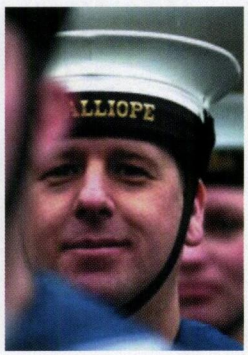
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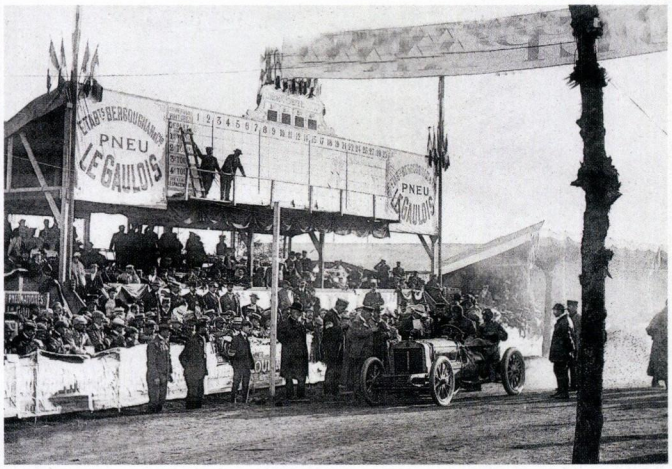
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Above: at the start-finish line on the empty plain of Laschamps grew the "village of canvas", housing the cars and teams. There were grandstands for 10,000 spectators, plus restaurants, bars, souvenir stalls (Michelin offered a huge range of promotional goods from paper cups to crystal vases), snack kiosks and local produce stalls. The press stand, complete with telephone connections, could handle 300 journalists

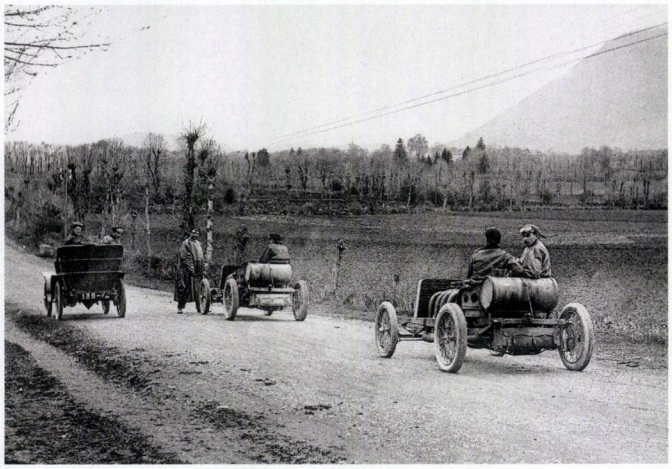


Left: testing the facilities. Three weeks before the big day, the race committee tries the temporary bridge erected at Laqueuille. Railway lines crossed the circuit in three places, requiring level crossings to be temporarily replaced by timber bridges. At 360ft, this was not the longest - the one at Vauriat measured 410ft long. Several footbridges were also built, as well as timber barriers at the riskier bends

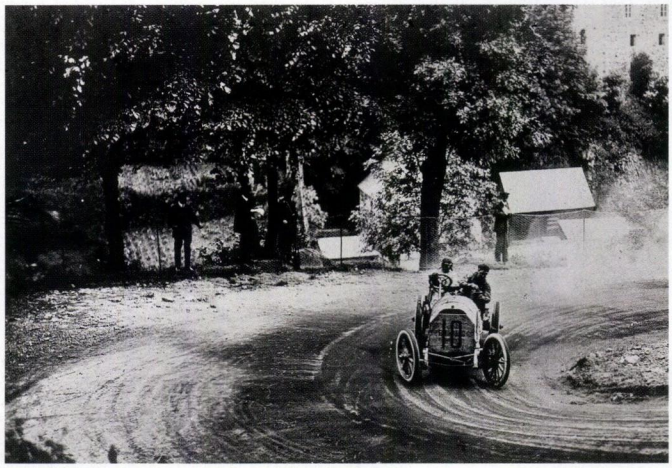


Right: the moment of truth. It's 6am, yet the stands are packed to watch Théry depart, bearing the number 1 as victor the previous year. The rest of the 18-car entry will set off at five-minute intervals to tackle a circuit on which a good lap lasts the same time as an entire modern GP - and four of them means that Théry is going to be aboard for over seven hours. His winning average speed was 49mph

Above: this bend in the village of Herment soon became known as 'Donkey Corner'. During the reconnaissance period this local beast of burden took a dislike to the noisy cars and would run onto the road trying to plant a vicious back-kick to the vehicles - or any unfortunate pedestrian. His latest victim is picking himself up in the background. Livestock was a big problem: each team had to put 200 francs into a 'death fund'



Right: Team Darracq explores the course before the eliminating trials. The 86-mile circuit remained open until the race itself and locals, who had probably barely seen a car before, were warned to pull in "at the first blow of a horn". The 85hp Darracqs, here running without bonnets, were advanced for the time, with an overhead-valve 9896cc 'four', shaft drive to a four-speed transaxle, and a low centre of gravity

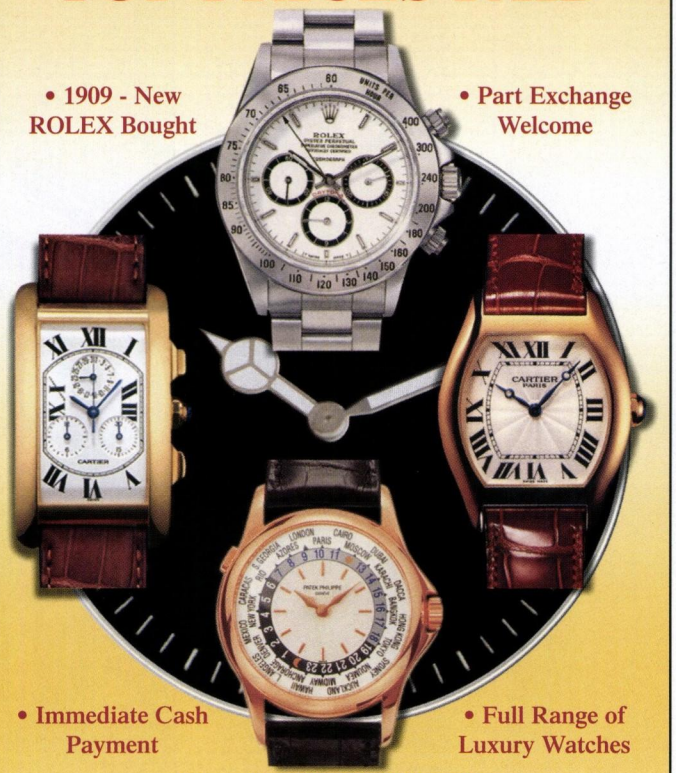


Left: hairpin bends were frequent on the course, one or two even requiring reverse gear. This is Alessandro Cagno manhandling his massive FIAT, with rear-wheel brakes only, around one before unleashing 110hp through the massive chains. His team-mates were the great Vincenzo Lancia and Felice Nazzaro, both of whom rivalled Théry for speed but suffered mechanical delays. Italy's race colour at this time was black

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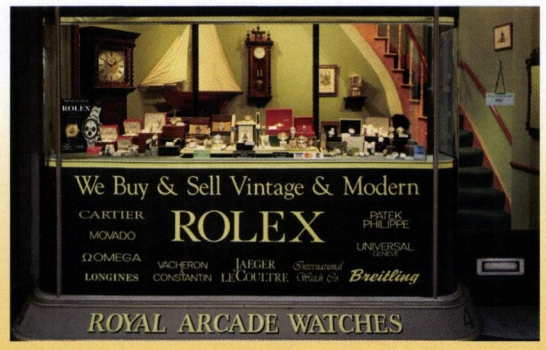
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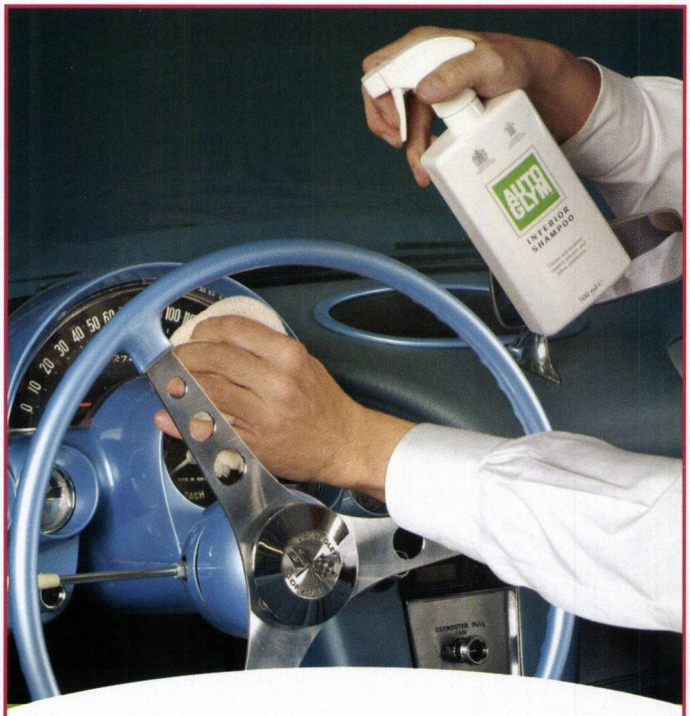
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Finally, with a synthetic chamois, (we prefer our own **Aqua Dry**) you can then remove any excess moisture. Leaving all the windows open helps this process, provided, of course, it isn't pouring down with rain!

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McLaren MP4/2

Two brave design choices brought dominating success, the car's designer tells Keith Howard

In Formula One the 1980s were McLaren's decade. From 1980 to '89 the team won no fewer than five drivers' and four constructors' championships thanks to two remarkable cars from two different designers. Gordon Murray's later MP4/4, which with minimal changes became the almost-as-successful MP4/5, was covered last month. Here it's the turn of the car which vaulted the newly reconstituted McLaren International into the front rank of grand prix racing: John Barnard's MP4/2 of '84, which in MP4/2B and MP4/2C guises was still the car to beat in '85 and '86.

Two things set the MP4/2 apart: first was its carbon composite chassis, which Barnard had pioneered in the original MP4; second was the Porsche-designed and built TAG V6 turbo engine, which McLaren commissioned from the German manufacturer to a tight brief. Barnard envisaged an engine specifically designed to permit the most efficient underbody aerodynamics, and insisted that Porsche adhere unswervingly to the dimensional limits he specified. When the flat-bottom rule was hurriedly introduced for 1983, the Barnard masterplan was undermined, but not fatally: the car still won 12 out of 16 races in '84 in the hands of eventual champion Niki Lauda (five wins) and frustrated runner-up Alain Prost (seven wins).

The story might have been very different but for the interventions of Williams's Patrick Head and Marlboro's John Hogan, as Barnard recalls: "I'd finished the Chaparral Indycar project and was just starting to get involved with Hector Rebaque's team when it went pop. I told Patrick I was looking for a job and the next thing I knew Ron [Dennis] phoned up. His Project Four operation was running customer F2 and F3 cars but he wanted to get into F1, so we agreed that I would start designing an F1 car while he went looking for finance.

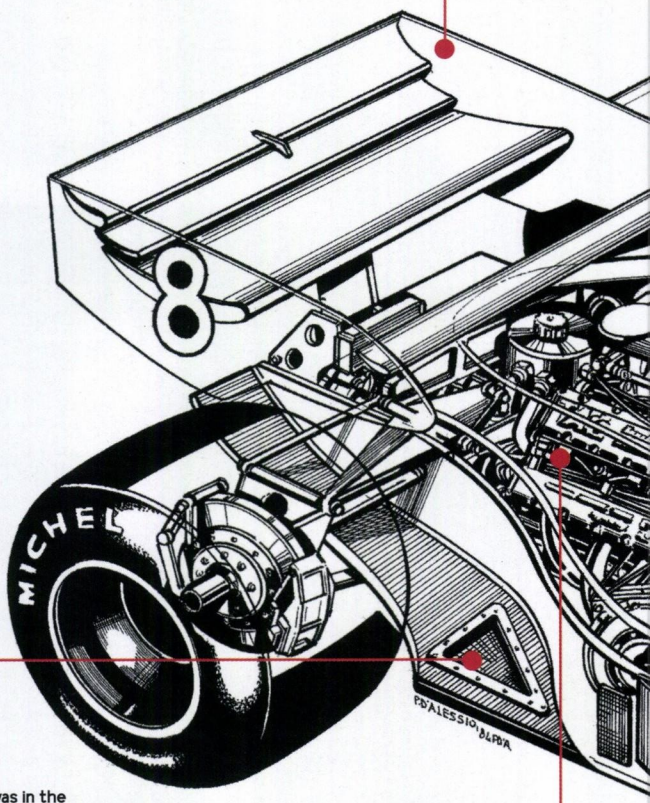
"We were almost at a point at Project Four where the F1 effort was going to have to stop because Ron had exhausted his potential sources of money when Marlboro said we could carry on if we got together with Team McLaren. McLaren had been in a steady decline and Marlboro, their main sponsor, was getting unhappy. Project Four was also sponsored by Marlboro for its F2 and F3 cars. Really it was John Hogan at Marlboro who pulled the two sides together."

McLaren International, formed in late 1980, was the result. And the rest really is the stuff of F1 history.



Paolo D'Alessio, LAT

Twelve wins plus drivers and makes titles validated Barnard's bold design



"Initially the turbo inlet was in the footstep of the coke bottle - that triangular grille you can see in the drawing. It was in quite a high-pressure region but the snag with it was that a lot of grit used to get blasted down into it from the rear tyre, despite the grille, and this damaged the impeller blades. So I got KKK, the turbo manufacturer, to make right and left-hand turbochargers for us. They thought I was nuts but I was then able to mount the turbos front to back, so I could take the inlet from just behind the intercooler. I have a feeling the drawing is wrong in that the car already has the turbo inlet in the sidepod side panel behind the intercooler, so I don't think it would have had the grille in the floor. That would have been deleted."

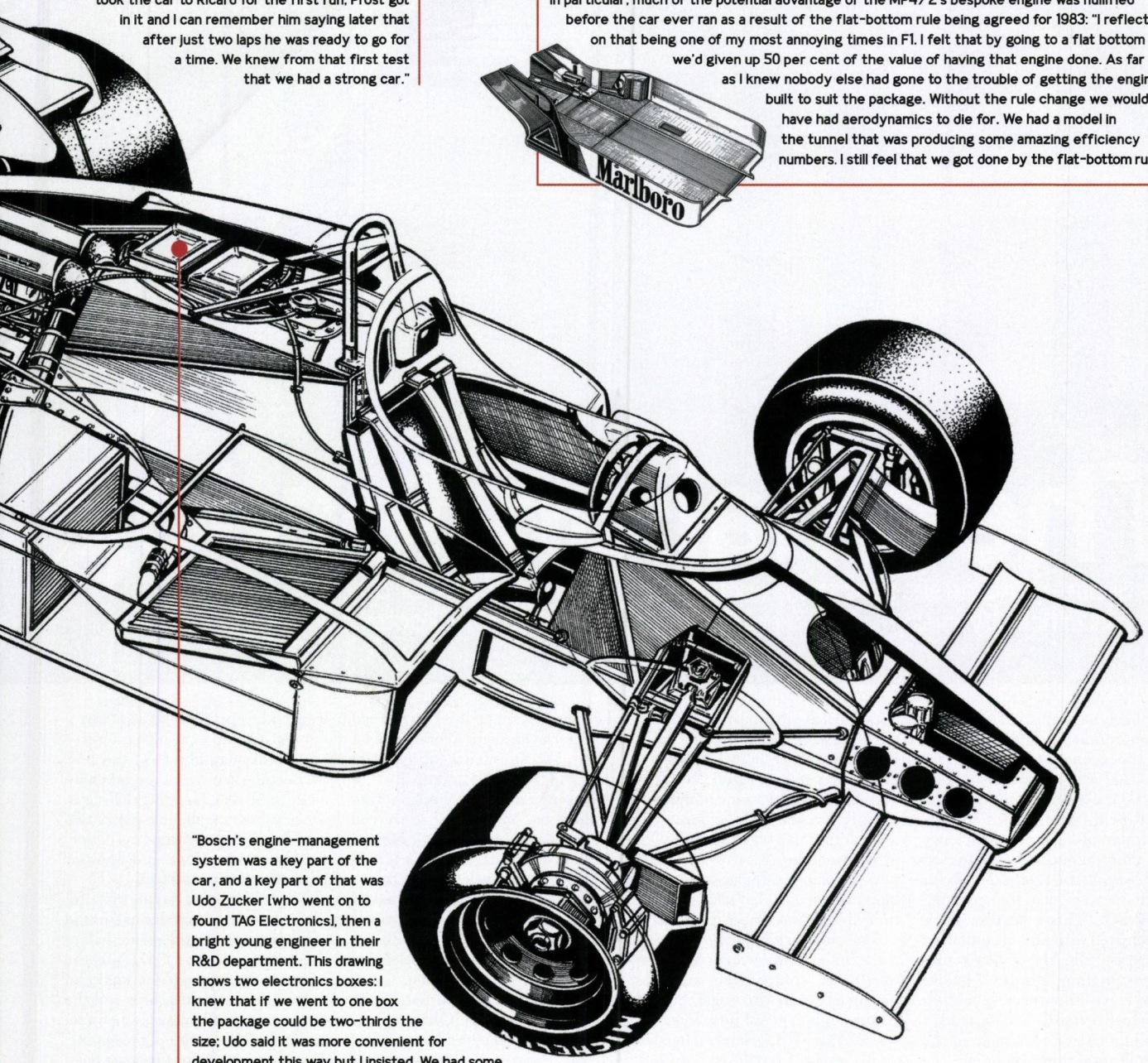
"When it was obvious that we needed a turbo Ron and I looked at BMW's four, but I wasn't prepared to put tubeframes on the back of the monocoque to support it. The other option was the Renault V6 but again it involved certain compromises. So we went through all the people we thought could make an engine for us, and went to Porsche. They said, 'Here's the price.' We didn't have vast budgets but we broke the costs down to a point where we could afford to buy the design, which I think cost us about DM1 million."

One of the few teething problems was a difficulty with engine starting: "We had a very small air starter which slid into a channel in the sump to engage with the flywheel. We had starting problems for a long time until we discovered that the body of the starter was turning inside the tube because we hadn't got it fixed properly. It was as silly as that. As soon as we sussed this we had no more problems. Daft things like that can cause you all sorts of embarrassment."

"We had a pretty good wind tunnel set-up by then and I think we were well ahead of the other teams in terms of what we could do with our model - the way we could anchor and move it. So we had faith in our aero numbers. The combination of rear wing, winglets and diffuser worked tremendously on the MP4/2. That, to my mind, has always been the key: a car that has loads of grip at the back. The drivers build confidence in it immediately and, so long as you can dial out the understeer, you're going to have a quick car. That's what happened. We took the car to Ricard for the first run, Prost got in it and I can remember him saying later that after just two laps he was ready to go for a time. We knew from that first test that we had a strong car."

BOTTOMED OUT BY A RULE CHANGE

"By then ground effect was the big thing and everybody was working to get more from it," says John Barnard. "One way I could see was to make the chassis much narrower at the bottom. That meant a big loss of torsional stiffness so I decided that we needed a new material. I went to see British Aerospace, who were making cowlings from carbon composites, and decided to use that. I had to learn how to design with the material - it was completely different to metal. We made all the tooling and then found that the only people we could interest in wrapping and cooking the tub were Hercules in Salt Lake City. We shipped the tools to them and they sent back a raw monocoque that we had to fettle and bond together from five components - a main outer shell, a seat back, two internal panels and a bulkhead." Frustratingly for McLaren, and Barnard in particular, much of the potential advantage of the MP4/2's bespoke engine was nullified before the car ever ran as a result of the flat-bottom rule being agreed for 1983: "I reflect on that being one of my most annoying times in F1. I felt that by going to a flat bottom we'd given up 50 per cent of the value of having that engine done. As far as I knew nobody else had gone to the trouble of getting the engine built to suit the package. Without the rule change we would have had aerodynamics to die for. We had a model in the tunnel that was producing some amazing efficiency numbers. I still feel that we got done by the flat-bottom rule."



"Bosch's engine-management system was a key part of the car, and a key part of that was Udo Zucker [who went on to found TAG Electronics], then a bright young engineer in their R&D department. This drawing shows two electronics boxes: I knew that if we went to one box the package could be two-thirds the size; Udo said it was more convenient for development this way but I insisted. We had some initial problems with the electronics, the classic case being the last race in '83, where we ran the hack interim car I'd been forced to do mid-season [the MP4/1E]. We were quick and frightened everybody, including Renault. We were leading the race with only a handful of laps to go when a tiny relay failed on the electronics and put us out. I found out later that it came off a 2CV or something like that, and threw a wobbly about it. But Udo did a bloody good job."



photography by Glenn Dunbar/LAT

Thermal underdog

This Sunbeam Alpine shocked the French hosts by winning the Index of Thermal Efficiency at Le Mans. Richard Heseltine goes back to its Rootes

It's unlikely to feature in any round-up of motor racing milestones: 16th place and second in class at Le Mans 1961. But, as expectation-defying acts go, the Rootes Competition Department's victory in the concurrent Index of Thermal Efficiency with this Sunbeam Harrington Alpine should be celebrated, if for no other reason than for upsetting the French. This was, after all, a prize created with the sole intention of ensuring the locals won something – anything – in the 24-hour Grand Prix d'Endurance, regardless of where they finished on the road.

And much ado was made of the 'Index Energetique' at home, the patience-challenging regulations being principally based on fuel efficiency using a formula relating to the distance covered over the 24 hours, the amount of fuel used and the weight of the vehicle. Perseverance doesn't necessarily mean worthiness, but in this instance drivers Peter Procter and Peter Harper completed 2182 miles and averaged 91.4mph, spending just under nine minutes in the pits. A remarkable achievement considering this was a steel-hulled production sportscar with a 1.6-litre pushrod engine up against purpose-built machinery. That said, 'production' didn't always mean 'standard'.

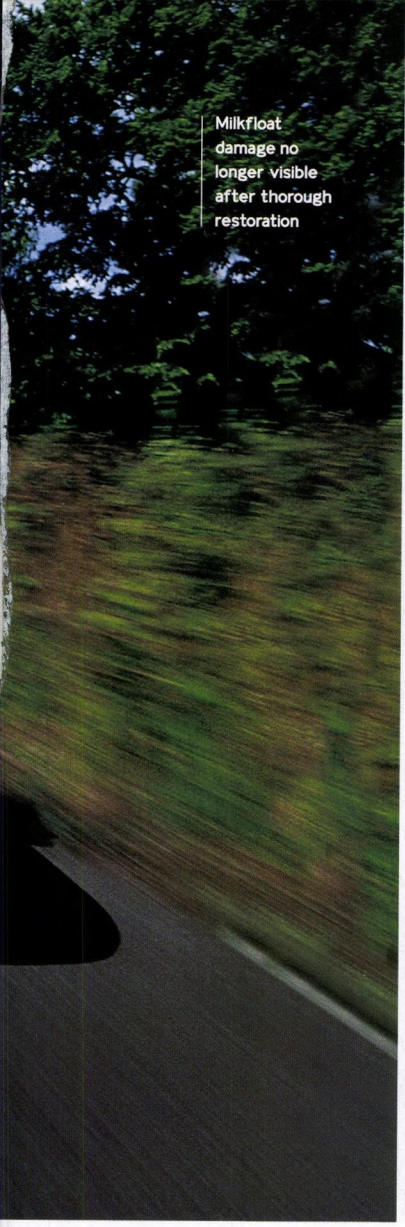
The suggestion of campaigning the Alpine at Le Mans was down to Rootes competition manager Norman Garrad who, together with young engineer (and future Ferrari sportscar ace) Mike Parkes, headed up the project from the end of 1960. Procter recalls: "There was some doubt over whether or not we would do the 24 Hours. Peter Harper and I were sent to the MIRA proving ground with a regular-bodied Alpine and told to drive it around there for 12 hours. If it didn't break we would then get an entry for Sebring and Le Mans. We thrashed it for hours on end and I seem to remember us averaging around 100mph. Garrad scolded us, saying, 'What are you trying to do, blow it up?', but the beauty of Rootes's products was that while they weren't the fastest cars out there they were reliable. Anyway, Garrad went back to the factory and informed Lord Rootes of how we'd got on. He was delighted that the car hadn't broken."

So three cars were dispatched to Florida in March '61. Only one lasted the distance on the bumpy airfield circuit, Procter and Harper finishing third in class – behind two MGs. Not the sort of publicity Rootes was after, but the US arm made the most of it, trumpeting how the Alpine had been fastest in its 'price class'.

Then came the April Le Mans test weekend. The Sebring veterans – bumperless and wearing hard tops – proved desperately slow, the best overall time being 24 seconds behind a 1-litre Abarth. Hedging their bets, the decision was made to enter two cars for the race proper: an outwardly standard one and another more distinctive variation.

Enter Thomas Harrington Ltd. This Hove coachbuilder had found some fame during the earlier half of the century. By the early '60s the business incorporated a chain of Sussex Rootes dealerships and the firm was lent official blessing for an attractive GT variant of the Alpine, one of which was to form the basis for the Le Mans challenge.

After initial preparation at the Rootes Competition Department at Ryton, 3000 RW was sent to Hove where the doors, bootlid and bonnet were reskinned in aluminium. In a



Milkfloat damage no longer visible after thorough restoration



Original dash still in place within stripped out cabin; 105bhp engine surprises with performance (below)







major departure from the standard car, the ally nose area was unique, with recessed headlights and a very low front apron that went right back and below the sump. This incorporated an inlet for the oil cooler below the radiator inlet. Unlike the regular Harrington coupés, the glassfibre roof fitted here featured a vent to the rear, Perspex side glazing affording additional weight loss. A huge filler cap in the rear side window led to a 22-gallon tank immediately behind the drivers, and in a quest for economy the 1652cc 'four' was fitted with twin down-draught Solex carbs instead of Webers in the run-up to the race.

Qualifying didn't prove simple, scrutineers insisting that the rear wheels should be shrouded as they were not allowed to protrude beyond the bodywork. This done, the car made the start, while the

'He put the butts in the ashtray before Arnage'

essentially stock sister car of Peter Jopp and Paddy Hopkirk was soon hobbled by overheating problems. By half distance it was out of the race, according to Garrad "because of overdrive problems", some period reports claiming it had run its bearings. Truth is, the car was disqualified after oil was added before the regulation 25-lap interval – precisely to stop bearing failure.

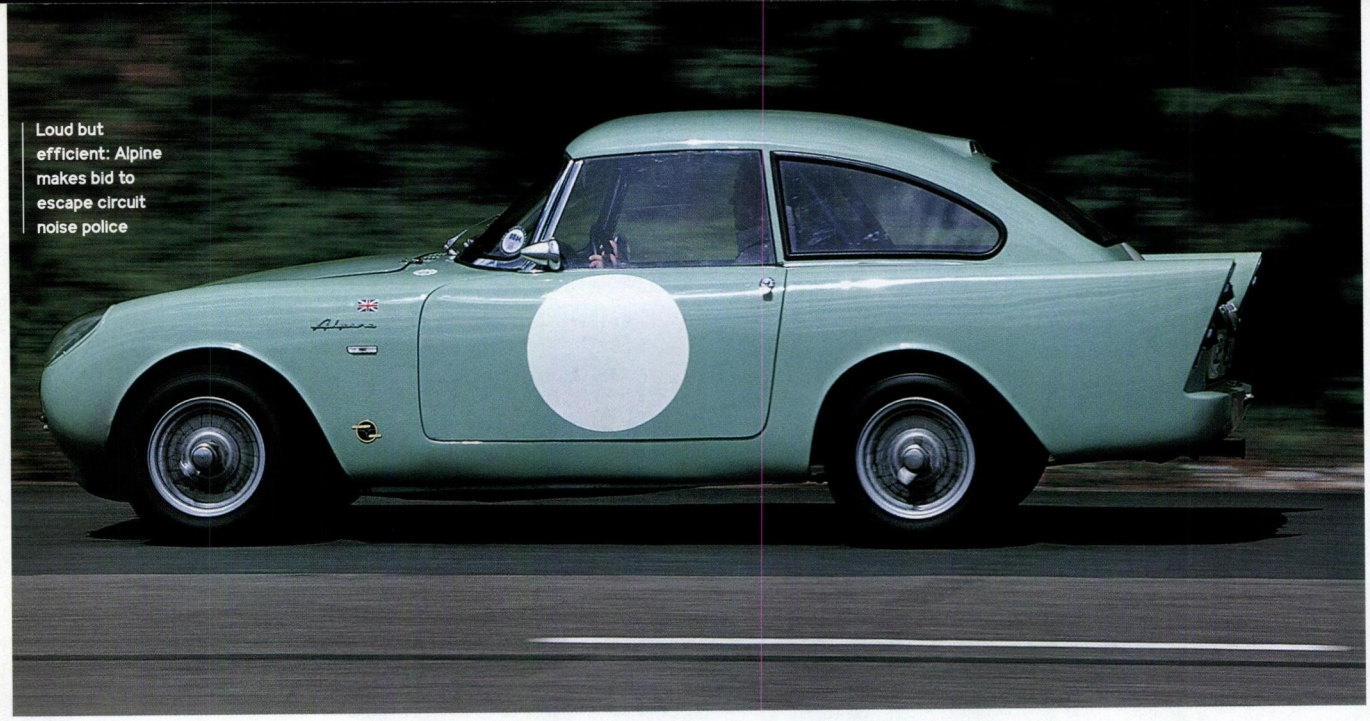
So Rootes's hopes rested on the Harrington coupé. Fortunately, the car ran with metronomic regularity. Procter: "We barely had to change the tyres and I don't remember the oil filler being opened once. It was a lovely car and so easy to drive. No power, but you would just wind it up and let it drift through the corners. We set a constant average and stuck to it, hoping for a class win, but it was pretty obvious that we couldn't stay with the Porsches so we just settled in for a finish."

There was, however, one slight flaw in the plan. "Peter Harper was a keen smoker and the thought of spending so long between cigarette breaks was too horrible to contemplate," laughs Procter. "He used to light up going down the Mulsanne and then stick the butts in the ashtray before Arnage. Well, I used to chew gum and then stick it in the ashtray. I remember Peter giving me a right rollicking over that!"

Ashtray etiquette aside, there were no further problems. The duo found themselves leading the Index of Thermal Efficiency in the later stages, although story has it that when John Wyer paid a visit to the Sunbeam pit to inform Garrad that he stood a good chance of claiming the prize he was met with a quizzical 'Index of what?'

Nonetheless, Rootes took away the silverware, although this success wasn't confirmed until after the race. Procter: "They didn't complete all the tallying up for about an hour after we'd finished so we never got to make it onto the podium with all the quick boys – a bit of a shame."

So, after its one and only competition appearance, the Harrington toured Rootes's outlets before being sold as a road car. After passing through various hands it suffered the ignominy of having its unique front end destroyed after connecting with a milk float. The Sunbeam then went to ground before Clive Harrington (son of former MD Clifford) located the by now »



Loud but efficient: Alpine makes bid to escape circuit noise police

bruised and battered remains in a West Midlands field in 1974, the front panels by then replaced with standard Alpine items.

Wanting to own some form of link with his father's firm (Rootes had taken over the business in 1964), Clive bought the car three years later before embarking on a comprehensive stripdown. Despite having been left open to the elements it was nearly complete, right down to the race engine bearing the experimental number EXP421. By the early '90s Harrington was in a position to restore the car, roping in Rod Jolley to recreate the distinctive frontal area, with former Brabham man Richard Miles – who'd built engines for Sunbeam's 1962 Le Mans attack – fettling the mechanicals. Since the car was completed Clive has raced it sporadically, including a couple of outings at the Goodwood Revival.

Photographs don't really lend a sense of scale. The Harrington really is dinky, like an Aston DB5 that's been shrink-wrapped. Finished in its original Seacrest Green, it's not exactly pretty, more pert and cute. Instantly endearing too. You'd be hard pressed to see where the aluminium starts and the original metal ends: take off the roundels and kill switches and it could pass for a production car.

A sense that's less immediately obvious inside, the Alpine's cabin recognisable but shorn of any extraneous baggage, with minimalistic door furniture and exposed transmission tunnel. The regular dash is in place minus the original, very large tacho. Despite the pedals being offset to the right it's comfortable, although taller drivers will probably find their heads making contact with the exposed glassfibre matting.

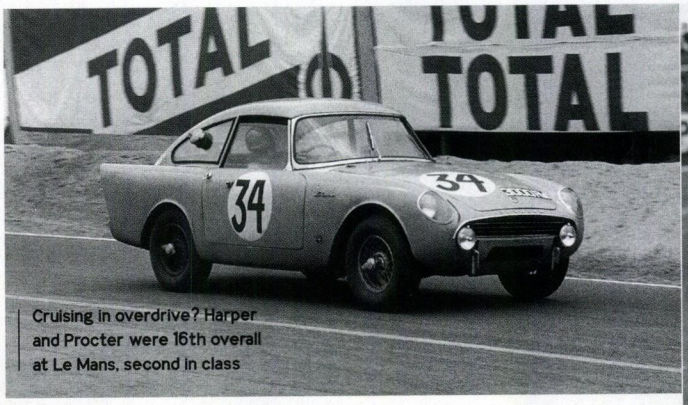
As Castrol R tickles your nostrils, the Sunbeam is barely audible at idle. Only when you flex the vivid green throttle pedal do you usher in any commotion, the rorty backbeat attracting the attention of the circuit's noise police ("You do know there's a 100-decibel limit, don't you?" "Pardon? Can't hear you.").

'It's dinky, like a shrink-wrapped Aston DB5'

With around 105bhp on tap, initial acceleration isn't all that swift and there's a bit of a gulf between second and third, but in the mid-range the Harrington picks up and goes. At around 4500rpm (there's another 1000 left before the red line) in fourth you're flying, with overdrive top just a lever-pull away. Procter reports that he and Harper pretty much left overdrive engaged for the duration and you can see why: it'll cruise quite happily in the low three figures all day.

And it's just so faithful. The steering is wonderfully meaty, which makes it that much easier to explore the handling. On narrow rubber it drifts without any real effort and you don't have to constantly apply lock to counter the tail as it steps out under hard cornering. There isn't enough power to get into any real trouble so it flatters even hacks. Only camber changes upset the chassis, the racing boots prompting it to tramline a little over zitty asphalt, but even then it's a doddle to correct. The factory four-speeder has quite a long throw but you would have to be totally hamfisted to bungle your changes; the brakes are reassuringly progressive with decent pedal feel, although in period this was one area drivers found lacking.

So it's still an Alpine, albeit an exceptionally well-sorted one. The Sunbeam's trump card is its ease of use. Though not the fastest car ever to grace the Circuit de la Sarthe, it's doubtful that many could produce its sort of consistency. Nothing did in period and, tellingly, the Index of Thermal Efficiency was canned within a few years of the two Peters lifting the spoils. It may not be woven into motorsport lore, but it was an English victory. In France. They don't come any sweeter. M



Cruising in overdrive? Harper and Procter were 16th overall at Le Mans, second in class



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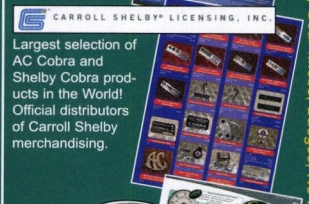
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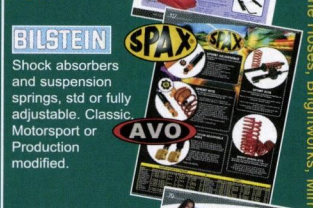
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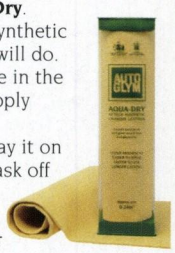
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6000 miles to Caracas

The Gran Premio de la América del Sur almost forced Fangio to quit racing, as Tony Watson relates

Monday, November 8 1948: Oscar Gálvez has been leading the 5950-mile Gran Premio de la América del Sur since the first leg from Buenos Aires – nearly three weeks ago. It is now only 420 miles to the finish line in Caracas, and he is starting this final leg with a lead of two and a half hours over his nearest pursuer, Juan Gálvez, one of his younger brothers. No need to risk things then as, barring mechanical glitches and as long as there's sufficient fuel along the road to feed the thirsty V8 in front of him, he should be celebrating victory by early afternoon.

But temptation for a final do-or-die effort to Caracas is finding its way into some of his rivals' last-minute plans, due to a hefty jackpot that is now up for grabs for the winner of this leg. There is talk of huge prize money, several tens of thousands... in dollars. This is the day's prospect ahead of him and riding helper Federico Herrero, aboard their self-prepared Ford coupé, on a typically torrid South American morning while they wait to be flagged away.

The 1948 Gran Premio de la América del Sur – call it 'La Buenos Aires/Caracas' – was quite unique, and without doubt the continent's lengthiest open-road car race to date. By far. No special stages combined with road stages in this case. Instead there were 14 legs, which were flat-out all the way (spread over 20 days, five of them so-called rest days but in fact required by the crews for servicing their cars) on interminable, dusty plains and over mauling, rock-strewn mountain roads, the route winding its way northwards through Argentina via Bolivia, Perú, Ecuador, Colombia and right up to the Caribbean shores of Venezuela's capital city, Caracas. Among these were a good amount of car-balancing miles over the Andes' mountain paths, usually with about 200 litres of fuel slopping around behind the crews' backs.

There were no fewer than 141 entries. It was now three years since the end of WWII and the supply of spares – tyres especially – was back to normal in South America, the event representing the chance of a lifetime, not only for the pros but also for an army of lesser-knowns wanting to take part in this 'one-off' adventure. Drivers and their families had been pooling their resources, and many of the entrants had organised huge barbecues and the occasional soccer match in their towns, the local population happy to have assisted and paid for an entry fee. Absolutely nothing like having a home crew in the event, representing your town.

Pre-event favourites included the Gálvez brothers (Oscar and Juan), Juan Manuel Fangio and his great friend Domingo Marimón (father of future Maserati works driver Onofre), with Eusebio Marcilla, Pablo Gulle, Uruguay's Héctor Supicci Sedes and several others also in the frame for victory. It boiled down to a Ford versus Chevrolet contest, with the Mercury, Lincoln, Buick, Plymouth, Nash and De Soto marques also represented.

The late-evening start on Wednesday, October 20 in downtown Buenos Aires, from the ramp in front of the Automóvil Club Argentino's mammoth building, was quite a sight, with massive crowds forming human chains on both sides of the streets for mile after mile. Heading the crews off just before midnight, with number 1 proudly painted on his 1939 Chevrolet, was up-and-coming Balcarce driver Fangio, accompanied by his pal Daniel Urrutia. The night was clear and there were no side winds – good news when it came to manhandling the two-ton, top-heavy and tail-happy cars in the dark.

Exiting Buenos Aires the roads continued to be engulfed by enormous crowds, the intermittent glow of the small fires along the way giving them the appearance of an interminable barbecue party, »



Marimón and Duhalde cross the line in Caracas. Little do they know they have won



The Chevrolet of Fangio and Urrutia, before their disastrous accident

with the cars flashing past at just under 100mph. Fangio and Oscar Gálvez fought for the lead during the initial 300 miles until the future five-time World Champion encountered condenser trouble during the night. Making use of his knowledge of the roads due to his frequent journeys in the area required by his business as an undertaker, Domingo Marimón took over Fangio's challenge for the lead. A hundred miles before Salta, after nearly 12 hours' racing and at about 85°F under the arid scenery's few trees, the two were still neck and neck until two punctures delayed Marimón. Fangio was over four hours behind after having to change his car's mashed differential on the roadside, aided by an onlooker who lent him parts from his own car.

Gálvez was fastest over the slow gravel roads of the second leg to La Quiaca, Argentina's most northerly town. Typical of him, his careful planning had entailed practising the assembly of his car's transmission over and over again, blindfolded. After all, there were no floodlights to be seen in the Andes, where they were now heading. The following day the 94 remaining crews made their way into Bolivian territory en route to Potosí – 300 miles further up the road – and the elder Gálvez continued to lead the way, with Fangio this time suffering a broken halfshaft. While competitors congregated for late-night supper in Potosí the mood was sombre – news had filtered through about one of the crews falling down a precipice and meeting their death.

Sunday, October 24 was a 340-mile haul west towards La Paz, on Bolivian soil and still climbing, towards Lake Titicaca. With engine heat and dust pouring into the cars, this time it was Juan Gálvez aboard his dark blue Ford who was fastest, while Marimón finished a minute behind and Oscar Gálvez remained ahead on aggregate, despite hitting a large rock and needing to stop to repair his car's steering.

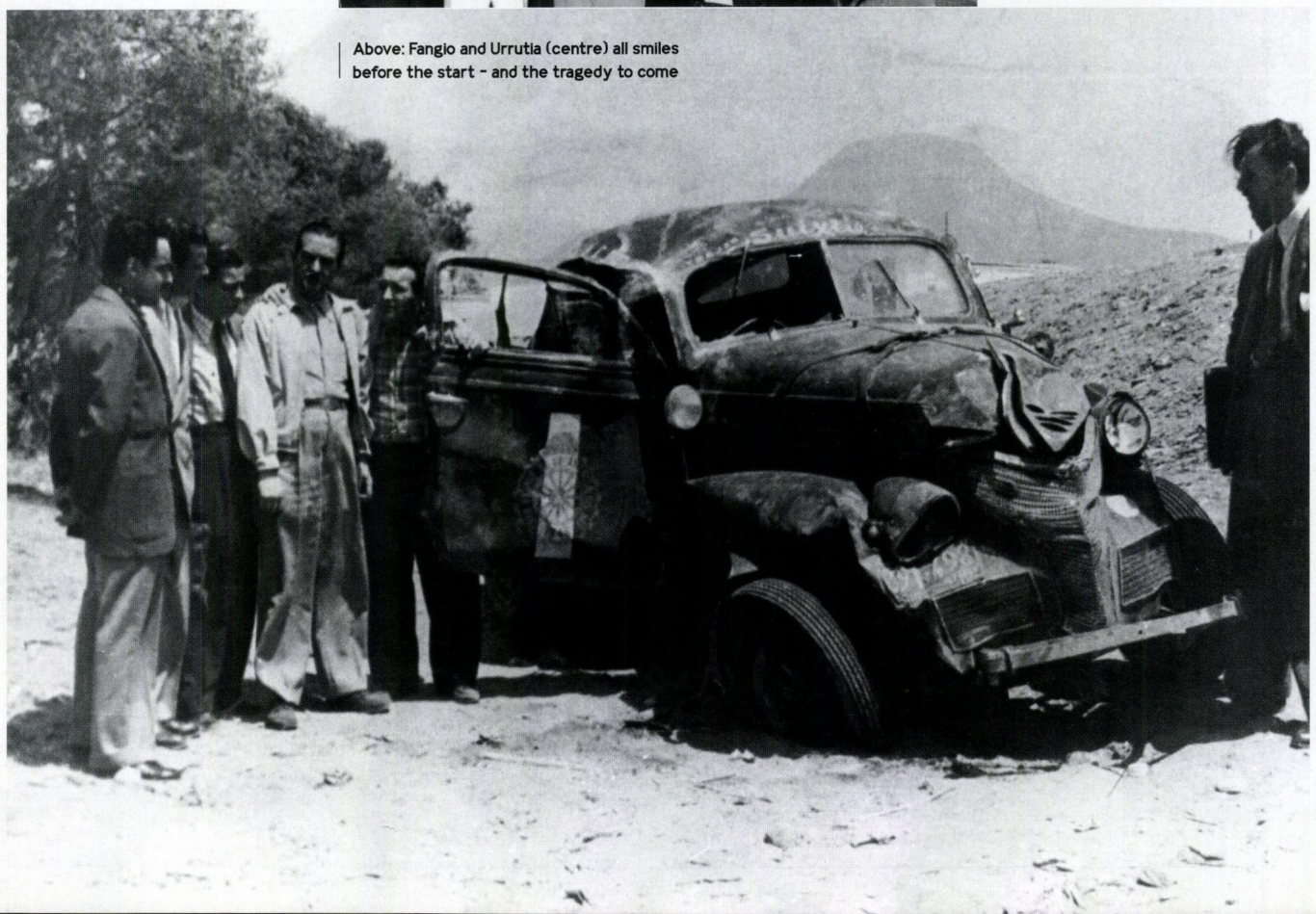
'The crews left early to avoid the gunfire in Lima'

From 40th on aggregate Fangio dominated the next leg, an all-out, 340-mile drive west from La Paz to Arequipa in Perú. The day's climb over the Andes, peaking at 4600 metres above sea-level, was tough as hell, with the Gálvez brothers keeping in front during the first miles until the climbing began. At that point Fangio stamped his authority on the proceedings after clambering past more than 30 cars. After a 'rest' day came a 678-mile trek from Arequipa to Perú's capital city, Lima, during which Oscar Gálvez further increased his advantage.

There the drums of war awaited them in the shape of a military coup making its way up from the country's southern region. The starting hour for the 820-mile seventh leg to Tumbes should have been 5am on Friday, but the sound of gunfire around Lima meant a last-minute change of plan: to get them away from the shooting as quickly as possible the remaining 66 sleep-deprived crews were awoken and ushered off from 10pm on Thursday night at 10-second intervals.

To cap it all, mist blowing in from the Pacific Ocean meant visibility was reduced, although Fangio again gave it his all, so much so that he missed his mid-leg refuelling point. Exiting a village in the middle of nowhere just before 5am – and with Oscar Gálvez only metres behind – a left-hander caught Fangio out. The Chevrolet rolled down an embankment, with spares and wheels – and even a spare gearbox – flying around inside the car. He hung onto the steering wheel, but his riding helper Urrutia had nothing to grab onto and was flung out. Oscar Gálvez overturned almost simultaneously at the same spot and, after helping Fangio out of »





Above: Fangio and Urrutia (centre) all smiles before the start - and the tragedy to come

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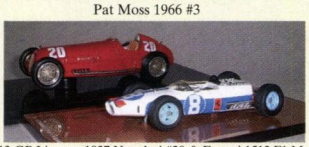
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Spread the polish over the bodywork with the cloth, using large circular motions and apply to one area at a time, like a door or half the bonnet.

Section by section, cover the whole car. You don't need to rub hard but make sure you are thorough.

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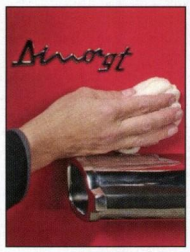
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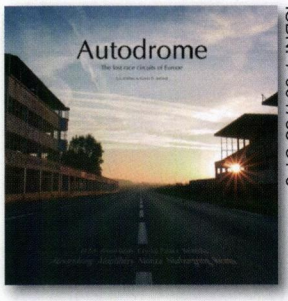
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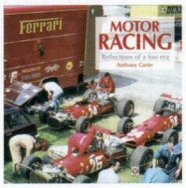
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Gálvez wins leg five, from Bolivia into Perú, but needs a push in Caracas (below)



his car, was urged by the latter to continue the event. Urrutia was found badly injured in the surrounding darkness, some way from the destroyed Chevrolet. Moments later Marcilla came to the rescue, forgetting about his own victory aspirations to carry both of them to a nearby hospital, but Fangio's good friend Urrutia died shortly after. Marimón and several other drivers wanted to retire, so as to see Fangio through his convalescence in Perú. But from his hospital bed, via a radio message, he managed to convince most of them – Marimón included – to continue.

Marimón again considered quitting the event during the following day – on winding and mountainous roads between Guayaquil and Quito, in Ecuador – when a broken half-shaft further delayed him, but riding mechanic Pedro Duhalde convinced him to give it another chance. The next leg was a mere 242 miles, steep climbing at first followed by some miles on a plateau and then a rapid descent into the town of Pasto, now on dusty Colombian soil. Marimón fell further behind when a wheel parted company with his Chevrolet, but after retrieving it from the bottom of a precipice he retained third place on aggregate, several hours behind the Gálvez brothers. Then it was over some relatively low-altitude Andes passes and on to the Colombian capital of Bogotá.

'Gálvez flashed past his brother and down a bank'

Starting the final day, Oscar Gálvez's aggregate time was just over 105 hours, with the chequered flag awaiting him in Caracas, not much more than eight hours away. As the cars trickled into Venezuelan territory, Juan Gálvez flashed past his brother and disappeared into the horizon until falling down an embankment, luckily without injury to him or his riding helper, Desiderio Avila. The final leg's tempting jackpot had taken its first victim.

When Oscar arrived he tried to tow Juan's car out, giving his Ford's engine a real hammering until a lorry arrived and finally managed to finish the job. Oscar now heard ominous noises emerging from his bonnet – add a slipping clutch to this and Caracas suddenly seemed a mirage.

Victor García, ninth on aggregate, was first to reach downtown Caracas – and the coveted prize money – at lunchtime, followed by the Chevrolets of Marcilla and Marimón. Meanwhile, the local broadcaster was announcing that Oscar Gálvez had stopped not far out of Caracas and that his formerly invincible bright red Ford coupé was being pushed on uphill stretches by a spectator's car. Marimón was already celebrating an unexpected overall second place, but now some were whispering in his ears that he could end up as the winner. Winner? Marimón shrugged it off with one of his hearty laughs. After all, he began the morning nearly five hours behind Gálvez, and everyone in the business knew the Ford driver was capable of repairing an engine on the roadside in much less time than that.

With darkness looming, Gálvez stubbornly reached the finish line in Caracas, free-wheeling down the avenue towards the line, his car's engine well and truly silent. According to the rules, all cars must reach the finish under their own steam; the Ford's radiator was stone cold. Which meant that the victor's laurels finally went to an incredulous Marimón. But there was little time to celebrate as he soon set off for Perú in his Chevrolet coupé to see how Fangio was recuperating. And there he found a man, nearly a fortnight after his accident, still shocked by the loss of his friend Urrutia, considering forgetting about a career in motorsport, thinking of just heading back to Balcarce to concentrate on his garage business.

Dave Coyne: *the ultimate cult hero*

He left a trail of battered egos in his wake, but his brilliance was never rewarded. Marcus Simmons drops in on his car dealership







He was the great alley-cat bruiser of 1980s British motorsport, a stocky bundle of stunning car control, racing savvy and ruthlessness who at various stages of his career saw off or outpaced Ayrton Senna, Elio de Angelis, Andrea de Cesaris, Stefan Bellof, Martin Donnelly, Bertrand Gachot, Mark Blundell, Paul Tracy, Bernd Schneider, Eddie Irvine, Alain Menu, Gil de Ferran, Adrián Fernández, Alex Zanardi, Christian Fittipaldi, Heinz-Harald Frentzen, Jason Plato, Laurent Aïello and Damon Hill.

Today Dave Coyne, aged 47 and considerably more than stocky – "I've put on three stone since I was racing!" – is reclining behind the desk of his office at his Stratfields car dealership just north of Basingstoke. It's a place of air-conditioned refuge from the 30-degree heat outside, though the Stratfields flags (no pikey bunting here) are beginning to flutter, heralding the impending storm approaching from the west. Sometimes he gets recognised by the occasional would-be car buyer, but his is a life far removed from the contemporaries he raced – and beat.

Don't feel sorry for him, because he's fine about it. Even when he was racing he was dealing cars, something that possibly prevented him from pursuing his racing career with the rabid determination (off-circuit, anyway) of those he routinely thrashed on the track. "I always had to earn money," he explains. "I always had a big mortgage. I didn't come from a rich family. Even when I was in karting I was sponsored by people I drove for. Of course that's all right, but you've still got to earn money to live. But that's life isn't it? You can't change it."

From 1980 to '90 Coyne won shedloads of Formula Ford 1600 races and took victory in a bunch of Formula Ford 2000 events (though in the 2-litre formula he was rarely in the best car). From time to time, when the faith of those around him outweighed the lack of funds, he would dip into Formula Three and stun everyone. But it wasn't until mid-1991, by which time he was 33, that he stood on the cusp of an international career. And then along came Michael Schumacher to ruin it all...

Coyne had won the 1990 Formula Ford Festival with a brilliant performance in the works Swift and did a handful of Formula Renault races in early '91 for JMB Racing, a team owned by London-based financial marketeer John Birrane (nephew of latter-day Lola boss Martin). Coyne had excelled in FRenault in '90 with GJ Motorsport, run by Birmingham enthusiast Graham Warren, who had expanded into Formula 3000 for '91. Warren had a vacancy in his British F3000 team from the fourth round onwards, so he called up Coyne. Birrane was happy to release him – to the extent that he provided some of the funds.

First time out, on the Brands Hatch Indy circuit, and with only a half-day of testing under his belt, Coyne qualified on the front row, just 0.12sec adrift of Paul Warwick. He then led the race for 26 laps, "but Graham didn't really have much of a budget and it started jumping out of fifth gear into Paddock – and that's where I lost the race."

After a sixth place at Oulton Park (the tragic race in which Warwick was killed), GJ swapped chassis between Coyne and his Belgian team-mate, Alain Plasch: "I'd got in Alain's car for testing at Oulton and it was half a second faster. We went to Snetterton for the next race and I won that race easily. Then I did the same thing at Thruxton."

'Schumacher had just come up with all this money...'

By now Jordan Formula One driver Gachot was up for trial for his assault on a London cabbie. When Gachot was jailed, Coyne was telephoned by Stan Oldacre, who was helping Jordan with finance for its debut F1 season: "Stan used to sponsor Tommy Byrne and he helped me out a bit too. He said, 'Dave, I've got you on the shortlist for this drive. Get your F1 licence sorted out.' But then Eddie Jordan called me up and said, 'Schumacher's just come up with all this money. What can I do?' Stan had called me after that race at Thruxton – I was supposed to get that drive."

Top to bottom: Coyne tops Formula Renault podium, with Adrian Cottrell (left) and Thomas Erdos; battling Paul Radisich in TOCA Shoot-Out; winning 1987 F3 Euroseries in Bross's Reynard

One week later came the International F3000 round at Brands Hatch. Warren, who was running Giovanna Amati in this series, placed an entry for Coyne to race his year-old British-series Reynard. But he had a cunning plan: "I drove Amati's new Reynard in the test because Graham thought she'd say, 'Let Dave use the car.'" Incredibly, Coyne, who had shed a stone and a half in the past few weeks, edged out series pacesetters Fittipaldi, Zanardi and Emanuele Naspetti to head the



Coyne won F3000 at Thruxton – then came EJ call... Below: with long-time friend John Churchill, Coyne won BRDC Group C2 races in 1990. Below right: on the way to amazing FF Festival win





times. Further down the order were Frentzen, Hill and Aïello... "I did 20 laps of the GP circuit and they called me in, laughing. Graham said, 'Get out and wait – the track's a bit dusty.' So I sat there saying, 'How did we do?' and he said, 'All right – not bad.' So I went back out the next time and he called me in after four laps. He said, 'Get out the car, shut the door and leave it. You're over a second a lap quicker than anyone and you have been since the start.' The rest caught me up when they put new tyres on but I was still fastest. Even Jackie Stewart came up and shook my hand that day. But after that it was probably the end of my career..."

"I got the car working so well that Amati got in it and was much quicker than she'd been. She said, 'I want that car and no-one else is getting in it.' I said, 'It's pointless doing it in the old car – it's a second and a half off the pace.' But we did it, and in the race the throttle jammed open and I had a big accident and cracked the tub, and that's why after that I never won another race in 3000. If I hadn't done that race I would have won the British 3000 series. It was the biggest mistake of my career."

As little known as his brush with Jordan is the fact that, bizarrely, Coyne was in the frame for a handful of Pacific F1 drives in late 1995, two years after he'd last competed in mainstream single-seaters (he was back in FRenault in '93). Swiss enthusiast Georg Paulin had tried to do a deal for Coyne to share one of the ex-TWR Jaguars in 1992, and Dave even tested the car at Silverstone, "but Paulin made so many promises to everyone and then when it fell back it looked bad on me and it never went anywhere. I never heard from him for ages and then out of the blue he rang me and said, 'Dave, look, I've got the budget to do the last few rounds in F1.' I knew [Pacific boss] Keith Wiggins from karting and told him I didn't know where this guy was coming from. I went along and had a seat fitting and everything, but it all went wrong again at the last minute."

There was also a touring car outing with Peugeot in the 1993 TOCA Shoot-Out at Donington Park in »



Coyne helped establish Swift in FF2000

'Even Jackie Stewart came up and shook my hand that day'

All LAT

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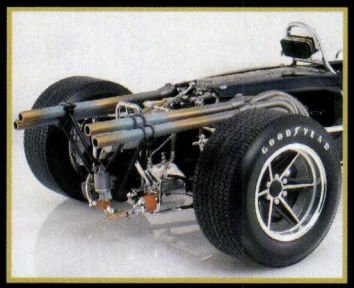
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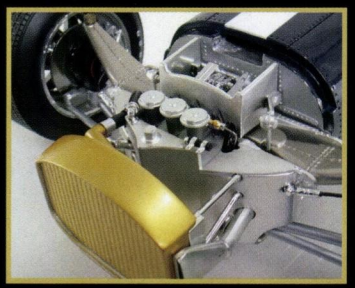
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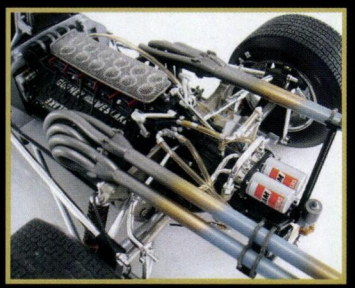
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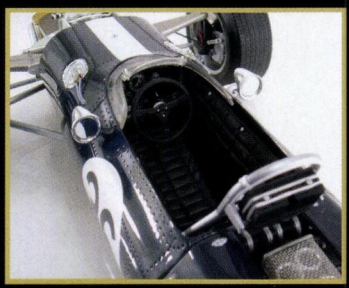
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The second release in this series will be the 1988 Castrol Jaguar XJR-9 as driven to victory by Martin Blundle to be released November/December 2005

which Coyne finished fifth, despite power-steering failure and a misfire: "When I won the Festival Mick Linford of Peugeot had come up to me and said, 'That's one of the best drives I've ever seen.' I didn't even know who he was – I didn't follow touring cars. At Donington Mick took me to the hospitality and said, 'Right, I want you to drive for us in '94, but you've got one stumbling block: I can't ask you to sign a contract until I know what Patrick Watts is doing, because he's got backing from Shell.' Then along he came with the money. Story of my life."

Another missed opportunity, but just imagine Coyne in the mid-90s BTCC, dishing it out on the track and standing up on the podium with that other car dealer and absolute master of racecraft, John Cleland. They have so much in common that they'd have hated each other, of course. But 10 years on you can just imagine them getting together at some awards do, swapping gossip on the motor trade and then, once a few drinks have gone down, gleefully rubbishing Menu, Plato, Harvey…

Don't doubt Coyne would have been a star, for he was the improviser extraordinaire. You want proof? Let's take two separate F3 outings in the mid-80s. First of all, the British F3 round at Spa in September 1984. Coyne had all but wrapped up the two major British FF1600 championships for the works Van Diemen team, and was offered a ride in the Belgian race by Murray Taylor Racing. He'd dabbled in F3 since '81, but had done only a handful of races in the category, and this would be his first of the year.

You wouldn't have guessed it. He qualified fourth, got delayed on the first lap avoiding a crash between Harald Huysman and Johnny Dumfries, then charged through to finish third with a new lap record. "Murray's regular driver, Mario Hytten, wasn't doing the race, so *his* car was sitting in the garage," says Coyne. "I only had to pay for the tyres so I was a bit nervous about complaining about anything. My car had a top-end misfire in practice and I told Murray just before the race. He said, 'Why didn't you tell me before? Mario's car is a good three tenths faster than yours.' Otherwise I might have won the race…"

Two years later, Coyne was at the Osterreichring for a European FF2000 round with Swift, supporting the German F3 series. "We were in the next garage to the Helmut Bross F3 team. Helmut asked if I wanted to drive his year-old Reynard. Frank Bradley [the Swift boss] was there and said, 'Dave, you've *got* to get in it.' I went out in the rain and I was fastest by three and a half seconds."

Sometimes you feel that time has allowed Coyne to embellish his stories, but in this one he sells himself short: with no testing, he'd qualified the Reynard seventh in the first, dry session. The second session was wet. In fact, Dave was actually fastest by *five* seconds! From seventh on the grid, he burst through to lead – by the end of lap one… But, running on old tyres, he lost the advantage late in the race and faded to fourth. Bross stayed loyal, ran Coyne to the 1987 F3 Euroseries title, and fielded him in random Interserie sportscar races through to the early '90s. And that kind of sums up this man's career.

His competition now? Well, he gets his kicks in Superstox: "It's an old car, a bit heavy. And it's a young man's sport – you get banged about like you wouldn't believe." Not enough to stop him winning a final recently in Ipswich. Another trophy. Another memory. Coulda been a contender? Still is!

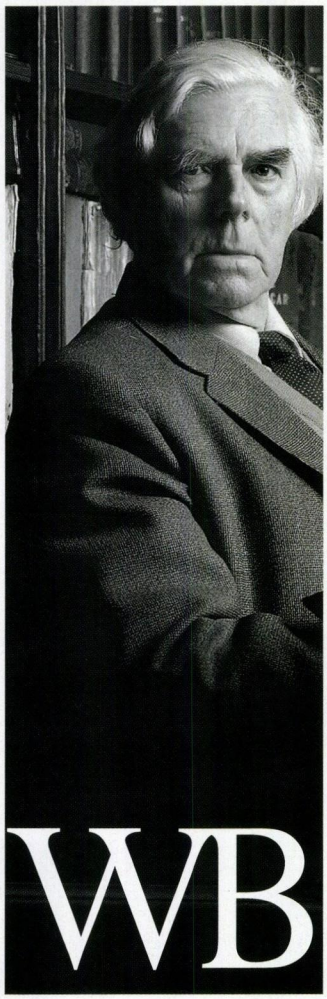




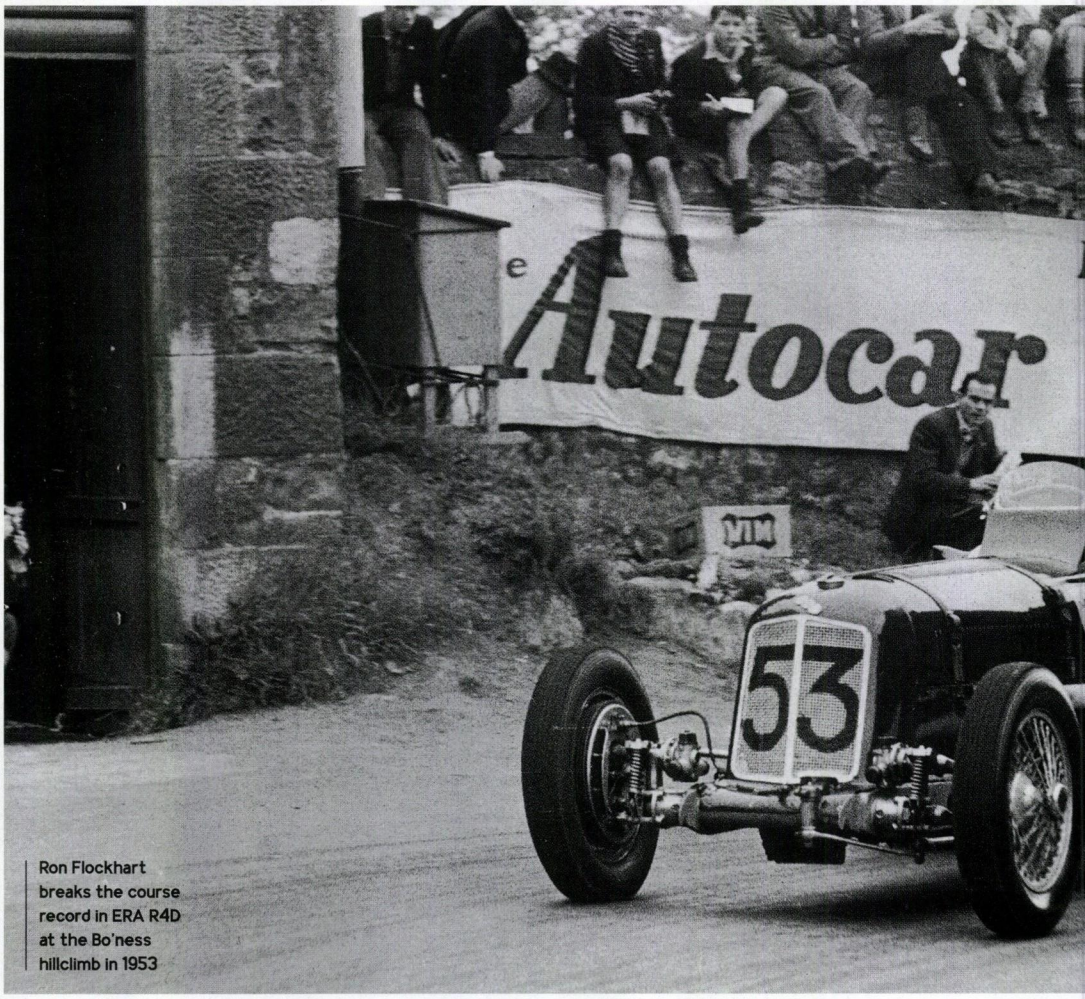


Coyne in Superstox, and collecting Ipswich trophy (middle pic). Also on short ovals, he won in Hot Rods (top) in early '80s and got prize from Ann Neal (now Mark Webber's missus)

All Chris Berry



WB



Ron Flockhart breaks the course record in ERA R4D at the Bo'ness hillclimb in 1953

Spirit of pre-war days

With all our respect for historic Maseratis and Ferraris, etc, in historic car races today it is the ERAs which capture best the spirit of the pre-war days for me. Last year more than three-quarters of ERA and ERA-engined cars appeared in at least one competitive event.

The continued attraction of these racing cars is very well captured in the ERA Club's magazine. It may not be as glossy as other such publications, but, by Jove, it very well conveys the allure and excitement which present-day ERA drivers provide.

The magazine's current issue has a most interesting six-page account of the work done on R4D when the 27-year-old Scot Ron Flockhart bought it from Raymond Mays, its Zoller supercharger having to be dismantled five times for surprising reasons.

Flockhart made good use of R4D although he had previously raced



Flockhart splashes across the Rest and be Thankful finish line in 1953 to win his class

Developing Riley's Nine



As we do not have a Mr 'Ask Me' Goodwin as *Autocar* does, I try to answer readers' questions myself. Now here is one of mine. The Riley Nine, with its hemispherical-head 1098cc engine which did not use the complication of twin overhead camshafts, and its stylish radiator and modernistic bodywork, made an attractive proposition when it was introduced in 1926.

Parry Thomas and Reid Railton saw its potential as a sportscar and they produced the Brooklands model with shortened, low-hung chassis, etc. Thomas was killed at Pendine in March 1927, so did not see the success it achieved, but Railton continued its development and, although not exactly a racing driver, he won the 90mph Short Handicap at Brooklands with the prototype, his fastest race lap being 98.82mph. Victor Riley was the entrant, and that November he got George Duller to drive one of these Rileys, lapping at just over 100mph.

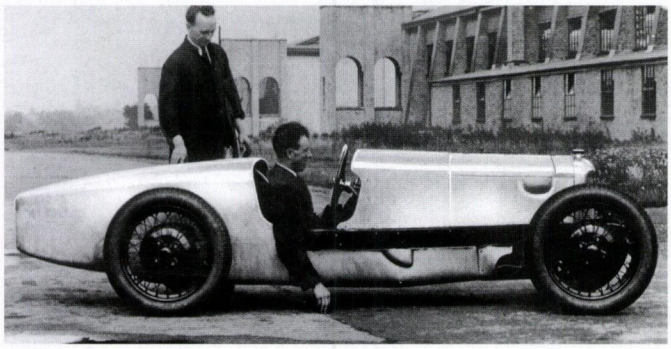
For a short time the newly-formed firm of Thomson & Taylor sold these Speed Model Rileys, but the Riley company soon took over, the price £420 against the imported Amilcar Grand Sport (£285), the Salmson Grand Prix (£248), the Senechal (£250) and the Vernon Derby (£275).

In 1928 Victor Riley once again entered a car, for George Duller, who took a third place, Dr Benjafield non-starting and Staniland unplaced but with a lap of 100.61mph. A V Wilkinson and Mrs Martin, Lionel Martin's wife, also raced Riley Nines.

The popularity of these cars can be substantiated by an entry of a dozen in BARC races in 1930, the fastest ones going round at 90 or more mph. More professionally, there were 10 in the 1928 Ards TT, with K S Peacock winning his class, and seven of them in that race in 1929, with a 1-2-3 class result, the drivers being S C H Davis, W P Noble and C R Whitcroft.

By 1930 T&T were advertising "the improved Riley and superchargers fitted". Victor Riley now entered a supercharged Riley at Brooklands for the capable 'Sammy' Davis, *The Autocar*'s sports editor, to drive. He took two seconds, one on the 'Mountain' course, the other in the Gold Star handicap with a lap of 111.17mph. In the Riley race for Victor Riley's Ten Guinea trophy and the Riley MC's £6 Cup Railton entered a supercharged car for Davis; it non-started, and Ron Horton's non-supercharged Riley won with a lap of 92.74mph.

Does this suggest that Railton was called in to help Riley develop the supercharged engine; and how was the supercharger drive mounted, and what boost did it give? Sammy Davis was full of praise for the production Speed Model Nine, from which he got 92mph on the Track and 80mph when road-equipped.

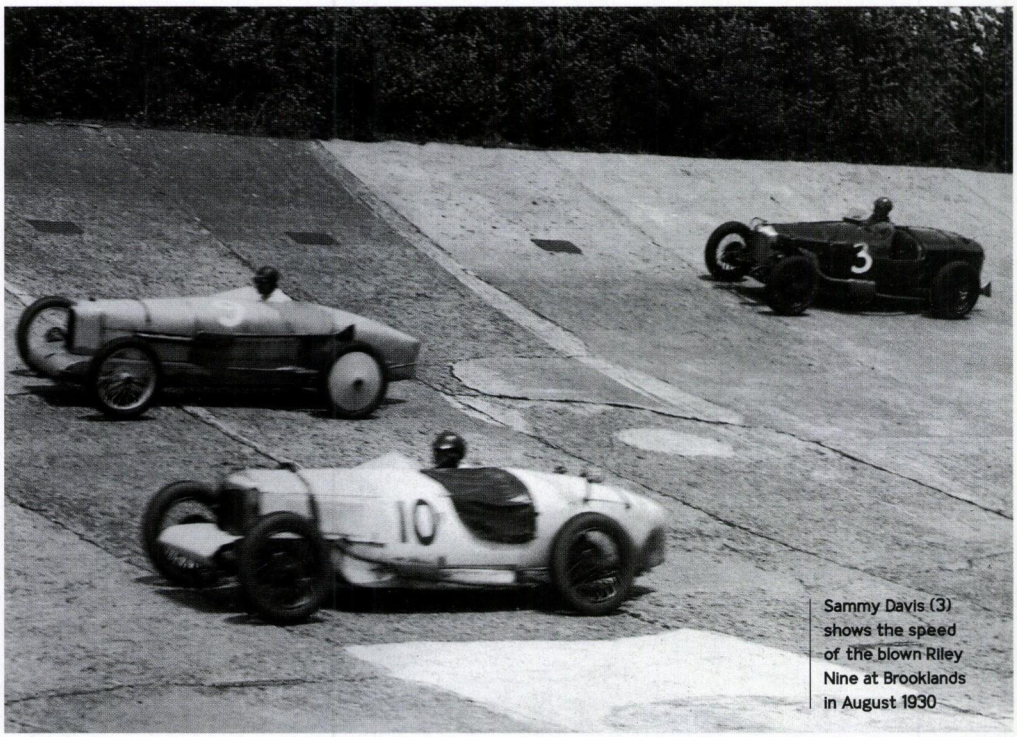


Reid Railton demonstrates just how low the new Brooklands-model Riley Nine really is

mainly with motorcycles and an MG. In 1952, just after he had acquired the famous car, he was fifth in the Libre race on British GP day and won the Libre class at Crimond, and in 1953 he won Libre races at Winfield, Crimond and Snetterton and made FTD at the hillclimbs at Bo'ness and Rest and Be Thankful.

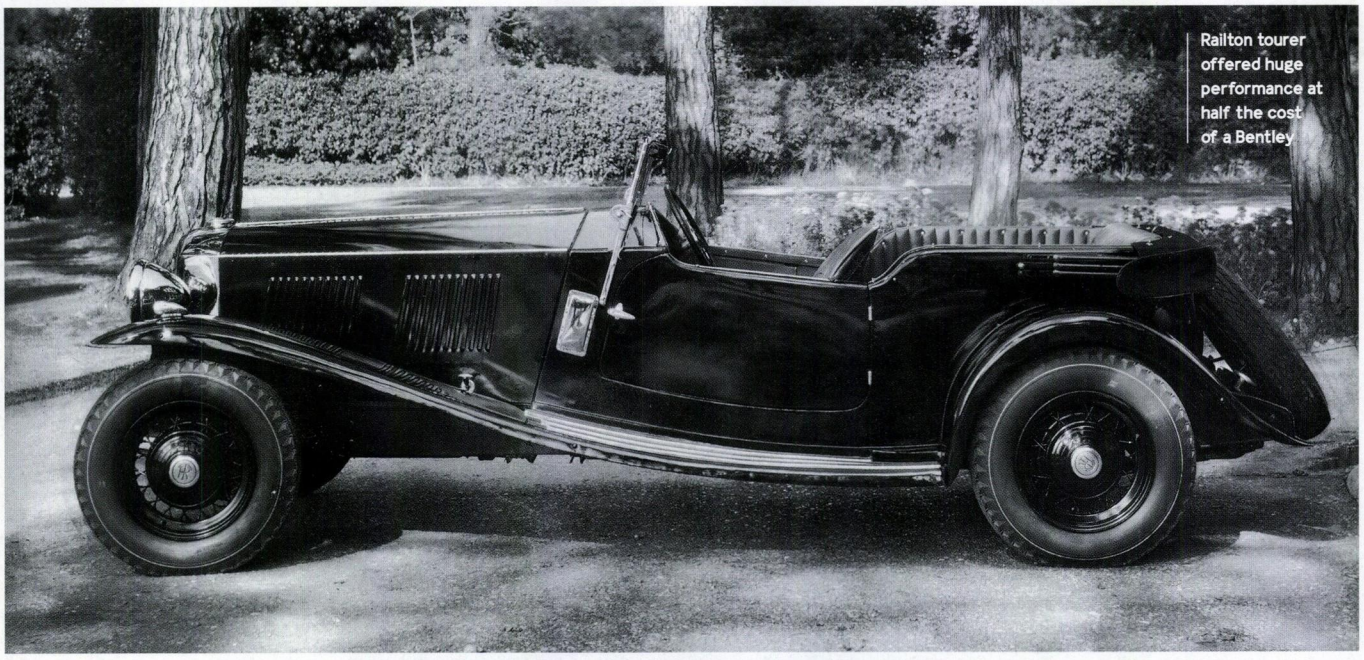
After which, Ken Wharton taking over the ERA, Flockhart did very well in sportscar events, winning Le Mans twice, with Sanderson and Bueb, before racing successfully with Lotus-Climax and F2 Coopers. He then turned to aviation. He was killed in April 1962 on a second attempt on the Australia-England record when his Mk21 Mustang crashed near Melbourne.

Also in the magazine, Mark Gillies describes the differences between driving R2A, R3A, R4D, R9S and a 6CL Maserati. All of which and more should be of great interest to those who follow such racing. The ERA Club is open to non-ERA owners; secretary Guy Spollon, Arden Grange, Tamworth in Arden, Warwickshire, B94 5BX.



Sammy Davis (3) shows the speed of the blown Riley Nine at Brooklands in August 1930

LAT



Railton tourer offered huge performance at half the cost of a Bentley

The Remarkable Railton

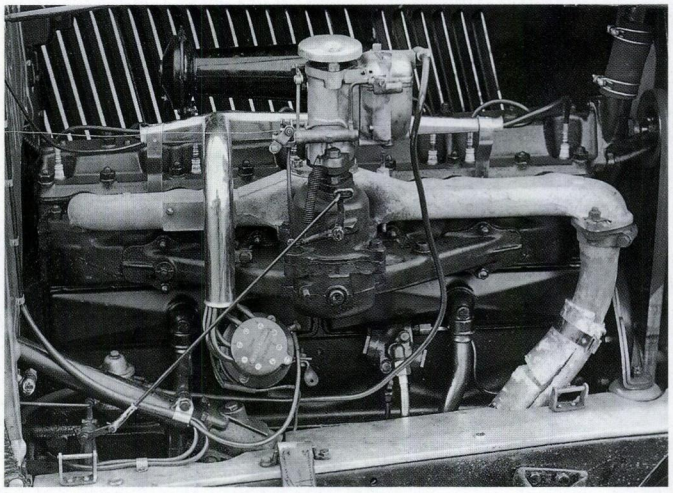
Schools and colleges for would-be journalists were rather before my time or I expect I would have been told that before starting a story you should have a run-in explaining it. I prefer to think that I am a motoring enthusiast who was driven to writing, not a journalist, but I do have a reason for remembering the Railton.

When I was doing the car part of the monthly magazine *Brooklands Track & Air* we did road-test reports like the other journals. Early in 1934 a £1380 3½-litre Bentley tourer came to the Track, in the charge of a chauffeur who told us he had to remain with the car at all times – rather bad for him as we intended doing speed checks round the outer circuit; he stoically occupied the draughty back seat. The magazine's owner, Capt O V Holmes, and I were very impressed with this silent fast car of Rolls-Royce refinement and quality.

A month later we were to appraise a Railton Terraplane tourer. Hardly a rival of the Derby product; why, it had side valves, only three forward speeds, splash lubrication with no oil gauge, and six-volt electrics. But having put it through its paces we were of a very different opinion. You could buy two Railtons for the cost of a Bentley, one for yourself and one for the wife, or mistress maybe if the *Daily Mail* was in investigative mood. Comparing performances disclosed that the Anglo-American car could do 0-50, 0-60 and 0-70mph slightly quicker than the car from Derby, and that it was quicker by 1.8sec over a standing-start quarter-mile. The Bentley was faster, doing 90mph, the Railton just over 80 with a lap at 80.4mph, screen raised (Track repairs had stopped us from doing a full lap in the Bentley).

There were other cars based on American engines and chassis, but the fact that the Railton was probably the best of them was because of that talented engineer Reid Railton, who had already given us the Brooklands-type Riley Nine, about the only British small competition car to join the number of French sportscars of this size. Railton went on to truly great achievements, including those LSR monsters, culminating in Cobb's 400mph Railton and the Brooklands lap-record Napier-Railton, etc.

What Reid had done was to lower the chassis, improve road-holding by fitting André-Hartford telecontrol dampers front and back, and add a modified fascia, Lucas lamps and a new radiator. Noel Macklin, whose idea this was, sold these exciting cars from his Fairmile factory at Cobham, Surrey. They were ready



Hudson-Essex straight-eight was an unsophisticated sidevalve unit, but flew in Railton



New radiator, low chassis and simple body gave Railton a new identity

for the 1933 Olympia Show, priced at £499. There had been a suggestion that it was better to buy a car at such a price which would last for four or so years than one costing more but able to last for longer. Whether this affected Railton sales or was a ploy to increase them over the decades, I do not know.

There was, however, no doubting the astonishing performance gained by using the unchanged Hudson-Essex straight-eight 75x114mm (4168cc) engine in a light chassis. By 1936 the 24cwt £628 saloon reached 92mph, went from 0-70mph in 16sec and returned 15-17mpg. It could average 25.5mph up the Test Hill from a standstill. It had gear ratios of 9.40, 6.30 and 3.90, with 16x6.25in tyres on bolt-on wire wheels.

The real Railton sensation was the 19cwt Light Sports Tourer of 1935. It had a doorless four-seater body of aluminium and duralumin, the back seat 38in wide, with two bucket front seats and a pointed tail covering the fuel tank, which had a quick-action filler cap. The engine now had a Scintilla Vertex magneto but retained a single downdraught carburettor. The Marles steering had a higher ratio, the brakes were enlarged, there was a straight-tooth back axle, extra wheel nuts, an outside fly-off handbrake lever and a remote-control gear lever, and a steering wheel with flexible spokes. The wheelbase was 9ft 8in, the track 4ft 8in and the overall length 13ft 7in. Equipment included two aero-screens and a main fold-flat screen, and the gear ratios were 8.7, 5.8 and 3.6 to 1 with the 16in tyres.

The performance of this was truly phenomenal. Top speed was over 100mph, the Brooklands lap speed 96.73mph, and 0-70mph took only 13.6sec. The reserved HR Linfield, *The Autocar*'s road-test writer, got one of these Railtons (OPA 231) up the Brooklands Test Hill in 29.66sec, or at nearly 30mph, all wheels well off the ground at the summit and not coming down for 35 feet. At £878 it cocked a very definite snoot at many other sportscars. The standard chassis cost £433 and many special coachbuilders built bodies on it, the drophead Fairmile coupé being shown on the Hudson stand at Olympia.

S C H Davis drove a Railton in the 1935 Monte Carlo Rally, and Leon Cushman lapped Brooklands at 104.85mph, taking a second in a BARC Handicap; Charles Follett was second in the 1938 BARC 50-mile race, averaging 107.8mph, and third at the Dunlop Meeting, with two laps at 111.13mph, both times in Railton Light Sports Tourers.

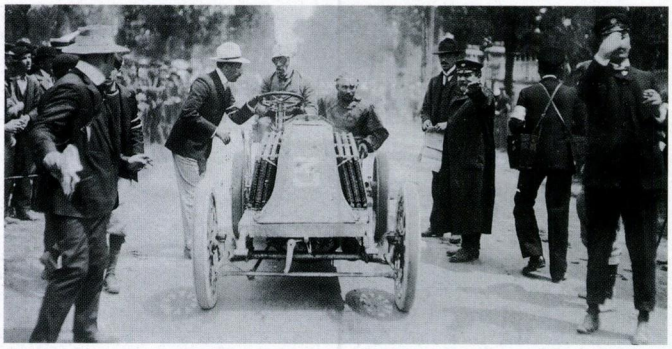
Debatable figures

The Paris-Madrid book by Michael Ulrich, reviewed last month, is an epic reminder of the wonderful victory in this tragic race by Fernand Gabriel, on a 60hp Mors, who averaged 65.3mph for the reduced distance of 342 miles. Barbaroux, whose Benz left last, is quoted as saying this win was "probably superhuman, with 81 slower cars to overtake in their clouds of dust".

No 'probably' about it! Gabriel's race, which took just under 5¼ hours including the controls, was a marvellous achievement. There were dust clouds in circuit races, but the courses were known; Gabriel had to drive at times at up to nearly 100mph over an unknown course, those dust clouds a lesser factor than the encroaching crowds and seeing the scene of the many horrid accidents.

But whether the flying Fernand had to overtake quite so many competitors has been queried. Ulrich's book lists 315 entries and 94 non-starters. Gabriel's number was 168, and the number of non-participants he did not have to pass is given as 49.

However, Kent Karslake, whose scholarly 'Sideslips' articles were a welcome part of *MotorSport*, pointed out that there were no doubt some cars stationary with troubles or being refuelled, and others which had crashed, the terrible toll of which ended the race at Bordeaux. This would have reduced the number the Mors had to get past. But that in my view takes nothing from a very wonderful drive by Gabriel under these conditions on a primitive racing car.



Louis Renault's 30hp car reaches the Bordeaux control, where the race will be halted

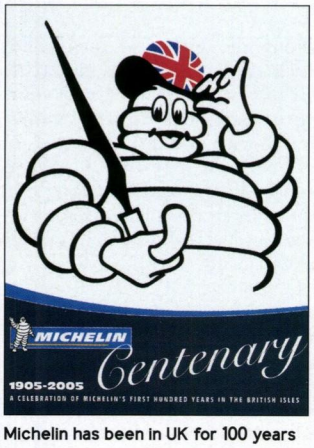
Bibendum in Britain

Michelin Centenary, a handsome book detailing, in celebratory fashion, the tyre company's first 100 years in the UK, is full of fascinating pictures of Michelin-owned vehicles; from early Renaults, those Michelin-shod two-cylinder taxis that plied for hire in Edwardian London, to those snub-nosed Morris vans.

The 1911 Fulham Road building, with its famous tiles depicting motor racing, and the present vast Stoke-on-Trent HQ opened in 1929 are among these clear illustrations of every aspect of the company's activities, including the WWI Breguet bombers. There is much Citroën data, Michelin having owned the firm from 1934. But best of all for me are the many pictures of Mr Bibendum, to which I shall turn when I am depressed.

But it was in 1927, not 1923, that Segrave's Sunbeam first achieved 200mph, and it is absurd to suggest 300 to 400 fatalities in the Paris-Madrid race. Historian Malcolm Jeal has estimated 16 crew deaths, and it is ludicrous to suggest that 284-384 spectators died.

Still, this is an informative, valuable account of Michelin and the family who ran it. The authors are Paul Niblett and John Reynolds. Published by Michelin, ISBN 2 06 711 495 6, price £19.99.



Michelin has been in UK for 100 years



The Invicta Car Club's 75th anniversary of the S-type was supported by these impressive sportscars, with owners bringing cars to England from Germany and the Netherlands, another flown over from America. They went in convoy to join another of the home contingent for the rally at Charlecote Park, Stratford-on-Avon, where there was ample space to line them up with other Invictas facing them. Every type was represented, including a very rare Black Prince and the modern S-type and even an SI/600 coupé. Prizes were presented by Pamela Gregory, daughter of William Watson, the Invicta designer, and the Ahern Trophy for best Invicta overall by Douglas Irvine, won respectively by Dean Edmunds's S-type and from Germany Walter Schneider's open S-type. In all 30 S-types and 16 other Invictas attended this memorable birthday party, which reminds us that even the smaller one-make clubs can excel in such matters.

To celebrate the 70th anniversary of the MG 'Cream Cracker' and 'Three Musketeers' trials teams, the Triple-M Register of the MG Car Club is having a weekend meeting in the Chilterns on October 29/30. Details from Alan Grassam on 01935 863 673.

A reader who has a 1934 MG PA, registration number APP 186, which was originally supercharged by the factory but which has had its supercharger removed, has been told that it was raced at Brooklands. I can find no record of this, but it is possible that it was driven in the JCC and/or MCC High-Speed Trials, perhaps by a Mr J K Rushbrooke or his father. Can anyone confirm this?

With two Kings having been Patrons of Brooklands and the present Prince of Wales frequently in the news, did you know that in 1930 the Prince of Wales Gold Plate was awarded for a race at Brooklands? It was won by Dudley Froy in his 8.3-litre Leyland Thomas with a best lap of 120.88mph.

The Rootes Archive Charitable Trust has acquired, with Peugeot's help, records covering the cars made by Rootes from the 1930s to the 1980s. This important historic archive took several lorries to transport, and there was difficulty in finding 2000sq ft of storage space, with furniture and pictures, manuals, books, a sectioned Imp engine, etc among the collection. Help is needed; contact Tim Sutton, the Trust's secretary, on 01993 878471.

LAT Bill Boddy

Williams Bugatti sale

When I receive business flyers they fly straight into the waste-paper bin. But one from the Bugatti Trust told me that it would soon have on display the "extraordinarily original" Type 35B Bugatti with which the British racing driver Williams won the first Monaco GP in 1929.

Then comparatively unknown, William Grover Williams was competing against seven other Bugattis, three Alfa Romeos, three blown Maseratis and Caracciola's supercharged SSK Mercedes-Benz, and against drivers like Etancelin, Lehoux and Zehender. But the green (for Britain) Bugatti was soon leading and battling against Caracciola. On one lap the Mercedes was ahead exiting the tunnel, but Williams soon passed it; he gained time in the pits as the Bugatti needed fewer tins of petrol than the big Mercedes, which also required new rear tyres. So after nearly four exhausting hours Williams won at 49.83mph, 1min 23sec ahead of Bouriano's Bugatti and 2min 22sec from Caracciola in third.

After the strenuous race, the car spent the war years in Friderich's Nice showrooms before it was acquired by a Vars wine merchant. Around 1950 he was obliged to sell it; a young enthusiast bought it for 120 francs and kept it for the next 55 years. It is described as "completely original and in full working order, one of the most significant unspoilt race-winning Bugattis in existence". It is due to go to a Bonhams auction at Goodwood on September 16.

I hope it remains in England, or does not go further than France or Monaco. The cup which Williams won was presented to the BOC by his widow in the 1960s, and the Bugatti Trust retains it.



Williams's green Bugatti (12) has hardly changed since Monaco win

Obituary

I was sorry to hear that Major Charles Lambton had died, aged 83. With his friend Major Chichester he called on us in a 40/50 Royce which they had driven to the UK from Palestine. The two Majors later opened Wiscombe Park hillclimb in Chichester's estate. I recall the jolly parties at Lambton's mansion at Mortimer Hill, ending with a conga procession through the house.

Lambton let me drive his Type 37 Bugatti, a car he used for some 36 years, and my young daughter drove his Type 52 electric Bugatti, a contrast to his HWM-Jaguar and his V12 Packard.

Our condolences to the family.

LAT

Eccles Type 37 query

Among the spread of queries to which readers hope we might be able to unearth answers, with your help, is one from the present owner of a Bugatti which is thought to have been the first Type 37 which Lindsay Eccles owned, among the other cars of this make which this keen and successful amateur racing driver had, up to his Type 59.

I interviewed this Bugatti-orientated enthusiast going from Powys to the Gower coastline in Wales in 1971, when we discussed all this in some detail. Eccles bought all his Bugattis from Papworth's, the well-established London experts – which is where my close friend Tom Lush served his apprenticeship, and where he was told on his first day to fill the radiator of a Renault 45, which he was warned would take some time; he duly went back and forth from tap to the great car time after time, unaware that it had been placed over a drain with the radiator tap open, the background workshop noise drowning the dribble...

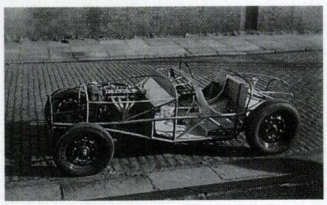
To return to what our enquirer would like to discover: who had this Type 37 before Eccles bought it around 1931? It was apparently first registered in 1928 and taxed for road use in 1936, registration number CVK 103, having been sold by Papworth's in 1935 to a Mr Burn.

RUMBLINGS



Two pictures in the summer edition of the A7CA's magazine are reminders that when the last days of Longbridge were at hand, 411 Austin 7s of all types lined up as far as the camera could see on both sides of the reserved space allocated to them on the Madeira Drive at Brighton, on the occasion of the 100th Anniversary of Austin. Surely the biggest-ever gathering of one-make, one-model cars? The A7CA caters for 15 leading A7 organisations and 39 associate clubs and registers worldwide. Its president is Bob Wyatt, the secretary Hayden Morgan, Glynteg, 90 Ammanford Road, Llandybie, Carmarthen SA18 2JY. The editor of its quarterly magazine is Ruairidh Dunford.

As a follow-up to our recent references to Buckler Specials, Cedric Brierley has sent me a picture of the chassis of the racing Buckler he built using Derek Buckler's drawings, a twin-cam British Salmson engine and a cut-down 22hp Ford back axle.

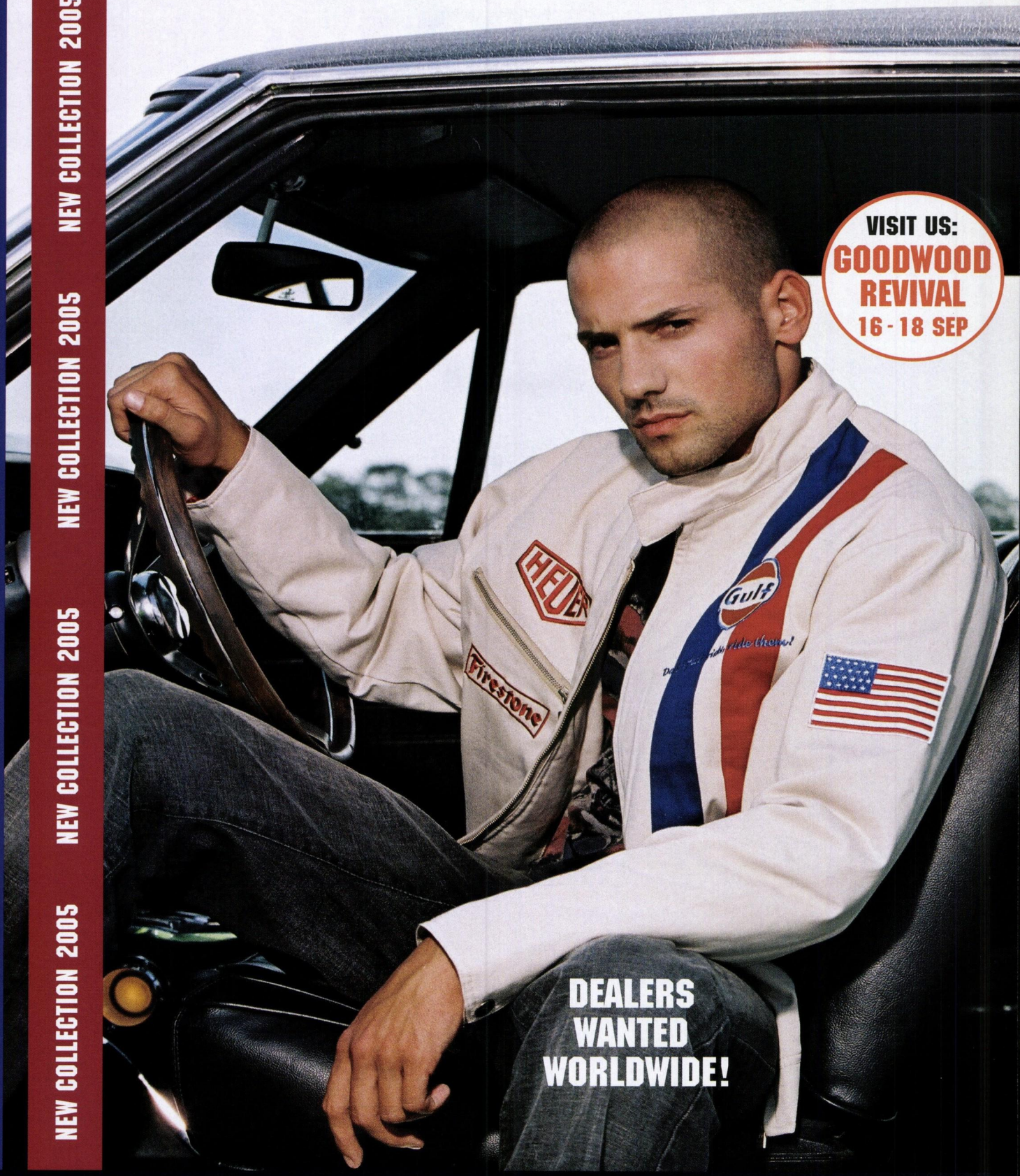


Mr Brierley's Buckler with Salmson engine

There was a time when the VCC of GB catered only for pre-1905 veteran cars, but later it widened the field and embraced Edwardians, though the inimitable Brighton Run is confined to pre-1905 survivors. On its recent 75th Welsh Rally only nine of the 53 participants were veterans. The VSCC similarly extended its operations, from being open to those with pre-1931 cars, preferably of sporting type, to bringing in Edwardians, and it had a racing class for 250F Maseratis and for 1980s sportscars to enliven its See Red Donington meeting earlier this month. But all this does encourage the use and preservation of more historic cars.

The Triumph OC, like most of the one-make clubs, has its own magazine from which we learn that at its annual rally at Stanford Hall the Triumphs ranged from 1934 to 1940, including 17 Glorias, three Dolomites and two Vitesses. The secretary is Tony Miles, Spring Lodge, Stonehills, Fawley, Hants SO45 1DU.

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Buonissimo! Glorious Alfa Tipo Bs in Donington VSCC paddock

Morris ERA takes Seaman honours

Donington Park VSCC See Red
September 3/4

For the 17th time in the car's illustrious history, ERA R11B won the Historic Seaman Trophy during the VSCC's See Red meeting at Donington Park. All bar one of those wins have come at the hands of the Morris family, and David duly continued the run of success of his father by taking his sixth victory in this famous race.

The Historic Seaman was first won by R11B back in 1959 with Douglas Hull aboard, but since the 1960s Martin Morris and his son have often dominated. This time around a charging Mark Gillies almost caused an upset in ERA R3A. "I made an awful start and had to work really hard," explained Morris, who initially ran third behind John Ure, racing ERA AJM1 for the first time this season.

While Gillies made the running, Morris gave his all in a dogged pursuit and was close enough with two laps to run to worry Gillies under braking for the chicane. With a pack of backmarkers looming, the ERAs were even closer a lap later and Morris looked for the inside line. Gillies left his braking perilously late and the back wheels locked up before starting to hop in true ERA fashion. While R3A looped into a spin, Morris nipped ahead and sealed his win.

"The backmarkers really helped me," said Morris generously after a mighty drive. Fourth, behind Ure and Stefan Schollwöck's Maserati 6CM, was poor reward for Gillies.

The Vintage Seaman Trophy was a rather more straightforward affair, as Julian Majzub quickly took the Bentley Pacey Hassan clear of the Bugatti T35B of 2004 victor Michael Gans. Driving the Bentley with typical gusto, Majzub romped away but considered himself fortunate to finish when the engine dropped onto three cylinders during the slowing-down lap.

Gans, however, had his own concerns as a major oil leak left lubricant cascading down both sides of the engine cover. He came close to getting a black flag, but escaped censure to finish second with his crash helmet covered in oil. "It was making it more exciting," said Gans as oil spilled onto a rear wheel. "I still had good oil pressure," he confirmed.

The third of the VSCC's major trophies on offer was the Flockhart



Gillies attempts to fend off Morris for Historic Seaman race. Gillies threw it all away in late stages

Trophy, which was convincingly won by Philip Walker's Lotus 16. In the early stages Tony Smith gave chase in his Ferrari 246 Dino, but it was leaking coolant and Smith understandably eased back on the freshly rebuilt engine, allowing Nick Wigley's Connaught through to second.

One of the biggest ever fields of 250Fs made the Maserati race very special, and it was Mark Hales who emerged for victory after a hectic race in Nick Mason's chassis 2530. From pole Barrie Williams led the field away, but he suffered a major transmission failure as the pack powered out of Redgate. Hales was tucked up behind 'Whizzo' and couldn't avoid clipping the stricken car as it slowed suddenly.

That delayed Hales considerably, as Barrie Baxter set the pace in the Tec Mec 250F, out for the first time since Goodwood in 2004. "I hadn't sat in it for a year, so I was taking a while to get the pace back," said Baxter. Despite being race-rusty, he led until Hales fought his way up into contention and eased ahead at two-thirds distance.

"I was starting to get a bit more ragged," said Baxter of losing the lead to Hales. But Baxter's pace was enough to fend off José Albuquerque for second as Allan Miles and Rick Hall completed the top five in two more 250Fs.

Although he was feeling decidedly unwell, David Mercer claimed a comprehensive Group C/GTP double in his Spice SE90C to maintain a 100 per cent podium record this season. On Saturday Gary Pearson led in his Jaguar XJR-11 until a misfire and then more serious oil-scavenge-pump problems put the car out. Justin Law came through to take second in Nick Rini's XJR-12D.

Mercer led all the way on Sunday as young Simon Pullan starred by tigering through from the back of the grid to finish second in a Porsche 962C. His pace took him ahead of a great battle between Jim Mullen (Spice GTP) and Nigel James (Spice SE86) which finally fell to Mullen.

"It was a lot of fun and the best part was racing with Nigel," said Mullen. Having hit engine dramas in his Porsche 962 in testing, James had fetched his 'for-sale' Spice from Phil Stott's nearby workshops in time for qualifying.

Although he would later lose out on the Historic Seaman Trophy, Mark Gillies at least took home the laurels from the drum-brake sports-car race after putting his Maserati 300S clear of the chasing pack. A spirited pursuit from John Clark kept his nimble Cooper 'Bobtail' within reach of the Maserati, but Gillies had a couple of seconds in hand at the flag.

The concluding HGPCA Pre-66 Grand Prix car race was cut short when Brian Horwood spun his Lotus 18/21 at Coppice and was collected by the Cooper T53 of Chris Bullimore. Neither driver was harmed, but with the cars stranded on the track the race was halted and results taken at six laps. At the time John Harper (Brabham BT4) was just starting to inch away from Michael Schryver's Lotus 18, although there was little to choose between them.

Derek Walker (Terrier) and Tony Goodwin (Gemini) had a close battle for the front-engined Formula Junior spoils until Walker spun at Coppice and handed Goodwin a fair lead. Walker quickly recovered and passed Stuart Roach (Alexis) and Mark Woodhouse (Elva 100) as he chased back to second.

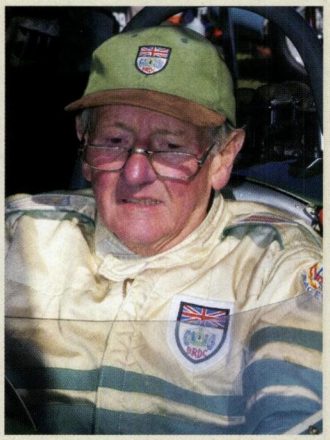
Finally, the 'Large and Large' team, captained by Julian Bronson, won the two-hour pre-war team sportscar race on Saturday evening.





Top: biggest ever field of 250Fs. Above: Julian Majzub storms the Vintage Seaman race

Inside line



TONY MARSH

Hillclimb legend on Shelsley

How long have you been competing at Shelsley Walsh?

I first competed at Shelsley in 1954. I've always said that at Prescott you've got to be neat and at Shelsley you've got to be a little bit brave and have some horsepower. If you do well, you go home satisfied. I don't try to do it justice now. For me a 27-second run is pleasing. In the '60s we were getting close to 30 seconds.

How many times were you British Hillclimb champion?

I won the British series six times: in 1955-57 and again in 1965-67. After my 1967 championship I did a part-season, but then took 20 years off to go sailing.

What prompted your comeback?

Graham Galliers rang me up one day and said he wanted to rebuild the Marsh Special. After a couple of years he got it together and asked if I'd like to have a drive in it. I said I'd love to drive it up Shelsley, but not to compete. Eighteen years after last driving it, at the end of the first day back in the car I was hooked again! That was in about 1987.

Had Shelsley changed at all during your break from the sport?

When I came back the cars had changed, but the hill was just the same if maybe not as bumpy. The atmosphere is just the same.

And now you own the 'Special' again...

I bought the Marsh Special back again from Graham. I realised that it had become a bit special and these older cars want preserving. It's a unique car. I built it from a bundle of tubes on the floor.

Jim Houlgrave, Jeff Bloxham



Burton heads Chevrons into Cascades from O'Connell, Catlow (32) and Piper

Burton tailors Oulton success

HSCC Oulton Park Gold Cup
August 28/29

It was wholly appropriate that two iconic drivers from Chevron's history were among the stars of the HSCC's Gold Cup as 40 years of the local marque were celebrated at the timeless Cheshire track.

Neither John Burton nor Brian Redman had raced at Oulton in three decades, but Burton won in his B26 and Redman thrilled the fans as he climbed back into a single-seater for the first time in several seasons. His fighting fourth place in the Chevron single-seater encounter on Monday was a highlight of a day crammed with magnificent racing.

"That meant a lot to me," admitted Burton after winning Sunday's Chevron sportscar race. Competing at Oulton for the first time since the ill-fated 1969 Gold Cup – during which Paul Hawkins lost his life in a fiery accident – Burton had to see off a concerted challenge from former F3 ace Martin O'Connell at the wheel of Sandy Watson's B19. Only when the rotor arm in the B19 failed did Burton get to relax.

Burton generously stood down from Monday's race to give his old pal Ed Swart a run in the B26, and it was Mike Catlow who set the pace in his B19, a 'mere' 16 years after his last race at the circuit. But O'Connell fired his B19 through from the back and finished almost level with Catlow. "I thought he was going to catch me," admitted Catlow. "He wasn't letting me past," countered O'Connell with a grin.

Having swapped his B37 F5000 for an F2 B40, Simon Hadfield still blitzed the Chevron single-seater race, although Gareth Burnett (B40) and Christian Fischer (B25) gave stern chase. Burnett then fell foul of a backmarker and spun out, while Fischer fell away as his B25's gearing left it out of breath on the straights. With Burnett out, *MotorSport* columnist Marcus Pye (in Hadfield's B37) had his hands full in keeping Redman's B42 at bay for the final podium position.

As is often the case, Hadfield was a prolific winner, including blasting to both Derek Bell Trophy races in the well-used B37. Fischer hopped into his March 772 for these races and was better able to keep the ex-Peter Gethin car in sight.

Hadfield's fourth win was shared in Frank Sytner's AC Cobra during the Gentleman Drivers Sports GT Endurance race. With the race starting on a very wet track it made for a fascinating contest, and in the early stages virtuoso performances from Gary Pearson, in his Cooper Bobtail, and James Diffey (Porsche 904/6) were real highlights. But as the track dried Sytner's patience was rewarded, and Hadfield completed the job after the driver changes.

The penultimate BRDC Historic Sports Car Championship round was a barnstormer, but sadly finished with acrimony. The wet qualifying session left the grid mightily shuffled, but Graeme Dodd pulled off a monster start to rocket his Cooper Monaco from eighth on the grid to second at Old Hall. He promptly spun on the exit of the corner: his relentless pursuit of Philip Walker's Lotus 15 was mesmerising, but it sadly ended in contact after they ran side-by-side through Old Hall and down to Cascades. While Dodd won, an incensed Walker spun to fourth. "It's a real shame it ended up like that," said Dodd.

Sean Walker and Martin Stretton had a magical Lotus Elan 26R battle in the Classic Sports counter, with Walker just edging it as Stretton ran short on brakes. "It's a privilege to beat him," joked the ex-BTCC man after the race.

Other memorable races included a fine Historic Saloon victory for James Dodd's Alfa Romeo and an epic Historic FF1600 win for Neil Fowler after an edge-of-the-seat battle with Nelson Rowe.



Yee-hah! Burnett's F2 B40 ends its race



Watch out: Dodd homes in on Walker



Hadfield leads from Fischer's March 772



Frank Sytner was a winner in his AC Cobra

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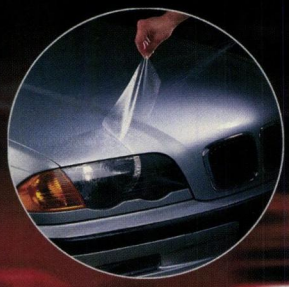


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The low Chaparral: Jim Hall descends the Corkscrew in 2E during evocative demo

Specials honoured at 'Seca

Monterey Historic: Laguna Seca
August 19-24

In a major departure from the exotic Ferraris, Porsches and such that usually feature at the Monterey Historic races at Laguna Seca, this year the honours fell to Jim Hall's bewinged Chaparrals and a glorious assortment of American and Canadian racing cars and specials.

The Petroleum Museum, where Hall's creations now reside, brought examples of 2, 2D, 2E, 2F, 2H, 2J and 2K, to the delight of the fans. Hall's son Jim Jr and former drivers Vic Elford and Brian Redman took in plenty of demo laps but did not race, though private owners campaigned three front-engined Mk1s.

In addition there were two Scarabs, a pair of Cunninghams, a Cheetah and five of the nine Ol' Yellers. Devin bodyshells clothed chassis of everything from Crosleys to Chevies. Canada was represented by a Sadler Mk2 and a Mk5, plus the Dailu and Witton specials.

In the pre-war race Mark Gillies was victorious in ERA R2A. Further down the field was event organiser Steve Earle in the Cunningham Bu-Merc. Bobby Rahal trounced the Corvettes to take the early 1960s GT race in his Ferrari 250SWB, while the late 1950s sports-racing class featured a Scarab one-two, with Don Knowles in the Mk1 taking the win over Brian Redman's replica and a host of Listers, Devins and Maseratis. A Cobra 289 took victory in the mid-1960s GT race over a pack of Sting Rays and GT350s. Top race of the weekend pitted Dennis Aker in the ex-Pete Lovely 1954 'Pooper' (Porsche-powered Cooper streamliner) against Bill Perronne in a Porsche 550 Spyder. They swapped places constantly yet never touched, unlike many other drivers. Aker eked out the win.

Chaparral Mk1s led the mid-1960s sports-racer class with Paul Brown and Rob Walton in first and second, besting lesser-known marques including Genie, Platypus, LeGrand, Kellison and Webster. Most significant of these was the 1962 Campbell Special, the first mid-engined Chevy-powered race car. Other races were won by Rob Walton (Jaguar C-type), Steve Cook (McLaren M6B), Bruce Canepa (Porsche 935), Jamey Mazzotta (Lola T294), Jim Click (Ford GT) and Jan Voboril (1924 Ford Barber Warnock special). The final race of the weekend was for Trans-Am sedans, with Mark Mountanos enjoying the taste of victory in a Chaparral-built 1970 Camaro.

Elsewhere on the Monterey Peninsula the Pebble Beach Concours displayed Alfa Romeo racing models from P3s to Tipo 33s. The Quail featured racers from the Carrera Panamericana, while Concorso Italiano showcased some rare competition Abarths.



American road-racing specials were honoured at Monterey, with a Scarab seen leading

Classic Endurance: Silverstone
August 13

NO LUCK NEEDED FOR IRISH LOLA DUO

The prodigious talent of former F3 driver Kevin McGarrity ensured that he shared victory with Lola boss Martin Birrane in the hour-long Classic Endurance race that supported the Le Mans Endurance Series headline event at Silverstone.

Initially it was the Osella PA4 of Louis Zurstrassen that set the pace but, on pitting for wet tyres, a distinct shortage of pit crew saw him drop down to an eventual seventh. The Irish Lola duo then took their T212 to the flag with over 40 seconds in hand as an increasingly wet track allowed McGarrity to romp away from the field at a remarkable rate.

Birrane did the first stint, handing the car to McGarrity in fourth place. A slick stop and a big push from the young charger put the Lola well clear. As the rain increased things became less comfortable for McGarrity and he struggled over the final few tours.

The Chevron B16s of Michel Quiniou and veteran John Sheldon led the chase, but both endured spins in the closing laps and so it was the Porsche 911RSR of former F1 man Alex Caffi running second. That was until the 911RS of Charles Rupp/Gilles Boyer got ahead on the last lap.


McGarrity was unstoppable in Lola T212

AMOC Formula Junior: Brands Hatch
August 29

LOTUS DRIVER WINS BRANDS JUNIOR RACE

Barry Westmoreland claimed victory in the latest round of the AMOC Historic Formula Junior Championship as the club ran its first race meeting at Brands Hatch for several seasons.

Westmoreland maintained his excellent 2005 campaign and was never headed in his Lotus 22. He was keeping Andrew Hibberd (Lotus 22) and Simon Armer (Cooper T59) at arm's length when the race was red-flagged on the 10th lap.

Hibberd was destined not to feature in the published results as his car was the cause of the stoppage. In company with Duncan Rabagliati's Alexis, Hibberd slid into the gravel trap at Clearways and forced the red flag.

Preparation ace Matthew Watts duly moved up to third in a Lola Mk5A as Stuart Roach again headed the front-engined cars in his Alexis.

Bob Heathcote, Jeff Bloxham

»

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Chris Perkins (16) took maiden GPM win at the 'Ring, leading all the way

Perkins flies at the 'Ring

Oldtimer Grand Prix: Nürburgring
August 13/14

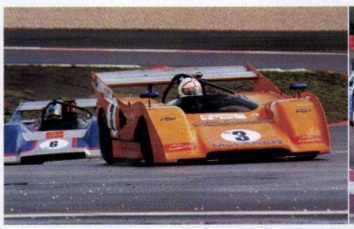
Chris Perkins scored his first Grand Prix Masters victory during the 33rd running of the Oldtimer Grand Prix at the Nürburgring. The airline pilot triumphed in the opening race in his Surtees TS16.

A tangle put Peter Wuensch and David Coplowe out and Joaquin Folch retired his McLaren M23. But, in a shortened wet race the following day, Folch repeated his 2004 victory by heading Perkins and Peter Williams (March 761). Folch then took a pre-60 Grand Prix car double in his Lotus 16.

Paul Knapfield, in his Ferrari 512BBLM, and Richard Meins (Lola T70) shared World Sportscar Masters wins. Meins came close to beating the Ferrari in the opener until a mid-race spin. He made amends by winning on Sunday.

Other notable wins went to Urs Eberhardt (Lotus 27) in Formula Junior and Michael Schryver (Lotus 18) in the Pre-66 HGPCA race. Despite a spin in the second race, Schryver recovered to complete the double. In the pre-war GP car encounters Charles Dean (Bugatti T51) and Thomas Bscher (Alfa Romeo Tipo B) claimed the wins.

Richard Piper (McLaren M8F) and Sven Barth (Lola T294) shared the Orwell Supersports Cup spoils. On Saturday John Grant (McLaren M8C/D) led Piper and Frank Bradley (March 707) until the March suffered a blown engine and Piper passed Grant on the last lap. A wet track on Sunday saw Barth win comfortably from Piper and Grant.



Piper took Orwell honours in McLaren



Meins monsters Chevrons on way to win



Eberhardt took one FJ win in his Lotus 27

Lurani Trophy: Anderstorp
August 26-28

CARLSSON, ERIK IN SWEDISH THRASH

A clash with the Oulton Park Gold Cup weakened the Formula Junior grid for the trek to Anderstorp and the fifth Lurani Trophy round. The grid was further reduced when Anders Ericsson picked up a viral infection and had to withdraw his ex-Picko Troberg Lola Mk5.

From the dozen cars that arrived at the former Swedish GP venue, Volvo engineer Jorgen Carlsson (Merlyn Mk3) saw off former Lurani title winner Erik Justesen (Merlyn Mk5) and the Lotus 18 of reigning champion Kevin Musson in the two-part race.

In the opening race Duncan Rabagliati's Alexis led home the front-engined cars, but he was denied a double when the throttle cable broke. Instead, Ingvar Malm took his Elva 100 to aggregate front-engined victory.

Classic Endurance: Nürburgring
September 4

McGARRITY STARS IN 'RING ENDURO

Kevin McGarrity and Martin Birrane claimed a commanding victory in the Classic Endurance race at the Nürburgring. Racing Birrane's Lola T212, they started from pole and went on to dominate the race, with McGarrity's stunning pace underpinning their deserved success.

Thoroughbred GP: Magny-Cours
September 2-4

GLASEL ROMPS TOWARDS TITLE

Christian Gläsel strengthened his bid for the FIA Thoroughbred Grand Prix title with a brace of wins at a sweltering Magny-Cours. Victory in both races as title rival Steve Hartley hit engine dramas in qualifying put the Brabham BT49D racer ahead in the series standings.

Hartley's weekend was over almost before it started. The Mirage Motorsport team had worked tirelessly to reinstall the engine in his Arrows A6, but a single lap of practice with the car trailed by smoke signalled the end.

The opening race ended up being a rather confused two-parter when Rodrigo Gallego hit problems and parked his Minardi on the racing line. The restart put a question mark over fuel and, while Gläsel cleared off, Hubertus Bahlsen's Arrows A4 ran dry. The results were taken back three laps, putting him on the podium behind Gläsel and John Wilson.

In race two Gläsel won by over half a minute from Bahlsen, and Wilson's Tyrrell.



Gläsel took another two wins in France

Grand Prix Masters: Le Mans
September 3/4

WOLF WHISTLES TO WIN AT LE MANS

An overcrowded calendar meant slim fields for both Grand Prix Masters and World Sportscar Masters at the Le Mans Bugatti races. In the F1 events Peter Wuensch's Wolf WR1 won from Alistair Morrison (Lotus 72).

In race two Frank Lyons (McLaren M26) took the fight to Wuensch but lost third gear and had to settle for second.

Best in the opening World Sportscar Masters race was José Segimon, who took his Lola T70 to victory over the similar cars of André Bailly and Carlos Barbot. On Sunday Barbot won as Jerry Hooper's Chevron B8 topped the 2-litre cars. M

Charlie Wooding, Oliver McCrudden

1962 ASTON MARTIN DB4 GT ZAGATO

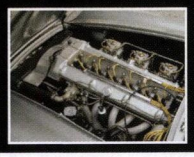
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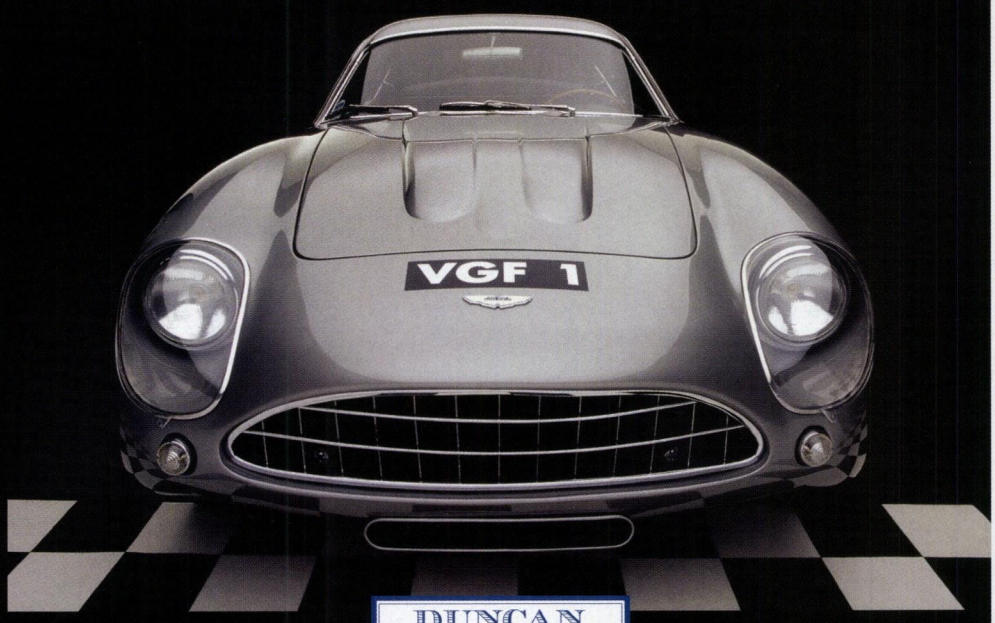
Subsequent owners have included: Swedes Ude Hansen and Lars Wendal; former motoring journalist and chairman of the Guild of Motoring Writers', Tom Leake; photographer Julian Cottrell, Richard Forshaw and Les Edgar.

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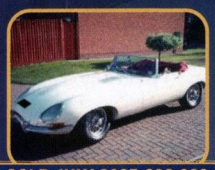
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Ferenc Szisz guides his Renault to victory in the first ever grand prix in 1906

100 GP years celebration

Ambitious VSCC Donington meeting to feature grids spanning all 10 decades of grand prix racing

The Vintage Sports Car Club has unveiled plans to celebrate 100 years of grand prix racing at its major Donington Park race meeting in 2006. The celebration, titled GP100, will fit alongside the club's existing See Red flagship event, with a provisional date of September 2/3.

The event will mark the centenary of the 1906 French GP, which ran over a 60-mile course to the east of Le Mans. It was the first race to be called a Grand Prix and was won by the Renault of Ferenc Szisz.

"We intend to make it a racing celebration," said Julian Ghosh of the VSCC. "We can put on grids to represent the 10 decades of grand prix racing. We can run a grid for our Edwardian racers, the vintage era will be covered by the Vintage Seaman Trophy, the 1930s by the Historic Seaman, the '50s by the Flockhart Trophy and the '60s by the HGPCA. We're talking to Grand Prix Masters and TGP about doing the 1970s and '80s and then our friends from Ferrari Corsa Clienti can bring it right up to date. We're probably the only people who can cover just about all of the 100 years."

Other likely attractions include an Ayrton Senna Tribute and a celebration of the 1936 Donington GP. "We want to get Michael Schumacher there, as well as other former grand prix drivers," said Ghosh.

Lees, Galica, Donnelly drive F1 racers

Ex-Formula One drivers Divina Galica, Geoff Lees and Martin Donnelly are all returning to the cockpit of F1 cars this autumn.

Galica will finally race a Lotus 79, while Lees has been testing a Matra and Donnelly was set to demonstrate the ex-Senna Lotus 97T at Donington on September 11.

Galica is scheduled to race Joel Finn's Lotus 79 in the Historic F1 race at Watkins Glen on September 25. The car has not run for a decade.

After she had given up on the Hesketh 308 in 1978, Galica's backer Olympus Cameras moved to Lotus as the 79 appeared mid-season. "After Ronnie Peterson died at Monza I called Colin Chapman to see if I could drive for him at Watkins Glen," recalled Galica. "He told me that he had already engaged Jean-Pierre Jarier. Well here I am, 27 years later, driving the very chassis I wanted to drive all those years ago at the very same track. Talk about coincidence!"



Geoff Lees helping set up Kogan's MS120

Lees, meanwhile, has been carrying out some testing work at Pembrey and Donington Park for James Watt Automotive in the ex-Beltoise/Amon Matra MS120 V12 that the team has rebuilt for owner Abba Kogan. "It's 10 years since I raced single-seaters," said Lees. "I'm just helping with set-ups at the moment, but maybe I could be tempted back into a single-seater for a race."

Donnelly was due to run the 97T – in which Senna scored his maiden grand prix win at Estoril in 1985 – during the Renault Festival weekend. He has previously demonstrated other F1 cars from the Classic Team Lotus stable.

SYTNER SITS IT OUT

Frank Sytner will not be racing at the Goodwood Revival meeting this year after being declined an entry by the event organisers.

Sytner, one of Britain's most successful historic racers, claimed the Whitsun and Glover Trophies in '04.

Goodwood officials are believed to have delivered warnings to several competitors about driving standards at the Revival, but Sytner has allegedly been singled out for missing a black flag during the 2004 event.

"The black flag that Frank missed, I couldn't see either," said Simon Hadfield, who prepares Sytner's cars. "Last year there were people far worse behaved than Frank," added Hadfield. No comment was available from Goodwood.

GRAHAM'S FIA TITLE

Ernie Graham and Alec Cooper have clinched the FIA Historic Rally title in their debut European season with their BDA-powered Ford Escort Mk1.

The British crew won the title on the Rallye Alpi Orientali in Italy, their eighth event of the season. Only once have they failed to finish, with a cam-pulley problem on the Circuit of Cremona. Consistent top-five finishes netted the title.

"We've done some fantastic rallies," said Graham. "The gravel event in Finland was probably the best rally I've ever done. But we couldn't match the 3-litre Porsches on Tarmac events!"

'BUY 1' AT BRANDS

Jaguar racer Grant Williams bagged a highly emotional landmark win at Brands Hatch in August when he steered the ex-John Coombs Mk1, registration number BUY 1, to victory in a Jaguar saloon encounter.

It's 41 years since the car last raced at Brands, in the hands of Grant's grandfather Gordon Williams.

The last surviving example of four racing Mk1s built by the factory in 1959, BUY 1 was originally owned by then Guildford Jaguar dealer Coombs, who entered it for Roy Salvadori. The Williams family, of which Grant is the third generation to race it, has owned the car for more than four decades.

PIPER IN TUNE AGAIN

One of only four Piper sports-racing cars built has returned to racing in Britain in the hands of John Bladon.

The only car known to survive is the ex-Bobby Bell 1965 car, which has recently come back after spending 20 years in the USA. Of the four cars, two went to New Zealand and a third became the Piper-Buick in the USA. Bladon's twin-cam 1600 version is the only one still racing and was restored by Peter Denty in the late '70s.

CHEVRON DUO STAR AT 40TH

Former Chevron works drivers Brian Redman and John Burton were stars of Chevron's 40th anniversary celebrations during the Oulton Park Gold Cup.

Burton won one of the two Chevron sportscar races, while Redman finished fourth on his return to the cockpit of a single-seater. Neither had raced at Oulton Park for three decades.

Other former Chevron drivers in attendance included Teddy Pilette, Geoff Lees, Mike Wilds, Ed Swart and Robin Darlington. Chevron engineer Paul Owens was also on hand and presented some of the race awards.

"Vin and Helen Malkie [who coordinated entries for the Chevron races] have done a wonderful job, and to see so many Chevrons here is wonderful," said Redman, who raced a B16 sportscar and a B42 single-seater in the dedicated marque races. "Of the 480 cars that Chevron built they rarely made a bad car, and unusually there is a strong family feel among Chevron owners. It's fantastic to be back at Oulton Park as well."

The B16 that Redman raced was the car of Joe Hish, which was thought to be racing in the UK for the first time, having spent its life in South Africa and then America. Sold in 1969 to Dennis Joubert in Cape Town, it was raced by Tim Schenken and John Hine in the Kyalami Nine Hours. "It's the original chassis, which has never been rebuilt," confirmed Redman.



Brian Redman's B42 leads Chris Sharples in the single-seater race

"It's a proper car with mountains of history," said Bladon, who relaunched it in the Classic Sports race at the Oulton Park Gold Cup. Sadly, gear-selection niggles hindered the progress of the Lotus 23B-style car.

STONELEIGH PLANS

Details of the third International Historic Motorsport Show at Stoneleigh Park have been unveiled.

The 2006 event, running over February 24-26, will feature increased exhibitor space, accommodating up to 500 exhibitors at full capacity.

Event organiser Ian Williamson has arranged a new hall adjacent to halls 1 and 2 to improve visitor access and provide a better facility for book and model sellers, memorabilia and smaller engineering companies.

Live events are scheduled to include a return of the 'Slowly Sideways' Group B rally car movement, while an indoor pre-65 motorbike trials demonstration will also run. An auction and the annual historic motorsport awards dinner will take place at the event.



Tour Britannia kicked off just as went to press. Ray Bellm (Ford GT40) won the race at Rockingham. Here he leads Howard Redhouse, Michael Schryver and Adrian Newey

NEWS IN BRIEF

Ex-Formula 3000 race winner and F3/FF2000/FF1600 champion Dave Coyne has targeted a racing comeback in historic motorsport. Coyne, whose last circuit race was in a Jaguar XK "a couple of years ago at Snetterton", is now competing on short ovals (see feature, page 76). "I'll drive anything as long as it's something worth getting into and I can win in it," he said. "Whenever I walk away from racing it's like a drug and I miss it so much."

December's historic East African Safari Rally will take in a 10km super special stage in the Kenyan capital city of Nairobi on December 4. In total the event covers 2815 miles, with an increase in competitive distance from 970 in 2003 to 1106 miles this year. The roughest sections from '03 have been removed, but the 10-day event will again be characterised by some of East Africa's most stunning scenery.

The cut-off date for eligible cars for the Le Mans Classic has been extended by one year to 1979 for the third edition of the event in July 2006. The move is expected to encourage cars such as the Ferrari BBLM and BMW M1 for the July 7-9 event. In all 450 entries will be accepted.

World Rally champions Colin McRae, Richard Burns and Björn Waldegård attended the Castle Combe Rallyday in August. In front of more than 10,000 fans, Colin and brother Alister laid rubber on the circuit in Ford Escorts (below).



The crowd attending the Shelsley Walsh centenary meeting has been estimated at 20,000 over the weekend. Although the organising MAC has yet to confirm a definitive figure for the three-day event in August, the event is thought to have drawn the biggest Shelsley crowd for 50 years.

Blues-tinged singer-songwriter Chris Rea is to put his famous Caterham 7, which featured on the cover of his 1991 album, *Auberge*, up for auction to raise money for the NSPCC. The car will go under the Coys hammer on September 29 at the Royal Horticultural Halls in Westminster.

HAMMER DOWN

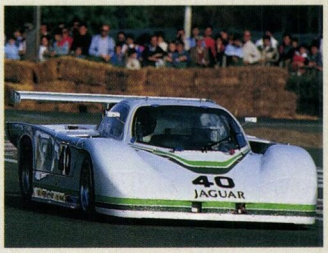
Racers that are going, going, gone

SOLD The Bonhams sale at the Silverstone Classic meeting in August saw mixed results. Chairman Robert Brooks personally handled the auction. Competition cars included a Brun Porsche 962C, which failed to achieve the £160,000 reserve, and a freshly rebuilt ex-Jean-Louis Schlesser McLaren-Cosworth M4A F2 car that managed £36,700. Strangest car to sell was a Rover 827 rally car; it made £2070.

FOR SALE



Recent entries for the Bonhams sale at the Goodwood Revival include the ex-Skip Hudson Cooper-Chevrolet, run in the early '60s by Dan Blocker (Hoss Cartwright of *Bonanza*). Also on the block is a 1985 Jaguar XJR-5 (similar to below) that was ordered new by Tom Walkinshaw but never raced. Its bottom estimate is £130,000, while the ex-Bruce Halford Emeryson-Climax F1/F2 car (similar to above) has a reserve price of £75,000. Weirdest car in the sale is the ex-Chris Lawrence/Gordon Spice Deep Sanderson 301 (top) that ran at Le Mans in 1964, the Mini-powered GT having been rebuilt by designer Lawrence and driven by him in last year's Le Mans Classic.



LAT: Peter Scherer, Gary Hawkins, Steve Havelock, Jeff Bloxham



Thoroughbred GP at Brands: Dan Collins's Lotus 91 is usually among the packed field

GP classics back at Brands

FIA Thoroughbred Grand Prix: Brands Hatch and Estoril
September 24/25, October 8/9

The fight for the FIA Thoroughbred Grand Prix World Championship culminates with races at Brands Hatch and Estoril.

Over the weekend of September 24/25, round nine of the series will put the period Formula One cars back onto the fabulous Grand Prix circuit at Brands Hatch after an absence of several years.

The penultimate TGP race of the year is one of the support races to the debut of the new A1GP 'World Cup of Motorsport' and follows a TGP double-header at Magny-Cours in early September.

Unfortunately, the Brands date clashes with the GP Masters trip to Spa-Francorchamps, but up to 30 F1 cars from the 3-litre era will be on the grid, including the ex-Villeneuve Ferrari 312T3 of current points leader John Bosch.

Bosch will face a big challenge in his quest for maximum class points at Brands, as Martin Stretton will be out in the six-wheel Tyrrell P34 for the second time this season and will likely dominate the post-71 non-ground-effect class as well as challenging for an overall podium finish.

Father and son John and Ryan Delane will field Tyrrells 001 and 002 respectively in Class A.

At the very head of the field in the ground-effect class will be title contenders Christian Gläsel, in his Brabham BT49D, Hubertus Bahlsen (Arrows A4), Joaquin Folch (Williams FW08) and Richard Eyre (Williams FW08), while Steve Hartley's Arrows A6 heads the post-71 flat-bottomed cars.

Classic Six Hours: Spa-Francorchamps
September 22-25

MORE THAN 700 CARS SET FOR SPA

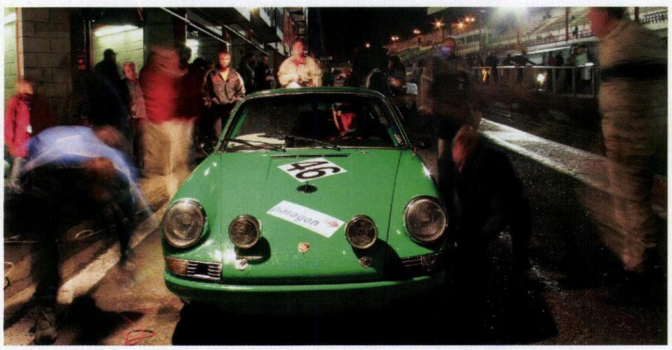
With an entry that is likely to top 700 cars and a 20-race programme spread over three and a half days, the Classic Six Hours meeting at Spa-Francorchamps on September 22-25 can rightly claim to be the biggest of its type in Europe.

The appeal of this monster event at one of the finest race tracks in the world is immense, and the feature enduro race running through to midnight on Saturday is just one of the star attractions.

Sharing top slot are a pair of Grand Prix Masters races and an hour-long mini-enduro for World Sportscar Masters. Other endurance events include a two-hour Gentleman Drivers GT and Sports Endurance race at the end of Sunday afternoon, a Top Hat Historic Touring Car race and an hour-long Gentleman Drivers Sports Racing Challenge.

More single-seater racing will be provided by the Jochen Rindt F2 Trophy and the Lurani Trophy Formula Juniors. Running on Friday will be a round of the BRDC Historic Sports Car series.

Featuring pre-65 sports-racing, GT and saloon cars, the Classic Six Hours race has developed into a major event on the historic racing calendar.



Griesemann brothers contested Spa Six Hours in Porsche last year - and were 29th!

RACE PROGRAMME
Check out where the action is

SEPTEMBER

When & where: 23-25 SPA-FRANCORCHAMPS (B)
What: Classic Six Hours of Spa, with a fabulous line-up including GP Masters, Gentleman Drivers, HGPCA, Pre-War Sports and Top Hat races
Contact: www.spa-francorchamps.be

When & where: 23-25 BRANDS HATCH
What: FIA World Championship for Thoroughbred GP Cars
Admission: £35
Contact: Tel: 01474 872331; www.motorsportvision.co.uk

When & where: 25 LOTON PARK
What: VSCC hillclimb
Admission: £10
Contact: www.vscc.co.uk

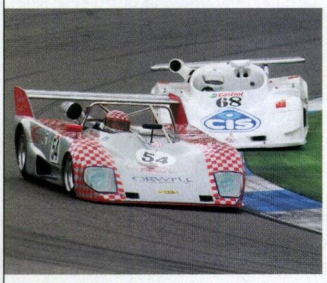
OCTOBER

When & where: 2 MALLORY PARK
What: Top Hat Raceday
Admission: £10
Contact: Tel: 01455 842931

When & where: 8 YORKSHIRE
What: Trackrod Historic Stages Rally
Contact: www.rallyyorkshire.co.uk

When & where: 8/9 ESTORIL (P)
What: Final of FIA TGP Championship
Contact: www.tgpf1.com

When & where: 8/9 DIJON (F)
What: Euro F2, Supersports (below) and Lurani Trophy Formula Junior
Contact: Tel: (33) 80 35 32 22



All Jim Hougrave

When & where: 15 SILVERSTONE
What: Final HSCC race meeting of 2005
Admission: £10
Contact: Tel 01327 858400; www.hscc.co.uk

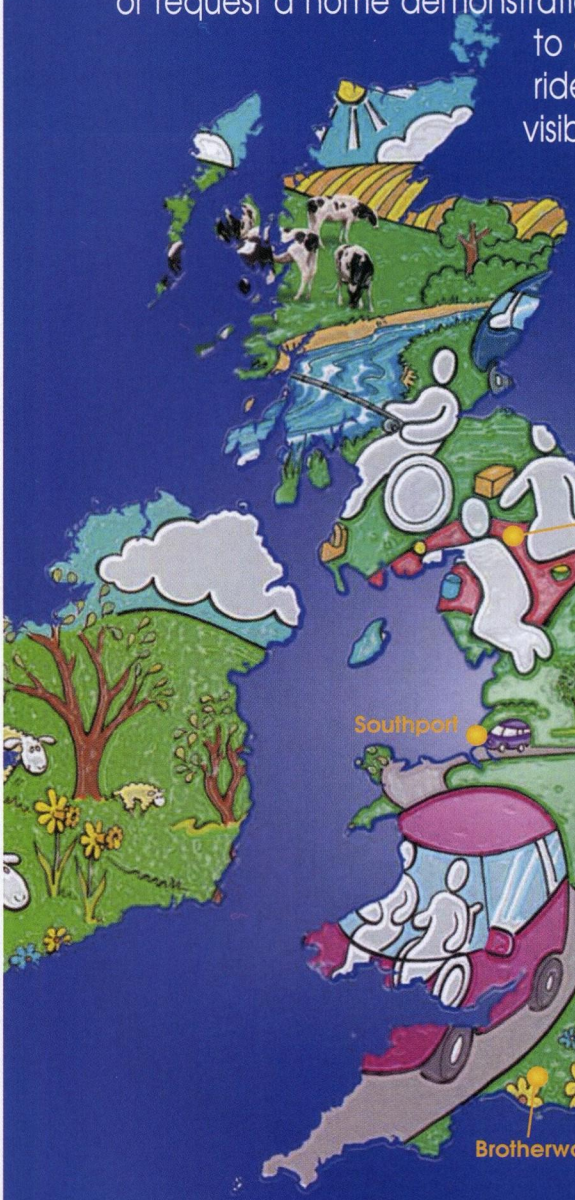
When & where: 15 GOODWOOD
What: VSCC Sprint
Admission: free
Contact: www.vscc.co.uk

When & where: 29 SOMERSET
What: Somerset Historic Stages Rally
Contact: www.somersetstagesrally.com

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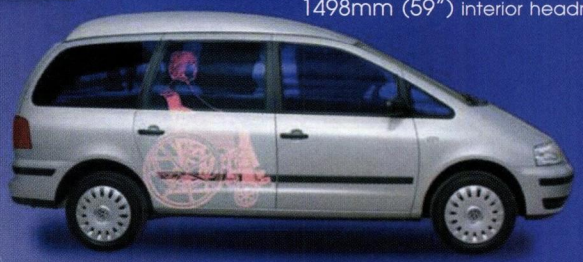
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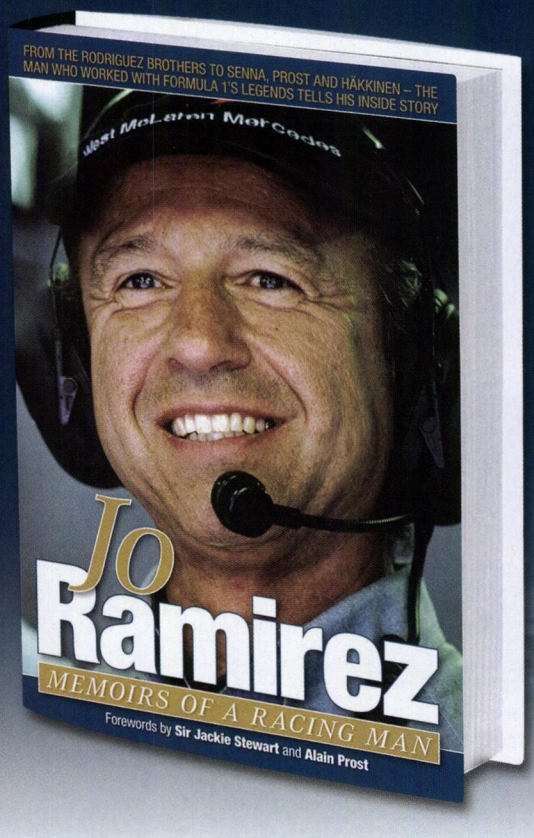
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Marcus Pye's Diary

A brace of anniversaries means two busy weekends on the trot – and the chance to race a Chevron B1 at Oulton



Chevron stalwart Brian Redman (19) disputes ground with fellow B16 pilot Kent Abrahamsson at the Oulton anniversary meeting

SHELSLEY WALSH: With virtually every living British Hillclimb champion present – either taking part or spectating on the wooded upper fringes of the hallowed course – August's centenary meeting was always going to be unmissable. And thus, 100 years and nine days after Ernest Instone's inaugural triumph in 1905, it proved.

Nowadays it's relatively common for drivers of single-seaters – and not just the big Pilbeams and Goulds – to cover the 1000-yard sprint in less than a third of the 77 seconds that it took Instone's passenger-laden Daimler to reach the summit. The sheer acceleration of their carbonfibre composite missiles defies belief on the same narrow hazard-lined farm road.

Intriguingly, Raymond Mays had slashed the original record in half with a 37.37sec ascent in ERA R4D before 1939's hostilities. During the Saturday championship round, newly-crowned king Martin Groves shaved 0.09sec from his own target to leave it at 23.77sec!

Of the many 'magic' milestones between Mays and Groves, the fall of the 30-second barrier was perhaps the most keenly anticipated. It finally fell to Yorkshireman David Hepworth in June 1971, when he cut 29.92sec with his eponymous Chevrolet V8-engined four-wheel-drive special en route to his second title.

Hepworth died in 1992, but his ochre-yellow machine, familiar from Great Auclum's RAC rounds in my youth, was back. Like his father, son Andrew also appeared to sit on, rather than in, the car, and it looked a handful (as it often did) as he wrestled it to the top. "David's in there with him, you know," a family friend told me. "The boys thought he deserved a run up on this great occasion, so they put the urn of his ashes in the footwell!"

OULTON PARK: One week after Shelsley, the 40th anniversary of the late Derek Bennett's Chevron marque was the next momentous landmark to be celebrated. Many of the models and great names that made Chevron so beloved were reunited at its spiritual home.

Evidence that Chevron came a very long way in a short time is indisputable and was laid bare before thousands of fans. Both B1 Clubmans cars of 1965 contrasted with the immortal B8 and B16 sports-racers. Single-seaters ranged from a '68 B9 F3 screamer to an F2 B42, a decade younger.

Tragically, Bennett died in '78 in a hang-glider crash, but the reclusive genius, who could jump into any of his own designs and lap Oulton or Aintree as quickly as the best, is remembered as one of the sport's most gifted intuitive constructors.

As Brian Redman, who scored many Chevron models' maiden wins, recalled: "We were struggling with McLaren's M18 F5000 car and went back to the old M10B, so I asked Derek if he could build me an F5000.' He replied, 'Yes, give me an engine and gearbox, 10 weeks and pay for the materials.' We did, and £3000 later we had the first B24."

A winner out of the box, the model became fabled after Peter Gethin won the Race of Champions in 1973, to the immense chagrin of the F1 teams. Lancastrian Anthony Taylor claims his car, later butchered into a centre-seat Can-Am racer, is chassis 3 (the Gethin car), and gave it its comeback in original Marathon Oil livery at Oulton.

There is no greater Chevron nut than Vin Malkie. Employed by Derek Bennett at the former cotton mill factory in Bolton from the late '60s, he has built his thriving business around the marque.

Malkie bought the second B1 (originally Brian Classic's car) from Harry McLaughlin in '68 and still treasures it. I was privileged to be able to race the beautifully proportioned ally-bodied masterpiece at Oulton and was amazed by its handling, and its performance with a 1.5-litre pre-crossflow Ford engine.

Pity I couldn't get a bit closer to Classic, in the evolution B2 he bought years later for £400 and kept in his garage roof. The motor trader extraordinaire – who raced several Chevrons in period – owns two of the four '66 cars.

Bennett's B1 has been with Geoff Temple long-term, incidentally, and there is talk of it being restored. M



Four-wheel-drive Hepworth special record breaker returns to the hill – two up...

Gary Hawkins, Jeff Bloxham

MotorSport

Pure Historic Racing

The HSCC revived the classic Oulton Park Gold Cup by celebrating its 50th anniversary in 2003. The event has been growing ever since. The third meeting in its current guise took place over this August Bank Holiday. A packed programme of 18 races brought together hundreds of exciting cars presented at their very best in a beautiful parkland setting. Oulton is a gorgeous circuit to drive on and packed grids evidenced its popularity with drivers.

This year the meeting celebrated Chevron's 40th birthday. These Derek Bennett designed cars gave the Bolton based marque great success in both sports and single-seater racing. Oulton was his local circuit. Avoiding the temptation to present gentle 'demonstration' runs, organiser Helen Bashford-Malkie is to be applauded for gathering together a fine field for three Chevron races. Sports car racers spanned from an original 1965 B1 'clubmans' car through to a striking B26 from the mid-seventies. Derek Bennett designed very attractive cars and his B8 and B16 were two of the most beautiful cars to grace a racetrack. His single seaters were also aesthetically pleasing and a big grid of F5000, F2, Formula Atlantic and F3 cars looked wonderful as they rolled past the pits at the start of their race. Helen also brought together many people

HISTORIC SPORTS CAR CLUB

from Chevron's past. It was good to see both Brian Classic, Bennett's first Chevron customer, and John Burton on track, with Burton taking a fine win in the first sports car race. Also present were a substantial contingent from the old Bolton works including Paul Owens. Most notably Brian Redman had made the trip from the US to be part of the celebration. Jonathan Palmer hosted the now traditional Gold Cup reception and was rewarded by a typically direct and funny Redman speech ending with three resounding cheers in honour of Bennett. Later Redman delighted competitors and spectators alike with a fine display of driving in both a B16 and a B42 F2 car.

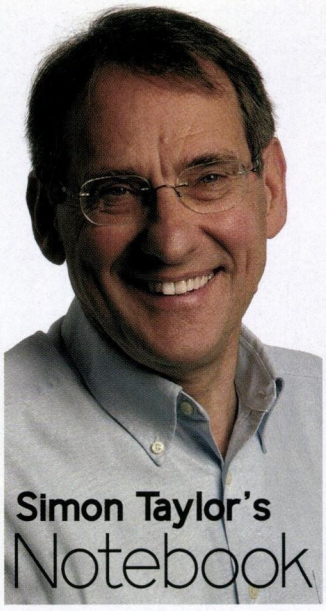
The Chevron celebration apart, the HSCC presented a staggering line up of races and cars. Races were won by cars as varied as; Cooper Monaco, TVR Griffith, Lotus 27, Morgan Plus 8, Brabham BT16, Lotus Elan, Alfa Giulia Sprint, Chevron B27, AC Cobra, Jaguar XK120…. the list goes on and on, with each winner coming from a full grid of similar cars. The HSCC focuses purely on historic racing and its race card really did have something for every taste. There was a good crowd on the spectator banking and a number of car club displays. One sure way of judging a race meeting is to ask the opinion of the marshals. Posts around the track seemed full of orange overalled marshals who had voted with their feet to give their much-appreciated support. As racing came to a close, word was that this is becoming their favourite meeting of the year.

Now the HSCC Championships move on to the swoops and swerves of fabulously fast Thruxton on September 10th. A big contingent of single seaters travels to Spa for races over the weekend of September 24/25. Then the climax of the championship season takes place at the Silverstone Finals meeting on Saturday October 15th. All the championships are represented and with contenders battling for point's position it should be another day of great racing. If you like historic racing at its best, and the HSCC sounds like your sort of Club, why not put Silverstone in your diary?

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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Simon Taylor's Notebook





Shelsley crowds 68 years apart: 2005, Quenby's Cooper; 1937, Fane's 'Nash

Promoting our type of motorsport to a new audience, without cheapening it, is vital to its long-term health

I make no apology for returning to the subject of Shelsley Walsh, which featured on this page a couple of months back. The centennial meeting at the hallowed Worcestershire hill is covered elsewhere in this issue, but as an unashamed lover of the place I have to add a couple of comments. The astonishing entry, with a galaxy of great hillclimbing names from past and present and a paddock overflowing with wonderful cars that included 1905 Daimler, V12 Auto Union and V16 BRM, was a remarkable achievement by the Midland Automobile Club and in particular by its tireless secretary, Roger Thomas. The MAC is not a big commercial organisation: it is a local club run by a small band of enthusiasts. Yet they achieved the seemingly impossible by raising a seven-figure sum to renew the hill's lease for another 99 years and guarantee Shelsley's existence into the 22nd century. Now their three-day centennial meeting has pulled in huge crowds: there were 15,000 spectators on the Sunday alone.

In the 1920s, when almost the only other regular UK motorsport venue was Brooklands, Shelsley regularly drew crowds of this size to its one annual meeting. Nowadays the weekend public has so many other diversions to choose from that motorsport attendances at everything except the Grand Prix have inevitably shrunk. Paying punters for club meetings at some British circuits are counted in hundreds rather than thousands. But Shelsley crowds have remained healthy, and it was heart-warming on that Sunday in August to see spectators lining the entire length of the 1000-yard hill and milling happily through the extended paddock (which now, since the new lease was signed, can include more of the old farmyard). The competition was enthralling, the outright hill record and ladies' record were broken over the weekend and the weather – despite official forecasts to the contrary – was flawless. Somebody said, as the early-morning mist cleared on Sunday to reveal a perfect Worcestershire day: "I think God must have done a bit of hillclimbing himself when he was a lad."

What was clear, talking to some of the spectators, was that many of those 15,000 people were coming to Shelsley, and probably to any hillclimb, for the first time. Attracted by carefully targeted publicity, they were finally visiting a place they'd heard a lot about. I talked to a couple of teenage kart racers with sharp F1 knowledge but no previous exposure to traditional motorsport. They'd driven up from London and were fascinated to learn that a competitive hillclimb Supersports car can be bought for £9000 – and, sharing between two drivers, a full season can work out cheaper than karting. I'm sure they'll be back.

Two weeks later I was at Donington for the VSCC's See Red meeting. This was inaugurated a few years ago amid much dissent in the VSCC. Julian Ghosh, the club's president, felt that an extra dimension should be added to one of its annual events to draw in a new crowd. Traditionalists argued that a parade of nearly modern F1 Ferraris had no place in a VSCC meeting. But a lot of extra spectators came, and were thus exposed not just to F1 Ferraris but also to the fascinating and catholic mix of cars in the other races. I haven't seen a crowd figure for this year's See Red meet, where the centrepiece was a splendid Maserati race that put a dozen 250Fs on the same grid, but judging by the traffic jams queueing up to get in it did very well.

The lesson to be learned from all this is that, when historic motorsport puts itself out to lay on an event of broader appeal and promotes it appropriately, the crowds do come and they do enjoy what they see. And they are often new crowds, many of them ripe to be converted by what they see to become regular enthusiasts.

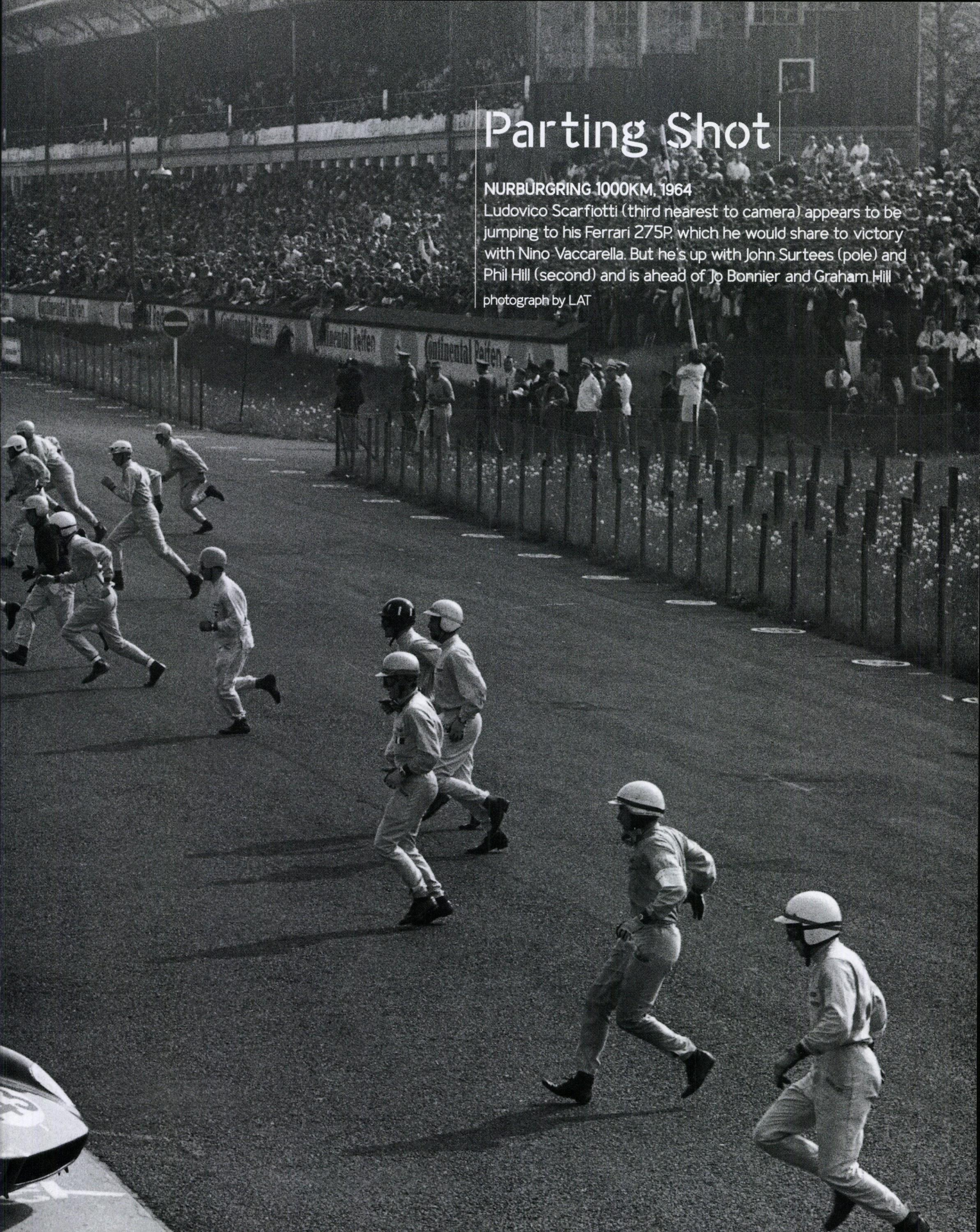
The real innovator, of course, was Lord March. His creative flair, showmanship and attention to detail have built up the Festival of Speed until it attracts more people than any other car event in this country, including the British Grand Prix. The Festival is deliberately targeted at as wide an audience as possible: but purists who look askance at the crowds queueing for Jenson Button's autograph in the Top Paddock should remember it's what makes it possible for them to see all those wonderful cars and drivers in the Cathedral Paddock. The Revival takes the same precepts a stage further: get the best cars, get the best drivers and recreate, in every possible detail, the time and the atmosphere when those cars and many of those drivers first became great. It's an irresistible proposition.

The Midland AC and VSCC do not have the same budgets to play with, but they have learned the lessons of Goodwood. If the type of motorsport we love is to survive in these commercially tough times, it must not remain a secret, enjoyed by the chosen few. Broadening its appeal is not dumbing it down: it is opening the door a bit wider so that a new generation can come in and learn to love what we love. The VSCC's other charming events, from the Cadwell Park meeting to the Welsh Trial, will continue just as they have always done. But Donington is bringing some new converts to the fold.

As for Shelsley Walsh, it may be another 100 years before it sees something quite as special as the Centenary meeting. But, out of its five weekends of hillclimbing in a year (which, under the new lease, it may be able to increase), the Midland AC hopes to continue to promote and broaden the appeal of its August meeting. Shelsley has been saved for our children and our grandchildren, so the more people who know about it, the better. M

LAT Jeff Bloxham


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Parting Shot

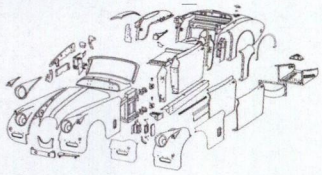
NURBURGRING 1000KM, 1964

Ludovico Scarfiotti (third nearest to camera) appears to be jumping to his Ferrari 275P, which he would share to victory with Nino Vaccarella. But he's up with John Surtees (pole) and Phil Hill (second) and is ahead of Jo Bonnier and Graham Hill

photograph by LAT

RESTORATION NEWS

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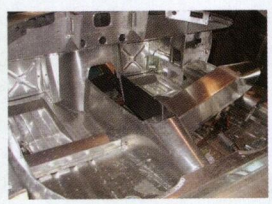


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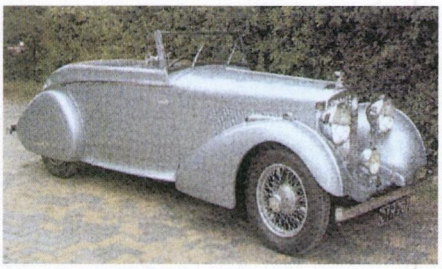
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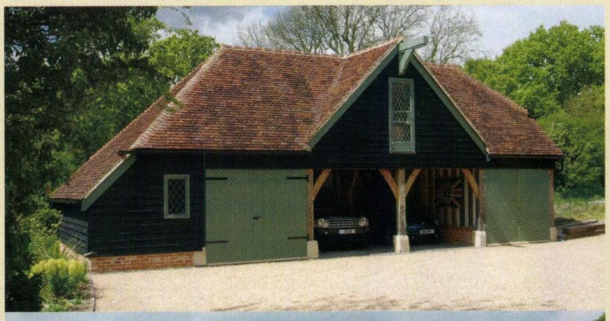
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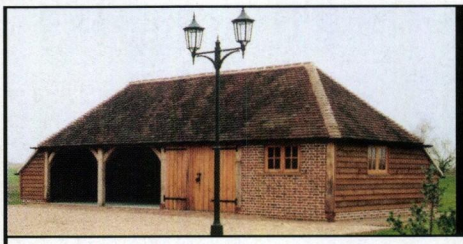
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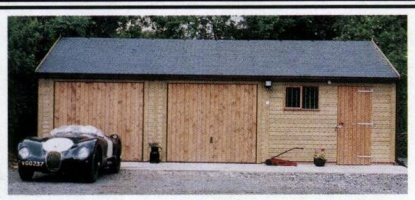


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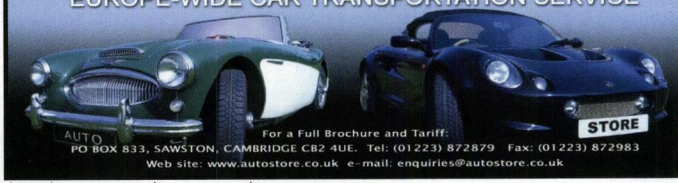
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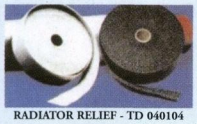
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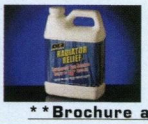
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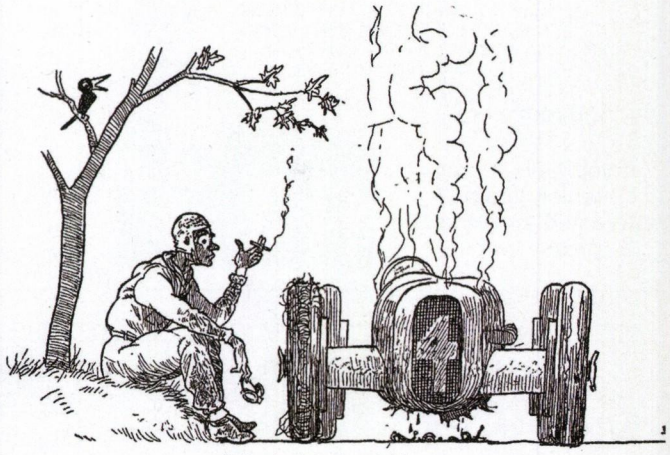
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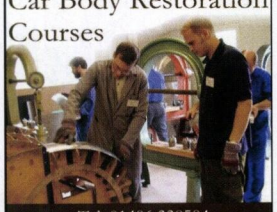
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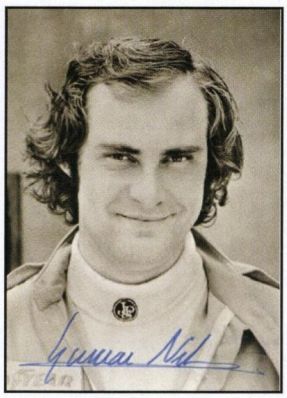
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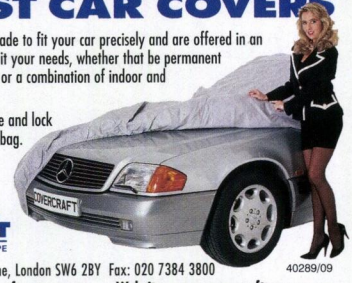
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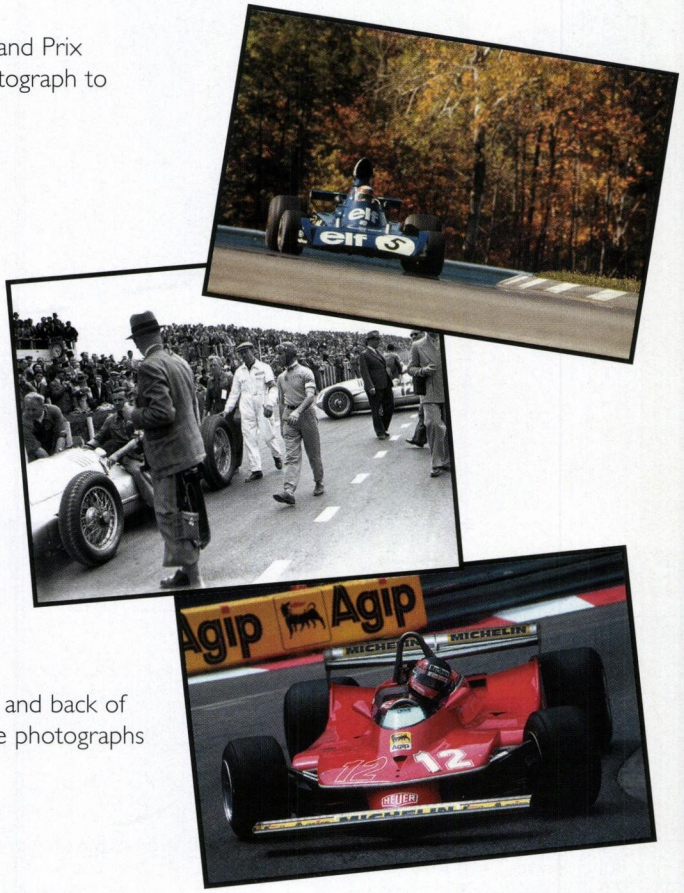
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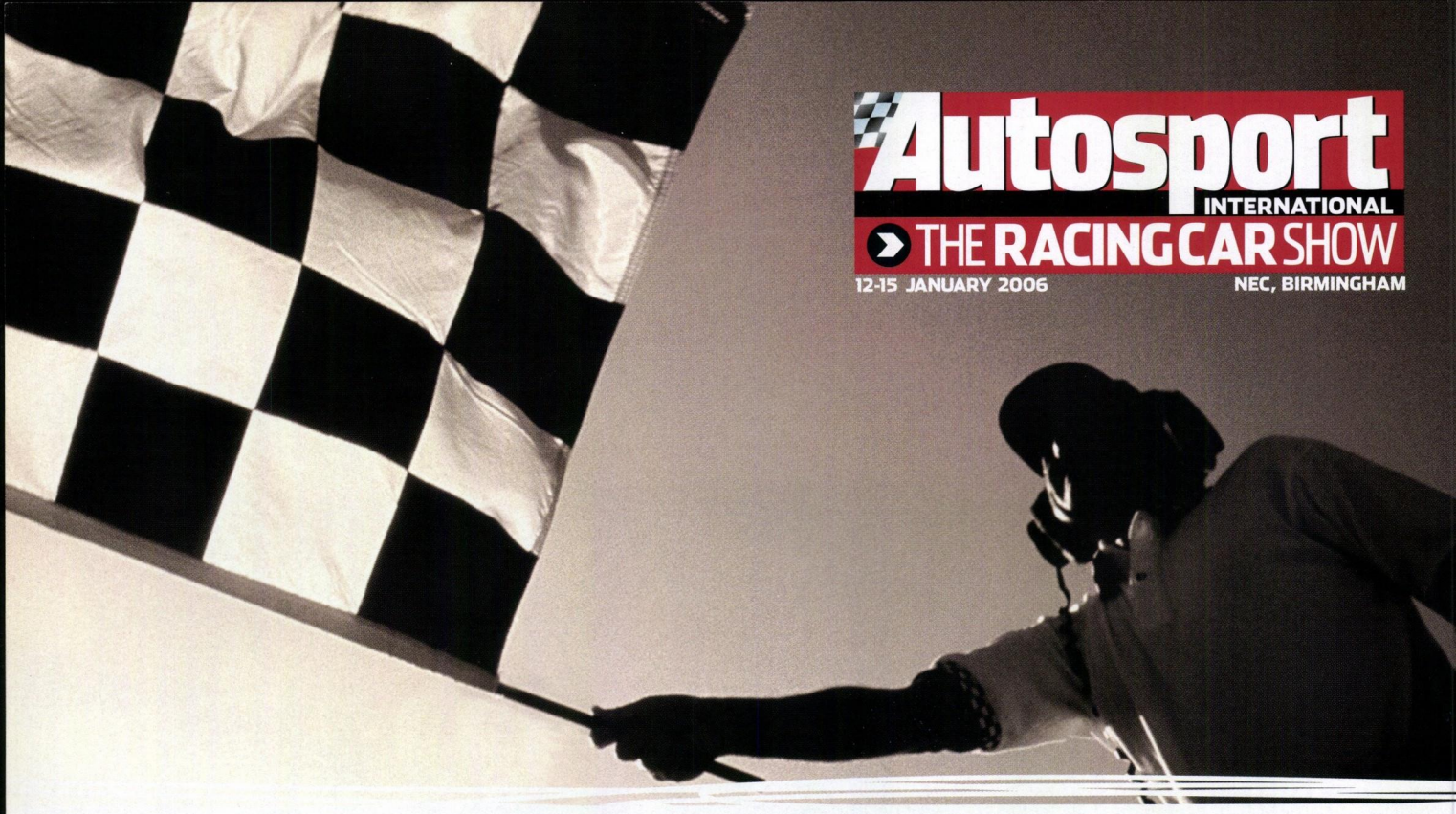
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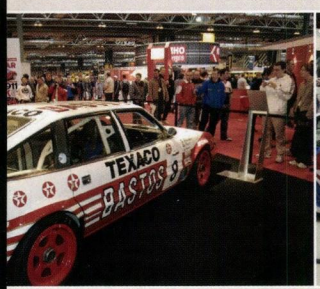
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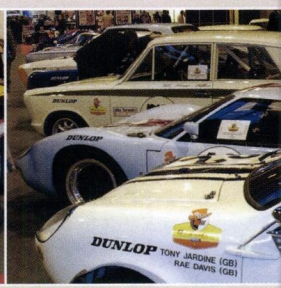
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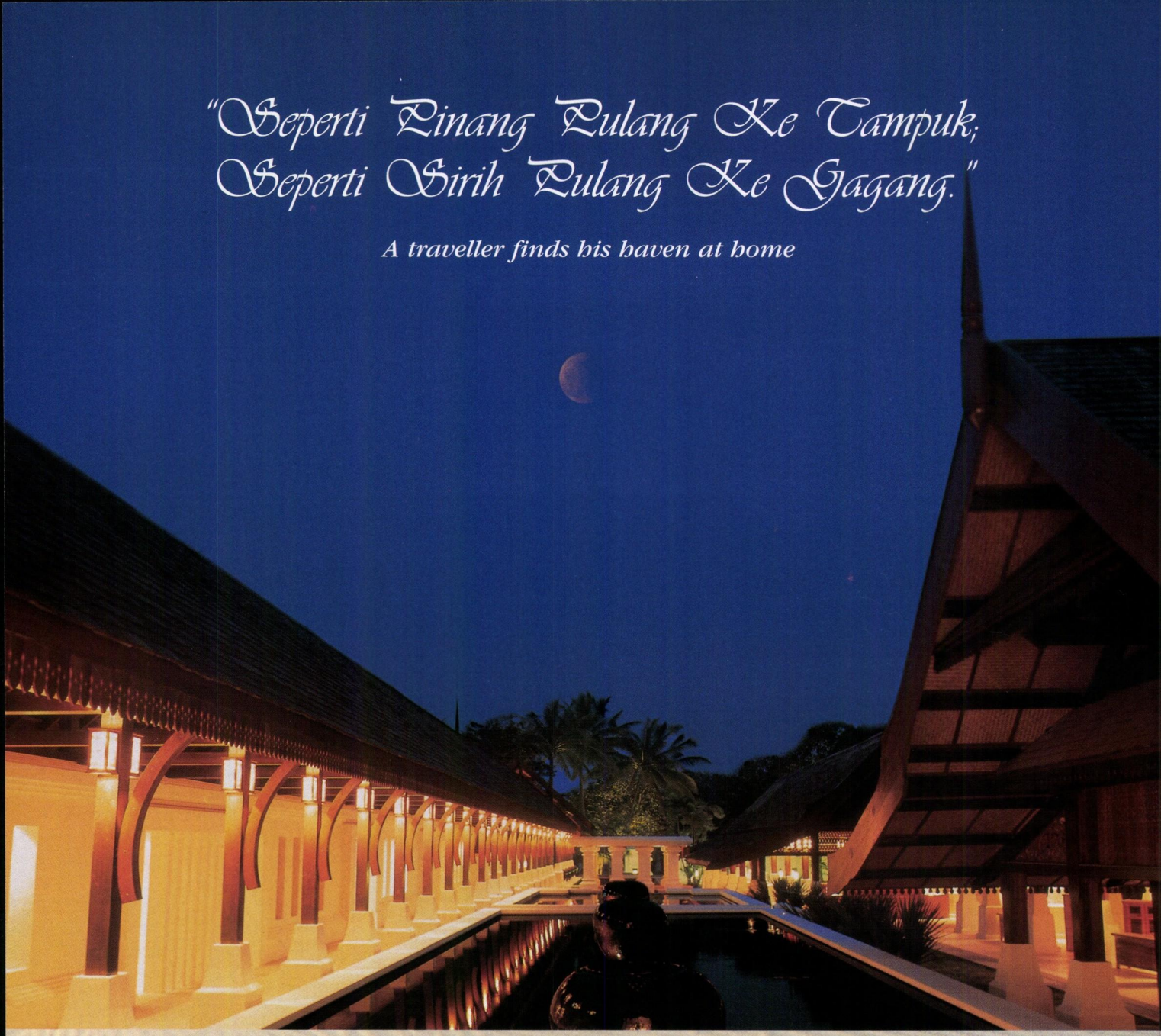
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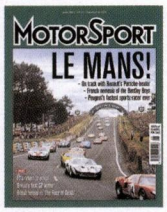
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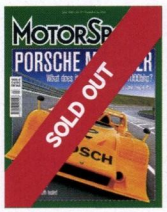
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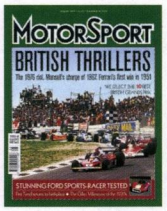
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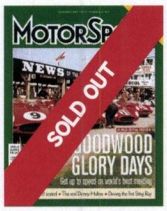
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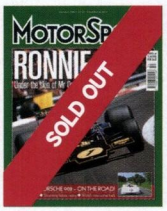
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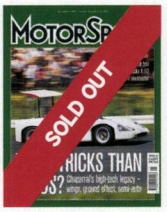
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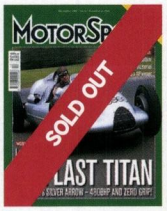
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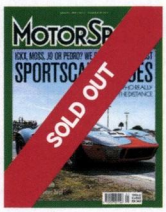
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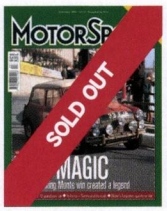
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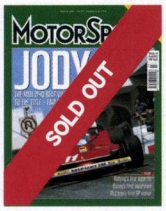
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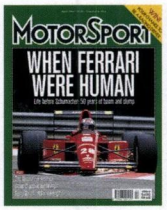
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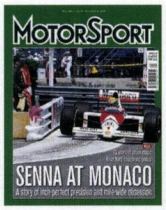
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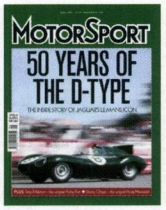
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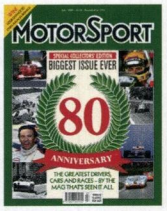
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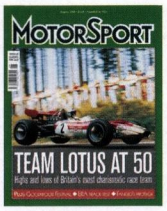
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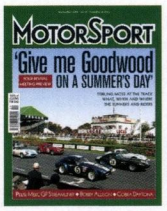
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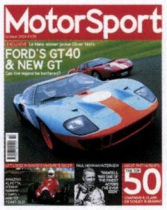
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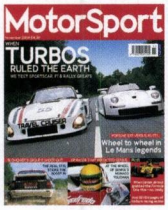
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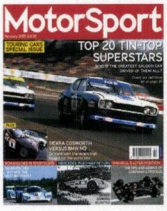
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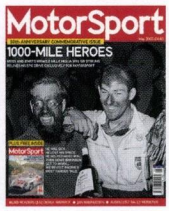
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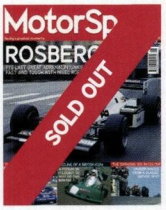
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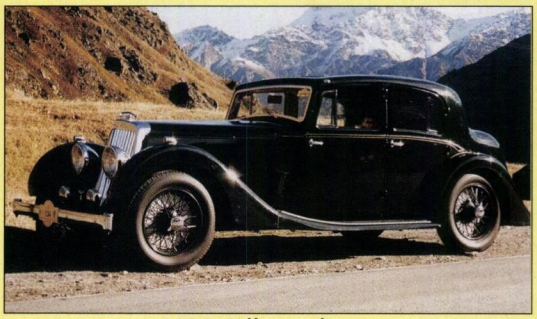
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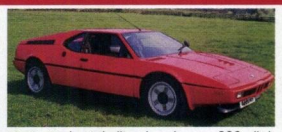
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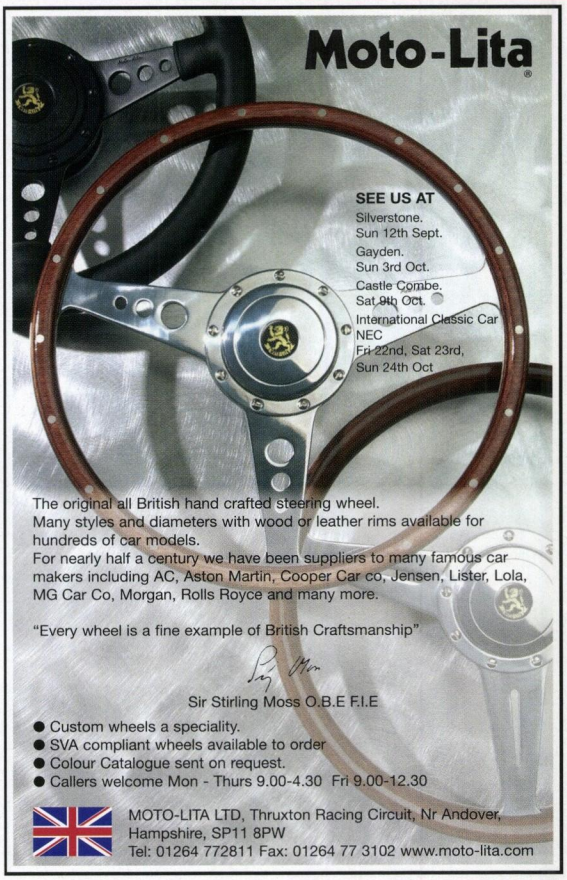
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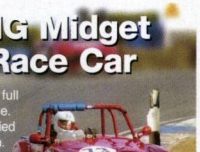
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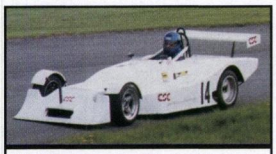
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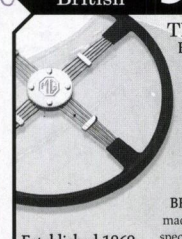
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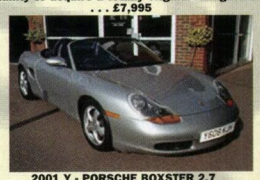
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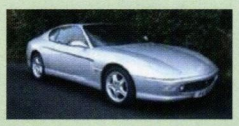
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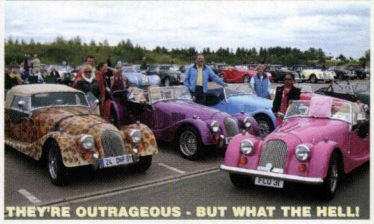
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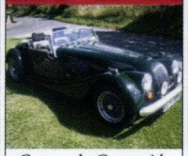
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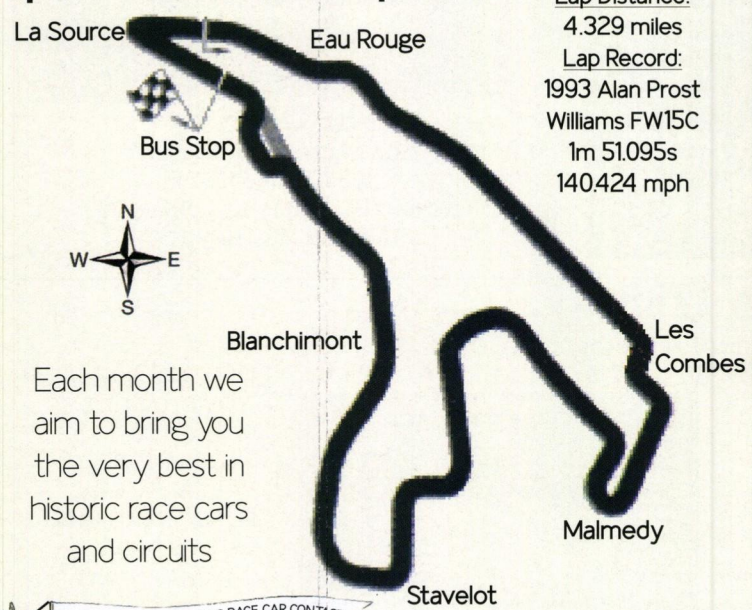
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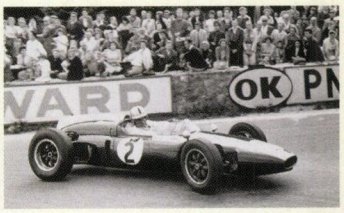
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1966 AC COBRA 289 Mk III - R.H.DRIVE.

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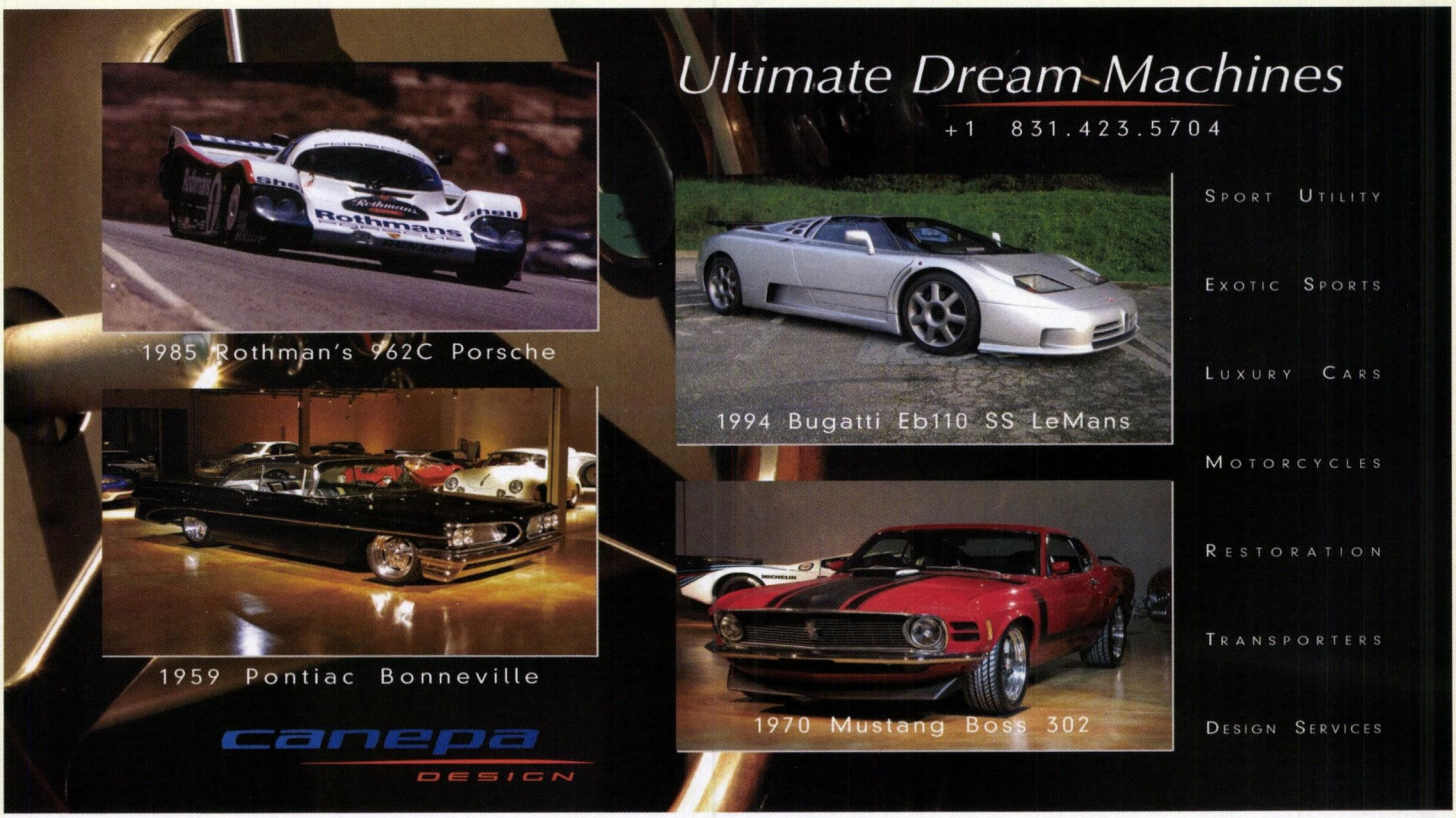


1990 AC COBRA LIGHTWEIGHT - R.H.DRIVE.

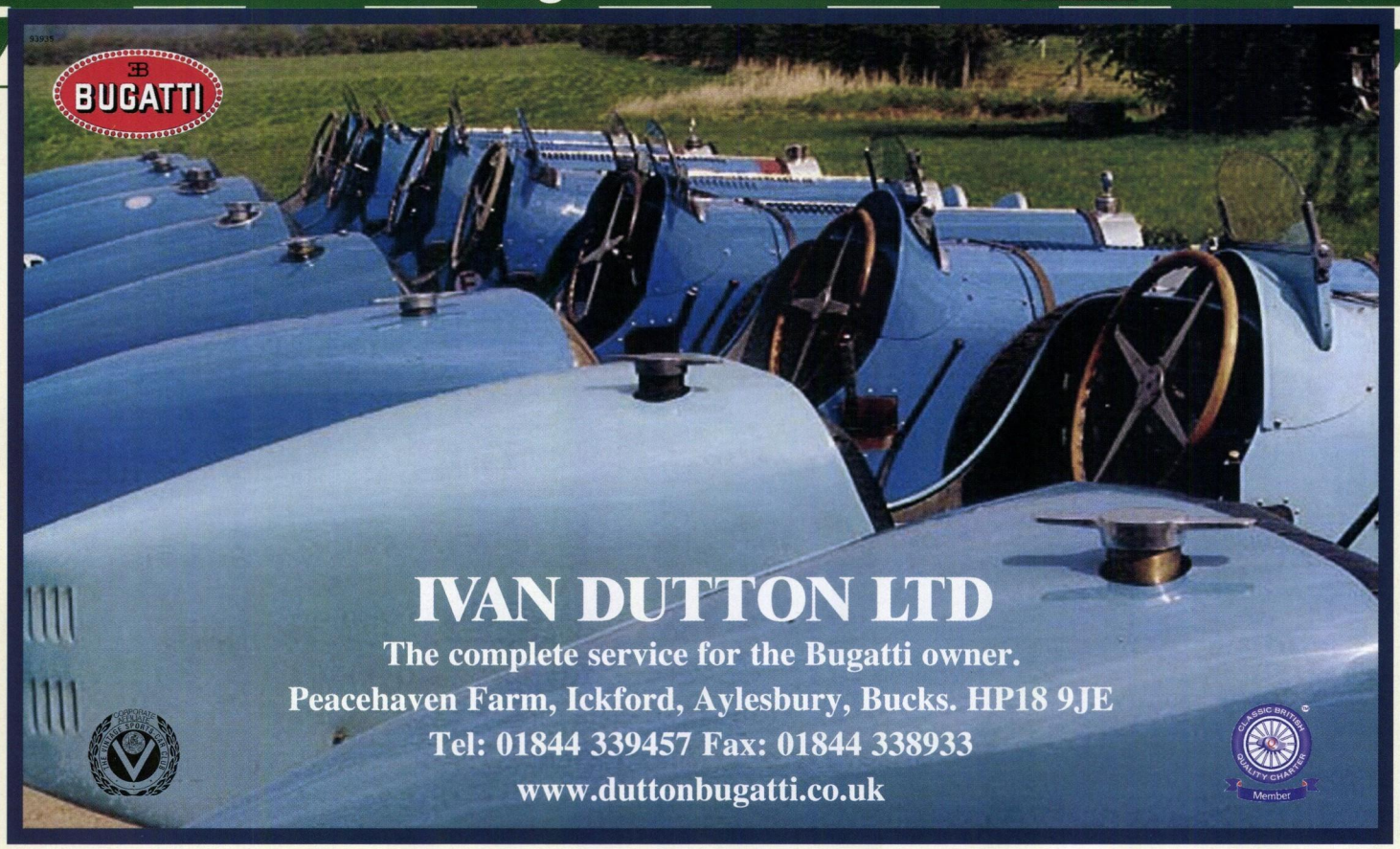
Only 26 genuine original 'Lightweights' were built and this 9,300 miles example is 1 of only 4 with sidepipes fitted from new. It also has lots of other mods and extras (e.g. full Uniclip suspension conversion, 3.77:1 diff., Hurst shift etc. etc.), won its class at the A.C.O.C. Goodwood Sprint, and was chosen to represent the Marque at AC Cars Ltd. Centenary at the Royal Chelsea Hospital in 2001. In short, it's probably the best 'Lightweight' of them all, and is as close to a 1960's Cobra as you can get, for around half the price. Magnificent!



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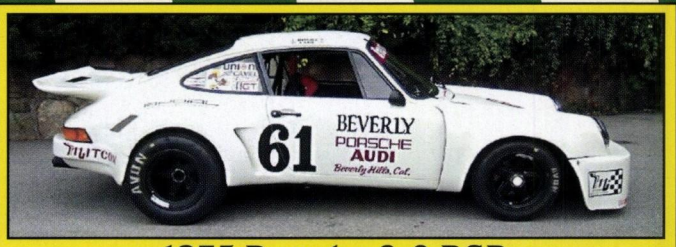
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1975 Porsche 3.0 RSR

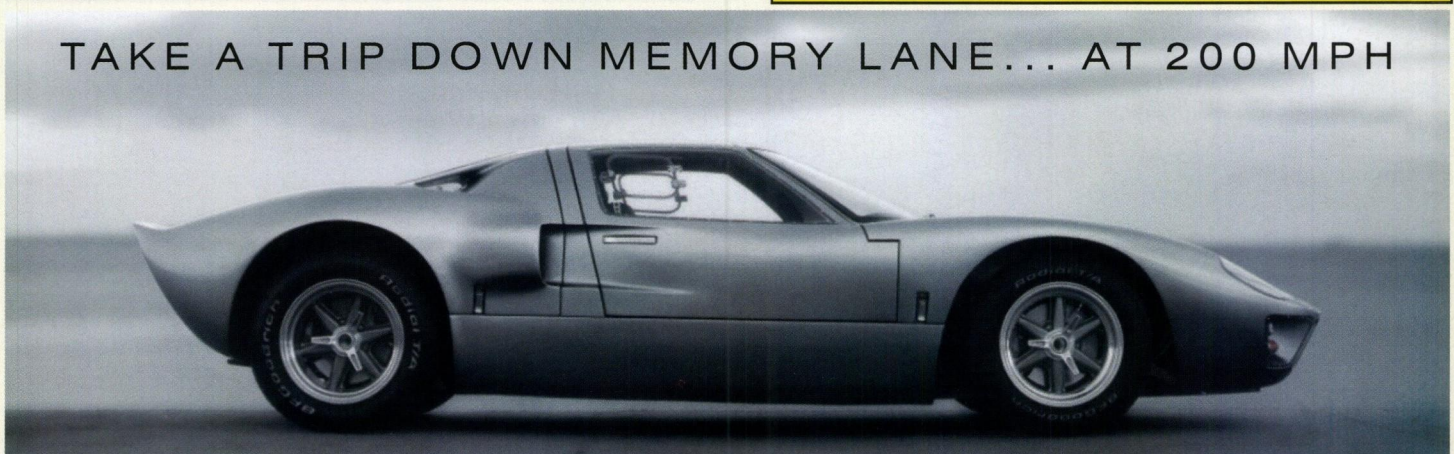
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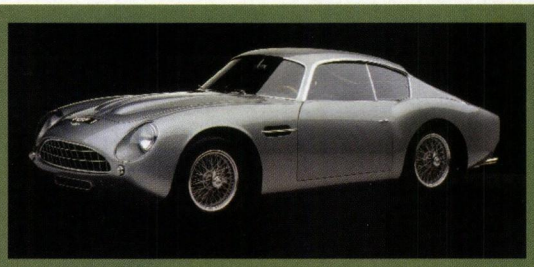
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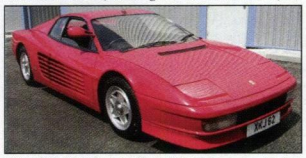
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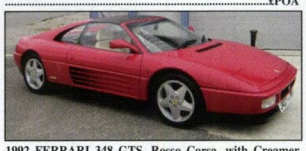
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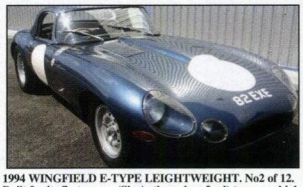
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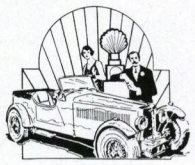
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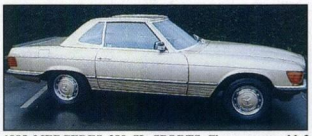


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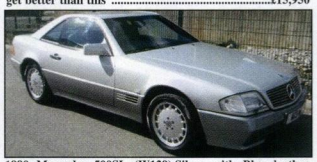


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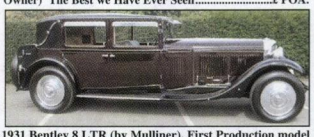
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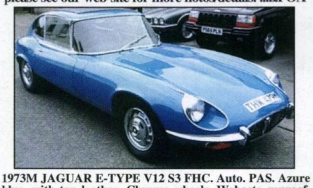
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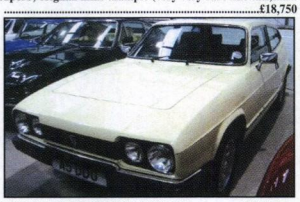


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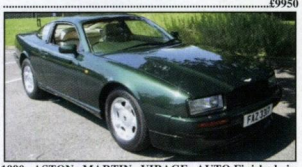
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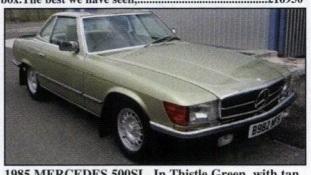
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1990 ASTON MARTIN VIRAGE AUTO.Finished in Balmoral Green With magnolia leather piped Green, alloys Air-cond , 34000 miles with FSH, (90% Aston Factory). Please see our web-site for more details etc £29950



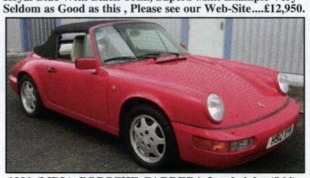
1989, JAGUAR XJS HE CONVERTIBLE, Solent Blue With Doeskin Leather, and Blue Mohair Power Hood. Cross-Spoke Alloys, Air-cond, Criuse, etc. Total Jaguar Service History. 26000 Miles Only, As new out of the box.The best we have seen,.....£16950



1985 MERCEDES 500SL. In Thistle Green, with tan trim, alloys, H and S Tops. 70000 Miles only, with FSH, sold by us to its last owner. one of the best you will find, stunning.....£16,950



1924 Singer Two Seat, Open Tourer With Dickey Seat. Royal Blue With Black Trim, Superb Mint Example Very Seldom as Good as this , Please see our Web-Site.....£12,950.



1991 (MDL) PORSCHE CARRERA 2. cabriolet (964) Manual, Guards Red, with Linen Leather Piped Red. Alloys, air-cond, CD, 30000 only with FPSH, this car is as new. The best we have seen,.....£22950



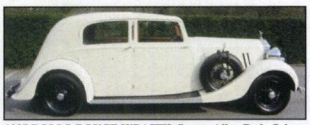
1997 (RAM) D-TYPE JAGUAR REPLICA. BRG, with forest green leather trim, Dunlop (style) Wheels, Period Instruments, Tuned (blue printed) (D-CAMS) 4.2 ltr Unit with Lynx manifold. Triple webers,(DCOE 45) Rose Jointed Damping, Upgreaded race Brakes Etc. This is as good as it gets, please see our web-site for full details and photos, ...£36950



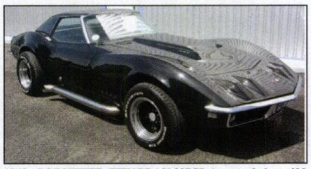
1992 (LAST MODEL BUILT) MERCEDES 500 SEC. Blue/Black with barley leather trim, fully loaded spec, air-cond, electric pack,abs, asr, criuse, esr, alloys, 80000 miles only FMBSH.out of the box, mint example (a very Rare) £17950



1968 MGC ROADSTER, Famous Rally car, Professionally and Expensively Prepared for Historic ralling, has competed in many rallies such as London-Cape town, and the Inca Trail, Massive spec, (see our Website) all papers, Docs, etc. £24950



1937 ROLLS-ROYCE WRAITH Sports Alloy Body Saloon By Park-ward. (original Factory Experimental Car) Very Famous, and Important Example, Please See our Web-site or Contact Us for Full Details etc. .....£44,950.



1968. CORVETTE STINGRAY.327CI (upgreaded to 400 BHP.) Manual , sindwinders, 54000 miles Only, in superb mint condition, all books, papers, tools, etc.please view our web-site, ...£27950



1997 BUILT, DAX COBRA, 4.0LTR V8, (very high Build Quality, and Spec.) Space frame chassis, Full Jaguar Running Gear, Genuine hallibrand Wheels, Bronze Green, with silver centre, Black Leather, Cobra seats, side-winder Exhausts, Chrome roll-Bar. Less Than 4000 miles, Stunning and very Fast £24950



1904 DARRACQ, 4 seat open Tourer. 2.5 Ltr 2 Cylinder. This superb And Very Rare motor Car has Competed in many London To Brighton Runs. and was Once owned by the Chairman of the RAC. Please see our web-site for full photos and details, ...£POA

Arriving soon

(These vehicles will be available at time of press)

SEE OUR WEB-SITE

1906 DE DION BOUTON MODEL (AM)

1967 Healey 3000 Mk3 phase 2.mint.

1996 Bentley Turbo RL (as New)

2000 VW BEETLE (300) Miles Only As New

Ferrari 308 GTS LHD, Concours winning Example.)

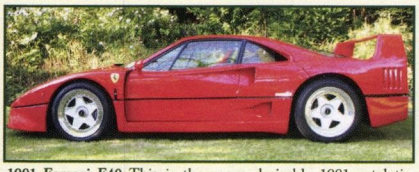
1968 Porsche 912, Coupe, Restored and mint.

We are always interested in buying, part-exchanging OR selling, cars similar to the above, click-on to our website for more detailed photos, and info.

CHASE MOTORING CLASSICS



1954 Bentley R Type Continental Finished in Regal Red with Ivory trim, automatic transmission, and a desirable E series car. Exceptional bodily, interior and mechanical condition and benefits from a continuous well documented history (full engine rebuild in 2001). Supplied new in April 1955, the car has subsequently had 5 known owners, and is UK registered on its original number plate. The car has featured at numerous rallies, events and TV articles. We also have another more expensive but newly restored manual car arriving soon. More details/photos on our web site .....
.....**Price: £160,000**



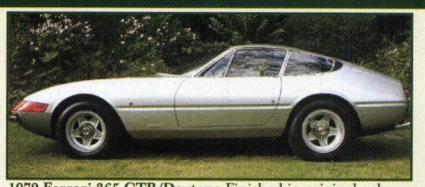
1991 Ferrari F40 This is the more desirable 1991 catalytic converter, adjustable suspension model and also a UK delivered car with a continuous service history file from Maranello. Cambelts/petrol tanks were recently renewed, and the car has covered a mere 9,900 documented miles. The car comes with a full service history and file together with original Ferrari wallet and books. The car is near concours condition and has often been commented on by Ferrari specialists as to its exceptional condition. More details/photos on our web site
.....**Price: £187,500**



1972 Ferrari 365 GTB/Daytona Finished in original colours of Blue Dino metallic exterior and Pelle Blue interior. The car has had a full Maranello (Ferrari UK) documented body and mechanical rebuild costing £85,000 in 1990! Restored to an 'as new condition' which is still reflected today. Since restoration the car has only covered 2,000 miles during its 10 year stay in the Cavallino collection (but still regularly serviced). It is in truly amazing condition and drives as though it was only a year old. Substantial history files with known ownership, 9" rear wheels and tool kit. We also have two other cheaper Daytona for sale. More details/photos on our web site. .....**Price: £98,500**



1965 Aston Martin DB5 Finished in stunning Royal Blue with Biscuit leather interior. Exceptional original condition, having benefited from a complete body, interior and mechanical restoration in 1989 by the Vintage Carriage Company. The car comes with a simply huge history file containing restoration receipts, old MOT's and service history. With DB5's achieving up to £200,000 for concours examples, this represents excellent value. More details/photos on our web site .....**Price: £90,000**



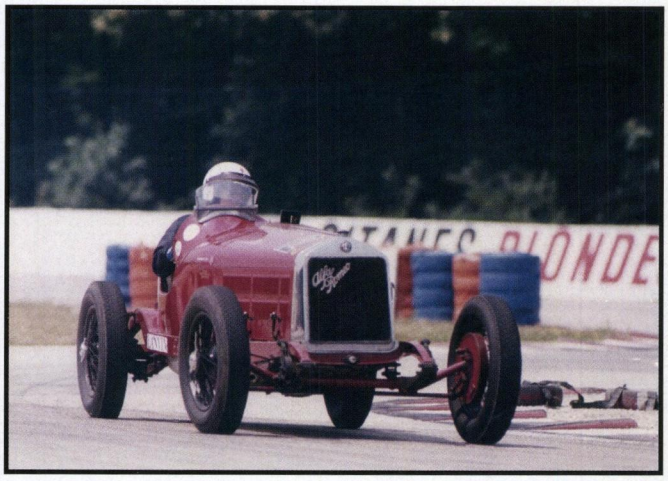
1972 Ferrari 365 GTB/Daytona Finished in original colours of Argento Silver with Blue interior. A 32,000 mile car having benefited from a complete 'nut and bolt' restoration in 1997. A comprehensive history file together with wallet, books and original tool kit and 9" rear wheels. The car has featured in numerous magazine articles and books. After having owned 5 Daytona's previously, this is clearly the finest example and probably undoubtedly one of the best in the UK, if not the World. More details/photos on our web site .....**Price: £100,000**



1964 289 Mark II AC Cobra CSX2388-Built by an ex-team Cobra mechanic in 1980 from parts sourced in the US, the car is accurate in every respect and detail, including a superb body by AC cars. UK registered as 1964 on the number plate '1964 AC' and comes with valid HSCC and FIA papers. Also well known car within the AC owners club, SAAC and many historic rallies (Tour Auto, etc). Probably, one of the best most useable, well built and prepared Cobra's with a recent engine rebuild by Mathwall. More detailed history/photos of the cars are on our web site .....**Price: SOLD**

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For Sale £195,000

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www.sherwoodrestorations.co.uk — *Classic & Sports Car Specialist* — Email: sales@sherwoodrestorations.co.uk



1967 AUSTIN HEALEY SPRITE 1275 MK4. Tartan Red, with Dark Grey trim, ex-Jersey car, 37K from new, heater, wire wheels, wood rimmed wheel. If there's a better example out there, I would like to see it; absolutely stunning. RHD **£8,995**



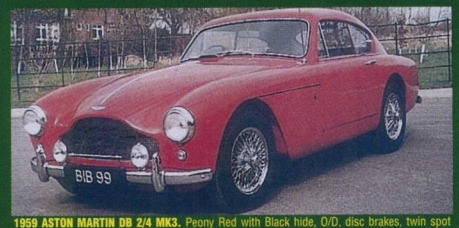
1954 AUSTIN HEALEY 100/4 BNI. Ice Blue with Dark Blue hide and weather equipment. Recent professional ground up restoration to an exacting standard, original UK car equipped with overdrive, wire wheels, heater, laminated screen etc. An impeccable example of the purest Big Healey.RHD **£23,995**



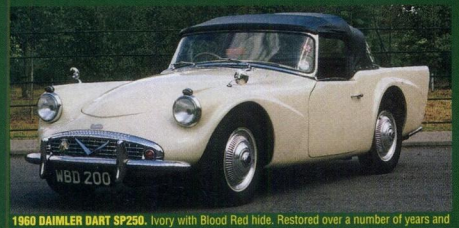
1955 JAGUAR XK140 ROADSTER C TYPE. Signal Red with Black hide and Black weather equip. Total nut & bolt restoration to the highest of standards. C type head, twin spot lamps, dual exhaust, spats, heater, less than 800 miles since completion. This is just what the doctor ordered. Simply stunning!RHD **£47,995**



1954 MGTF 1250. OEW with Blood Red hide/weather equip. UK car (TMB 420), professional 100 point ground up restoration to a standard seldom achieved by a previous Autoglym concours winner, wire wheels, tonneau cover, stainless exhaust, gas flowed head. The restoration could not be replicated for less than £40,000. View all others first, then view and buy the best. RHD **£26,995**



1959 ASTON MARTIN DB 2/4 MK3. Peony Red with Black hide, O/D, disc brakes, twin spot lamps, dual exhaust, CWW, radio. A very low mileage example, A.M. Concours winner 89 points, last owner since 1988, undoubtedly one of the finest examples available, the ultimate DB series, and in my opinion a sound investment. RHD **£54,995**



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



1960 AUSTIN HEALEY 3000 MKI TO WORKS RALLY SPEC. Red with Black interior. Full FIA spec with FIA papers. Alloy body, raised boot, spot lamp pods, 4 wheel 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 specialist, could not be replicated for twice this price; sensational. RHD **£39,995**



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



1964 MERCEDES BENZ 230SL AUTO. Signal Red with Black hide. 70K miles from new with FSH, ex-Jersey, equipped with PAS, factory hard top in Black, radio, tonneau cover etc. It would be hard if not impossible to find a better example, be quick!RHD **£28,995**



1974 FORD CAPRI RS 3100. Arctic White with Black perforated hide. Totally restored to concours standard, winner of numerous Ford O. C. concours, stage 2 engine, stainless exhaust, full photographic record & all bills to cover the restoration. This is the best, as proved by its many wins, it drives as it should, with an exceptional turn of speed.RHD **£15,995**



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



1961 AUSTIN HEALEY 3000 MK2 TRI CARB. OEW with Red hide & weather equip. 3 owners, the last since 1966 and only 63K miles from new. Works hard top, O/D, 72 spoke wire wheels, heater, Motolita steering wheel, Kenlowe fan. The finest example we have ever had, one for the purist.RHD **£28,995**

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

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

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

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

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

1967 MINI COOPER 1275S. Black with Cream roof & Black trim. Full house F.I.A. rally car, SC C/R gearbox, Safety Devices roll cage, twin tanks, Halda, triple spot lamps, minilite wheels, works rally spec brakes, susp drive shafts. Superb condition, RAC papers and ready for the most serious of rallies. You could not build this car for less than £25,000 ..... £12,995

1965 MGB 1.8 ROADSTER. Guards Red with Black hide. Overdrive, wire wheels, stainless exhaust etc. A very well restored example in superb order £11,995

1973 MGB 1950 OSSELLI ROADSTER. Damask Red with Black trim, spax shockers, uprated springs, Kenlowe fan, overdrive, Motolita steering wheel, 45 webber (128) BHP, uprated anti roll bars, roll hoop. A totally restored example that is incredibly quick £11,995

1965 TRIUMPH 2000 MKI RACE CAR. Built/developed over 15yrs by Carlow Engineering, dry sumped, C/R gearbox, LSD, rose jointed susp, front/rear ventilated disc brakes, long range fuel tank, Donington 1.23, definite front runner in many historic series, or superb track day / sprint car. Fresh engine just fitted, whole car fully prepared, cost in excess of £80K to build. Vast amount of spares & data, the cheapest historic race car you are likely to find and road registered £11,995

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

1969 MGB 1.8 ROADSTER. Teal Blue with Black hide. Restored some years ago to a very high standard. Uprated suspension, CWW, mohair hood, wood rimmed steering wheel, wing mirrors etc. A very nice example £8,995

1979 TALBOT SUNBEAM LOTUS. Black over Silver with Grey cloth trim. Re-built some years ago using the last factory shell. Uprated suspension, quick rack, rear anti-roll bar, oil cooler. Uprated engine, LSD, Skip Brown competition exhaust, spot lamps, fire extinguisher. An outstanding low mileage example, presently prepared for sprinting & hill climbing; would make a serious rally car £8,495

1990 LOTUS ELAN SE TURBO. In GP White with Black hide & hood. 100K miles with total history, equipped with PAS, elec windows and mirrors, high grade music system, cat 1 alarm etc. A most outstanding example and sure to appreciate £7,495

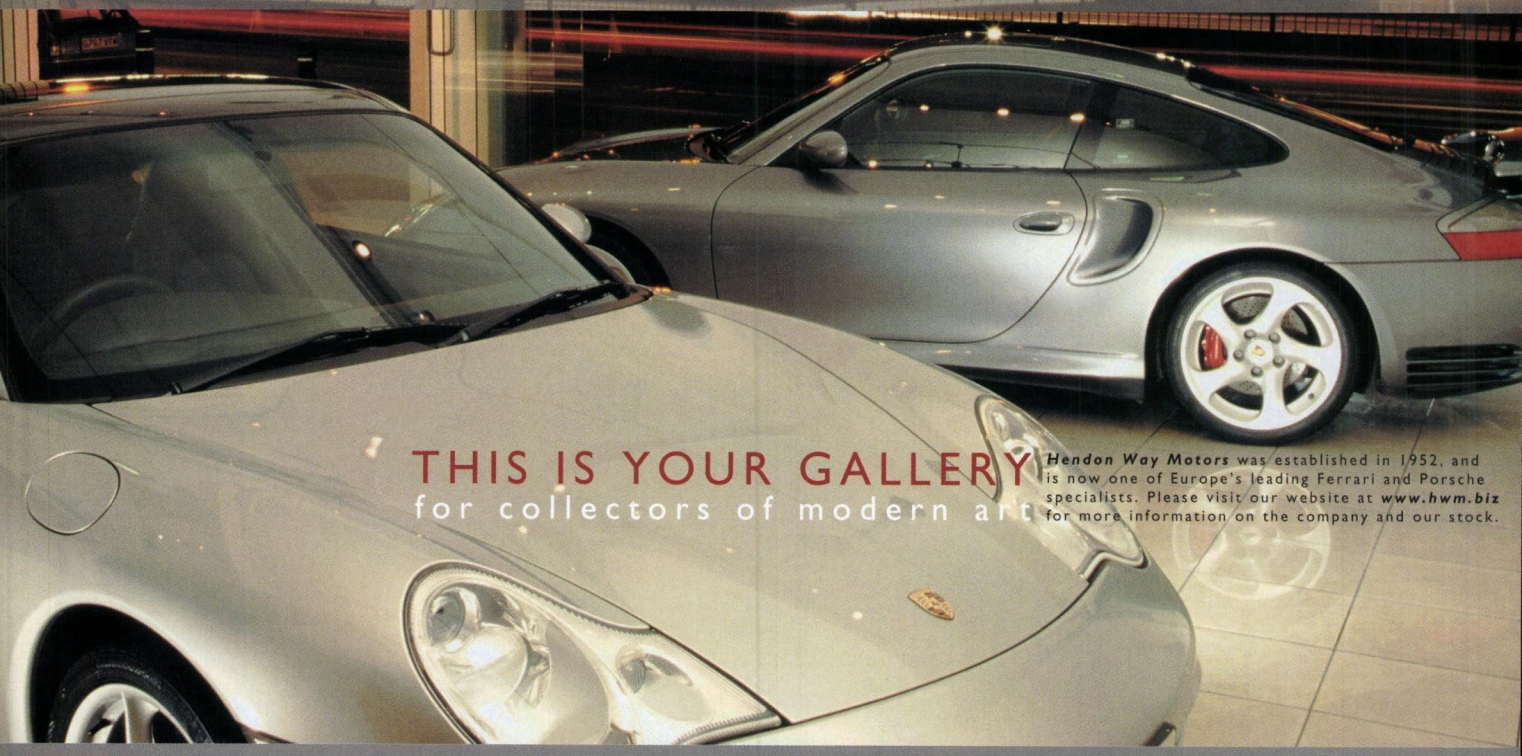
1980 PORSCHE 924 LE MANS. GP White with Black pinstripe trim. Local car, 49K with total service history, elec windows/mirrors, radio/cass, twin spot lamps, sun roof. A most outstanding low mileage example of this limited edition Porsche £6,995

1983 PORSCHE 924 LUX. Guards Red with Black pin stripe trim. 90K miles with extensive service history. Sun roof, alloy wheels, elec windows, driving lamps, radio/cass, P.D.M. etc. An exceptional example and superb value £4,995

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PORSCHE 911

MODEL TYPES 997 / 996 / 993 / 964

2005 PORSCHE 997 COUPE SEAL GREY 1150 miles
Ocean blue leather, sport seats, SAT NAV, litronic lights, park assist, tracker

2001 PORSCHE 996 TURBO ARCTIC SILVER 15000 miles
Black lthr, mem/heated seats, white dials, PCM, PFM, CC, litronic lights, rad CD

2004/5 PORSCHE 997 C2 COUPE BASALT BLACK 4000 miles
Grey leather, heated seats, SAT NAV, park assist, 19" classic alloys, tracker

2003 PORSCHE GT2 BASALT BLACK 12000 miles
Black leather, climate, sport seats, air bags, al pack, litronic lights, CD

2003 PORSCHE C4S LAPIS BLUE 19,000 miles
Grey leather, sport seats, sunroof, PSM, red callipers, sports exhaust, CD

2003 PORSCHE C4S COUPE BASALT BLACK 15,000 miles
Black leather, climate, PSM 2, ruffled leather, Bose, sunroof, park, mem seats

2004 PORSCHE C4S MIDNIGHT BLUE 14,000 miles
Blue leather, heated mem seats, white dials, sports exhaust, sunroof, park, Bose

2003 PORSCHE C2 COUPE SEAL GREY 1900 miles
Black leather, airbags, computer rated, radio CD

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

2002 PORSCHE 996 C2 COUPE OCEAN BLUE 21000 miles
Natural leather, heated seats, climate, PSM, computer, white dials, al pack, CD

2002 PORSCHE GT2 ARCTIC SILVER 17000 miles
Black leather, sport seats, al pack, litronic lights, yellow callipers, CD

2001/02 PORSCHE 996 C4 COUPE ARCTIC SILVER 20000 miles
Metropole lthr, sport seats, air bags, GT3 aero-kit, PSM, GT3 alloys, CD

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

2000/01 PORSCHE 996 TURBO RAINFORREST 14000 miles
Grey leather, mem seats, carbon pack, PSM, SAT NAV, litronic lights, sunroof

1999/00 PORSCHE 996 C2 COUPE MIDNIGHT BLUE 22000 miles
Grey leather, sport seats, air bags, climate, sunroof, 18" alloys, 6CD

2001 PORSCHE 996 C4 CABRIOLET ARCTIC BLUE 12,000 miles
Blue leather, heated/mem seats, ruffled leather, 18" alloys, cruise control PSM

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

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

1999 PORSCHE 996 C4 COUPE OCEAN BLUE 42000 mi
Savanah leather, climate, sunroof, air bags, PSM, 18" alloys, 6CD

1999 PORSCHE 996 CABRIOLET ARCTIC SILVER 43000 mi
Metropole leather, heated seats, climate, air bags, al pack, CD, GT3 alloys

1995/6 PORSCHE 993 COUPE IRIS BLUE 40000 miles
Grey lthr seats, Wheel crests, uprated immobiliser, Alloy 17" wheels, sunroof

1997 PORSCHE 993 C4S COUPE METALLIC BLUE 35000 miles
Ruffled leather, electric seats, white dials, 18" alloys, red callipers, sunroof

1997 PORSCHE 993 C2S ARCTIC SILVER 43000 miles
Metropole lthr, climate, CD, 18" alloys, new tyres, full main dealer service

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

1997 PORSCHE 993 C2 COUPE TIP METALLIC BLUE 35000 miles
Grey leather, climate, air bags, sunroof, 17" alloys, rear spoiler, tracker, CD

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

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

1995 PORSCHE 993 CAB BLACK 39000 miles
Grey leather, climate, sports steering wheel, white lights, exceptional condition

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

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

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

1987 911 CARRERA SPORT COUPE MARINE BLUE 90000 miles
Cork pinstripe, 3 spoke steering, sunroof, Ruf alloys, well documented service

PORSCHE BOXSTER

MODEL TYPES 2.5 / 2.7 / S 3.2

2002/03 PORSCHE BOXSTER S ARCTIC SILVER 11000 miles
Black leather, heated seats, park assist, 18" alloys, red callipers, CD, tracker

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

2001 PORSCHE BOXSTER S ARCTIC SILVER 14,000 miles
Metropole leather, climate, air bags, wind def, CD, 2 owners, stunning example

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

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

2000 PORSCHE BOXSTER 2.7 BLUE 31000 miles
Grey leather trim, sport seats, climate, computer, wind def, tracker, 6CD

FERRARI

ALL MODELS

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

2000 FERRARI 360 MODENA 360 F1 MET SILVER 23000 miles
Black leather, air bags, suspension switch, xenon, Daytona seats, recent service

2001/2 FERRARI 360 SPIDER PALE MET BLUE/SILVER 9000 miles
Blue leather, litronic seats, climate control, suspension switch

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

1999 FERRARI 355 SPIDER F1 ROSSO RED 23000 miles
Crema leather & red stitching, climate, suspension switch, Ferrari service

1998 FERRARI 355 Spider Rosso Red 26,000 miles
Crema leather, climate suspension switch, CD, stunning condition

1998 FERRARI GTS F1 ROSSO RED 20,000 miles
Crema leather, climate, suspension switch, 18" alloys, embossed seats

1994 FERRARI 512 tr Rosso Red 10,600 miles
Crema leather, red carpet, climate, alarm, CD, excellent service history

1992 FERRARI 348TS Black 9,000 miles
Black leather interior, climate, alarm, 2 owners, excellent service history

1991/02 Ferrari 348 ts Rosso Red 23,000 miles
Crema leather, red carpets, climate, electric mirrors, excellent service, MOTs

1991 FERRARI TESTAROSSA Rosso Red 17,000 miles
Black leather, CD, climate, electric mirrors, adjustable steering, 16" alloys

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

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

1971 FERRARI 246 GT ROSSO CORSA 58,000 miles
Beige leather, original wallet & alloys, new tyres, MOTs, invoice catalogue

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

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

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1998 Superlight R 190 BHP, 6 Speed [S7 WOW to be negotiated] Red, Carbon nose and cycle wings dash sill protectors, black leather seats, 13" R 500 split rim wheels with ACB 10`s, Q momo wheel, Dry sump system, change up light, black pack, 4 into 1 exhaust, FIA roll bar, full screen, weather equipment, LSD, 5,800 miles, engine completly re built 2,000 ago. £17,995



2003 53 1.8 Roadsport SV 5 speed (140bhp) Titanium Silver, First registered 1 November 2003, Factory Built, Cycle wings, Start Button, Removable Momo Wheel, Tonneau, Condition as new - Just serviced by the factory Number pate does not come with car, 900 miles £19,995



2001 Y1.6 K super graduate 138 bhp Porsche yellow with cycle wings, cloth adjustsble seats, 5 piont caterham belts, 13" super lite wheels with CR 500, momo steering wheel, leather tunnle cover, anti cav tank, FIA roll bar, increasted weather, never raced, 5,500 miles. £14,995



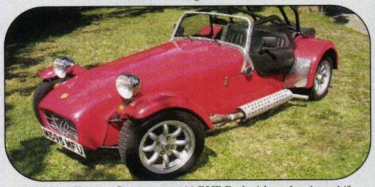
1998 R 1800 road sport 140 BHP 5 speed metalic green wing gold nose band, black cloth seats, 15" prisoner wheels, momo steering wheel, 4 branch exhaust, heater, 6,000 miles, this a stunning looking car even with flared wings. £14,750



1993 Q 2 litre new generation `Focus` Zetec 210 BHP at fly wheel, built from new engine by Race Line Engineering, about 1000 miles ago.Skimmed block compressionratio 10.5:1. Gas-flowed head, balanced. Twin Weber 45 carbs. 2 stage dry sump system. Faset electric fuel pump. Bespoke cams by Kent cams. Vernier cams. Omex 3 D engine management -user programable (software and cable included). Mocal oil cooler Oil temp gauge. Silicon hoses, Starter button. Raceline 4 into 1 exhaust. 5 speed Quaiffe heavy duty straight - cut close ration gear box, RS 2000 alloy bellhousing, Ford live axle with plate type LSD. Spax adjustable platform damper-sall round. Double wishbone front suspension. Alcon 4 pot front calipers. 9" RS 2000 rear drums. Super lite wheels in yellow yok`s 021R`s. Plumbed-in SPA electric fire extinguisher system. £12,750 The nicest road/ race car you will find



1996 Q 1600 sprint 5 speed red with black wings and nose very attractive, it has been completely re-skinned, black cloth seats, Q momo, 4 piont caterham seat belts, chrome head lights, 13,000 miles, the car is like new £11,500



1995 M 1.4 K series Super sport 130 BHP Red with cycle wings, 14" minilite wheels, black leather seats, Q momo, competition exhaust, FIA roll bar, heater, tonneau cover, increased alloy rad, 20,000 miles, A very nice first time Caterham. £10,995

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1989 Q 1700 5 Speed Dedion red with flared wings, black leather seats, 14" K N wheels, 4 point caterham seat belts, heater, mota lite steering wheel, 4 into 1 exhaust, tonneau cover, weather equipment, bilstein suspention, 9,800 miles you will not find a nicer car for the year. £9,500

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LOLA TS80 FF2000: Very original car, ran 6th in 1979 British Championship and then unused until late 90s. Rebuilt to current condition and used occasionally. Extensive spares package incl. engine and FIA papers.

1963 MERLYN Mk4/6A: Pretty and competitive fully race prepared car with Lotus T/C engine. Pole winner at 2004 Spa 6 Hours, class winner in Sports Racing Challenge series. FIA papers. Race support package also available.

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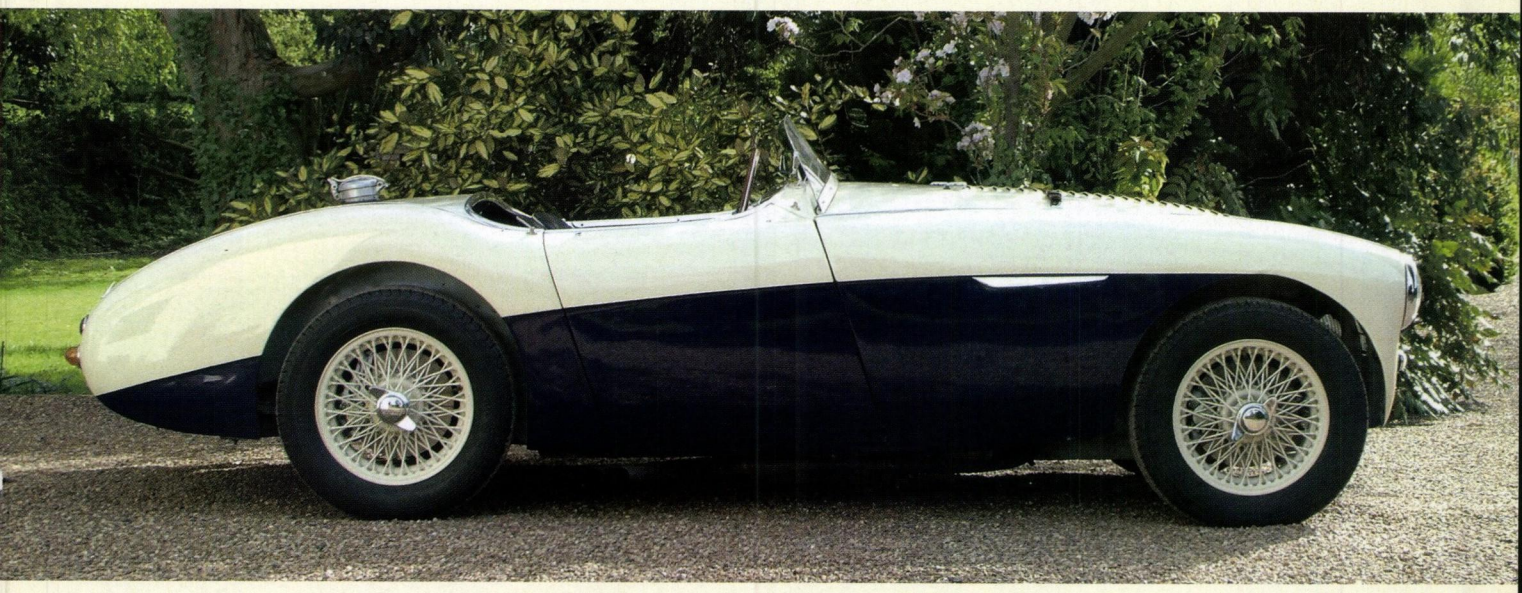
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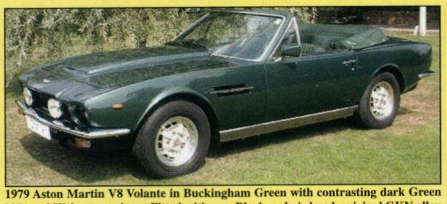
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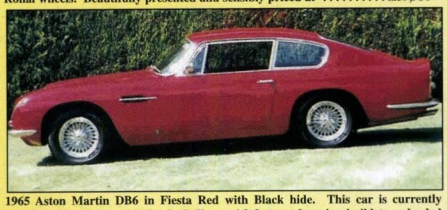
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1979 Aston Martin V8 Volante in Buckingham Green with contrasting dark Green hide and Walnut cappings. Fitted with new Black mohair hood, original GKN alloy wheels, Avon turbospeed radials, Automatic transmission and new chrome. Only 45,000 miles from new and has been stored since 1990. Beautiful throughout. £49,950



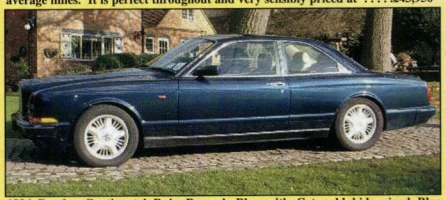
1980 Aston Martin V8 Vantage in Pacific Blue with Beige hide. This is a beautiful example with Walnut door cappings. This car is one of the first Oscar India Vantages and was built for a director of Aston Martin and specified with an automatic gearbox from new. This car has only covered 64,000 miles and comes with a comprehensive history file. Fitted with deep front spoiler and the later type Ronal wheels. Beautifully presented and sensibly priced at £39,950



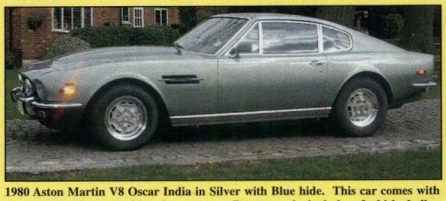
1965 Aston Martin DB6 in Fiesta Red with Black hide. This car is currently undergoing various upgrades including a 4.2 fast road engine build to unleaded specification. It is fitted with 48 dcoe Webers and has chrome wire wheels and 5 speed ZF gearbox. It is in excellent condition throughout. £42,950



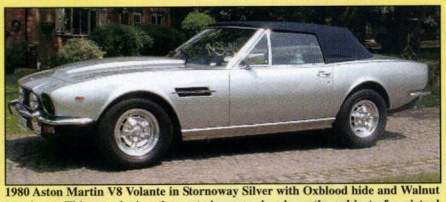
2001 Aston Martin DB7 Vantage (Left Hand Drive). Finished in Chiltern Green with Forest and Parchment hide and fitted with automatic Tiptronic transmission, 18" alloys, electric heated seats and 6 stack CD player. With total UK Aston Martin servicee history, this car has been owned by a gentleman on the South Coast with a home in Spain and has been largely used for that commute, hence above average miles. It is perfect throughout and very sensibly priced at £43,950



1996 Bentley Continental R in Peacock Blue with Cotswold hide piped Blue interior. Fully documented service history and specification including alloy wheels, electric seats, heated front seats, CD multiplay and air conditioning. Cost new £190,000. . . . . £53,500



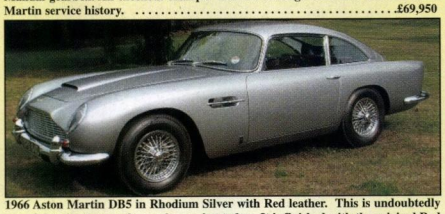
1980 Aston Martin V8 Oscar India in Silver with Blue hide. This car comes with considerable history and is a 3 owner car. Recent works include refurbished alloy wheels and a full service. £26,950



1980 Aston Martin V8 Volante in Stornoway Silver with Oxblood hide and Walnut cappings. This car, during the past six years, has been the subject of a virtual rebuild in that it has been re-trimmed, re-painted and the engine has had an unleaded conversion. Its hood has also been replaced in Dark Blue mohair and the car performs faultlessly. Photo of similar car. £42,950



1988 Aston Martin V8 Vantage Volante in Suffolk Red with Magnolia hide piped Red. Fitted with X Pack specification, Red carpets, Ronal wheels and 5 speed Manual gearbox. An excellent example with low mileage from new and full Aston Martin service history. £69,950



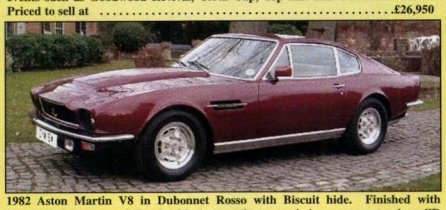
1966 Aston Martin DB5 in Rhodium Silver with Red leather. This is undoubtedly one of the nicest examples on the market today. It is finished with the original Red hide interior and has been the subject of a total chassis-up restoration by renowned Aston Martin specialists, Rex Woodgate & Co. No expense has been spared and the result is a car which is in "as new" condition and is faultless to drive. . . . £145,000



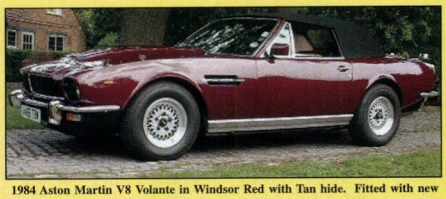
1997 Aston Martin DB7 in Cheviot Red with Oxblood hide. This is a beautiful example which has covered 58,000 miles from new. Fitted with automatic transmission, 5-spoke speedline alloy wheels, stainless steel grille and all usual refinements including air conditioning, electric heated seats, CD changer and cruise control. Sensibly priced at £32,950



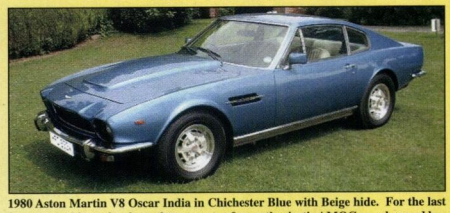
1964 Lotus Cortina Mark I (pre airflow model). Prepared to FIA race specification by Motorsport International at Snetterton. The car is equipped with a brand new engine and currently produces 170bhp. Other new or fully refurbished parts include Weber carburetors, exhaust, exhaust manifold, 40 litre aluminium tank, FIA roll cage, close ratio gearbox and fire extinguisher. The car has been prepared to a very high standard and comes with a complete file and photographic record of all works carried out. These cars are now relatively rare but gain entries for top events such as Goodwood Revival, Cloth Cap, Top Hat and Gentlemen Drivers. Priced to sell at £26,950



1982 Aston Martin V8 in Dubonnet Rosso with Biscuit hide. Finished with Burgundy carpets and fitted with Automatic transmission, power steering, CD player, electric mirrors and windows, leather headlining, BBS alloys and enlarged AP callipers. Very nice example and excellent history. Sensibly priced at £26,500



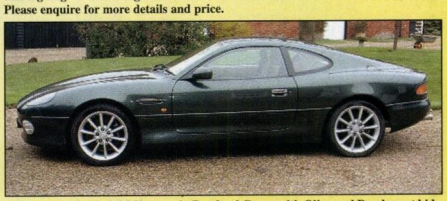
1984 Aston Martin V8 Volante in Windsor Red with Tan hide. Fitted with new Black mohair hood, automatic transmission and BBS alloys. One of the best examples we have had in recent times with a complete Aston Martin factory service history. Please enquire for more details. £42,950



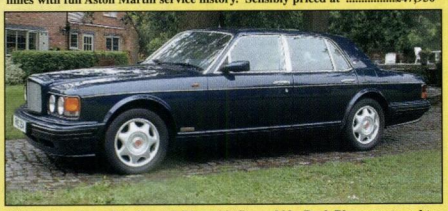
1980 Aston Martin V8 Oscar India in Chichester Blue with Beige hide. For the last four years, this car has been the property of an enthusiastic AMOC member and has been fastidiously kept. There are recent servicing accounts with the car totalling around £4,000 and the car is in very fine order. £32,950



1955 Aston Martin DB 2/4 Mk I. A beautiful example finished in Fiesta Red with new Black hide interior and fitted with chrome wire wheels. It is currently undergoing a full engine rebuild and will be available in early July. Please enquire for more details and price.



1999 Aston Martin DB7 Vantage in Pentland Green with Olive and Parchment hide interior and Burr Walnut finishings. Fitted with all usual refinements including air conditioning, 18" alloy wheels, electric heated seats. It has covered only 25,000 miles with full Aston Martin service history. Sensibly priced at £47,950



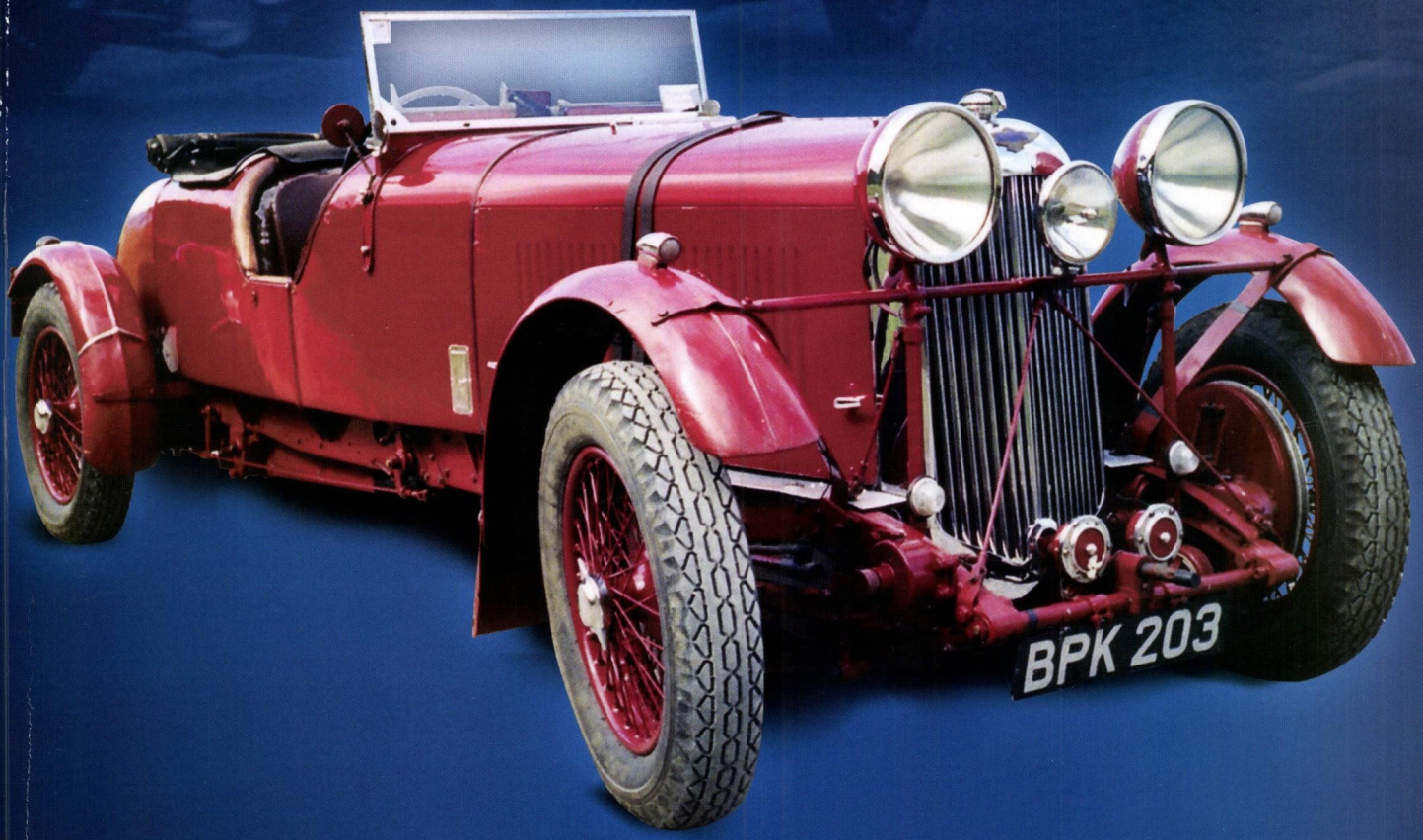
1997 Bentley Turbo R in Peacock Blue with Cream hide, Dark Blue carpets and top roll. Fitted with all usual refinements including climate control, electric windows and active ride suspension. This stunning example has covered only 59,000 miles from new and is in perfect condition throughout. £26,950



1989 Jaguar XJS Convertible in Old English White with Blue leather interior. Fitted with a Blue hood and Blue carpets and 16" alloy wheels and electric hood. Pristine condition throughout. Many bills and MOTs. 3 owners from new. This car is undoubtedly one of the most exceptional XJS convertibles currently on the market and well worth viewing. 63,000 miles. £9,995

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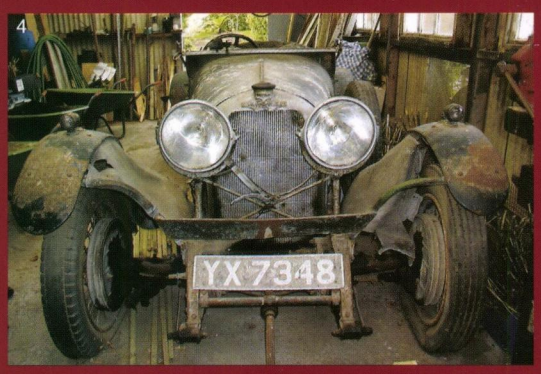
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