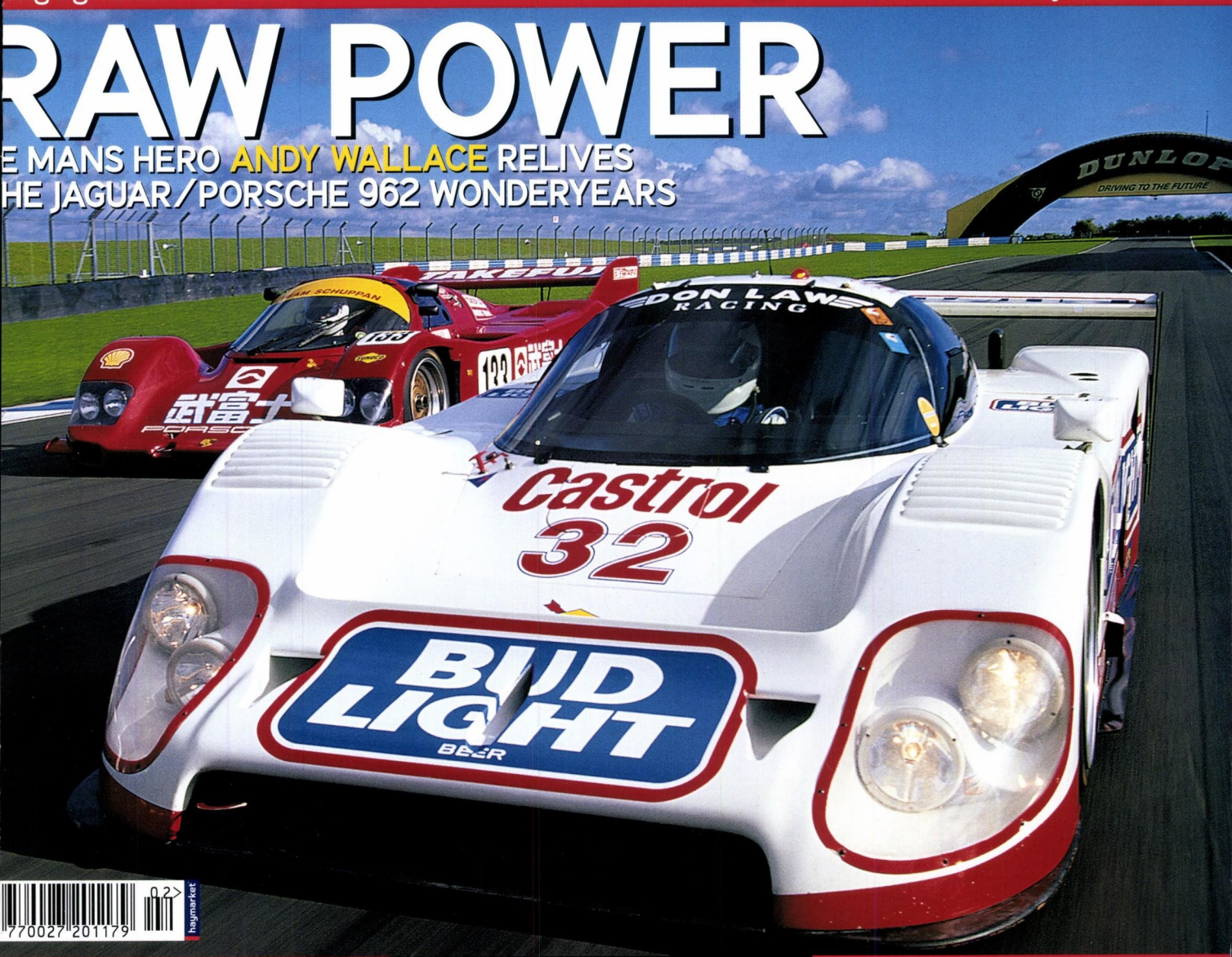
MotorSport

cing's greatest moments

February 2006 £4.95

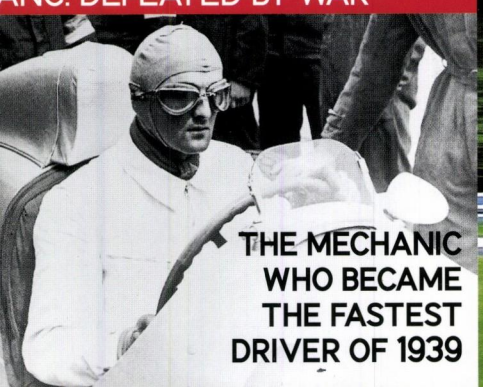
RAW POWER

E MANS HERO ANDY WALLACE RELIVES
HE JAGUAR/PORSCHE 962 WONDERYEARS



770027 201179 02
haymarket

ANG: DEFEATED BY WAR



THE MECHANIC WHO BECAME THE FASTEST DRIVER OF 1939

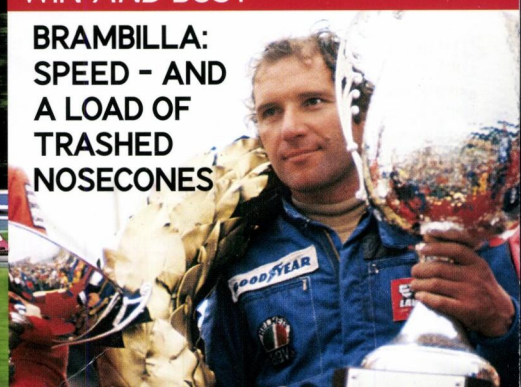
CAN-AM, TAKE TWO

BIG STARS AND BIG CARS - ALL OVER AGAIN



WIN *AND* BUST

BRAMBILLA: SPEED - AND A LOAD OF TRASHED NOSECONES





COYS AUCTION

March at the RHH

1st of March 2006

An Important Auction of British & Continental Sports & Touring Cars, Motorcycles & Collectors Items at the Royal Horticultural Hall, London SW1

ENTRIES ARE INVITED

COYS
Founded 1919
LONDON

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

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

COYS ITALIA
Northern Italy
Nicholas Margerison
69 Via Ferrarese
40128 Bologna
Tel: +39 320 9307559
nikmarge@yahoo.co.uk

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

A flawed collection of Mongolian Ferrari Formula One stamps



Popping down to the Ulaanbaatar post office

Italian Paolo d'Alessio, an occasional *MotorSport* contributor, is a man of many talents: cutaway artist, technical journalist, racing car livery designer, architect... and stamp collector! Here Paolo writes about one of the most remarkable parts of his collection: Ferrari stamps from Mongolia.

Representing Ferrari's inimitable style perfectly is the 'display collection' issued by the Mongolian Post Office. For those unfamiliar with this technical term, a 'display collection' consists of one or more postage stamps stuck neatly on a larger cardboard background. In this case, a series of Ferrari Formula One car images and an exploded drawing of the 158 F1 form the backdrop to six stamps, all depicting historic Ferrari grand prix cars.

They are the 1975 312T, the 1961 156F1, the 1964 158F1, the 1979 312T4, the 1974 312B3 (supposedly!) and the famous 1981 126C, with which Gilles Villeneuve won in Monaco and Spain. Like the display collection, the six Mongol Post stamps have a yellow background and a colour drawing of each car together with its exploded diagram. The visual effect is stunning, revealing just how much work has gone into the creation of these stamps.

It takes just under a week to make an exploded drawing of each car, and two or three days to complete a colour drawing. So a bit of simple maths reveals that this 'display collection' of Mongolian stamps represents between 55 and 60 days of hard labour. Not bad for what at the end of the day are a set of stamps. Speaking of which, anybody who happens to have one of the prized first editions should hang onto it. A slight printing error means that the 312T4 of Jody Scheckter is illustrated twice (instead of Clay Regazzoni's 312B3). This seemingly innocuous mistake is bound to make values shoot up even higher... M

'Simple maths reveals that this 'display collection' represents 55 to 60 days of labour'

MotorSport Feb 2006 | MotorSport incorporating Speed and The Brooklands Gazette | Vol LXXXII No 2

30-Second Board 3
Ferrari F1 stamps from Mongolia (yes, really)
Letter from the Editor 7
Growing up to the sound of the DFV
News/My First Race 8
Audi unveils diesel Le Mans car/Jamie Davies
Obituaries 10
Tribute to engine god Keith Duckworth
Event of the Month: East African Safari Classic 12
World Champions? Bah! Rob Collinge beat 'em all - again
Nigel Roebuck's Legends/Cult Heroes 14
Indycars at Fuji/Richard Longman
Track Back/Adam Cooper's Track Forward 16
Bell wins at Daytona/Michelin pulls out of F1
Book/DVD reviews 21
Model reviews 22
Letters 24
Willie Green retires from racing; that Peterson shunt
You Were There 27
Racing from Longford, Monaco, Thruxton
Subscriptions 30
In the Hot Seat: Bobby Rahal 32
Regrets? Well, he turned down a ride that went to Piquet...
Next Month 33
Readers' Greatest Grand Prix poll; Johnny Dumfries

Features

Group C/IMSA track test/Richard Heseltine 36
What did Andy Wallace make of Jag, Porsche and Spice?
Vittorio Brambilla/Paul Fearnley 48
Monza Gorilla - or was he 'Beta' than that?
Can-Am Mk2/Gary Watkins 54
The second coming of North America's cult race series
Grand Designs/Keith Howard 60
The final year of the spectacular Group B WRC cars
Hermann Lang/Mark Hughes 62
Germany's hero was a humble but blindingly fast man
Track Visit: Vila Real/Richard Heseltine 70
The Hez didn't go flat from Mateus, but he was in an Escort
Swedish Rally/John Davenport 74
From Rally to the Midnight Sun to the modern snow event
Christabel Carlisle/Gordon Cruickshank 80
The dream girl for the early '60s racing PR gurus
Bill Boddy... 84
...racing an aeroplane with a BMW saloon

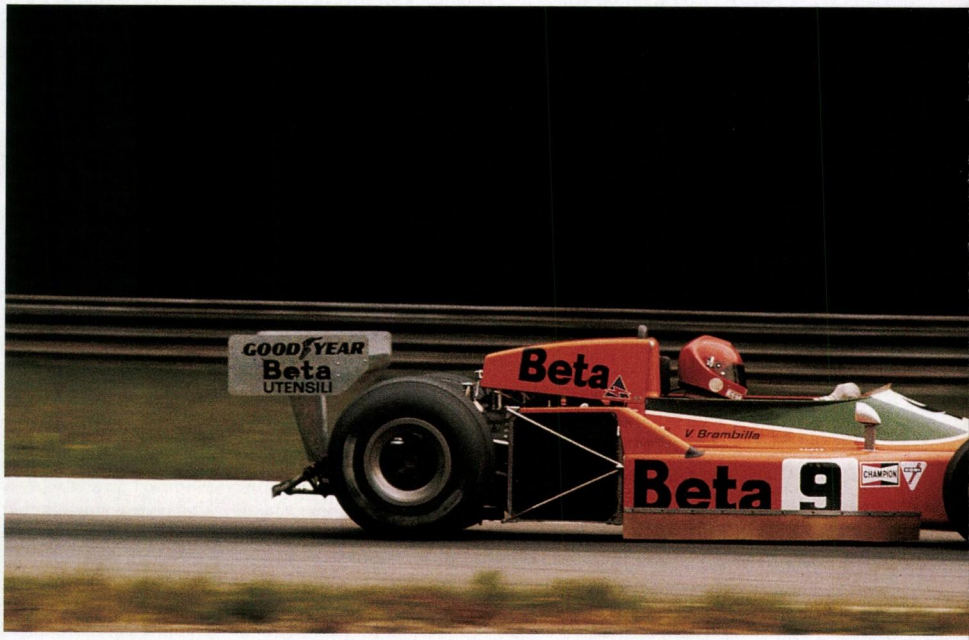
Wheel to Wheel

News 92
Palmer buys his old RAM back; Coopers invade Laguna
Reviews 94
Historic rallying and VSCC hillclimbing in 2005
Talk Curve/Paul Lawrence 97
David Stokes is back behind the wheel of an Escort
Marcus Pye... 99
...is racing a Lola F5000 in New Zealand. Envious? Us?
Simon Taylor's Notebook 101
Seeing in the New Year - in the pub
Parting Shot 102
V8 heavy metal gets extremely sideways in New Zealand



36

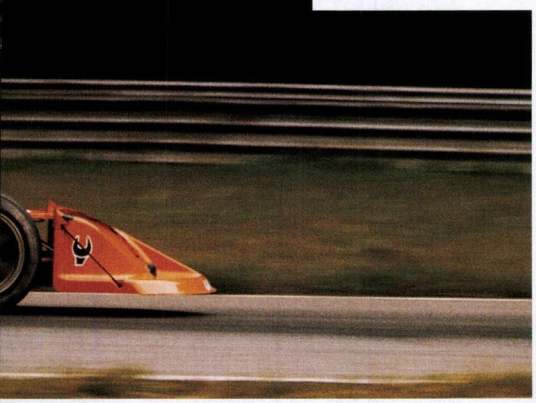
Andy Wallace about to drive Jag, Porsche and Spice at Donington. No wonder he's smiling



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

cover photography
James Mann, LAT, Schlegelmilch





48
Vittorio Brambilla, the Italian who went from working-class hero to a number 9 dream



70
Vila Real. How did they thread a Porsche 917 around *this* circuit?



80
Mini heroine Christabel Carlisle: the Emma Peel of the race tracks?

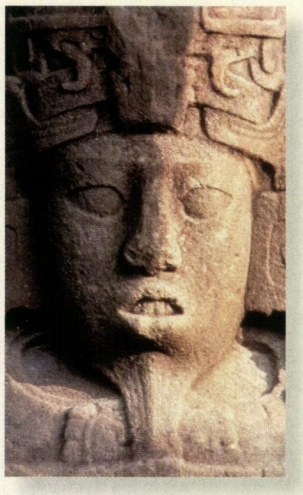
James Mann, LAT, Ian Dawson



la Aventura Panamericana

7 November - 7 December 2006

Take your own vehicle on an incredible journey of discovery



Come with us in your own 4x4 or classic car to explore one of the most beautiful, fascinating and varied regions on earth: Mexico and Central America. HERO 4x4xplore's Aventura Panamericana is a month-long Adventure Drive open to just 35 crews in classic cars or modern 4x4s.

This is truly an event designed for people who love to drive. The 11,000km route will include most of the regions scenic and historic highlights, as well as some great roads and 4x4 trails. It is not a competitive rally, but we are rally people, and we bring rally organisation techniques to provide you with a detailed route to ensure you miss nothing.

Along the way, experience deserts, gorges, Spanish splendour, Mayan mysteries, beautiful beaches, reef diving, volcanoes, rain forests, great roads and wonderful people.

For more details, contact us, or visit our website. But don't delay: places are expected to be filled quickly. Application forms are available from HERO 4x4xplore or online at www.4x4xplore.com

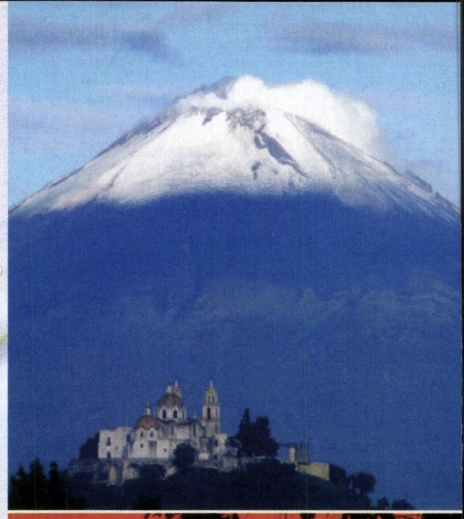
HISTORIC ENDURANCE RALLYING ORGANISATION
HERO
4x4xplore
The HERO 4x4 Explorers Club

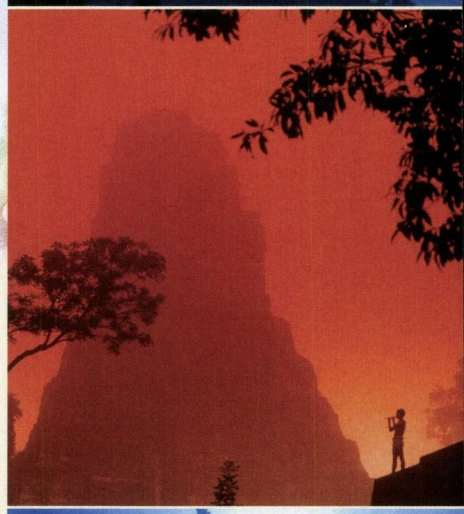
The Town House, Leigh, Worcester, WR6 5LA, UK

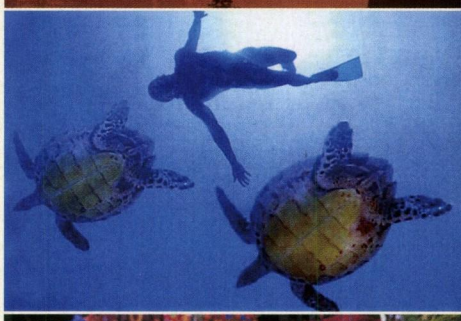
tel (+44/0) 1886 833505 • fax (+44/0) 1886 833144 • email info@4x4xplore.com

www.4x4xplore.com

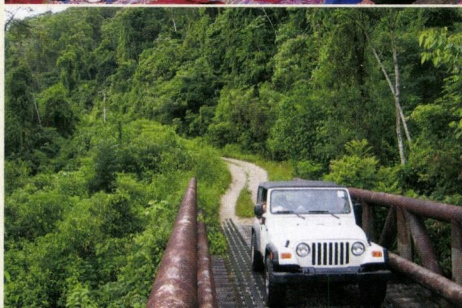
Photos: John Brown, Kurt Richter, Mike Johnson, Mexico Tourism Board, Guatemala Tourist Commission.











MotorSport

Teddington Studios, Broom Road,
Teddington, Middlesex TW11 9BE

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

ADVERTISING DEPARTMENT
tel 020 8267 5351 fax 020 8267 5350
advertising manager Richard Stillman
senior display sales executive Gavin Williams
sales executives Stuart Dickinson, Ross Sharp, Christopher Lewis-Jones
special projects manager John Deverell
production Lee Jackson, Ed Slater, Agnelo Vaz
syndication manager Hugo Mabbott
syndication enquiries 020 8267 5661
licensing enquiries 020 8267 5078,
tim.bulley@haynet.com

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

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

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

MotorSport is published by Haymarket Motoring
www.haymarketgroup.com

group editorial director Mel Nichols
group design director Paul Harpin
joint chairmen Simon Daukes, Tony Schulp
group chairman Eric Verdon-Roe

haymarket

recycle
When you have finished with this magazine please recycle it.



'The DFV was the single most important factor in the rise of the *garagiste* era'

Marcus Simmons

Off the line

THE PERFECT PITCH

Sounds I enjoyed as the kid of an indulgent father in the 1970s: David Bowie, Thin Lizzy, The Clash, XTC (Swindon's finest!)... and, of course, the Cosworth DFV.

I never met Keith Duckworth, but I feel that with his passing in December a major part of my formative years has been lost. I fell in love with this sport as a small boy and was thrilled when, aged seven, I jumped into my dad's Ford Capri and he steered it towards Brands Hatch for my first British Grand Prix.

Jody Scheckter won that day in his DFV-engined Tyrrell after long-time leader Niki Lauda picked up a puncture on his Ferrari. But what strikes me most looking back on that weekend is that, of the 34 cars which attempted to qualify for the race, 29 were powered by the DFV.

Even more amazing is to think that by this stage the engine was seven years on from its debut, in the 1967 Dutch Grand Prix, and that the DFV and its derivatives would go on winning in Formula One until Michele Alboreto signed off for the powerplant with his victory in Detroit in '83 – 16 years later!

For many of us the DFV was the soundtrack to what was almost a generation. Turn up for the first practice session at a grand prix, and you'd hear the engines crackling at low revs as the drivers felt their way into circuit and conditions. Soon they'd be up to speed and the crackle would become a rasp.

And there were loads of them too, for the DFV was the single most important factor in the rise of the *garagiste* era of the 1970s. Just plug in the engine and a Hewland gearbox and, if you couldn't be bothered to build your own car, buy a March. It was a beautiful, colourful era for the sport's pinnacle.

I was reminded of this at Brands Hatch last September when, standing with a mate, I watched the first A1 Grand Prix race from the approach to Stirling's. Why we were so enjoying the exhaust notes of the cars as they hit the brakes? Soon we realised: it reminded us of the DFV. Later came the TGP boys. Heaven!

It's not just Formula One either, but sportscar racing and Formula 3000 (both with derivatives of the DFV), Formula 5000 and touring cars (the 3.4-litre GA), Indycars... The list goes on and on.

The Cosworth dynasty that Keith Duckworth founded with Mike Costin has played a pivotal role in this sport. And what a cool name! Makes you glad they settled on that composite of their two names. After all, you can't imagine the Ducktin DFV winning grand prix races for 16 years, can you? M



Peterson, Hunt and Brambilla blast off the line for '76 Canadian GP, one of 155 F1 wins for DFV

Subscription hotline 08456 777819

LAT

Audi bids to make more Le Mans 24 Hours history with its new R10 prototype - but German make admits it's going to be tough to emulate the outgoing R8

Audi diesel is launched

Audi has finally come clean on motorsport's worst-kept secret by announcing that its 2006 Le Mans challenger will be powered by a turbo-diesel engine.

The Audi R10 was unveiled in Paris on December 13 and, according to motorsport chief Wolfgang Ullrich, it represents a monumental engineering headache for the so-far super-successful German marque.

"The new R10 is the biggest challenge ever to be handled by Audi Sport," said Ullrich after the launch. "TDI technology has not been pushed to its limits in motorsport. We are the first to confront the challenge: the demands of such a project are accordingly high. Long-term technology partners such as Bosch, Michelin and Shell support us in our quest. Together we have the chance to write new chapters in the history of motorsport and diesel."

Diesel-powered cars have raced before at Le Mans, the most famous being the MAP of 1950, but Audi's replacement for the all-conquering R8 is believed to feature the first true racing diesel engine as opposed to a modified production car item. The 5.5-litre twin-turbo 12-cylinder unit is said to produce 650bhp and an elephantine 810lb ft of torque, although it's likely that these are conservative estimates.

Work began on the project in 2003 and, at the time of writing, the R10 had only been tested by 2005 ALMS co-champions Frank Biela and Emanuele Pirro.

The R10 will make its competition debut in March's Sebring 12 Hours prior to its Le Mans baptism in June. It will have a diesel rival at the Circuit de la Sarthe in 2007, when Peugeot returns to the scene of its 1992 and '93 triumphs with a new and as yet unseen oil-burning sports-prototype. Rumours continue to link Henri Pescarolo's *équipe* with heading the project, although this has been denied by the four-time Le Mans winner.

CAN R10 BEAT THIS?

The Audi R8 is a hard act to follow...

The R8 is an all-time sportscar classic. Surely R10 can't emulate its 61 wins?

2000 Le Mans 24 Hours; Sebring 12 Hours; 8 others in American Le Mans Series. **Running total: 10**

2001: Le Mans; Sebring; 7 others in ALMS; 1 other in European Le Mans Series. **Running total: 20**

2002: Le Mans; Sebring; 7 others in ALMS. **Running total: 29**

2003: Sebring; 7 others in ALMS; 1 in FIA Sportscar Championship; Le Mans 1000Km. **Running total: 39**

2004: Le Mans; Sebring; 7 others in ALMS; 4 in Le Mans Endurance Series. **Running total: 52**

2005: Le Mans; Sebring; 6 others in ALMS; 1 in LMES. **Grand total: 61**



Frank Biela gets down to some serious diesel motoring with the new Audi R10 at the Almería test track in southern Spain

PAFFETT BECOMES McLAREN TESTER

British star Gary Paffett has taken a step closer to becoming a grand prix driver after joining McLaren for 2006.

Paffett, who won last year's DTM touring car title for Mercedes, has quit the tin-top series in exchange for a test-driver role with the Three-Pointed Star's Formula One operation.

Although Spanish veteran Pedro de la Rosa remains as McLaren's reserve driver - in other words, in line to stand in if Juan Pablo Montoya suffers any more high-speed 'tennis' injuries - Paffett could find himself upgraded: in 2005 both de la Rosa and Alex Wurz understudied for Montoya.

Wurz, meanwhile, looked all set to shift to the DTM in a straight swap with Paffett, but he has managed to prolong his F1 career by signing as reserve driver for the Williams-Cosworth team.

Andrettis back at Indy

The Andretti family name will return to the Indianapolis 500 driver line-up this year – with Michael *and* son Marco competing.

Michael Andretti retired from driving after the 2003 Indy 500 and watched from the sidelines as Dan Wheldon won the '05 race for his team, Andretti Green Racing.

But he is returning to the cockpit of a Dallara-Honda for America's biggest race this May, when he will be joined by his son at AGR.

Marco Andretti is replacing 2005 champ Dan Wheldon for the entire '06 IRL IndyCar season after the Brit made a surprise move to Chip Ganassi Racing. The 18-year-old grandson of Mario has had some success in the Infiniti Pro Series, the IRL's feeder category, but that has been against small fields of largely mediocre opposition.

Marco's IRL programme is against the advice of family patriarch Mario, who believes that the best way for him to achieve his Formula One ambition is to race in Europe.

The teenaged Andretti will join 2004 IRL champ Tony Kanaan, Briton Dario Franchitti and US veteran Bryan Herta in the AGR team.



Andrettis all smiles: but one of these men believes Marco's IRL plan is a mistake

Alonso to McLaren

Reigning World Champion Fernando Alonso has kickstarted potentially the craziest silly season of all time by switching from Renault to McLaren for the 2007 Formula One campaign.

The Spaniard will defend his crown this year with Renault, but his switch to the Mercedes-powered McLaren squad for next year was announced in the run-up to Christmas. The news came as a shock, especially bearing in mind that Renault F1 team principal Flavio Briatore doubles up as Alonso's manager. "I was at no time directly or indirectly involved in the conduct of these negotiations," said the Italian. "Fernando made a personal decision that his future lies outside Renault when his current contract expires at the end of 2006. He contacted and negotiated with McLaren at his own instigation."

Alonso's move has been the catalyst for all sorts of speculation for 2007. Foremost among these is that Renault chief executive Carlos Ghosn could quash the team's future in F1 beyond '06 and relegate the company to the role of engine supplier. That would leave Alonso's current team-mate Giancarlo Fisichella with severe difficulties in finding a competitive ride.

At the same time, speculation heightens that Kimi Räikkönen has an agreement in place to leave McLaren and join Ferrari for '07 in place of seven-time World Champion Michael Schumacher. Although that would make it easy to assume that the German would finally be bowing out of the sport, he has been linked with a move to Ferrari-powered Red Bull, where he would finally join up with star designer Adrian Newey.



Alonso and Montoya: will this be the McLaren team's line-up for 2007?

BRDC HONOURS FOR WHELDON, BUTTON

Indianapolis 500 winner Dan Wheldon and BAR-Honda driver Jenson Button received Gold Stars from Sir Jackie Stewart at the BRDC Awards ceremony at Silverstone.

Wheldon earned his for his 2005 Indy win while Button was belatedly collecting his '04 Star. Wheldon also collected the Earl Howe Trophy as highest-placed Brit at Indy.

Special Gold Stars were awarded to World Touring Car champion Andy Priaulx and DTM champ Gary Paffett, who also received the Fairfield Trophy.

Lewis Hamilton's F3 Euroseries title brought him the Graham Hill Trophy for meritorious performance in single-seaters.

A sad moment came with the Innes Ireland Trophy for courage and sportsmanship, posthumously awarded to the 2001 World Rally champion Richard Burns.

SUZUKI F1 PLAN IS BACK ON AGAIN

Former grand prix driver Aguri Suzuki's dream of entering Formula One as a team boss is alive again after his plan received approval from the existing 10 squads.

Suzuki's Super Aguri operation missed the FIA's deadline for entries for 2006, but is reapplying after receiving a unanimous vote from the other teams.

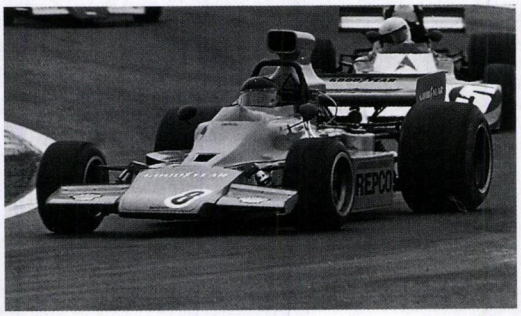
The Honda-powered team plans to start the year with modified Arrows A23 chassis, which raced in 2002, but its own car should come on stream mid-season.

Takuma Sato, the only Japanese driver other than Suzuki to score an F1 podium, is likely to be joined by Formula Nippon front-runner Yuji Ide at the team.

Mystery car competition

A year's free subscription is the prize for the knowledgeable reader who recognises this month's offering from LAT Photographic's archives. Answers must be received by Friday January 27. 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*, Teddington Studios, Broom Road, Middlesex TW11 9BE, United Kingdom. Fax: 00 44 (0)20 8267 5222. E-mail: motorsport@haynet.com

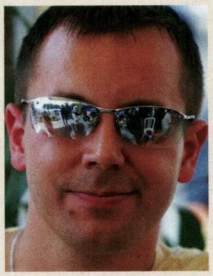




Last month: Isolia-Chevron 001
Where & when: Nürburgring, Aug '86
Winner: A bumper crop of entries this month but **Steven Brown** came up with the most comprehensive answer. The Isolia began life as an ROC Chevron B36 that won its class at Le Mans in '80. It was rebodied by Dijon's STHEMO as a C2 car four years later and made an appearance at a WEC race at Spa in '85. Three more outings followed in '86 with Ford power but without success.

My first race

Mallock Mk29, Donington Park, 1991
by **Jamie Davies**

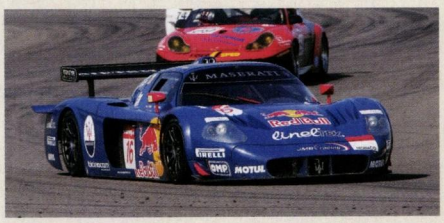


I was in my final year of karting and was already planning on racing in Formula Vauxhall Junior the following season. I'd signed up with Terry Nightingale's TJN Motorsport team and he suggested that I should do a couple of races beforehand to get used to standing starts. He was racing a Formula Ford-engined Mallock in Clubmans, so he put me out in that at the end of 1991. My first race was at Donington Park, on the Grand Prix circuit. I qualified second, but it was wet and I spun early on and didn't finish. My second race was at Silverstone, also on the Grand Prix layout, and I think I qualified second again. I ended up winning my class, but only because I could take Copse – the old one, which was bloody fast – flat-out. Terry had told me it was flat, but it had taken him 10 years to do it. It took me just 10 laps! I got into the lead of the class and was able to hold on even though I was pretty green. Every lap I would take Copse without lifting and make six or seven car lengths on everyone else. They would catch up over the rest of the lap, but then I'd pull away again at Copse.

...and my last race

Maserati MC12, Bahrain, 2005

I got a call late on the previous Monday asking me if I could race the second JMB Racing Maserati with Philipp Peter. The car didn't have the latest aerodynamics and the engine was tired, but I was able to run second and hold a small gap to the leader over the first stint. I pushed hard when I got back in the car, but had to settle for second. **GW**



Davies now races sportscars with the engine at the back...

LAT Photo4/LAT

Keith Duckworth

As the genius behind the era-defining Cosworth DFV engine, this design deity cast a long shadow over motorsport. Paul Fearnley pays tribute

Formula One marched to a new tune at Zandvoort on June 4 1967. Entitled DFV, it was loud and discordant – but it was music to the ears of Walter Hayes (patron), Colin Chapman (conductor), Jim Clark (soloist) and Keith Duckworth (composer). Soon everyone was whistling it and it stayed at the top of the charts for 154 more grands prix.

Yet when Duckworth had set up Cosworth Engineering Ltd in 1958 he hadn't prepped a racing engine, let alone designed one. Like most enthusiasts he'd set out to become World Champion – a dream he swiftly snapped out of when a geranium landed in his lap. He'd stuffed his Lotus MkIV into Goodwood's flower-bedecked Chicane.

Duckworth did not lack self-confidence but that did not make him blind to his own limitations, which is why when he stepped into Graham Hill's shoes at Lotus in '57 – straight from "scraping through" his engineering degree at Imperial College London – he did so as its gearbox development engineer.

Chapman and Duckworth would become inextricably linked and mutually successful. Clearly they could work well together – just not in the same building. Duckworth admitted that Chapman was the brightest guy he ever met, but while Colin was always striving for the next big thing, Keith never lost sight of the fact that little things mean a lot. They were too different – and too alike: argumentative, stubborn and brilliant – for one to answer directly to the other. There was mutual respect and wariness, and so Duckworth went his own way after a few months.

He 'took' Mike Costin with him. The former de Havilland engineer had gone from moonlighting at Lotus in the early 1950s to being Chapman's right-hand man by the end of the decade. Such was his importance, Chapman held him to his contract: he wouldn't join Cosworth until '62. But such was Duckworth's charisma, Costin was absolutely set on working with him.

Duckworth was the boss, though: he knew it; Costin knew it. But Mike's underpinning role – practicality blended with resourcefulness – was absolutely vital to Cosworth's success. Duckworth said that only two men really understood where he was coming from: Costin was one; Ben Rood, one of his earliest employees, was the other. That Costin succeeded him as chairman in 1988 – at which time Rood was still happily overseeing the machine shops – was indicative of Duckworth's leadership qualities and the sparky, engaging and fecund working environment he'd created.

That's not to say everything was exactly to Duckworth's liking. Cosworth had grown from a one-man show working out of a London mews garage to a global byword for engineering excellence. By the end of the 1980s it was a blue-chip company with an annual turnover of £33.3 million (in 1988) which employed almost 600 and boasted General Motors, Ford and Mercedes-Benz among its satisfied clients. Duckworth had secured his firm's future – he'd sold out to UEI in 1980 – and was hugely proud of what Cosworth had achieved. But there was a part of him that hankered for the past, to the days when he could talk a design through, sketch it out, draught the blueprints, machine the prototype bits and assemble the finished product. Himself. His reworking of Ford's 105E motor and its subsequent domination of FJunior – Clark's Lotus 18 scored its first win at Goodwood in March 1960 – put Cosworth on a firm financial footing. His 1964 SCA F3 'screamer' saw him design his first from-scratch cylinder head. His 1966 narrow-valve-angle FVA four-pot – his first clean-sheet design – rewrote the F2 record books, and provided a stepping stone to the DFV. Keith could wow all with his grasp of physics. He reckoned he could tell how well an engine would 'flow' just by running a finger around its ports. But this second son of a Blackburn weaving-shed owner – he was born in August 1933 – was blessed with common sense as well as genius. Yes, there was inspiration – he questioned every 'given' and was adamant that he had never copied another's design – but there was perspiration too: he lost 40lb during the nine months he spent designing the DFV.

> 'Keith could wow all with his grasp of physics'

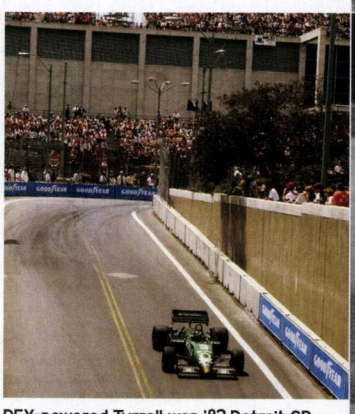
The result was a masterpiece, probably the greatest racing engine of all time. And therein lies the rub. Let's face it, DFV was still winning GPs in '83. It would be wrong to suggest that Duckworth went into decline after June 4 1967 – he was too multifarious for that to happen – but he'd had his defining moment. DFV simply couldn't be beaten in 1969 or in '73. It won all 15 grands prix in that latter season – and Duckworth suffered his first heart scare. The second came in 1986 and he underwent major bypass surgery the following year.

Inevitably, time would not wait forever. But DFV – the signature tune of one of motorsport's most significant men – had held it in check for longer than even its creator could ever have dared hope.

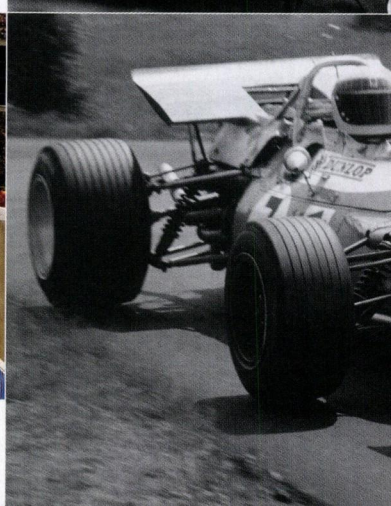


1977 Monaco GP: Wolf's Jody Scheckter scored the DFV's 100th grand prix win





DFY-powered Tyrrell won '83 Detroit GP



Ray Hanna AFC

Squadron Leader Ray Hanna, who thrilled thousands of spectators at the Goodwood Revivals flying his Spitfire, has died aged 77.

Born in New Zealand, where he learned to fly on Tiger Moths, Hanna joined the RAF in 1949 and became a jet pilot, a flying instructor and then leader of the Red Arrows, before moving to commercial flying on Boeing 707s. In 1981 he founded the Old Flying Machine Co, dedicated to restoring and flying WWII aircraft. With his son Mark he created many flying sequences for films. **GC**

Maury Kraines

The man who gave Michael Andretti his big break in Indycar racing – and also fielded Al Unser Jnr, Danny Sullivan and Bobby Rahal – died in December aged 84.

Maury Kraines made his money as the head of the Kraco Car Stereos business and first sponsored an Indycar when he backed Larry Cannon in 1980. In '83 he set up Kraco Racing, running first Mike Mosley and then signing Andretti and Geoff Brabham for '84.

In 1990 Kraines merged with Rick Galles and the team ran Unser Jnr and Rahal. Unser went on to log Kraines's only win in the Indy 500 with victory in '92. **MS**



Michael Andretti starred with Kraco

Ak Miller

This Carrera PanAmericana veteran and Bonneville record-breaker died in December. Born Arkton Moeller in Denmark – his family emigrated to Southern California in 1925 when he was a small child – he began competing on the Muroc dry lakes in the 1930s before seeing service in the Battle of the Bulge during WWII. Miller returned Stateside to break hundreds of speed records and gained greater fame on entering his El Caballo del Hierro hot rod on the Carrera in '53, finishing seventh a year on. He also took nine class wins at Pikes Peak. **RH**



Defining moment: Chapman, Duckworth and Clark after 1967 Dutch GP success



Genius, visionary and co-founder of Cosworth, Keith Duckworth was an engineering colossus

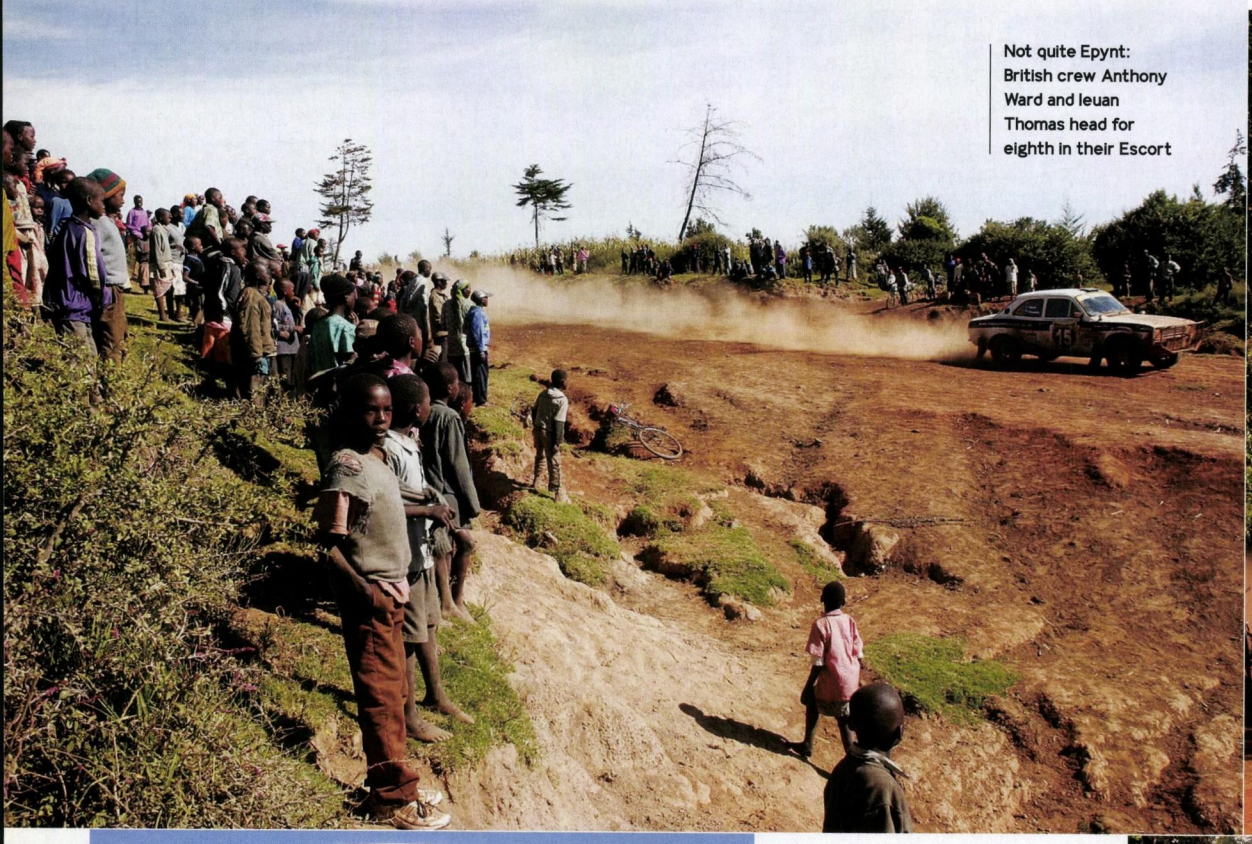


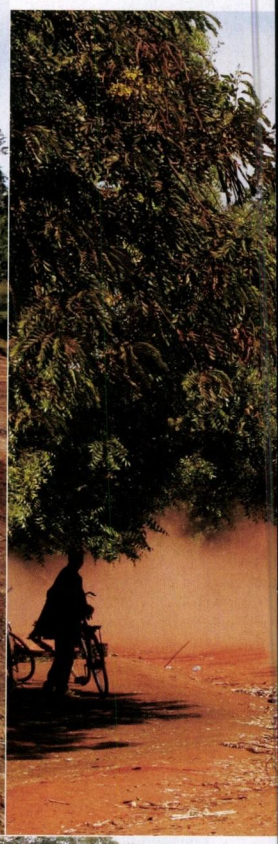


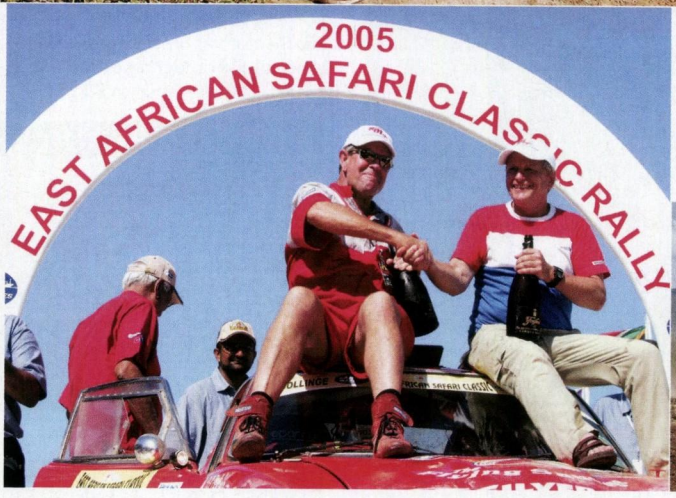
JYS, '69 German GP. Every GP race that year was won under DFV power

DPPI/LAT

Not quite Epynt: British crew Anthony Ward and Ieuan Thomas head for eighth in their Escort

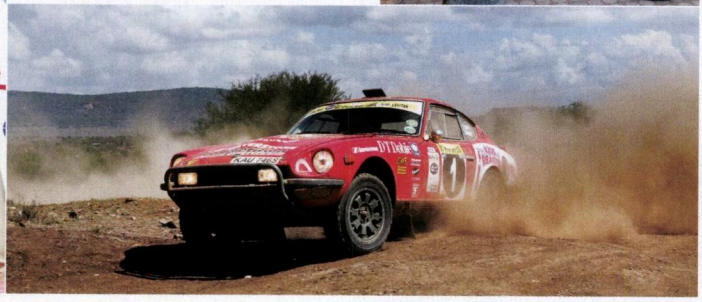






Rob Collinge and Anton Levitan repeated 2003 victory with their Datsun 260Z (below, and right in service). The Kenyan-based crew led most of the event once early leader Stig Blomqvist had run into problems with his Escort





EVENT OF THE MONTH

East African SAFARI

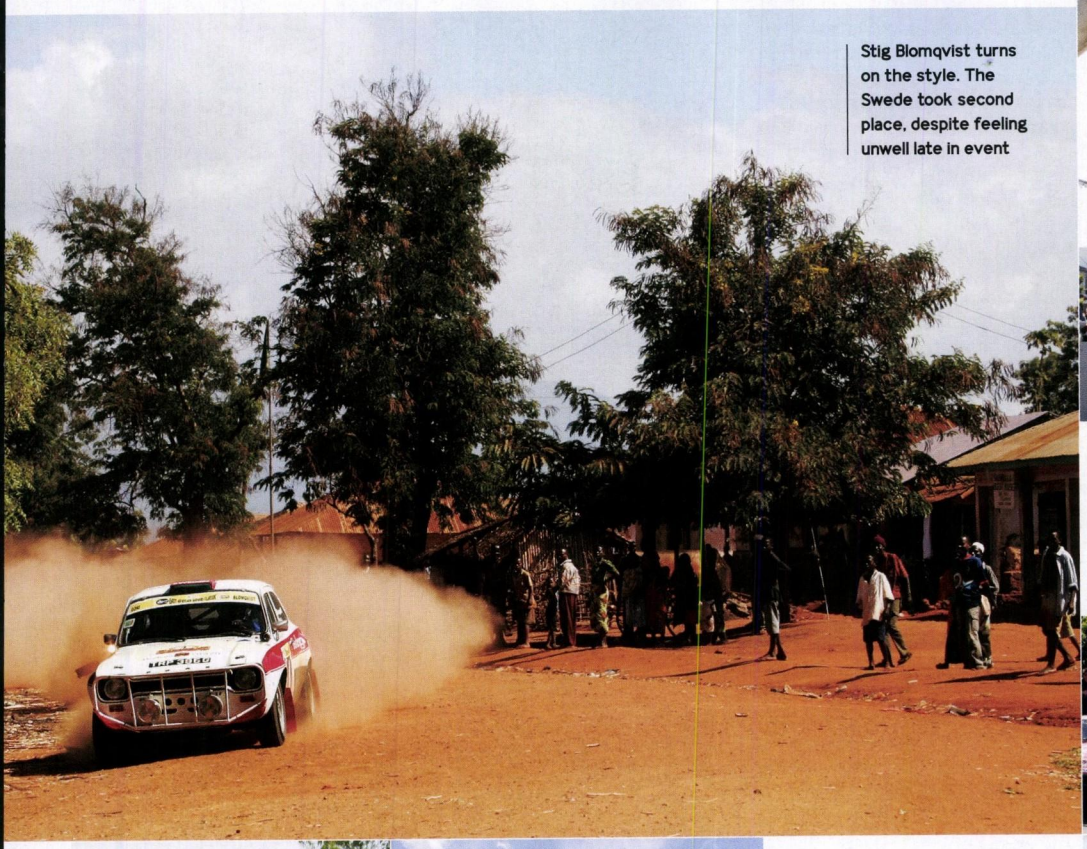
The old stars couldn't stop Rob Collinge from taking his second East African Safari Classic win. By Franca Davenport

Photography by McKlein

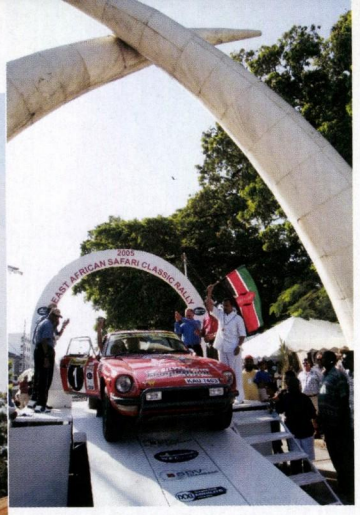
"It may have been two days shorter, but this was a longer, harder road to victory than in 2003," was how Rob Collinge summed up his second win on the East African Safari Classic. In the same car, now re-engineered as a Datsun 260Z, and accompanied by his usual co-driver, Anton Levitan, the Kenya-based driver took control of the rally on its third day when early leader Stig Blomqvist ran into problems with his Ford Escort RS1600. Collinge held the lead for the rest of the rally, despite problems of his own nearing the end.

The entry list included three ex-World Rally Champions: Blomqvist, Björn Waldegård and Juha Kankkunen. Of the three Blomqvist was reckoned to be the most likely to challenge the local experts, thanks to a David Sutton-prepared Mk1 Escort, with team-mate and chief tester Ian Duncan, a Safari winner from the past, in the sister Ford.

The ceremonial start was under the crossed tusks in downtown Mombasa before the proper rallying started the next morning with a run south into Tanzania. Fast stages between the Usumbara Mountains and the Indian Ocean saw Blomqvist

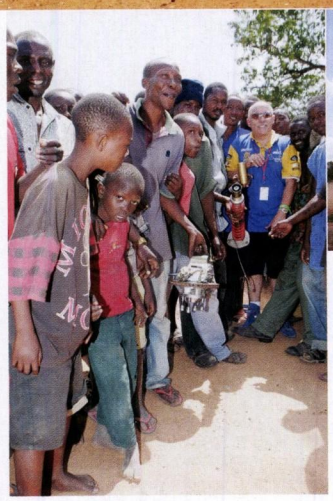


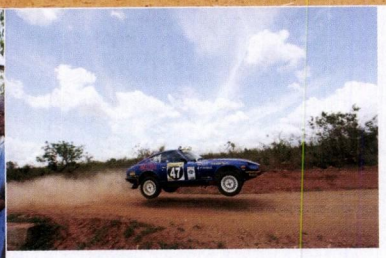
Stig Blomqvist turns on the style. The Swede took second place, despite feeling unwell late in event



Above: Collinge gets flagged off at the start, sporting the number 1 due to 2003 win. Below: field gets ready for the off







Jonathan Savage takes a leap on way to ninth position with his 260Z. Left: gleeful crowd offer to help in service area

Below: yes, it's a Mercedes 450 SLC – Marzio Kravos in action. Right: Escort of Gérard Marcy lost second place due to problem with alternator mount. Below right: Juha Kankkunen's rally came to a sad end when co-driver Juha Repo was taken ill







and his Venezuelan co-driver, Ana Goni, going into an immediate lead from Collinge, who suffered a puncture. Behind them Kankkunen had intermittent fuel-pump problems in his Datsun 240Z, losing three quarters of an hour and dropping to 34th overall, while Waldegård, sharing the 911 of David Kavanagh, lost time with loose electrical relays.

After a night halt in Dar-es-Salaam, the event headed back north and ran through the Usumbaras before arriving at Arusha under Mount Kilimanjaro. Collinge closed the gap to Blomqvist to a mere 40secs, but the other Sutton Escort came under a different kind of pressure. According to Duncan: "We trashed it into a ditch on the last section. It rolled and I don't think it's repairable."

The third day and the last section in Tanzania saw Blomqvist in double trouble with firstly a puncture and a broken jack and then getting stuck in sand at the bottom of a dry river bed. He lost nearly half an hour in total, which dropped him back to fourth. Kankkunen was now winning stages and had worked his way back up to 14th as the rally checked in at Nairobi. Sadly he was to retire two days later when his co-driver Juha Repo fell ill. He was rushed to hospital where a minor brain tumour was diagnosed.

Even the leader had worries, with an inlet valve losing its spring and the car running on only five cylinders – a problem that continued right through the penultimate day. "Just how the whole lot doesn't drop down and smash the piston is a mystery to us. We just held it up with a piece of wire," said Collinge. Hold it did until a replacement could be fitted before the last day of rallying back down to Mombasa. Blomqvist was back in second place ahead of the Porsches of Frédéric Dor and John Lloyd, but he admitted to not feeling very well and was in any case sceptical about pulling back 24mins on the flying Datsun now it was on six cylinders.

As it was, Blomqvist had a close call when he broke his steering rack, but all 30 finishers were delighted to have made it and to have taken part in such a fabulous event. As WRC Subaru team manager Paul Howarth so aptly put it: "This is rallying: long stages, minimum service and lots of camaraderie." M



Nigel Roebuck's Legends

The F1 stars travelled from Watkins Glen to Fuji for an Indycar race in 1966 and had a riotous time watching the American aces drive - and drink...

For some reason quirky races – one-offs, like the grands prix at Pescara in 1957 or Dallas in '84 – have always held a fascination for me. I loved John Webb's notion of an anything-goes *Formule Libre* race at Brands Hatch in 1972, for example, and although the 'Rothmans 50,000' ultimately fell short of expectations, it was a lovely idea.

Another such was the Fuji 200. Why it was decided to run an Indycar race in Japan 40 years ago is lost in the mists of time, but although it did not count for the USAC Championship, all the stars of the time – less AJ Foyt – made the trip in October 1966, and they were joined by four F1 aces, Jimmy Clark (Lotus), Jackie Stewart and Graham Hill (John Mecom Lolas), and Chris Amon, who had to make do with an elderly Vollstedt.

"That trip really was a laugh a minute from beginning to end," said Amon. "The whole deal was on a pretty tight budget, I guess, and we were all due to go over on a charter from Indianapolis, the day after the American Grand Prix at Watkins Glen. The 'plane was supposed to call at Indianapolis at seven in the evening, carry on to Seattle to pick up the West Coast contingent, and then go on to Tokyo. At about five o'clock we were informed that it would be delayed, and closer investigation revealed that it had been sent to Minneapolis rather than Indianapolis! That rather set the tone for the whole trip..."

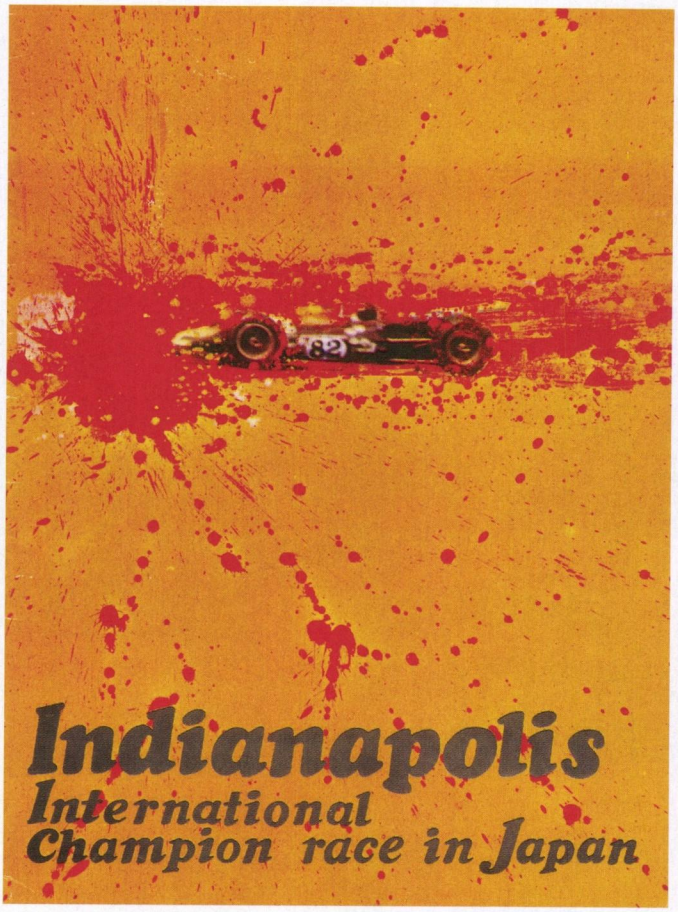
Back in the '60s F1 drivers hardly behaved like members of the Temperance Society, but still nothing could have prepared them for the Americans. "We finally went to the airport at about one in the morning," said Amon, "having been to bed – but all the Americans had been there for hours, and they were absolutely pissed out of their minds! You just wouldn't believe it – fireworks in the 'plane, everyone smashed, total chaos, with Bobby Unser and Lloyd Ruby at the centre of everything.

"Finally, things gradually began to quieten down as they started to sleep it off, but then we landed at Seattle and the West Coast lot got on board. Of course, they'd been at the airport all night and they were all out of their heads too, so the holocaust started all over again! Those guys really amazed me – they all drank like bloody fishes more or less all the time."

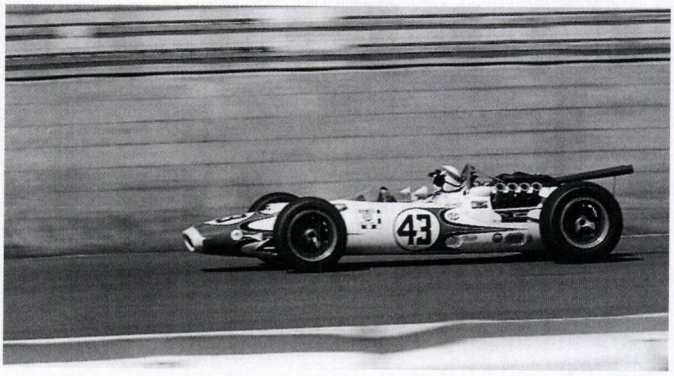
There was at that time very much an 'us-and-them' feeling between the European and American racing fraternities. Colin Chapman had swung a lamp over the future at Indianapolis, the simple superiority of Lotus so glaring that the USAC brigade was reluctantly obliged to abandon its beautiful, but thoroughly antiquated, roadsters and follow the rear-engine route. Most members of the USAC brigade, Amon remembered, seemed deeply suspicious of their 'gran pree' rivals.

Not all, though. "We eventually got to Tokyo somehow, and were taken to the hotel, where we found the room allocations had been done alphabetically. Consequently I shared a room with Mario Andretti, with whom I'd always got along well. As soon as we put our bags down, Mario was on the 'phone to room service, having masseuses sent up to our room – we had four steam baths in our first six hours in Japan!"

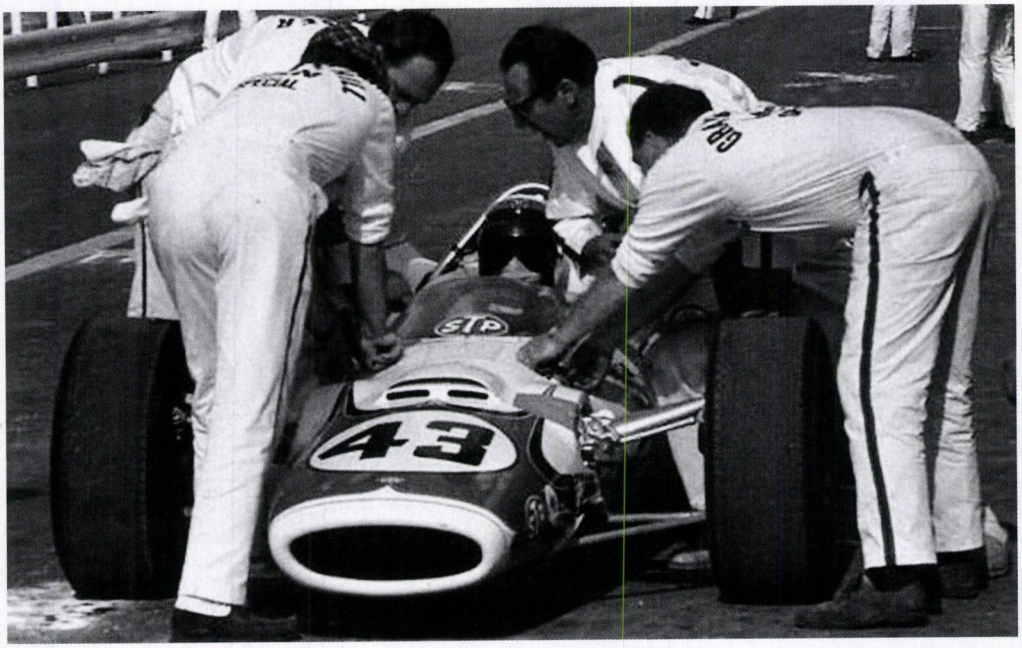
Very much king of the USAC hill at the time, Andretti was nonetheless a European by birth and culture, and already had his sights set on F1. No surprise that he got along with the likes of Amon, Clark and Stewart; others, though, were not so matey, and their antipathy was hardly lessened by the travel



The Japanese equivalent of Jackson Pollock clearly had a hand in the programme...



Stewart took the lead in the late stages when Canadian Billy Foster hit problems



Jackie Stewart in the Fuji pitlane: he scored a win for the 'European' contingent, maybe because he knew how to handle the hairpin

arrangements to and from the track. The day of the pampered racing driver had yet to arrive.

"Fuji was a difficult place to get to back then," said Chris. "We were all supposed to go by train and then bus, but Graham happened to know the Rolls-Royce agent in Tokyo – an Englishman – and he laid on a car, complete with chauffeur, to take us to the track every day! That was great, because the European contingent would travel in luxury, while the USAC lot had to make do with the bus. On top of that, the bus couldn't make it through the tunnel into the circuit, so all these guys had to get out and walk the rest of the way, while we would sweep past in the Rolls, giving them a royal wave! They didn't like us *at all*."

Nor were they were too keen on the circuit, for most had little experience on other than ovals. "There was a hairpin," chuckled Amon, "just before the end of the lap, and this caused utter pandemonium. I don't think most of the USAC people had ever had to deal with a hairpin before. Qualifying was one car at a time, and the first six or seven just never made it round at all! We were in the pits, awaiting our turns, getting more and more hysterical at what was going on.

"Time after time we'd hear an Offenhauser or Ford engine screaming down to the hairpin absolutely flat out, then a violent screeching of locked-up wheels, then a brief silence [while they ploughed over the grass], and then finally 'Boof!' as they clobbered the bank! A couple of minutes would elapse, and then some red-faced American would walk into the pits, scowling at us. Qualifying took forever."

'This guy was blind in the right eye – and deaf in the right ear!'

For quite a few it was the end of the weekend. Only minimal spares had been taken to this far-afield event, and terminal mechanical problems accounted not only for Al Unser and Gordon Johncock, but also the two biggest names on hand: Clark and Andretti.

As expected, the Europeans showed well in qualifying, Stewart and Hill collaring the front row, with B Unser's Eagle and Ruby's Lotus next up, then the Vollstedts of Amon and rising Canadian star Billy Foster.

"My Vollstedt took a bit of getting used to," said Chris, "since it only had a two-speed gearbox and a rather unconventional pedal layout: clutch on the right, throttle in the middle, brake on the left! All very strange, but I didn't use the clutch in the race anyway – it wasn't worth it with two gearchanges a lap, so I just crashed it through. In fact, things went quite well in the race. I had quite a dice with Ruby and ran fourth most of the way, behind Jackie, Graham – and Billy Foster."

Twelve laps from the end Foster narrowly led the two Mecom Lolas, but then his transmission broke, and what might have been his first USAC win evaporated. Sadly, that near touch with glory was to be his last. Early the following year, practising for the NASCAR race at Riverside, he suffered brake failure before the infamous Turn Nine, hit the boiler-plate barrier sideways, and was killed instantly.

Stewart ultimately won at Fuji from Unser, while a late problem dropped Hill to fifth by the flag. Amon, meantime, had retired earlier – on top of a bank… "I was lapping a guy called Chuck Hulse, who was in one of the old Indy roadsters. At that time most of the Indycars didn't have mirrors, believe it or not, and I'd had trouble with several of them for that reason. Not that mirrors would have made a lot of difference to this guy, actually, since it transpired that he was blind in the right eye – and also deaf in the right ear!

"Anyway, I was just getting alongside to lap him when, for reasons best known to himself, he suddenly elected to turn sharp right! And that was the end of my race. Hulse had absolutely no depth of vision whatever – apparently this was because he'd been on his head so many times before, but who knows which came first, the chicken or the egg?

"Still, for all the disappointment in the race, it was a marvellous trip. The charter 'plane didn't decide to come and pick us up until the Wednesday, so we hung around. My main memories are of the beauty of the countryside around the circuit, the unbelievably bad driving in Tokyo – oh, and the hangovers!" M

Cult heroes

RICHARD LONGMAN



Long after the Mini's major tin-top triumphs of the 1960s, this former Downton Engineering apprentice maintained the enduring tiddler's relevance in the BSCC into the late '70s.

Starting out in 1966 with a self-prepared Mini 850, he sprinted and hillclimbed with some success, also making his circuit debut that same year at Llandow. Three years later he was armed with an ex-Britax Group Five Mini and notched up 27 race wins from 36 starts.

In 1971 Longman set up his own engine-building firm, switching to single-seaters a year on. Claiming a pole position during his F3 season, he was quick enough to be offered a factory March drive for '73 but chose instead to concentrate on building up his business.

After a brief spell out of the cockpit, the 'Mini Maestro' returned to the BSCC, winning the 1978 and '79 titles aboard a Patrick Motors 1275GT and continuing on to the mid '80s with Metros and a Ford Escort RS1600i. More recently he's prepared engines for Peugeot's BTCC cars, while occasionally dabbling in historics. **RH**

LAT

TRACK BACK

40/30/20/10 YEARS AGO

1996



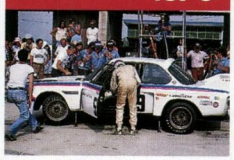
Tommi Mäkinen wins the Swedish Rally aboard his Mitsubishi Lancer, but Carlos Sainz provides a stern challenge to finish just 23sec adrift in Escort.

1986



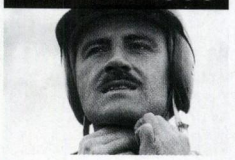
It's a close Daytona 24 Hours, with the Porsche 962 of Al Holbert/Derek Bell/Al Unser Jnr less than a lap up on the similar car of Foyt/Sullivan/Luyendyk.

1976



Despite some water contaminating the fuel of their BMW CSL, Brits Brian Redman and John Fitzpatrick combine with American sportscar star Peter Gregg to win the Daytona 24 Hours.

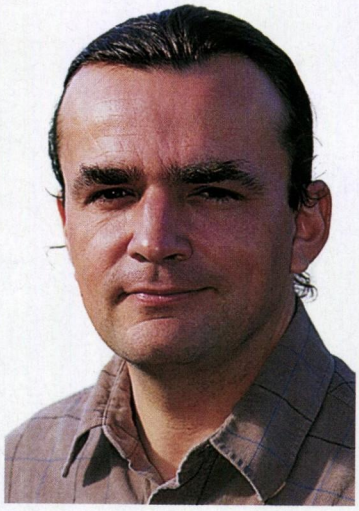
1966



BRMs dominate the Australian Grand Prix at Lakeside, but Jackie Stewart drops out at the Queensland track with a gearbox breakage. Graham Hill wins from Frank Gardner.

LAT Photo4/LAT

Adam Cooper's Trackforward





Rubber ducked: Michelin has pulled out of F1 amid recrimination as it becomes a one-tyre series

Michelin has pulled out of F1, but this may give us a fairer picture of who is performing

When the FIA first confirmed its intention to have a single Formula One tyre supplier from 2008, it clearly became a question of which of the two companies would get the job – or even wanted it. Tyre makers have always used competition to justify their involvement in motorsport: explaining to the board that there is no one to beat is not always easy.

But executives do understand budgets, and without question supplying the whole field massively reduces development costs. If you can guarantee race and championship wins at much lower outlay, then the bosses will sit up and take note, even if the competition element has gone. That is the approach Bridgestone has taken, but from the start Michelin indicated that competition was why it went racing.

Even before last year's US GP *débâcle* the French company's relationship with the FIA was a little strained. Indy gave the FIA the perfect excuse to launch an offensive – and a battle of press releases that has raged ever since. Boss Edouard Michelin gave himself no escape route by personally attacking the single-tyre policy and the FIA's likely method of deciding who would be invited to stay on. For him the return to race tyre changes for 2006 was the last straw – he ordered a pull-out at the earliest opportunity, after the compulsory year's notice, but a full season before the single-tyre rule is due. Perhaps the fact that the company won both titles last year, and has nothing to prove, made the decision easier.

It's a shame to lose in such messy circumstances a company that has the sport running through its veins, but there is a bigger picture. Bridgestone – perhaps with some input from the FIA – will in effect determine how fast F1 cars will be. The engine manufacturers have just spent hundreds of millions of dollars on V8s to raise lap times by what appears to be about two seconds, when Bridgestone will be able to do that and more overnight in 2007 – while reducing costs for itself and everyone else.

'It's a shame to lose in messy circumstances a company that has motorsport running through its veins'

The lack of competition will certainly reduce intrigue and remove a significant element of chance from race strategy. But under monopoly conditions there was some good racing in 1999 and 2000, after Goodyear left and before Michelin arrived. And compared with then we have more strong, well-financed teams that have a chance consistently to fight at the front.

Henceforth F1 will once again be a competition between drivers and teams, and we will have a much clearer picture of who is getting the job done. The teams themselves will have a better idea of where they have to improve, and the armchair viewer will also find it much easier to understand what's going on. Will Bibendum's loss from 2007 onwards be F1's gain?

What goes around... | TOURING CARS AT BRANDS



Walkinshaw/Grano win ETC round in 1978...



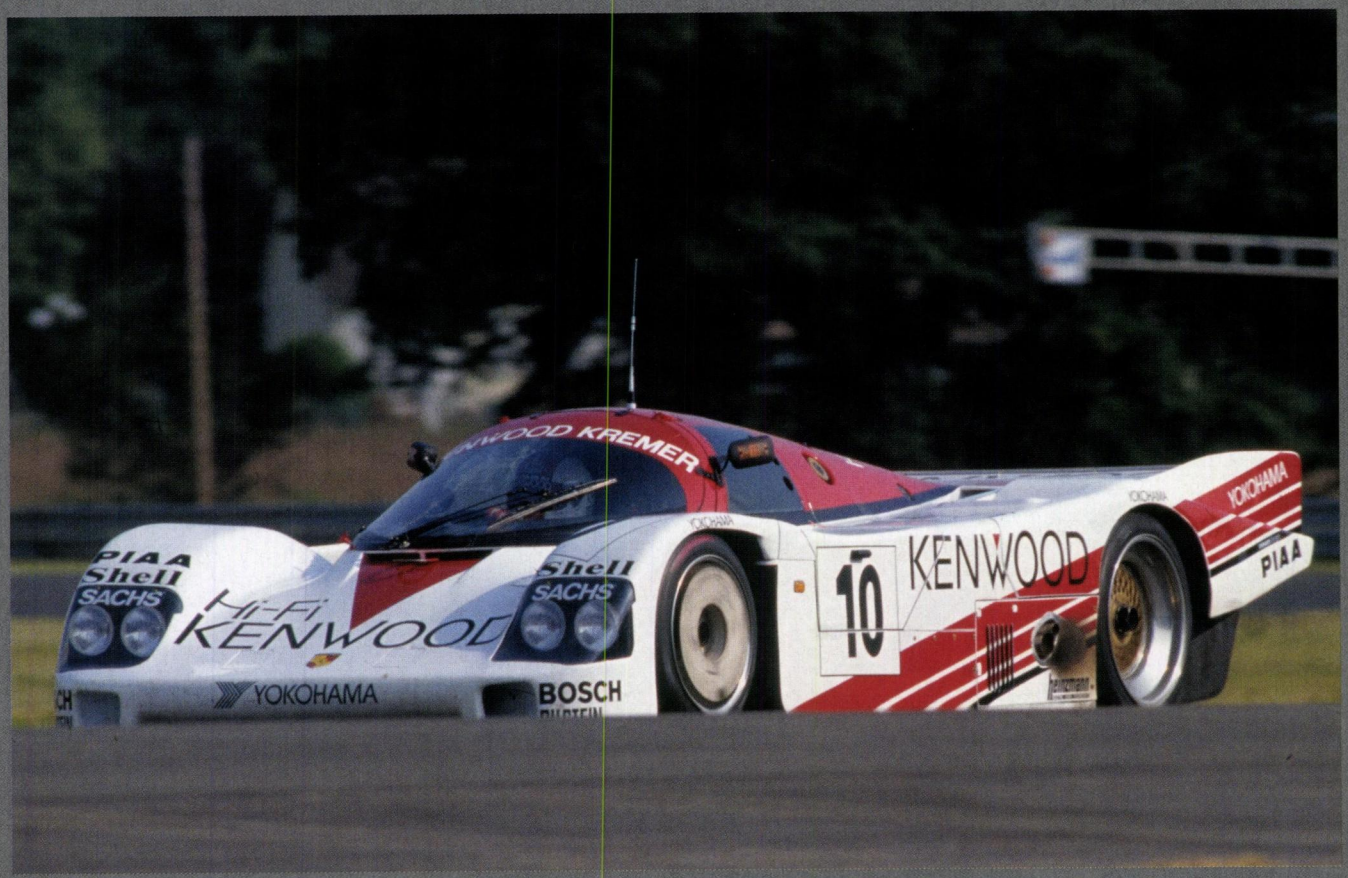
...while BMW and Chev should battle in 2006

International touring car racing returns to Brands Hatch for the first time in 26 years this season – thanks to rounds of the FIA World Touring Car Championship and the German-based DTM. The WTCC is first up, on May 21, with the DTM – finally confirmed for 2006 after Audi matched Mercedes' 10-car commitment – following on July 2. Brands was last on the international tin-top calendar in 1980, the third year running that it had hosted a round of the European Touring Car series. Get set for BMWs, SEATs, Chevys and, er, Ladas in May, and those Mercs and Audis in July.

Bonhams 1793

THE THIRD INTERNATIONAL HISTORIC MOTORSPORT SHOW

Stoneleigh Park
25 February 2006
Entries now invited for our sale of Sports, Competition and Collector's Motor Cars, Motorcycles and related Automobilia



Bonhams is pleased to announce its inaugural auction to take place at the International Historic Motorsport Show, Coventry, to feature sports, competition and collectors' motor cars, motorcycles and related automobilia.

The International Historic Motorsport Show has quickly established itself as the premier pre-season show, providing the perfect opportunity for you to enter your car for sale in front of enthusiasts, competitors and collectors alike.

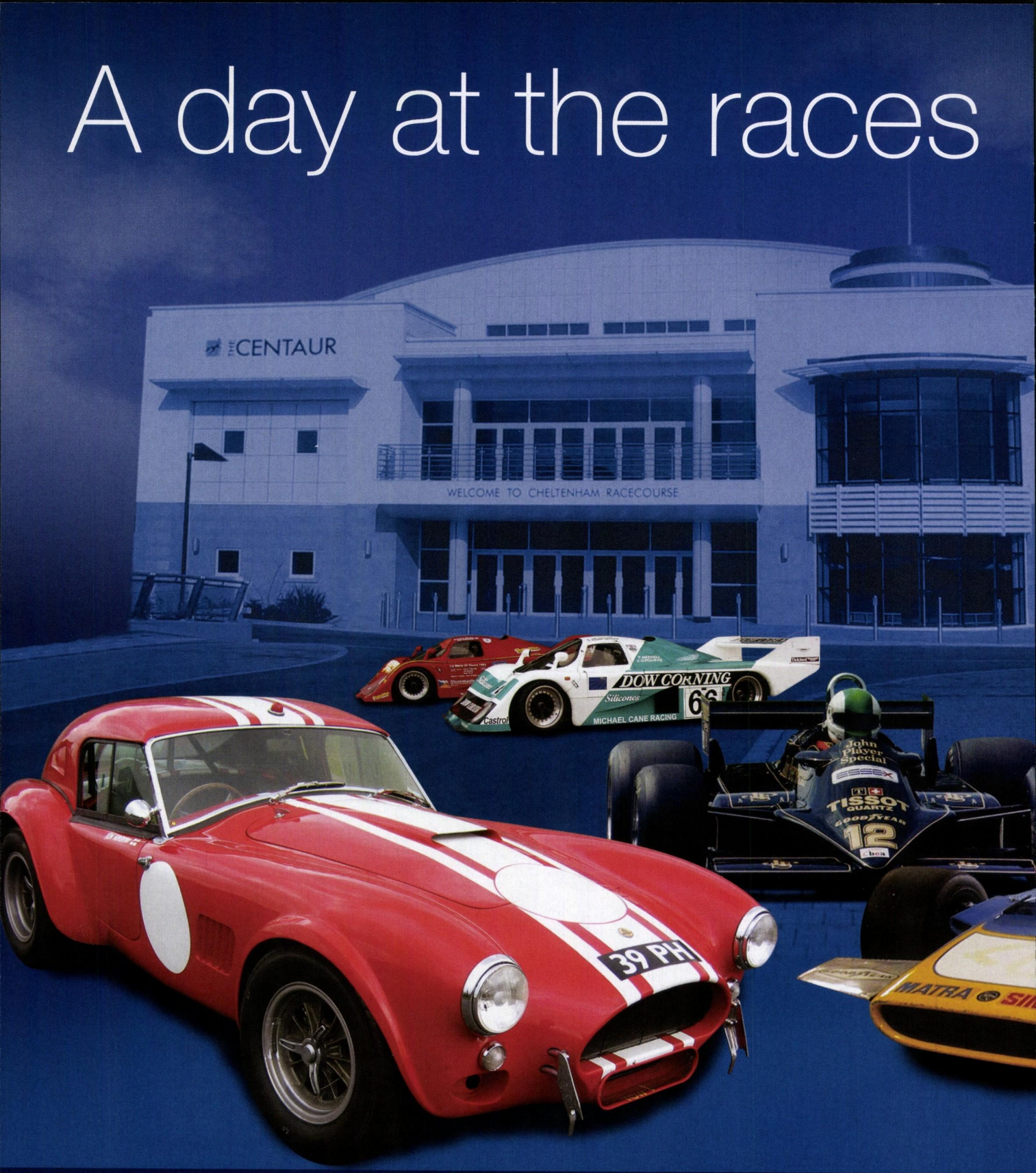
Should you have an eligible vehicle you wish to sell please contact Tim Schofield, Marcus Ross, Robert Glover, William l'Anson or James Knight
+44 (0) 20 7468 5801
+44 (0) 20 7468 5802 fax
or Stewart Skilbeck
+44 (0) 1757 638 894 tel/fax
cars@bonhams.com

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

1988 Kremer Porsche 962 CK6-88
Pictured here at the 1988 Le-Mans 24 Hours, piloted by Takahashi/Okada/Giacomelli, where it finished 9th overall.
Estimate: £170,000 - 200,000

Bonhams
101 New Bond Street
London W1S 1SR
www.bonhams.com

A day at the races



Further quality entries now invited.

The ultimate motorsport auction of 2006

February 20th & 21st, 2006

THE CENTAUR, CHELTENHAM RACECOURSE
GLOUCESTERSHIRE, UNITED KINGDOM

Auction to include:

1963 AC COBRA (39 PH)
One of the most famous and desirable AC Cobras in the world with a sensational history. 1963 Le Mans class winner and 1964 British GT Series with Jack Sears.
Estimate upon request.

1971 MATRA MS120B-5
Ex Jean Pierre Beltoise and fully restored. **Estimate £270,000 – £320,000**

1981 LOTUS 87B-4
Ex Nigel Mansell. **Estimate £250,000 – £275,000**

THE COMPLETE EMKA ASTON MARTIN GROUP C1 LE MANS TEAM
1983 'Hawaiian Tropic' and 1985 'Dow Corning' car plus the Recreation built by Steve O'Rourke. Both cars have Full FIA Papers. Steve O'Rourke, Tiff Needell and Nick Faure won the 'Motor Trophy' both years and finished 17th in 1983 and 11th in 1985.
For sale as one lot. Estimate: £180,000 – £220,000

Also entered is a significant offering of automobilia including the personal archives of the late rally driver **David Seigle-Morris.** For further details on all entries, please check our website at **www.classic-auctions.com**



FURTHER ENTRIES NOW INVITED

Enter your historic or collectible motor car into this auction and benefit from:

- **Prestigious auction venue**
- **World-wide marketing**
- **Record breaking results**
- **Only 5% seller's commission –** lower than all our major competitors!

To enter your historic or collectible motor car or automobilia, call our specialists today on 01925 730630.

H&H CLASSIC AUCTIONS LIMITED
WHITEGATE FARM, HATTON
CHESHIRE WA4 4BZ
UNITED KINGDOM

TEL **+44 (0)1925 730630**
FAX **+44 (0)1925 730830**
info@classic-auctions.co.uk
www.classic-auctions.com

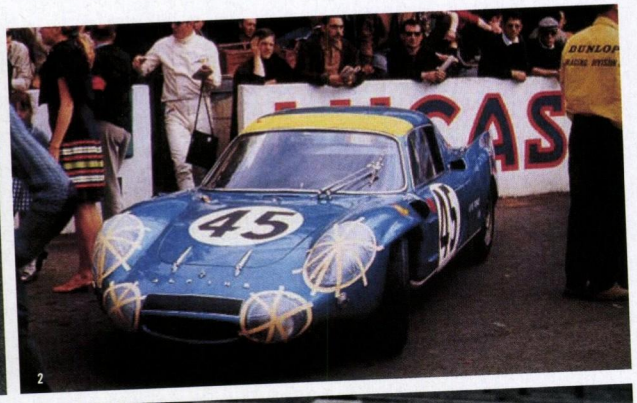
CLASSIC H&H AUCTIONS

ARTCURIAL

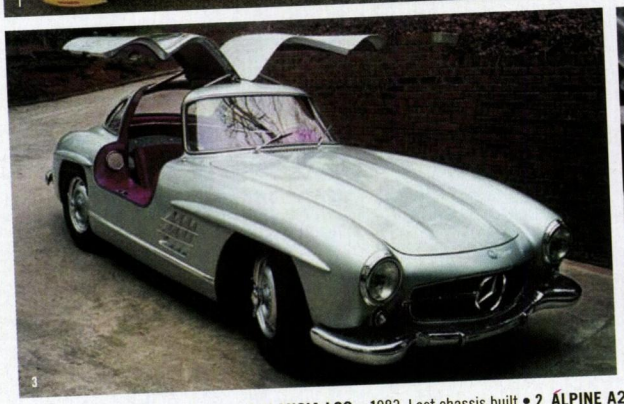
BRIEST - LE FUR - POULAIN - F.TAJAN

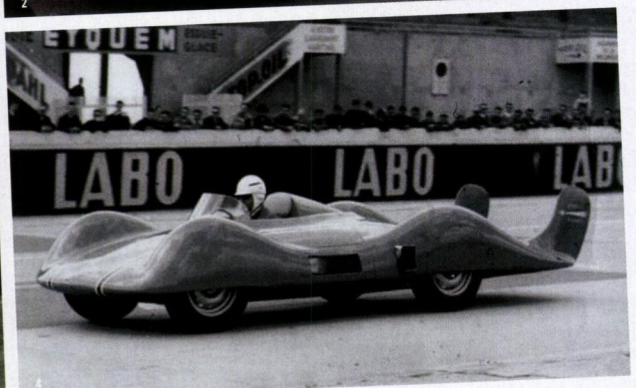


1



2


3



4

1 *LANCIA LC2 – 1983, Last chassis built • **2 ÁLPINE A210 PROTOTYPE** – 1967 , ran 3 times at 24 hours of the Mans • **3 MERCEDES BENZ 300 SL** Gullwing Aluminium Body – 1955, ex Lance Reventlow • **4 RENAULT "ÉTOILE FILANTE"** – 1956, record breaker turbine prototype

IMPORTANT CLASSIC AND SPORT CARS AUCTION

Sunday 12th February 2006 (during Retromobile) – 8.00 p.m

Palais des Congrès - Porte Maillot - **Paris**

PART I - AUTOMOBILES DE COLLECTION : Alpine 1600 S Gr III •*CAMERON MILLAR 250 F One-seater - 1981 • Voiturelle DECAUVILLE, 1898 • Jaguar XK120 Roadster Aluminium Body - 1949 • Mercedes Benz 600 ex. Maria Callas • Talbot Lago Record T26 Coach surprofilé, 1950 • Packard 904 «Coupé Chauffeur» by Franay ex Marquise Valdeterrazo, Duchesse de Montpensier, 1932 • Voisin C25 etc…

PART II - BELLES ITALIENNES : *Alfa Jankovitz, 1937 • *Alfa Romeo 1750 GS, 1933 • *Alfa Romeo 2500 SS • *Alfa Romeo Giulietta Spider Veloce, 1959 • *Alfa Romeo SZ, 1960 • *Ferrari Daytona 365 GTB/4, 1971 • *Ferrari 250 GT Lusso, 1962 • *Ferrari 250 Pininfarina DHC • *Ferrari 308 Gr IV, 1976 • Ferrari 512 TR, 1992 • Ferrari 288 GTO, 1984 • Lamborghini LP 5000S Countach, 1984 • Lamborghini Countach 25th anniversary, 1990 • Lancia Astura coupé, stabilimenti farina, 1935 • *Lancia 037 stradale • *Lancia Aurelia B20 • Lancia B20S, 1953 • *Lancia Aurelia B24 Spider America • *Lancia Fulvia GR IV, 1970 • *MASERATI 150 S – 1955, 3 owner from new, did Mille Miglia in 1956 / 1957 • Maserati Mistral, 1966 • *OSCA 1500 TN – 1955 , factory car, built for Le Mans for Cabianca, extensive racing history etc…

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

Consultant : Frédéric Stoesser
Tél. : (33) 1 42 99 16 38
Fax : (33) 1 42 99 16 39
Gsm : (33) 6 11 31 86 00
fredstoesser@yahoo.fr
Franco Meiners*
Fax : (39) 333 82 32 177
Gsm : (39) 035 26 20 14
francomeiners@compuserve.com

Public exhibition : Palais des Congrès
2, place de la Porte Maillot 75017 Paris
from Friday 10th to Sunday 12th February
from 11 a.m. to 6 p.m.
www.artcurial.com

Catalogues available at
(33) 1 42 99 20 43

Further information :
Wilfrid Leroy Prost
Tél. : (33) 1 42 99 16 32
Fax : (33) 1 42 99 20 21
Gsm : (33) 6 62 02 97 60
wleroyprost@artcurial.com

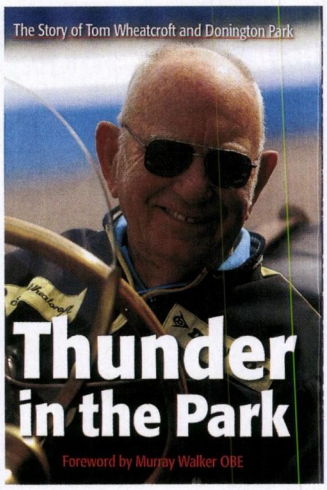
ARTCURIAL
BRIEST - LE FUR - POULAIN - F.TAJAN

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

HA International Auctioneers

Reviews

Thunder in the Park: the Story of Tom Wheatcroft and Donington Park
by Tom Wheatcroft with Mike Cable
ISBN 0-9542860-5-7
published by Live Wire Books, £20 (£25 by post). Available only from Donington Grand Prix Collection (01332 811027 or www.doningtoncollection.com)



The miracle about this book is that Tom Wheatcroft is actually still around today to tell us his story.

Within the 263 pages of text Tom gets hit on the head by a log as a small child, makes a litany of impulsive decisions, brashly chances his arm at every opportunity, comes close to capture by the Germans in the war... and gradually accumulates what is possibly the world's finest collection of racing cars. There appear to be two reasons for this: his passion for the sport, and his desire to drive them with absolutely no regard for his own safety!

A motorsporting book which makes you laugh out loud – several times – is a pretty rare thing, but Wheatcroft's personality shines through and the tales of some of his wilder escapades are hilarious.

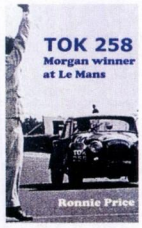
One of the best is the story of when he acquired the Lotus with which Stirling Moss won the 1961 Monaco GP. So excited was Tom that he jumped aboard and drove it towards his housing development a few miles up the road. We won't spoil things by telling you what eventually happened...

Wheatcroft doesn't hold back, especially when it comes to his struggle to get Donington Park reopened for motor racing. Even after that he fought a battle against rival circuit bosses and our own governing body of motorsport that will leave you amazed at his ambition.

It's not all gung-ho crusading either. There are poignant, sad moments, particularly concerning Roger Williamson and the unfulfilled lives of his old WWII buddies when they rejoined Civvy Street.

And you are left in no doubt that motorsport was infinitely more dangerous when the young Wheatcroft's enthusiasm was fired: injured bikers in the 1930s used to be taken to the stables at Donington Hall to wait for the ambulance. Some died while waiting, leading to a belief that the Hall is haunted.

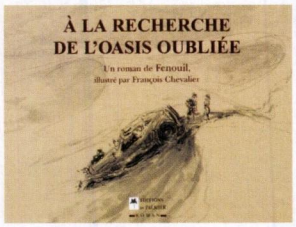
There are a couple of niggly mistakes (our eyes rolled at a caption of Gunnar Nilsson "in 1979"), but apart from that this book is a corker. We dare you not to laugh. **MS**



TOK 258: Morgan Winner at Le Mans
by Ronnie Price. ISBN 1904312 19 5
published by MX, £6.99

Hmm, first impressions are not too good. The cover image has been seemingly photocopied from an old race report and printed in glorious 'blur-o-vision'. The type size means the text is probably visible from space and the subject matter is just one car: the 1962 Le Mans class-winning Morgan, TOK 258.

Thing is, this is actually quite an engaging read as maverick engineer Chris Lawrence has rarely been written about, at least in any depth (somebody please a write a book about him as we want to learn more about Deep Sanderson 301s). Fun, despite the amateur-hour feel. **RH**



A la Recherche de l'Oasis Oubliée
by Fenouil. ISBN 2 914920 50 4
published by Editions du Palmier, €29

Here's an oddity: a novel, set in the '30s, about exploring the Sahara in a modified Bugatti 46S. Aboard this massive machine Sarah and her two lovers (but not her husband, as she cheerfully points out) set off to find the lost treasure of the King of Persia, entombed by the sands 500 years before Christ.

Written by a veteran of Saharan rallies and illustrated by a one-time director of Paul Ricard circuit, it's a mixture of fantasy and technical explanations, with drawings of how the Bugatti has been modified (twin wheels on all corners for a start). Overtaken by WWII, the expedition ends in betrayal, with the Bug still out there to be found. Oh, and the gold and diamonds too... With an unlikely plot and weak sketches, this is unlikely to prove a motoring classic. In French only. **GC**

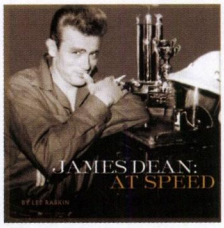


Les 800 Heures - Le Mans 1923-1966
by Paul Frère. ISBN 2 914920 53 9
published by Editions du Palmier, €59

A funny one, this. Written by a former Le Mans winner and illustrated entirely in watercolour by Alain Bouldouyre, it's a decent stab at an accessible history of the round-the-clock race (in French and English). But it's far from definitive and Frère's insights are a bit thin. Even so, there's some solid gen in here, and few are better qualified to write about the 24-hour classic.

That said, the illustrations are either ever-so-slightly abstract or downright irritating depending on your artistic sensibilities. If nothing else, it makes for a change from the endless black-and-white photo albums that pack our bookshelves.

Ultimately, you wonder who this book is really aimed at. It's not going to satisfy hardcore Le Mans types, nor is it likely to appeal to the coffee-table brigade. Strange. **RH**

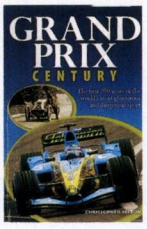


James Dean: at Speed
by Lee Raskin. ISBN 1893618 49 8
published by David Bull, £14.99,
www.bullpublishing.com

Given that he only started three events, you'd think that Dean's racing career could comfortably be encapsulated in a pamphlet. But no. One of many new books published to coincide with the 50th anniversary of the big-quiffed movie idol's passing, this is infinitely better than most. Written by a Porsche historian and film maker, the text is informative and there's plenty of info on the young Dean's infatuation with all things mechanical and his love of speed.

The depth of research here is commendable and the detailed study of Dean's final, fateful drive in his Porsche 550 Spider 'Little Bastard' is captivating stuff.

Beautifully presented in typical David Bull style, this is excellent value and a must-have for any fan of Dean or '50s US road racing. **RH**



Grand Prix Century
by Christopher Hilton
ISBN 184425 120 9
published by Haynes, £19.99

Hilton's biographies of Formula One stars seem to hit the shelves while the ink is still drying on the subject's contract for his rookie season. They're usually bright-and-breezy affairs, easy to read and nearly always worthwhile.

But this book, out in plenty of time to celebrate 100 years of grand prix racing, is a thorough disappointment. The author's skill lies in light prose, but this is a rather dry – effectively race-by-race – trot through the history of GP racing. And that cannot be done effectively in 450-odd pages of text.

If you want a GP history for a son or nephew who's just getting into the sport, this may do. But if you're already a big fan – and chances are you wouldn't be reading this mag if you aren't – you'll find little here that you don't already know. **MS**

Models

Thanks to: Grand Prix Models, tel: 01727 845645 or see www.grandprixmodels.co.uk;
St Martins Accessories, tel: 020 7836 9742 or see www.stmartinsmodelcars.co.uk

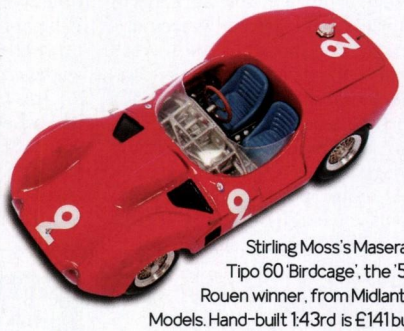
Model of the Month



Inspired 1:43rd release from Glamour Models is the 1947 Cisitalia 360 grand prix prototype. Designed by Ferry Porsche for the Turin team, it never raced in Europe. When Cisitalia was liquidated Piero Dusio took it to Argentina, where it briefly practised for the 1953 Buenos Aires GP but never raced. This fills an important gap in Porsche model collections. Price for a ready-built model is £39.95



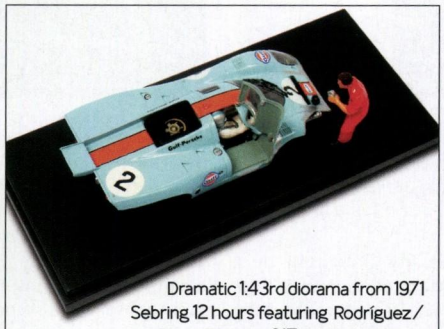
A must-buy for Ford racing fans is Minichamps' superb 1:18th ex-Jochen Mass Ford Capri RS3100 from 1975 Norisring DRM race. Full opening features with fine engine and interior detail for £39.99



Stirling Moss's Maserati Tipo 60 'Birdcage', the '59 Rouen winner, from Midlantic Models. Hand-built 1:43rd is £141 but also available as a kit at £52.85



Leslie Marr's Connaught B-type streamliner as raced at Aintree in '55. Produced by Jade Miniatures, it's available as a 1:43rd kit at £36.50 or complete for £92.40



Dramatic 1:43rd diorama from 1971 Sebring 12 hours featuring Rodríguez/Oliver Porsche 917K with mechanic inspecting accident damage. £238.75



Latest in Minichamps' cracking 1:43rd rally collection is Roger Clark's famous 'ESSO Blue' Ford Escort RS1600 1972 RAC Rally winner. £24.90



New 1:43rd 1967 Le Mans CD-Peugeot SP66 from GTS. This 1.1-litre prototype was raced by Dayan and Ballot-Lena but retired. Ready-built at £44.70



Profil's excellent 1:24th range continues with 1939 Le Mans-winning Bugatti T57C of Wimille and Veyron. A basic kit is £86.60 or £334.45 hand-built



Outstanding 1:43rd Alfa Romeo P2 from Minichamps features superb cockpit details and wheels. Great value at £19.99








THE THIRD INTERNATIONAL
HISTORIC MOTORSPORT SHOW

24 25 26 February 2006
Stoneleigh Park, Coventry

EXPERIENCE SEVEN DECADES OF MOTORSPORT AT EUROPE'S PREMIER HISTORIC SHOW


Four Exhibition Halls, with 450 exhibitors and over 20,000 enthusiasts and competitors visiting over three days.


Four live events included in the ticket price - rally stage and autotests; indoor bike trial and karting.


Showcasing cars and bikes from 1930s to the 1990s competing in all aspects of historic motorsport today - track, road and off-road.


Meet over 50 Historic Series and Event Organisers from across Europe.


The only show for newcomers to explore this exciting sport, which is affordable, accessible and fast growing.


Meet celebrity competitors from yesteryear, with some in action on the live events.

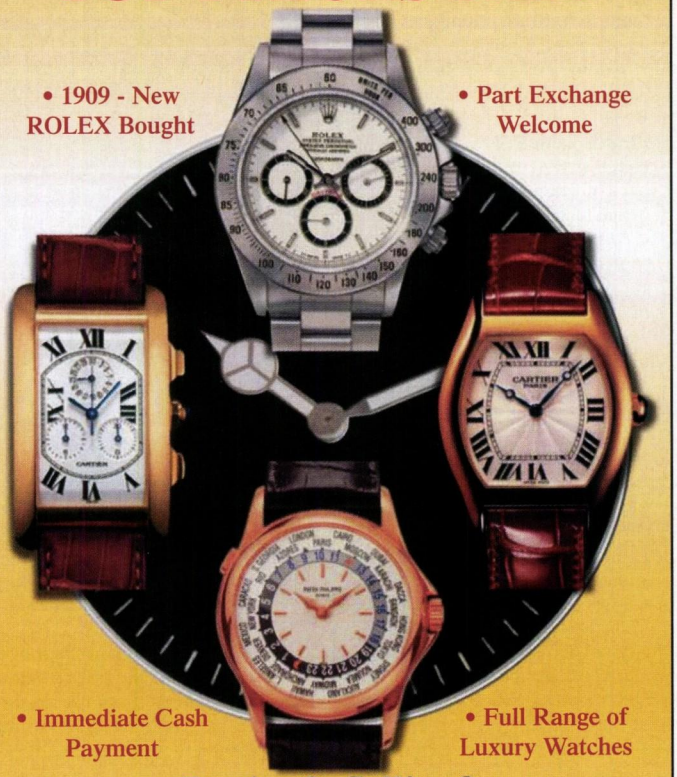

Attend Bonhams car and motorcycle auction at the show.


A unique interactive experience spanning seven decades of motorsport - a weekend for the whole family.

International Historic Motorsport Show
Simmonds, Downington, Lechlade, Glos. GL7 3DL
Tel: 01367 250001/6 or email: info@ihmsl.com

Visitor Advance Ticket Purchase
ADULTS £15 TWO DAYS £28
Call The Ticket Hotline **08450 70 68 70**
or book on line using the Tickets Page www.historicmotorsportshow.com
All major credit cards accepted. Transaction fee 50p.
Auction Admission by Catalogue. Car Parking £4.
Visitor tickets purchased on the day. ADULTS £18 TWO DAYS £30
Accompanied children under 16 FREE.

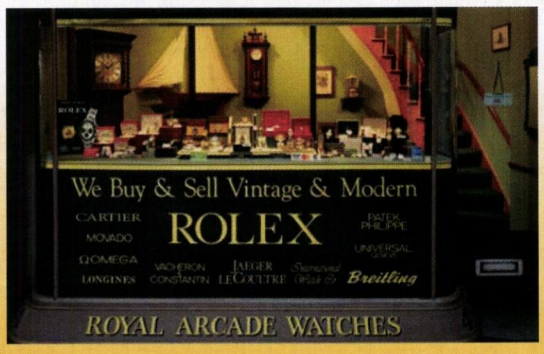
WE BUY
ROLEX
PATEK & CARTIER
"TOP PRICES PAID"



Buying? Selling?
We Guarantee You the Best Value for Money
Rolex • Cartier • Patek Philippe • Breguet • Audemars
Franck Muller • Breitling • IWC • Jaeger • Omega
Please phone for offer or visit our shop

ROYAL ARCADE WATCHES
OPEN Mon - Sat 10:30 - 5:30

4 Royal Arcade, 28 Old Bond Street, London W1S 4SD
NEAREST TUBE GREEN PARK



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

Feedback

write to: **MotorSport, Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE**
e-mail (please include your postal address): **motorsport@haynet.com**

RONNIE, PART ONE...

Sir, Your photograph of Ronnie Peterson at Mallory Park ('Parting Shot', *MS* December) brought back many schoolboy memories of that wonderful 1971 season.

Ronnie was utterly dominant that year in Formula Two and I recall a Bank Holiday demonstration at Brands Hatch which gave him a conclusive victory in the F2 race, the pace of which would have done him proud in Formula One.

A couple of years ago we were touring Devon and Cornwall and stayed in a small bed-and-breakfast hosted by a single gentleman who was very courteous and obliging and prepared a fine breakfast prior to our departure. During the course of our meal the conversation led on to mutual hobbies and it wasn't long before he emerged from his back room with a collection of motor racing photographs, letters and general matters of great interest.

This man had obviously done it and got the T-shirt – included in his memorabilia was a photograph of himself leading one Jim Clark in a Lotus-Cortina at Silverstone, and many other assorted items which could have kept me there for the rest of the vacation. His whole attitude was dismissive of his own achievements and it was a pleasure to meet him and hear his stories, one of which had particular interest for me as we discussed Ronnie's abilities, and the conversation turned to a meeting at Mallory Park. Turns out that he was there and not only remembered the crash, but had pictures of the remains of the March sitting in the paddock. The man's name was Phil de Banks and it was a joy to meet him.

John Sylvester, Aberystwyth

...AND PART TWO

Sir, Seeing your photo in 'Parting Shot' (December issue) reminded me that I had been marshalling very close to the point of impact.

Ronnie Peterson had a very lucky escape that day, as did the public. The enclosed Lynton Money photo (see right) was taken as the car was being lifted off the bank.

From left to right the photo shows an unknown official, myself, Martin Shalders (who is still to be found observing at Castle Combe, Thruxton and Goodwood, still with many of his original crew), Dave Hawn, whom I have lost contact with, and of course Ronnie.



Our 'Parting Shot' of Peterson brought back some memories, not only below but in the main pic, where he is winning '71 Brands F2

The March mechanic had been dispatched from the pits to supervise the loading of the wreckage. It was a very cold day and Ronnie was pleased that the mechanic had brought him a coat.

A few weeks later I managed to find Ronnie during the marshals' break and he kindly autographed the photo. Does any reader know who the first official is?

Fergus Whatling, Bury St Edmonds

BRANDS MEMORIES

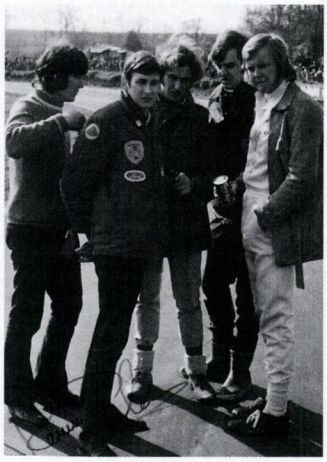
Sir, I thoroughly enjoyed your piece on the great races at Brands Hatch (December issue). I was at most of those post-1972. My fondest memories though are not of individual races, but of being able to go up there seemingly any weekend and see Formula 5000, F3, FAtlantic or Super Saloons, never mind F1 two or three times per year.

Top memory? Gunnar Nilsson winning the F3 title in 1975 and then moving over to FA to do the same.

How about a feature on the races that you could see in the UK during a single season before one-make series, success ballast, carbon-fibre and red flags were thought of?

Ian Mann, by e-mail

Wow. In the last paragraph is a succinct list of most things wrong with modern racing. You missed out safety cars, though! **– Ed**



Ronnie has a coke after Mallory crash

'CONTINUATION' CARS

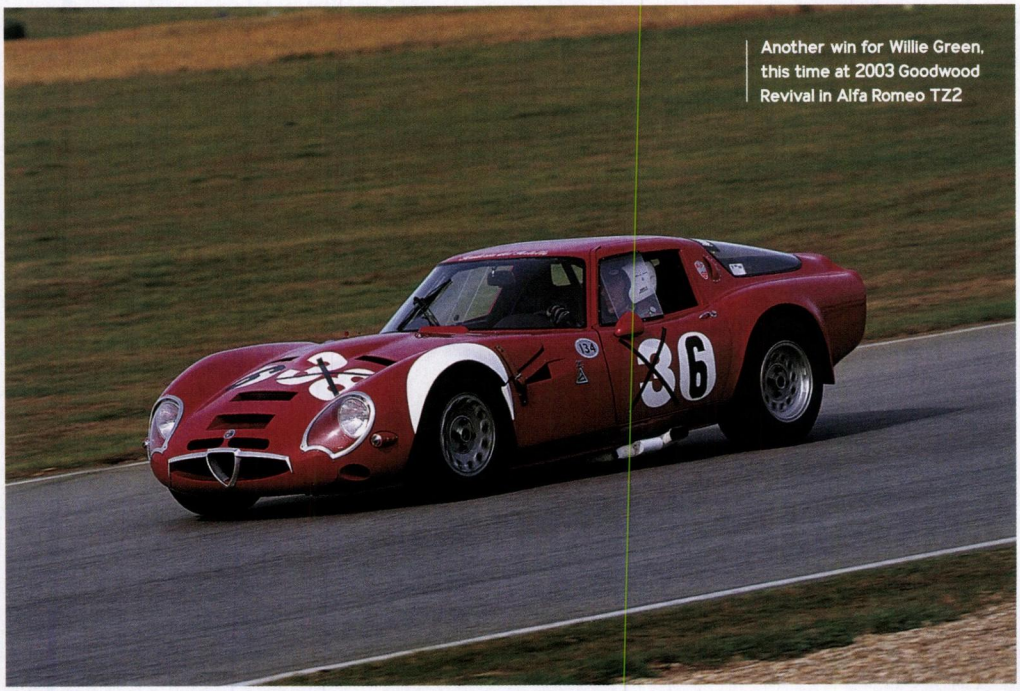
Sir, Further to your comment in the January issue of *MotorSport* about the 'heated debate' concerning the production of new versions of historic cars: as a small but representative group of existing manufacturers (Chevron, Crosslé and Lola) we are endeavouring to continue developing links with the FIA through close cooperation and cross-fertilisation of information.

In this respect we welcome the FIA World Motorsports Council initiative in creating a Historic Working Group to study in detail the many issues within historic motorsport. The most pertinent one for the manufacturers is the opportunity to make continuation models ready for the new Historic Technical Passports. As the FIA has opened this window we would like to reassure the historic racing community that we will be working at all levels to ensure any cars will be made to the same specification as the originals and not have any performance advantage whatsoever. We will not condone or support any spurious copies.

We would also like to underline the fact that we are small niche manufacturers, none of whom have the capacity or intention to flood the market with replicas. With only a handful of cars built we doubt there would be more than one or two legal continuation-model cars in any one event.

As to value, I use the analogy of a Thomas Chippendale chair made by Mr Chippendale himself, worth many hundreds of thousands of pounds. His chairs have been copied, replicated, reproduced in their thousands, but not to the detriment of the originals. A historic car, well race-prepared with a complete history, will always be more valued than a 2006 car. The 21st century

Letter of the month



Another win for Willie Green, this time at 2003 Goodwood Revival in Alfa Romeo TZ2

WILLIE GREEN RETIRES

SIR, What can I say other than thank you to everyone for all the fun and excitement I have had in motorsport during the past 45 years? And to all the unpaid marshals, medics and helpers - few competitors realise how much these people subsidise our enjoyment. Our marshals are the best in the world.

Obviously I must thank Sir Anthony Bamford for setting me up in historic racing. I have been allowed to race his cars for no less than 36 years - they were hardly even historic when we started! And thanks too to John Surtees for a works F1 drive - albeit in historics!

Happily, as a result of the care and attention lavished on me [after Green's Goodwood accident last September], at St Richard's Hospital, Chichester under the supervision of David Allen, and the orthopaedic work of Guido Geutjens in Derby, I can now walk again, albeit like a very old man, but things are getting better every day. I can now drive an automatic - bliss!

It has been a very emotional time. So many people have written, sent cards and presents, visited from miles away. It really is humbling to realise how many people care. Thank you everyone.
WILLIE GREEN, DERBYSHIRE

cars will have a good but lesser value, which is as it should be.

As a manufacturing group, we want to preserve our motorsport history by continuing to maintain and care for British motor racing heritage marques, providing and preserving archives, technical and practical information and of course parts and components. We believe by leading the way in an honest and open debate, working with the FIA and race organisers, then the way we enjoy historic racing now can be carried forward by future generations.
Chevon Racing Cars Ltd, Crosslé Cars and Lola Heritage

Good to see the constructors acting in response to these concerns - **Ed**

WRONG WAY ON M16

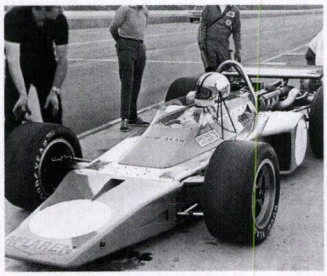
Sir, You will have had a flurry of letters pointing out that the photo of the McLaren M16 accompanying Denis Davis's letter (December issue) is in fact of a completely different model – the M24.

Nearly as wrong as those 1960s Italian Grand Prix captions earlier this year. Must try harder!
Nigel Urwin, London

HELP ON A T56

Sir, I am in need of readers' assistance. My 1961 Cooper T56 Mk2 Formula Junior was raced from new by Robert Bouharde from October 1961 to October 1963, mostly in his native France.

Generally he raced privately, but sometimes he was entered by Ecurie Montlhéry. I have, so far, been unable to find out anything at all about this organisation, but I hope that one, or even some, of my fellow readers will know something.
Peter Jackson, Southampton



Sorry everyone. Here *is* a McLaren M16

LIGHT IT UP AGAIN

Sir, Your reader John Porter (January 2006) is critical of Nigel Roebuck's views on smoking, speed bumps and cameras.

May I suggest he reads *Nanny State News* instead and leaves the rest of us to enjoy Nigel's columns every month until such time as they are banned by the political correctness busybodies?
Andrew Wallace, Hitchin

Right, that's the letters pages finished. I'm off for a cigarette now - **Ed**

Jenks on...

Spa, 1983

While at the fantastic motor racing facility at Nivelles-Baulers I was weeping into my Stella Artois with the genial rally giant Erik Carlsson when he said, "I'm told this circuit is very safe and very good for Formula One. When all the circuits are as safe as this won't the drivers find it rather boring, and when they do, what will they do then?"
I didn't know the answer to that one, but suggested that we had to keep the faith, and anyway all hope was not lost for we had the new Osterreichring. We kept the faith and 1983 has seen the return of *Le Grand Prix de Belgique*.

The circuit and all of its challenges were received with enthusiasm by everyone, and its deficiencies in details being unfinished were accepted. It was truly amazing that all the drivers loved the circuit - it was a driver's challenge and a satisfying one to accept and beat. Not a whine nor a whinge. Even in the pouring rain of Saturday's practice they were out there revelling in it.

Many of the drivers of today were still at school when the last *Grand Prix de Belgique* was held in 1970, and none of them have suffered under the Jackie Stewart influence of the 'sordid '70s'. We are well into the '80s with a whole new régime of grand prix drivers brought up on dull autodromes like Jarama and Paul Ricard, emasculated ones like Monza, 'improved' circuits like Zandvoort or Silverstone with their chicanes, or walled-in street racing like Long Beach or Detroit. Suddenly, in the midst of the most beautiful wooded and hilly countryside, a natural circuit on public roads is presented to them and as a man they yelled "yippee" and charged off down the hill to the Eau Rouge bridge.

Formula One is dying, to be replaced by grand prix racing. The faith has been kept. Grand prix racing is alive and well in 1983. - Yours, DSJ

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



Spa in 1983: "the faith has been kept"

B&W Bowers & Wilkins

> RELEASED

The magic of sound

I'm me again

THE NEW B&W

XT



www.bwspeakers.com

For your virtual tour of the B&W XT Series please visit our site, or call +44 (0)1903 221 500



You were there...

Land Speed Record specials at Longford, gatecrashing the set of *Grand Prix* and welding Fittipaldi's Lotus





Doug Whiteford's Aston DB4Z before start of Longford GT race, '62: he won

Left: Bib Stillwell sits in his Cooper Formula 2 car before 1958 race

Below: Stillwell gasses up Cooper-Climax T55 prior to '62 encounter



Left: team owner, racer and journalist David McKay on grid in Lola Mk1





Right: Abraham's Tornado seen in '59: it still holds LSR records...

These fabulous shots of 1960s racing at Longford were sent in by Tasmania's **Graeme George**: "Back then most of the better-known Formula One drivers raced at what was our big weekend in late February / early March. Over the years we had visits from the likes of Graham Hill, Bruce McLaren and Jack Brabham. They were up against some of the best known national-level Australian drivers such as Lex Davison, Austin Miller, Alec Mildren, Bib Stillwell, Bill Peterson and Stan Jones, father of 1980 F1 World Champion Alan.

"I was only a whippersnapping ankle-biter at the time I took these shots, but I remember it was strange that their out-of-date cars more than held their own against the imports during these tussles: probably good sales tactics on behalf of the European stars who, in most cases, wanted to sell their cars to us colonials."

We were particularly intrigued by the blue single-seater, the identity of which had us stumped: "It's a very famous Australian special of the late '50s built by Lou Abraham and driven by Ted Gray. It featured a Chevy Corvette V8, Ford 'box and Peugeot 203 front suspension. I believe it still holds some Australian Land Speed Records."

We need your photos

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

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





Far left: James Garner gets into character on the set of *Grand Prix*

Left: G Hill takes a break in his BRM P261: he was third in '66 Monaco GP

These atmospheric shots of Monaco and Silverstone were sent in by **Neil Dexter**: "Prior to my emigration to Australia in 1968 I was an ardent fan of Formula One and other forms of motor racing. I would rarely miss a Brands or Silverstone meeting. From the age of nine I went with my father and friends in his Daimler, which was fitted with a Dodge truck engine.

"The photos of Monaco are from my visit in 1966, which just happened to coincide with the filming of John Frankenheimer's masterpiece *Grand Prix*. Somehow I managed to wander on to the film set and a man sat down next to me. We started talking and it turned out he was the actor Brian Bedford [Scott Stoddard in the movie] who was from Morley, near Bradford - I was from nearby Wakefield. We would have chatted all day but he was needed on set so was quickly whisked away. I feel very lucky to have been able to witness '60s Formula One first hand."





Far left: packed line-up of F3 cars in Silverstone holding area, 1965

Left: super-cool BRM transporter parked up in Monaco, 1966

Hemel Hempstead's **Denis Davidson** (ex-drag racing father of F1 hopeful Anthony) sent in these cracking paddock shots: "My brother Selwyn and I went to watch the Jochen Rindt Memorial Trophy F2 race at Thruxton in April '71. Formula One sensation Emerson Fittipaldi was there: his brother Wilson was racing a Lotus 69 - you can see the car being given chassis repairs. What appears to be Tino Brambilla can be seen bending by the left-rear wheel with welding gear.

"The other shot is of a rather dapper Jo Bonnier [in hat on left] listening to John Miles [in the Yardley BRM jacket] explain the handling of his DART Chevron-FVC B19 sports-racer.





Left: Miles (right of pic) tells Jo Bonnier all about his Chevron B19

Above: Emerson looks on while Richard Divila (long hair) attends to 69

CSP

CRISPIN SPEERS & PARTNERS LTD

CSP Motorsport Insurance

- **ON TRACK**
  Single event and annual cover provided
- **OFF TRACK**
  Annual cover for cars and associated equipment
- **WORLDWIDE PERSONAL ACCIDENT AND TRAVEL**
  Drivers and Team personnel covered whilst on event and travelling to and from.
- **TEST DAY LIABILITY**
  Liability cover for private test days

Contact: Adrian Hardy or Richard Williams
P: +44(0)207 977 5700
E: general@cspinsurance.com
W: www.cspinsurance.com

LEADING THE FIELD.....
Lloyds approved insurance broker since 1985

LLOYD'S BROKER

TiRE SHOES

for permanent tyre relief



Tire Shoes have been specially designed to prevent tyres from going square. Tyres develop "flat spots" and sidewalls deform, resulting in a bumpy ride and uneven tread wear.

Tire Shoes offer ideal support, relieving the tyres and keeping them perfectly round by means of a concave solid rubber pad, shaped like the tyre itself. Installation is simple, no jack, no tools, no screws, simply place the four non-slip solid rubber pads in front of each wheel and drive on, that's it !



£125.-
set of 4

Jacking the car to relieve the tyres is no longer necessary !

J.F. Stanley & Co.
FreePhone: 00800 222 222 333
Worldwide: 0049-40-351947 Fax: 0049-40-353544
email: info@permabag.com
www.permabag.com
Trade Inquiries Welcome

35 Years of quality

GREGOR FISKEN

Fine Historic Automobiles



1952 Ferrari 212 Vignale Coupe 'The Bumblebee

Chassis # 0197EL perfectly embodied the styling genius of Vignale. Originally finished in the flamboyant colour scheme of pale yellow and black with a matching interior of black seating with yellow piping, 0197 was a show stopper! Sold new in 1952 to a wealthy Frenchman, 0197 was latterly exported to the States until subsequently being bought by one of the foremost Ferrari collectors who entrusted DK Engineering to carry out a very extensive and painstaking restoration. Since then 0197 has been shown at Pebble Beach and is one of the most stunning 212's that we have seen.



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.



1964 Brabham BT8

This Brabham BT8, Chassis no. SC2 64, was originally supplied to Hugh Dibley who raced the car for the 'Stirling Moss Automobile Racing Team' in a number of events that season including Goodwood, Oulton Park and the Silverstone International Trophy. The car crossed the Atlantic in 1967 where it continued to be campaigned by a number of Canadian privateers before returning to the UK in the mid 80s. SC2 64 has recently taken part in the Gentleman Drivers Sports Racing Challenge.

GREGOR FISKEN

CURRENT STOCK

- *1964 Austin-Healey 3000 Mk II (Works Car)*
- *1953 Bentley R-Type Continental (manual)*
- *1965 Bizzarrini 5300GT (7 litre engine)*
- *1964 Brabham BT8*
- *1952 Ferrari 340 America*
- *1952 Ferrari 212 Coupé*
- *1958 Ferrari 250 Tour de France*
- *1970 Ferrari Daytona Spider*
- *1968 Porsche 910*
- *1985 Porsche 962C*

Situated in a Kensington Mews, internationally famous for old cars, we are proud to offer a varied selection of historic automobiles. Our prices are keenly competitive in today's market and we are always interested in buying, part exchanging or selling on clients' behalf cars similar to the above. Please write, phone, fax or e-mail with your requirements.

14 Queens Gate Place Mews, London, SW7 5BQ
Tel: +44 (0) 207 584 3503
Fax: +44 (0) 207 584 7403
cars@gregorfisken.com • www.gregorfisken.com

Save 25%

when you subscribe to

MOTORFILMS QUARTERLY and MotorSport

the perfect combination!

You'll receive three issues of the very best historic motorsport magazine **PLUS** one superb DVD with more than 80 minutes of historic racing footage. There's nothing more the historic motor racing enthusiast could want!



The shop price of this great package is more than £34.

Subscribe by Direct Debit and you'll pay just £25.

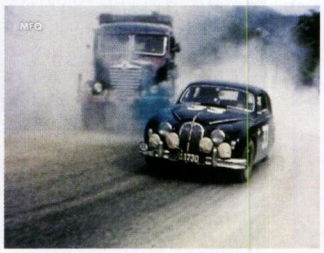
Call 08456 777819

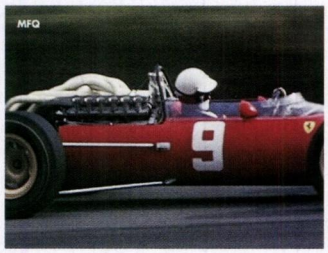
What is MOTORFILMS QUARTERLY?

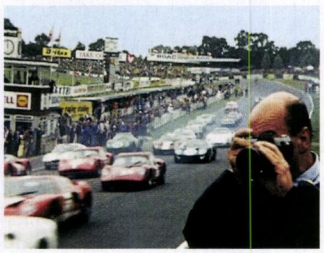
Each MFQ DVD provides at least 80 minutes of mainly motorsporting movie footage expertly selected from the past century of racing, rallying and record breaking by renowned movie archivist David Weguelin and historian Doug Nye.

Volume 14 comprises 90 minutes of stunningly rare motoring movie, specially selected from 100 years of worldwide racing, rally and industry action. Features include a rare film recording an unusually broad selection of 1952 high-speed motorsporting action. There is part two of the MFQ exclusive interview with Bill Boddy, continuing his memories of Brooklands and stewardship of *MotorSport* in the run-up to World War II. This latest edition also includes rare colour footage from the 1960 Acropolis Rally, won by Schock and Moll for Mercedes-Benz, and much more!









"Where else can you see the 1952 British GP, Brands the 'wrong' way round, and '67 Castle Combe Special Saloon action - on the same DVD?"

Marcus Simmons - Editor, MotorSport

Why you should subscribe:

1. You continue to save 25% on the shop price
2. You get every issue delivered direct to your door - free of charge
3. You'll never miss an issue of your favourite magazine
4. You'll pay just £25 every 3 issues by Direct Debit

Visit www.haymarketsubs.com

Please have your bank details ready and quote MFF6P

Subscription Order Form

☐ Please start/renew my subscription to *MotorSport* and Motorfilms Quarterly

FOR SPECIAL USA & CANADA RATES PLEASE CALL +1732 424 7811 or e-mail subs@britmags.com. Please note that this *MotorSport*/MFQ package is not yet available in North America.

Your Details (Must be completed in block capitals)

Title Name

Surname

Address

Postcode Tel No

Country

If you would like to receive emails from *MotorSport* and Haymarket Publishing containing news and special offers please include your e-mail address below ☐

E-mail

DIRECT Debit
Originators ID No 850699

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

To the manager: Bank name

Address

Postcode

Name of account holder(s)

Bank Sort Code ☐☐☐☐☐☐

Account No ☐☐☐☐☐☐☐☐

Reference Number (Office use only)

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

Signature Date

MFF6P

Please send this form to:

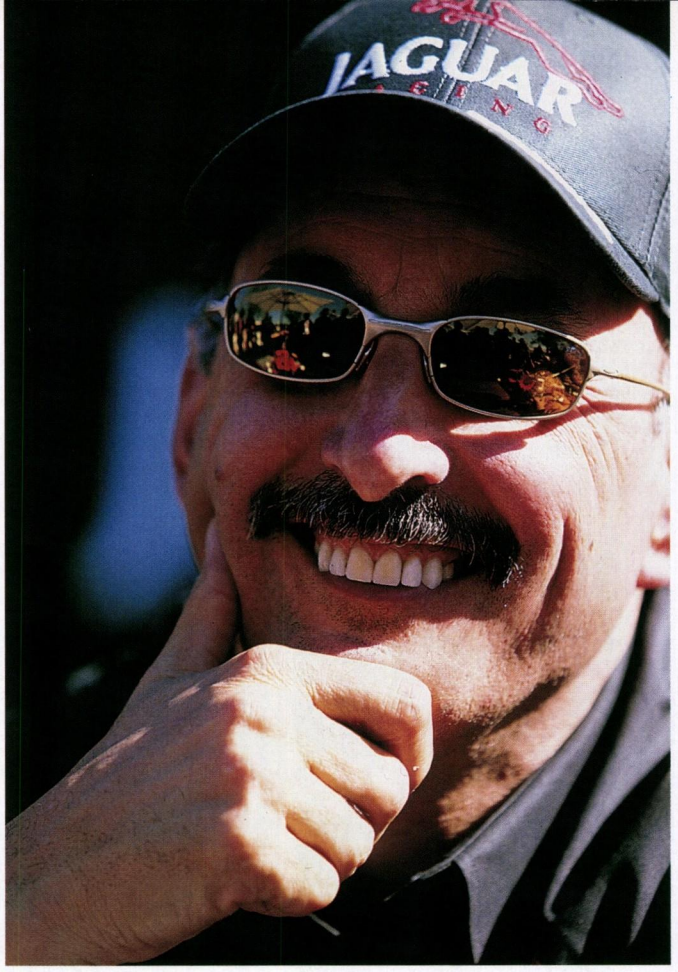
MotorSport
Freepost SEA14727
Haywards Heath
RH16 3BR

TERMS & CONDITIONS

The is open to UK readers only and is a Direct Debit offer only. A copy of the Direct Debit guarantee is available upon request. Offer ends February 20 2006. Please allow 28 days for delivery of your first issue. Motorfilms Quarterly will be dispatched separately to the *MotorSport* issues. For North American rates please call +1732 424 7811 or e-mail subs@britmags.com

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

In the hot seat
Bobby Rahal



He won at **Indy** but had to turn down a **Le Mans** drive with **Sauber**. He doesn't care if he's **underrated** but does promise not to be another overprotective '**race car dad**'

Your father was a pretty useful driver. Did he pass on any tips when you started racing, and do you do the same for your son Graham?
Chris Rees, Bracknell
I don't know if my father passed on anything except the love of auto racing in general. He was good about letting me go my own way. I go to all Graham's races, but I'm aware that there's nothing worse than race car fathers. I'm his biggest fan but I try not to be overinvolved.

Did you prepare your own Lotus in the early days?
John Fane, via e-mail
Yes I did. It was a Lotus 47 with 41 suspension. We didn't think we could afford a mechanic.

After your spell with Wolf were there any other F1 opportunities, and does it bug you that you didn't get a decent shot at F1?
Alexis Cole, via e-mail
Well actually, I did get another opportunity during my time with Wolf. In 1978 I was driving a Wolf-run F3 Dallara at Zolder, and I was approached by Bob Sparshott of BS Fabrications who was running an M23 for Brett Lunger. He said he'd like me to race their car, which would have been an M26 for '79. I went to Rod Campbell who was working for Wolf and he told me, 'No, you don't want to do that!' So the ride went to Nelson Piquet! Following Wolf, I didn't really have a chance other than to fill in at Tyrrell at Long Beach in 1981, but the ride went to Kevin Cogan. In '84 I was approached by Carl Haas when the Beatrice project was getting underway, but that fell through.

To answer the second part of the question, it would be greedy to think I could have had things go much better, especially considering I had such humble expectations at the start. Sure, F1 was my dream, but if I'd wanted to do things differently I'd have needed representation in Europe, which I didn't have.

You were pretty handy in a Porsche 962. Was Le Mans ever on the agenda in a 956/962?
Dale Chisholm, Bay St Louis, Mississippi
I drove at Le Mans in a Porsche 935 in 1980 and in a March-Chevrolet in '82, but I would love to have done it in a 962. Unfortunately my Champ Car calendar was always in conflict. My real regret? Jochen Mass rang me to ask if I'd share the Sauber-Mercedes with him in '89. We'd won Sebring together, so it seemed like a good opportunity. But again there was a clash of dates, so I had to turn him down. Of course, his car went on and won the race...



Le Mans 1980: Rahal shared this 935K3 with Allan Moffat and Bob Garretson, but retired

You were awesome at Classic Le Mans driving a Porsche 917. Just how big a thrill was it to race that car?
Charlie Opert, Wolverhampton
Oh, that was the realisation of a lot of dreams. Dad had a 906 in the late '60s/very early '70s, and I had seen people like Rodríguez and Siffert in action in those cars. To have the opportunity to emulate them in some small way was amazing. It wasn't so much the Mulsanne Straight that made me think of them, more the run from Mulsanne to Indianapolis: you didn't have to squint much to think it was 1970 or '71. The headlights might be a little better than they were in '70, but I tell you it's still pretty dark and bloody quick!

In a Formula Atlantic era that included yourself, Gilles and Keke, were there any other talents who should have made it but didn't?
Alexander Payne, Paris
Well, the answer is one we already know: that a career's not always

LAT

based on outstanding talent but on being in the right place at the right time. I thought Price Cobb was a very good driver, and I always rated Kevin Cogan as being talented.

I suppose the obvious guy is Tom Klausler: he was immensely talented, but he was in a Lola when a March was the thing to have. Unfortunately he wasn't good at self-promotion and his talent, great though it was, wasn't great enough to overcome that.

Why is it that the Indy 500 has always been regarded as more prestigious than the championship, be it USAC, CART or IRL? And would you trade an Indy win for any of your CART titles?
Craig Short, Crawley, Sussex
Ha, well that's a good question, but it's down to folklore and history, the fact that the Indy 500 is so much part of the fabric of the US. There has been so much tragedy, so much joy and so many epic stories attached to that place that it will always have more of an impact than a string of 16 races. Part of that is down to people who don't normally follow motorsport getting caught up in the Indy fever. Look at '05: Danica Patrick's performance brought yet more non-auto racing enthusiasts on board, but if she'd turned in the same performance at Michigan it wouldn't have caused the huge media reaction that it did.

For me it's easy to say this having won the 500, I guess, but no, I would never trade my titles for an Indy win. Those represent your performance throughout a whole year of your lifetime.

How cool do you feel whenever you step into that ex-Carlos Reutemann Brabham BT44?
Margo Breckenridge, Aylesbury
Oh, I'm very much a romantic so of course it feels great. I watched the grand prix at Watkins Glen in 1974 and saw Reutemann and Pace score a 1-2 in this model, so it has always been special for me. Driving that car there I have also since discovered how Reutemann ran away with that race: it's great round the Glen. And I have always had immense respect for Gordon Murray as an engineer – but his cars are so good-looking too!

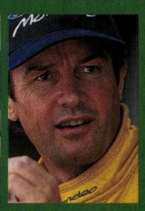
Tell us about that fab saloon car race at the last Goodwood Revival.
Maindrian Pace, Portland, Oregon
Just magic. That's what racing is all about: lots of power, the cars slipping and sliding around. It was an awesome feeling, especially when you could see how the crowd was reacting to it. A couple of times I tried to pass Jackie [Oliver], but of course he didn't have to move the Ford Galaxie very far to block the whole track. It was such a shame my steering broke.

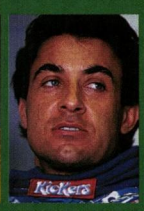
Do you ever feel overlooked in CART history, despite being a triple title winner, and that names like Unser and Andretti stole the headlines?
Robert E Burns, Washington DC
Well, my name isn't Andretti or Unser, so of course they would get more recognition. Not a problem. But if it wasn't for me, Michael Andretti would have four Champ Car titles instead of one! I sometimes feel that perhaps my pace over a whole season wasn't recognised outside of the sport, and that I didn't always have the best equipment. People in the know appreciate me, so that's what matters.

When you retired, what was it that was first to go? Was it qualifying pace or your wish to go wheel to wheel in race conditions?
Charles Hunter-Napier, Telford
I loved racing, and at my peak everything was second to motorsport. My team's failure with Honda cost me a lot of enthusiasm and I guess I was no longer so committed after the 1992 season. I always said that the day I felt I couldn't see myself doing another year would be the day I decided to quit, and so it was. M

Coming up...


BARRIE WILLIAMS

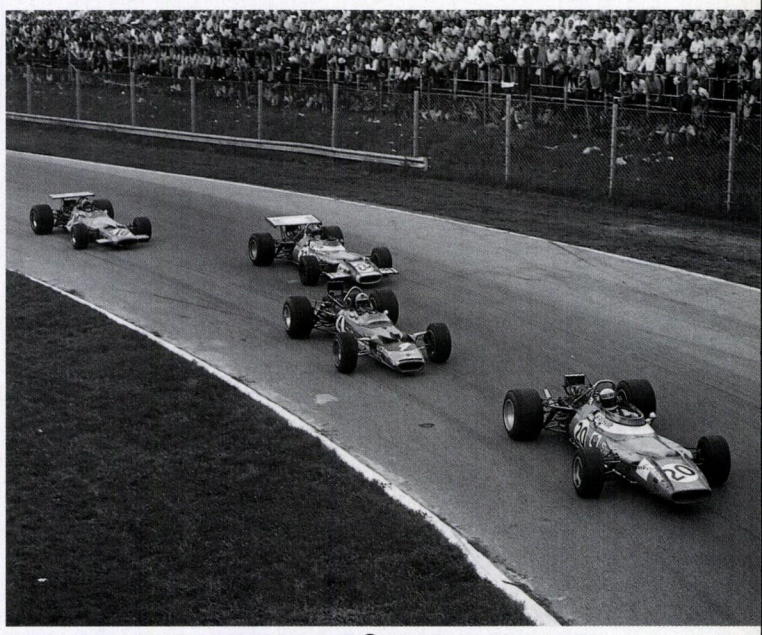

ANTHONY REID


JEAN ALESI

Please post, fax or e-mail your questions to us at:
Teddington Studios,
Broom Road, Teddington,
Middlesex TW11 9BE,
United Kingdom
00 44 (0) 208 267 5222
motorsport@haynet.com

Next month

GREATEST GRAND PRIX



MONZA SLIPSTREAMER? WIZARDRY AT THE 'RING? *MOTORSPORT* READERS DECIDE



JOHNNY DUMFRIES: JPS TO SILK CUT!

plus

When Jim Clark raced in NASCAR
Timmy Mayer: America's tragic talent
1960s grand prix racing – in Singapore...

ISSUE ON SALE FEB 10



It's just another Renault.

Our F1 car is everything you'd expect from a Renault. Technically advanced, reliable and safe. Oh, it's quite nippy too. For more information visit www.renaultsport.co.uk





Donington Park, October 2005: ex-Le Mans winner Andy Wallace prepares to drive Jaguar XJR-12D, Spice SE90C and Porsche 962

photography by James Mann

24 heaven

He's won Le Mans, Daytona and Sebring and rues the passing of Group C. Andy Wallace tells Richard Heseltine why 800bhp is best


sparco
32

"The problem with modern sportscar racing", muses Andy Wallace, "is that it's all about braking. There's little finesse. These days the key to being quick is how late you dare brake going for a corner and how quickly you can get down the gears. It would be much nicer if we had less downforce and about 800bhp. Group C was perfect, you know? You just used to open the throttle and whoosh – you're gone. Big torque, big power and a gear lever instead of a paddle shift. Modern sportscars make a lot of noise without actually going anywhere. With Group C you had lots of power and not much time to think as it would take you half a straight to scrub off enough speed to make a corner. It was challenging. And fun. And I do miss it."

And he's not the only one. Those who witnessed Group C in its prime – the last time that sportscar racing really had a prime – will echo the sentiments of the world's fastest former gas fitter. Born in 1982, this was a category that reinvigorated an arena of motorsport that had been dying on its backside for the second half of the previous decade through a mixture of mismanagement and apathy. Grids were thin, manufacturers had departed in droves and those few that remained recorded hollow victories over a bunch of no-marks and makeweights.

FISA responded with a series based, if only initially, on fuel regulations, which acted as a stabilising force, attracting former grand prix stars, young aces on the make, competent journeymen and local heroes. And manufacturers. With the arrival of the secondary C2 category from 1983, there was an extra attraction for useful amateurs looking to step up from national to international competition, with some wonderful – and sometimes downright awful – chassis and engine combinations appearing over the years. It all looked rosy. And it was, if only until 3.5-litre normally-aspirated Formula One-derived engines arrived in 1990 to ruin everything, the C2 category having been dropped the previous year.

What began as endurance racing had morphed into a sprint contest; costs skyrocketed and the number of constructors ebbed. Group C died in 1992, a shadow of its once-formidable former self, with grids seemingly propped up by St John's ambulances and rescue tenders. A sad end.

In America the movement lasted a further season. Typically, the US johnnies did things their own way. FISA's hopes of forging a link with the International Motor Sports Association had failed to reach fruition after IMSA's John Bishop and his committee rejected the fuel-consumption regulations. Instead it introduced an equivalency formula – Grand Touring Prototypes – based on engine size and weight. It too flourished, with Indycar stars racing on free weekends against established sportscar aces (and drug dealers: not always mutually exclusive).

By 1993 the drug barons had gone and it was a case of which of the AAR Eagle-Toyotas was going to win. Predictably GTP tanked that same year. Dan Gurney's squad didn't even bother taking in all the races that year, such was its dominance.

Wallace has his own view on Group C's downfall: "The switch to 3.5-litre engines killed it stone dead but the drivers gained, if only in the short term. Cars weighed in at around 750kg and with full ground effects were incredibly quick. When I was testing at Monza for Toyota in 1992, McLaren had been there the day before and I wasn't far off matching Ayrton Senna's times. Now I'm sure he could have gone a lot quicker but the point is that there wasn't much between an F1 car and a sportscar in terms of outright pace. Over a 24-hour distance you couldn't catch your breath because of the g-forces. It was no great surprise that Group C died. Something had to give and I'm sure the only reason why the 3.5-litre formula was adopted was so that it would appeal to manufacturers looking towards Formula One."

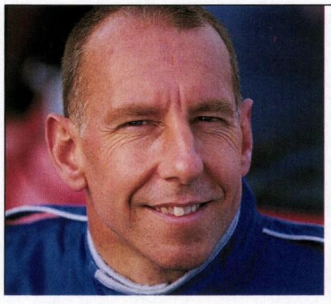
But it was great while it lasted. Thanks to Jim Graham and his Group C/GTP Racing organisation, interest in this era of sportscar racing is on the up, with more than 50 cars on its books and decent-sized grids in 2005. Andy Wallace could be among its number this year, if he can find one or two free weekends among his American Le Mans Series and Grand-Am commitments: "I just want to have another go. For fun, you understand."

'The switch to 3.5-litre engines killed Group C'

Naturally. And it's this enthusiasm that makes the effortlessly friendly former Le Mans winner »



Wallace: "The Porsche is cumbersome in the corners but easy to drive. The Jaguar by comparison is an animal!"



WHY SPORTSCAR HERO LOVES HIS JOB

Before he became a sportscar superstar, Andy Wallace was a pretty useful single-seater ace. "My story was no different to a lot of other guys," he claims, taking another mouthful of lasagne. "I had no money and looked at karting as a means of getting started in racing, but I was already 18 at the time so there didn't seem much point in going down that



route. I'd been to a couple of Pre-74 Formula Ford meetings and it seemed like fun so I went out and bought a Hawke DL11 for £1550. The guy selling it lived in Scotland so we met half way: I drove it around a Manchester service station car park and did the deal. I then towed it home and took the car apart, pretending that I knew what I was doing. My first race was at Silverstone on August 31 1979. I recall going down the Club straight and a Mallock came flying past me; as he pulled in front of me, the car picked up a puncture and spun out. I clipped him and the Mallock went end over end. Next thing I know, 'Silverstone Sid' is lifting me out of my car. It took me six months to fix the Hawke as there's no Haynes manual for racing cars. And I was broke."

Regardless, Wallace netted six wins from 13 starts in '80 to claim the title before heading into contemporary FF1600 and FF2000 and arriving in British F3 in '85: "I won my first race and went on to finish second in the championship. In '86 I took the title: I won 12 races including Macau. Unfortunately, it all started to go wrong after that. I had an offer of a drive with Tyrrell but it would have cost something like $600,000, which is nothing now but it was beyond me. I did F3000 the following year with Madgwick Motorsport but with a budget that wouldn't have covered an F3 season. It was pretty desperate, really. I did go on to test for Benetton, and was reserve driver for Leyton House for a while, but my single-seater aspirations pretty much stalled after F3."

That first outing with TWR in '88 sealed Wallace's future as a sportscar driver: "I had a go at British touring cars with a BMW 3-series and didn't enjoy the experience, and did the DTM with a privateer Alfa 155 in '94, but sportscars are my first love. I just feel honoured that people let me race their cars. To be a professional racing driver has to be the best job in the world."



The two biggest names in Group C and IMSA. The battle between Porsche and Jaguar captivated

a natural candidate to try our triumvirate of sportscar weaponry. Understandably, considering his spell as a TWR man, it's the Jaguar XJR-12D that's the major draw. Raced only once in period, this final development of the V12 warhorse appeared at the 1993 Daytona 24 Hours with a high-downforce rear wing, similar to those fitted to the XJR-14 and 16. Entered in the Le Mans category, and driven by John Andretti, David Brabham, Davy Jones and John Nielsen, it was withdrawn after 92 laps following complaints of 'spooky' handling. It marked Jaguar's final fling in top-flight sportscar racing (not including the XJ220Cs at Le Mans that same year).

"It's like slotting into an old pair of shoes," claims a manifestly excited Wallace. "I was driving for AAR against this car but I'd raced, or at least tested, most variations of the XJR-12. Of course I got my sportscar start with Jaguar, so it's a bit special. It was at the end of '86, the year I won the British F3 Championship. I got a call from TWR asking if I would like to race for Jaguar at Le Mans the following year. I said, 'Thanks but no. I want to be an F1 driver.' What an idiot! Luckily for me I got another call 12 months later asking if I'd be up for a test. I bit their arm off! I went to Paul Ricard and was told that if I did OK I'd get a race drive.

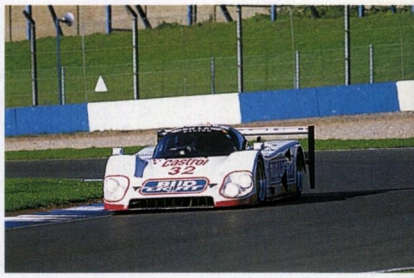
'I was asked if I would do Le Mans. I said no. Idiot!'

"Martin Brundle was there with a low-downforce sprint car and Jan [Lammers] and Johnny Dumfries were testing the endurance version. Jan did a bogey time and then I went out. Paul Ricard has quite a long straight and it was the fastest car I'd ever driven: much quicker than an F3000 car. I think it was something like 205mph. And you needed the full width of the circuit as it squirmed all over the place. Jan told me not to fight the car: just let it do its thing. Those Jaguars were quite heavy and, with lots of downforce, cornering was limited only by how fast you could hang on to it. You had to trust the car. Anyway, I got the drive and I did Road Atlanta with John Watson and then Jerez [with 'Wattie' and Nielsen] where I was second. We should have won there but I had to take to the grass to avoid a C2 car that was blocking the circuit – on a fifth-gear corner – which meant a trip to the pits to get all the muck out of the radiators. A Sauber won, so Tom Walkinshaw was not happy. I got the blame for it of course, but what could I do?

"Later, the guy who I'd avoided sought me out in the pits and apologised. He said he was lucky to be alive as I'd done well to avoid hitting him. I said if you really want to pay me back go over to that cabin and tell the boss what happened. I was at the door straining to listen to what was going on. All I could hear was Tom shouting, 'Laddy, if I was angry with him, he'd know it by now!' Luckily for me the next race was Le Mans. I just did what I was told and Jan and Johnny did a great job. That was a big win for all of us – we even made it on to *Record Breakers*! I have to thank Jan as he taught me everything I know about 24-hour racing."

A few laps of a not-altogether-dry Donington, and it's as though Wallace has never been away. "It's still damp but phew, what a car! You open the throttle and it's *so* fast. It's all down to the engine. The V12 is the heart and soul of the XJR-12 and it doesn't really matter what gear you're in. I don't think I went below third. It's just a big, solid car; a heavy one that's got massive torque. You just wind it up and corners come up very quickly. »

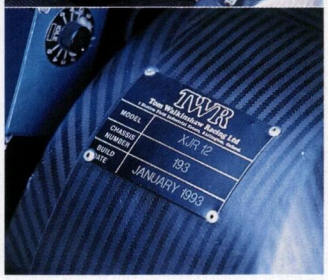




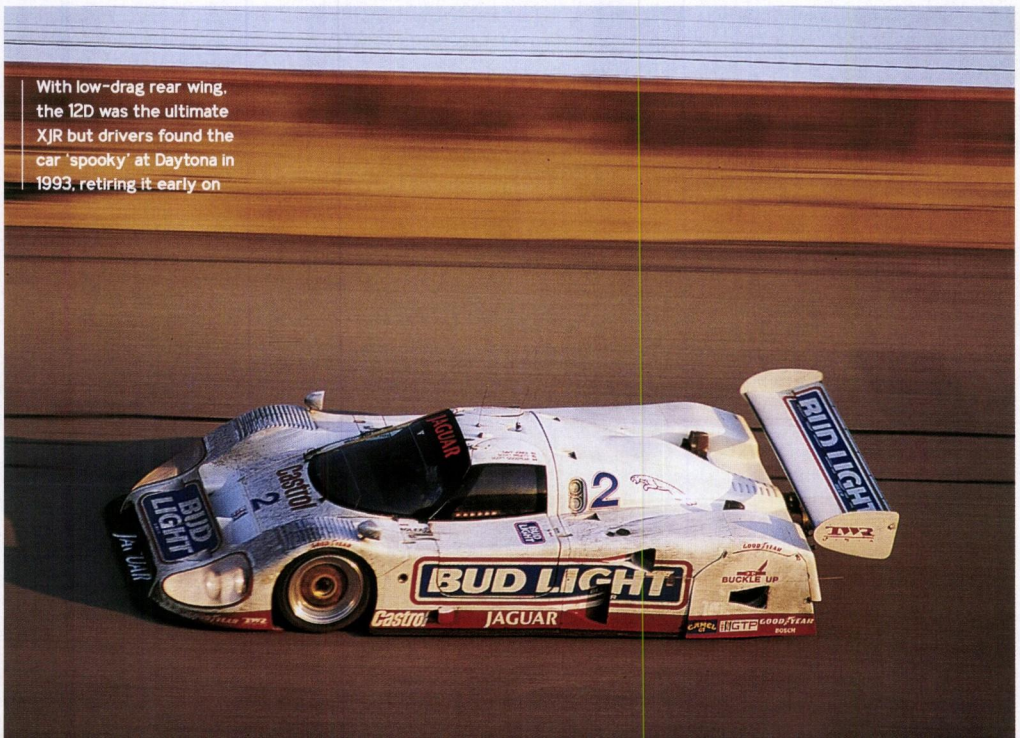
XJR-12D features normally-aspirated V12 in carbon-fibre and kevlar monocoque







With low-drag rear wing, the 12D was the ultimate XJR but drivers found the car 'spooky' at Daytona in 1993, retiring it early on



TECH SPEC
Jaguar XJR-12D

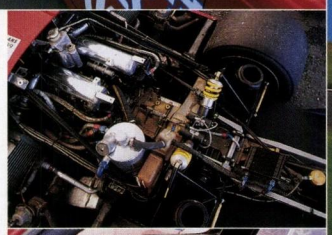
CHASSIS
Carbon-fibre and kevlar monocoque with steel tubular supports for engine
Body kevlar, carbon-fibre and glassfibre
Suspension: front wishbones actuating pushrods to coil/damper units mounted horizontally at centre-line
rear magnesium alloy uprights, steel coils
Brakes SP four-pot calipers on cast-iron or ceramic discs

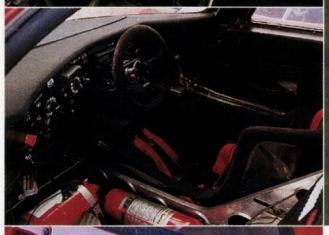
ENGINE
Normally-aspirated 6995cc V12 with aluminium block and heads fed by Bosch injection and Zytek engine management
Transmission TWR five or six-speed non-synchro with straight-cut gears

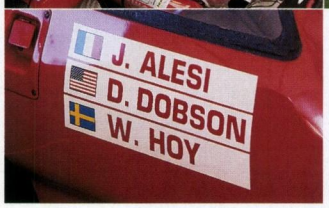
DIMENSIONS
Wheelbase 2710mm **Length** 4510mm
Width 2020mm **Height** 1031mm
Track front: rear 1500:1450mm
Top speed approx 236mph

LAT











Porsche 962 was the ultimate customer Group C1 car. Wallace was flummoxed by the fact it had a key starter

TECH SPEC
Porsche 962

CHASSIS
Sheet aluminium monocoque with integral light-alloy roll cage. **Body** kevlar, glassfibre and aluminium. **Suspension: front** double wishbone with outboard titanium coils and Bilstein gas dampers **rear** lower wishbones, upper rocker arm with inboard titanium coils and Bilstein gas dampers **Brakes** hydraulic dual circuit with twin caliper discs **Steering** rack and pinion

ENGINE
Horizontally-opposed sohc six-cylinder, air-cooled heads and cylinders; blower fan; single KKK turbocharger and air-to-air intercoolers. Fed by Bosch motronic electronic injection **Transmission** five-speed synchromesh

DIMENSIONS
Wheelbase 2650mm **Length** 4770mm **Height** 1015mm **Width** 1990mm **Track front: rear** 1648:1548mm **Weight** 840kg **Top speed** approx 220mph

Unlike the turbo cars I race these days it's not a busy car. You can take corners in a high gear and rely on the torque to pull you out and propel you to the next one. Obviously I didn't push it too hard as I didn't want to bend it, but I was going fast enough. To be honest, Donington isn't the ideal circuit for a car like this as it's built for long straights, and understeer is evident going into the Old Hairpin. You have to anticipate wheelspin and gently feed in the power. Once I'd got some heat into the tyres it wasn't so bad but what this car really needs is space.

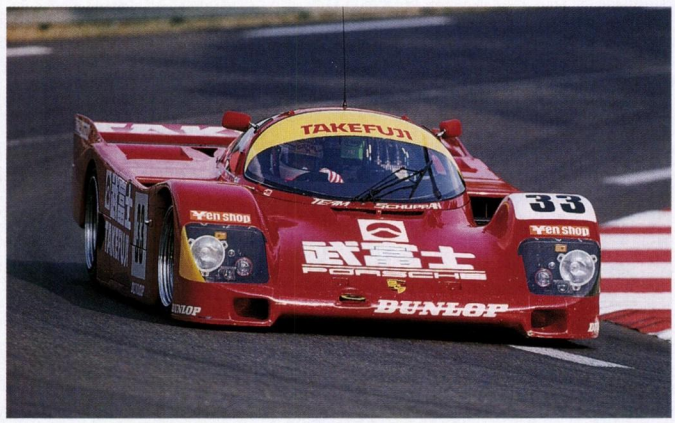
"The speed of these cars is immense. That sounds obvious, I know, but the difference between say 200mph and 240mph is a lot. When I first went to Le Mans in 1988 there wasn't a test day for some reason. The first time I drove the car was in qualifying. I looked at the gear chart and it said 6000rpm in top equated to 200mph. It would rev to 6800rpm. I was probably applying half throttle first time around, trying to learn the circuit, and another Jaguar and a Sauber-Merc went past me like I was standing still. I remember thinking, 'I don't know if I can do this!' On my third lap I went flat-out, and going through the kink was something else: the soundtrack didn't match the video. There was such a gap between gears that when you changed into top it came in with a bang. That first time I raced there, I remember looking at the trees. They went past *so* quickly. It was just surreal. Then I thought, 'Look where you're going!' I think until you've actually driven one of these cars in anger, you cannot appreciate just how fast they are."

Next up, the Porsche. No other car epitomises Group C more than the 956/962. Here was the ultimate customer racer, driven by everyone from Ayrton Senna to AJ Foyt, Jack Brabham to Stefan Bellof. A classic of its kind that inflicted complete dominance on the World Sports Prototype Championship, IMSA GTP, Interserie and every tin-pot local series, at least until Jaguar came on strong in '87.

> 'The difference between 200 and 240mph is a lot'

Something that Wallace is all too familiar with: "Every weekend the Porsche was a constant thorn in our side. Though the factory had obviously slowed down its development, you could never count them out. At Le Mans in 1988, and again in 1990, they were in with a sniff. Like the Sauber C9, this is a car I have always wanted to try."

'Our' car was entered in the »



'Our' 962 was driven by Hoy, Alesi and Dobson at Le Mans 1989, only to retire after a fire

LAT

New entrant's stories PLUS the regulars stress value for money!



Andrew Smith - Ecosse

Having raced under Ecurie Ecosse in Caterhams, Mini Coopers, and latterly a Radical SR3. I was delighted when we were given the opportunity to purchase the 1985 Ecurie Ecosse Group C2 car, 'Henry'. We are also delighted to be running in the Group C/GTP Racing events in 2006 under the Ecurie Ecosse Banner with Hugh McCaig, alongside Alasdair in the 1986 car 'Reggie'. It has been an awesome experience to get out in the car and to get involved with some very interesting cars, and lots of great people. Hopefully, after getting more familiar with the car, we can give it full throttle in the new 2006 season!



Alasdair McCaig - Ecosse

It was superb to get a taste of Group C this year and I thoroughly enjoyed the racing and company. We are currently considering a change to Cosworth DFL power for next year, which will allow us to run more competitively and give the C1s a run for their money!

2006 looks set to be even better for us, with all three Group C2 Ecurie Ecosse cars returning to the circuit all under Scottish ownership.

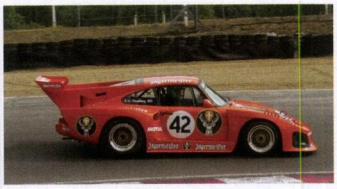
Claes Wahlund - Porsche Team

I have a lots of positive feedback about GroupC/GTP Racing. In fact everything is positive, except that there are no races in Sweden! I have been very impressed with the race weekends, which are very well organised. The excellent pre-race club news and information makes racing 'easy'.



We are already discussing our plans within the team for the 2006 season.

We were very restricted by business commitments in 2005 and we also travel as a 'big family', so co-ordinating holidays for everyone is vital. Hopefully we will manage this better than last year and do more races in 2006. We had some very good runs with the Porsche 962 and the 935 and I think people were pleased to see them and sad when the 962 failed at Brands Hatch. That incident put a dampener on the season but we will be back!



Duncan McKay

Looking back on another seasons Group C racing, I am again mildly surprised and pleased by what good value this racing offers. Having done all available rounds, (three European and three UK meetings), all double headers, together with associated qualifying and practice both this year and last year, plus Le Mans 24 hr support race in 2004, the Cosworth DFL engine and Hewland gearbox have finally come out for rebuilds! No unexpected problems, so no unexpected bills! Not bad for two seasons racing this type of car.



Two of the major costs associated with the previous classes of racing I have done are missing, namely heavy depreciation and accident damage.

Properly looked after, these cars do not lose money, and the driving standards in the series are consistently good. I have never had any contact with any other car, despite the large speed differentials associated with running cars spanning nearly 15 years and, believe me, the guys (and girls !) at the front are very quick drivers.

I can honestly say it has been a lot of fun racing at the back of the grid in the early C2 class, and I have managed a few class wins along the way. Some of the C2 cars are good value to buy, compared with the exotica and certainly seem to give more fun per pound.

Now, all crack testing is done, so we are looking forward to another highly enjoyable season in 2006.

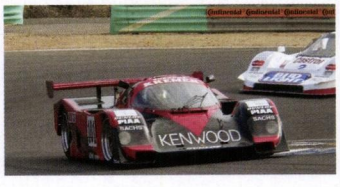
Simon Pullan

We started in GroupC/GTP Racing due to my uncle's love of Porsches and his desire to help me achieve my dream of winning the Le Mans 24 hour race. Driving his high downforce, mind-blowingly fast 'Kenwood' Kremer Porsche 962 CK6 has been amazing.

However, the biggest surprise to me has been that you can run a car at the front of the grid for little more than the cost of a season's Caterham racing.

These Group C cars are not only legendary, drawing many admirers, but are also remarkably reliable and we can run our car with only one real mechanic plus a few friends. Everyone in the club is as helpful and friendly as you could possibly imagine off the track, and the racing is fierce but clean on it. I love the fact that we go to the fast, exotic tracks around Europe, which allows us to drive the cars properly.

Despite any difficult logistics racing in Europe, we can get to Le Mans, Nurburgring or Spa using just a transit van and a trailer, and the Club makes it all easy when we arrive.



Richard Oddie

Joining Group C/GTP Racing some two and half years ago is simply the best thing I have done in years.

Having had a lay off from motor racing for 35 years, I bought an open top Argo JM20 which, having contacted Group C/GTP Racing, turned out to have started life as a closed GTP car in the USA in the very early 1990s.

I have travelled to the United States, and across Europe, to locate authentic parts to carry out the correct restoration, making many friends along the way. The experience has been wonderful for my whole family, who all come to the race meetings. It's that kind of racing.



Anyone who thinks Group C/GTP Racing is elitist is in for a shock, as we race safely amongst a group of enthusiasts who would lend you their last nut and bolt. They might 'rib you rotten' (in the kindest way) whilst you strive to the car back on track but, if that is a kind of elitism, I like it!

The cars were built for endurance racing and are extremely durable by comparison with cars in many other race series. Clearly, good pre-season safety preparation is not only sensible, but subsequent regular and thorough spanner checking is cheap compared with the almost continuous changing of components on less robust cars.

What price can you put on driving one of the most thrilling groups of cars ever made, on the circuits of their period, amongst fellow enthusiasts who have a respect for you and your car.

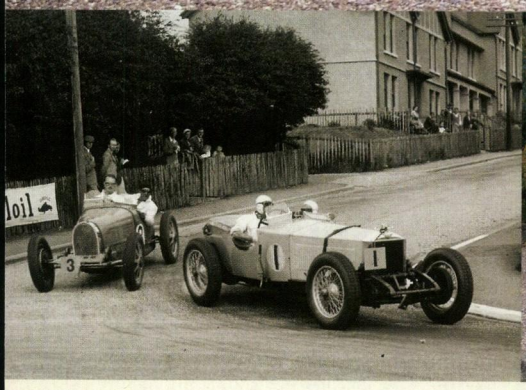
Autosport International THE RACING CAR SHOW
Visit us on Stand 11710
WWW.GROUPC-GTPRACING.COM
Tel: +44 (0) 1926 43 58 43
Group C GTP Racing
CONTACT@GROUPC-GTPRACING.COM
Fax: +44 (0) 1926 45 24 21
SUNOCO RACE FUELS
Official Supplier

MAXTED-PAGE LIMITED

EXCEPTIONAL MOTOR CARS

IN ASSOCIATION WITH WILLIE GREEN









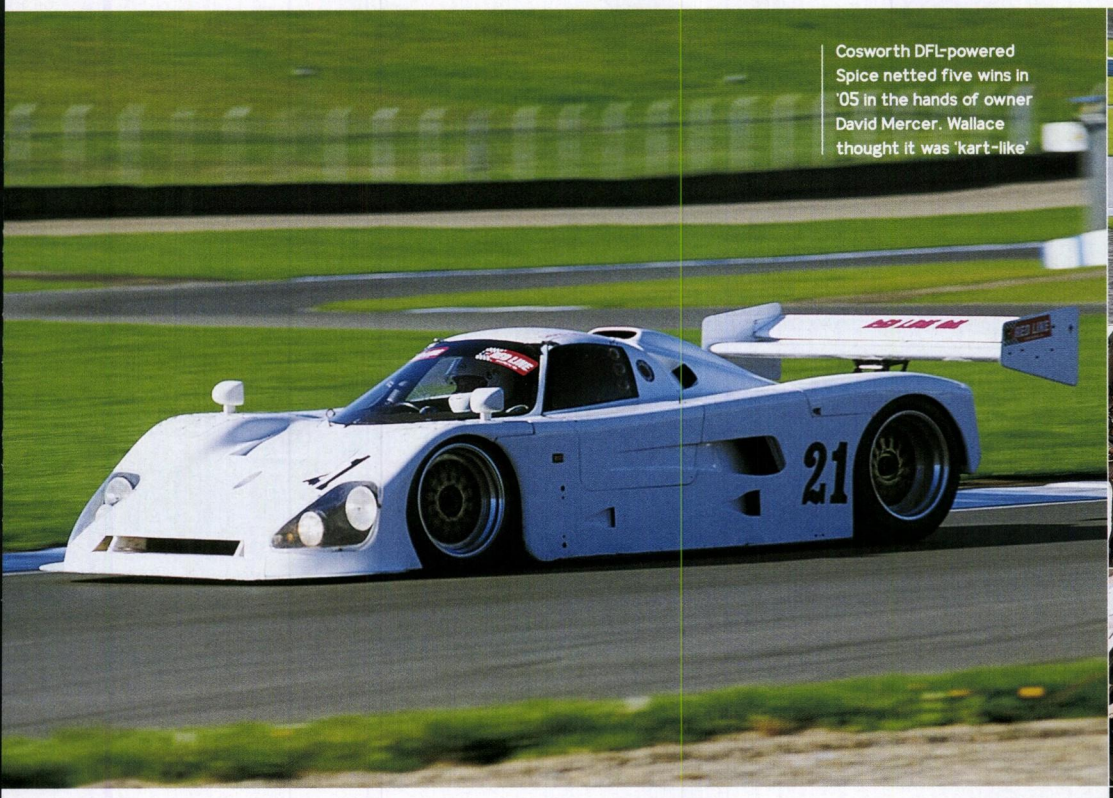
A unique opportunity to acquire one of the most significant pre-war British works competition cars of all.

1931 'Works' 4½ Litre S-Type Invicta "Speedy" Car No: S62 Reg: GP 812

Probably the most historic, well-documented and original of all Low Chassis Invictas - Car no S62 - "Speedy" was first registered to Invicta Cars on 1st June 1931 and was raced by Invicta company sales director, A C Lace. Between 1932 and 1934, the car competed extensively as a works entry at Brooklands, The Isle of Man, The Alpine Trial and The Monte Carlo Rally. Eventually passing into private ownership, the car was acquired first by V A Coates and then The Lord O'Neill, in whose famous collection it was to remain for 48 years up until 2000. In recent years, renowned Invicta specialist, Derek Green has expertly maintained the car to the highest standards and has prepared it as a regular entrant to the most prestigious historic events, where it has continued to perform as a front running car at all times. Of all the surviving S-Types, S62 is the most significant. A highly original car with a 'works' competition history, offered today in exceptionally well-prepared condition, with an extensive history file, V5c and F.I.A. papers.

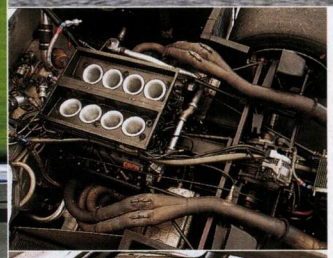
More Fine Examples at **www.maxted-page.com**

PO BOX 7039 • HALSTEAD • ESSEX • CO9 2WL • ENGLAND
TELEPHONE: 01787 477749 • email: enquiries@maxted-page.com
www.maxted-page.com



Cosworth DFL-powered Spice netted five wins in '05 in the hands of owner David Mercer. Wallace thought it was 'kart-like'









1989 running of the endurance classic by former winner (in a Rothmans 956 six years earlier) Vern Schuppan. Driven by Will Hoy, Jean Alesi and Dominic Dobson, the Takefuji-sponsored car retired four hours in after a ruptured fuel line saw the rear end get a mite toasty. The car then went back to Porsche and was rebuilt before being shipped out to Japan, where Martin Donnelly and Johnny Herbert raced it in October's All-Japan Sports-Prototype race at Fuji, finishing fourth on aggregate.

"I've never raced a Porsche. The closest I ever came was the Porsche-powered Lola I shared with Lucas Luhr, Sascha Maassen and Hurley Haywood at Daytona in '01. That wasn't a great car. Getting into the 962, the weirdest thing you notice is that it has an ignition key. I wasn't ready for that. I spent ages trying to find the starter button. I've never been in a racing car that starts with a key! Going out on to the track, I was immediately grabbed by the noise the car makes. When I was racing at Le Mans the first few times, there were two sounds that stuck out. The first was the triple-rotary Mazda: the noise that thing would make... You could hear it over your own engine and it would stop you from sleeping between stints. Then there was the Porsche 962, which was whisper-quiet most of the time, but you couldn't miss it on the overrun and the downchanges.

'The Spice is the best suited for Donington'

"And that's largely due to the synchromesh 'box. When you're going down the gears, it's a lazy blip – bum-de-da-da, bum-de-da-da. I was warned by [current Dyson team-mate and former 962 veteran] James Weaver that I wouldn't get on with the gearbox, but I actually quite liked it. With the syncho you can't race your changes, but you can't really miss them either. The Porsche is a very user-friendly car. You can spin the wheels quite easily, and there's a sound you get with old turbo cars which precedes something bad happening: all of a sudden the urgency of the note changes and it's followed by big wheelspin. If you don't want full boost, you can hear it before it's wide open and close it down. If in doubt, open the throttle. If you don't like what you hear, close it again. The 962 isn't going to do anything silly. Once it gets grunting at around 6000rpm – full boost is between 6 and 8 – it really moves. It certainly pins you back and you know that you're going fast but it's pretty faithful. »



Spice Girls (yes, obvious...): Muller (left), St James (second left) and Wilson (right), 1991

TECH SPEC
Spice SE90C

CHASSIS
Aluminium and honeycomb monocoque with carbonfibre reinforcement **Body** kevlar and carbon fibre; side-mounted water and oil radiators **Suspension: front** double wishbone pushrod **rear** upper rocker arms with lower wishbones; inboard Koni dampers **Brakes** AP or Brembo outboard ventilated discs

ENGINE
Various options. Usually Ford DFL 90-deg gear-driven 3494cc water-cooled dohc V8 with aluminium block and head. Fed by Bosch fuel-injection with Zytek engine management system. **Transmission** Hewland DGB or DG400 five-speed or DCB5 six-speed, non-synchro

DIMENSIONS
Wheelbase 2670mm **Length** 4510mm **Height** 1034mm **Width** 1830mm **Track front: rear** 1490:1475mm **Weight** 750kg **Top speed** approx 220mph

LAT



Group C and IMSA weapons have found a new lease of life in thriving historic series



"That said, it's a bit cumbersome in the slow corners and very pointy at speed, although it turns in better than the Jaguar. I imagine that with greater familiarity you could probably dial out some of the quirks, but these are big cars with lots of power so they're never going to be agile. Modern sportscars are very nimble by comparison but the power is restricted and tyre technology has come on a long way so braking distances are that much shorter. Driving a car like this makes me wish that it was still like this: grabbing hold of the wheel on opening the throttle and then whoosh – the straight has disappeared. That's how it should be."

We're not going to argue. As with the Porsche, Wallace has only fleeting experiences of racing a Spice: "I did a couple of events in the US in 1994 with Hugh Fuller; a really nice guy but, being a powerboat racer, he was abnormally brave. Hugh would do anything you asked of him, but for that very reason you had to be careful what you told him as he'd take everything literally. If you said, 'That corner's flat', he would do it first time out and crash.

"At Portland in August I'd qualified his Spice-Oldsmobile [open WSC car] on pole for the two-hour IMSA race and did the first hour. I think we had something like a 20-second lead when it came time to hand over. Anyway, he's a gentleman driver and he's doing a good job until he collides with the Ferrari 333SP of Fermín Vélez when diving for a corner [the Spaniard had unexpectedly

'If you said 'flat', he'd do it first time – and crash'

slowed with a sudden misfire]. The Spice is now on its side. He tips it back on to its wheels, limps back to the pits and says, 'Guess what? I've got a great idea. You drive.' Cheers! The safety car was out because of our accident so we would do a few laps and then come back in to do further repairs. Fortunately it rained, which saved us. We were fourth in the end.

"At Phoenix that same year it was decided that Hugh would start. On the grid he asked me what I would do. We were on the left side of the grid leading to a left-hander: there are concrete walls either side. I told him that I would go between the car in front and the wall. I failed to mention 'if there's a gap wide enough to fit through.' So he comes around on the pace lap, nails it and there wasn't room. The nose flies off and it's back into the pits. Even so, I had a good battle with James Weaver in a Spice-Ferrari later on and finished one place ahead of him in fifth."

Though Spice is inextricably linked with the C2 category, the SE90C was a pretty useful C1 car in period, even if it was never going to mount a serious challenge to the bigger players. Raced by brandy importer and C2 regular Costas Los in the 1990 All-Japan Sports Prototype Championship, it was entered a year on at Le Mans for Desiré Wilson, Lyn St James and Cathy Muller, only to retire following an accident. More recently it's run at the front in historics when driven by sportscar regular David Mercer.

"I really like the Spice. It's probably the best suited of the three for Donington. I suppose it's a bit kart-like in that it's very busy. You're constantly working away. It has a small, high-revving V8 so you need to change gear a lot. Every time you put it in gear, you need another one and then another one. It's a bit like the sportscars I race now, so I knew straight away what was going on. There's no torque so you're not going to spin the wheels; you can comfortably dive into a corner with the throttle wide open, and break-away is very gentle. On a high-speed circuit it would probably suffer but here it was probably quickest of the three. I was a bit surprised at how much understeer I was getting through the Craner Curves and into the Old Hairpin, but again this could be down to familiarity. It's chalk and cheese between this car and the other two. This feels much more alive and I can understand why Spices were popular with privateer teams."

To those of you tired of guessing which Audi R8 is going to win Le Mans, and confused by the numerous contemporary sportscar series acronyms, a return to Group C-style competition would certainly find favour among racegoers. Just imagine it: 30-car grids, roughly split between 800-1000bhp front-running monsters and 450bhp secondary sports-racers. Magic.

Not such a fanciful notion: if Jim Graham and his team have their way, this is a very real possibility. It might not be modern, but racing will be entertaining. What a concept. M

Our thanks to Jim Graham, Don Law Racing, Nick Rini, David Mercer and Donington Park

Gorilla in the midst

Vittorio Brambilla was nicknamed 'The Monza Gorilla' by the rest of the racing world, but he was much better than most people gave him credit for. Paul Fearnley unravels the truth on the Italian



He'd nursed his slick-shod car in shine and rain for 54 laps – but now hail was a distinct possibility.

"By climbing the pit wall fence you could see the black clouds coming," says March designer Robin Herd. "We didn't have pit-to-car radio then – but I swear, as he came past, we made eye contact, and we both knew now was the time."

He was the first to pit for wets. There were 12 laps left. The timing was perfect: Pace, Scheckter, Hunt, Donohue, Depailler, Watson, Brise, Henton, Morgan and Wilson Fittipaldi aquaplaned off on their next laps, while leader Emerson Fittipaldi completed his 56th in the pits for wets. All of which meant that the only driver to complete his 56th lap at racing speed on that blustery Silverstone day was rock ape number one, the 37-year-old with the wrestler's physique and (supposedly) technique: Vittorio Brambilla, 'The Monza Gorilla'.

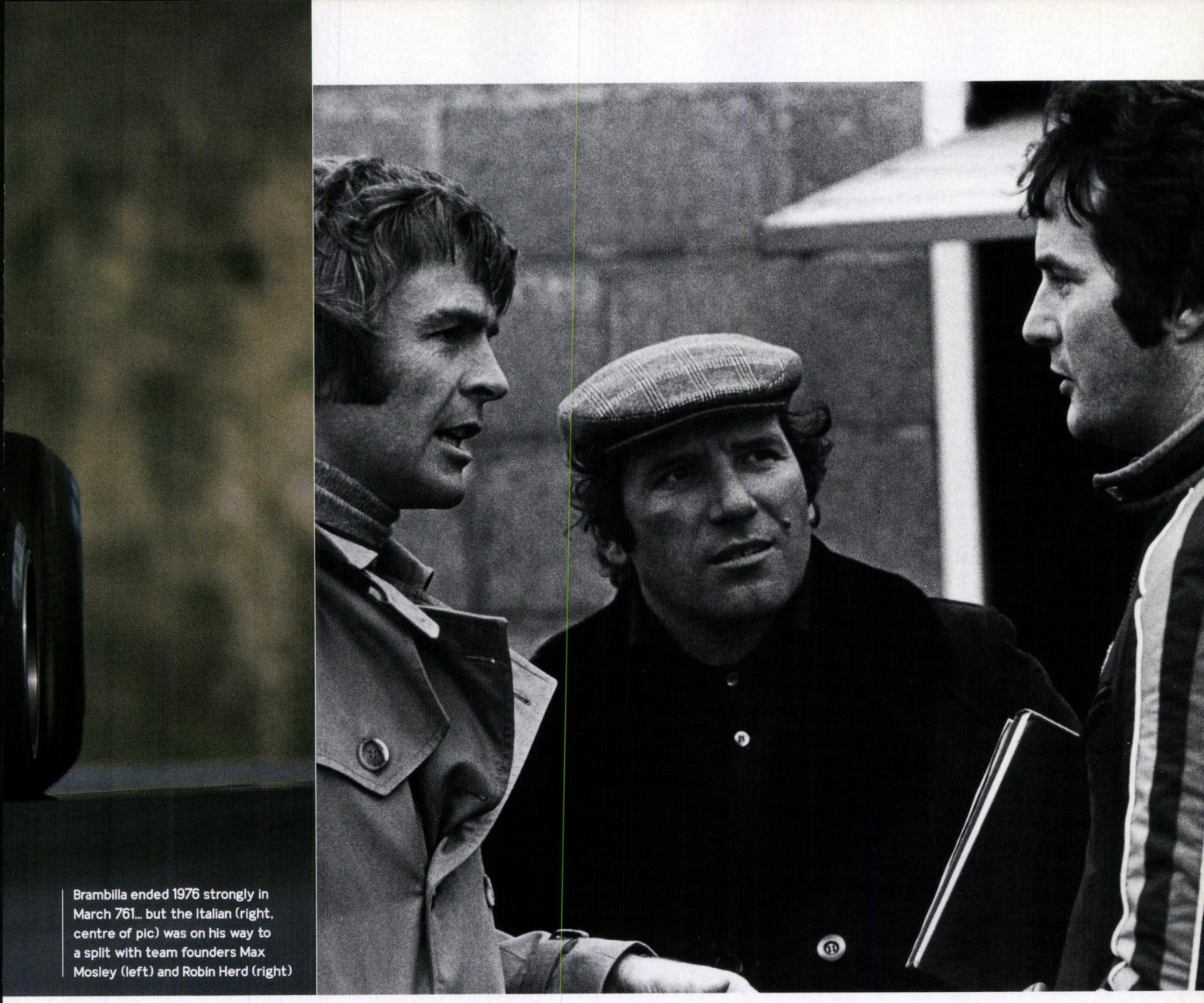
"He was never rated. We could never understand that," says Herd. "I think snobbery was involved; people dismissed him because he was a mechanic from Italy. From my point of view, his understanding of a racing car made him great to work with. He was one of the best test drivers we ever had. True, he knew no fear and sometimes took too many risks in a race – but he was a seriously good driver. He had fantastic car control, which his performances in the wet proved."

The Monza Gorilla's evolution was a protracted one. It began with motorbikes (he was 1958 Italian 175cc champion) and included karting and spannering for his elder brother Ernestino, himself a multiple national champion on two wheels – and on four when he won the '66 Italian F3 title. Vittorio, though, didn't race a car in anger until '68. 'Tino' was by then on Ferrari's F2 books and his F3 car, a Brabham BT21 modified by kart maker Birel, had become vacant.

The wins soon started to come and Vittorio stepped up to F2 in 1970, impressing on his debut at Montjuich Park by dicing with the Tecno of Clay Regazzoni – the eventual champion – until his ageing BT23C's clutch failed. He gave another display of promise in August. Having updated to a BT30, he went nosecone-to-gearbox with Rindt, Ickx, Fittipaldi and Hill in a pair of Salzburgring slipstreamers, finishing aggregate runner-up to Ickx's BMW 270.

Vittorio's next two seasons of F2 yielded few results. What they did bring was increasing sponsorship from Beta Tools and a BT38, which he used to clinch the 1972 Italian F3 title. He was already 34, and there'd been plenty of scrapes along the way – but mending the bends was part of the fun. The family garage on Via della Birona – within earshot of the Monza track – was a petrolhead mecca, with Vittorio its genial host.

"Everybody liked him," says Peter Briggs, then chief mechanic at Surtees. "He lived in a block of flats – and he had a dyno in its basement. There was Tino, fiddling with the distributor, while this engine was running flat-chat. The building was shaking. Yet everybody who lived there loved it." This blue-collar charm would come in handy as Briggs's men replaced the 14 nosecones put out of joint during



Brambilla ended 1976 strongly in March 761... but the Italian (right, centre of pic) was on his way to a split with team founders Max Mosley (left) and Robin Herd (right)

'He had a dyno in the basement of his block of flats'

Vittorio's '77 F1 season with Surtees.

Formula One had long seemed a distant dream to a man with a wife, three children and a thriving business. But it came a lot closer to reality in 1973: Beta bought Brambilla a new March 732. With it came the dominant BMW four-pot – and the pressure of expected success – and suddenly Vittorio was Mr Consistent. And then he won, at Salzburgring in September. Two weeks later he won again, at Albi. He finished (net) fourth in the F2 standings, but his (gross) points haul was the season's second best. That leap to F1 no longer looked so daunting: £50,000 from Beta would clear it.

That jaffa March first assailed the GP public at Kyalami in 1974. Beta had coughed up and Brambilla replaced Howden Ganley alongside fellow rookie Hans Stuck. He threw away his best qualifying of the year – 10th, at only his second attempt – when he crashed in practice at Jarama, but thereafter he strung together a sensible learning year. The highly rated Stuck scored more points (5:1) and edged the qualifying battle (7:5), but was more inconsistent. The Monza Gorilla had quietly established himself. The chest-thumping would begin in 1975.

"That was a really good car," says Herd of his 751. "It was just an F2 with a DFV in the back – but it was small, light, fast in a straight line and well-balanced. We didn't have the money to make it last the distance at full race pace; it only had F2 brakes, and so I loved the exuberance with which Vittorio attacked the opening laps. He was sensational in qualifying too."

Brambilla's pole in Sweden was the result of jiggery-pokery – Herd craftily swept the signalling board across the timing beam a few tenths before his man arrived – but his third-row slots at Montjuich and Monaco, and his second-row at Zolder, were genuine. There was a period when he was the most consistently quick DFV runner, although his brief spells in the lead in Belgium and Sweden ended in retirements.

He was restored to the top of the timesheet at Silverstone in July, thanks to a reworked 751. Second fastest on Friday, he slipped to fifth on Saturday as his engine was down on power. He had every reason, therefore, to become frustrated as his car, misfiring through left-handers, slipped to 15th in the race. Instead he kept it calm – and on the island. Throw in a little ESP with Herd, and suddenly a win was in the offing...

It wasn't the red mist that got him – it was the red flag. There was much debate as to who had finished where. Although the persuasive Max Mosley represented him, Brambilla was eventually credited with sixth. His 56th lap, it was said, had been completed after the red flag. In fairness Fittipaldi was a deserving winner; it seemed less fair that the four others 'ahead' of the orange March had all 'finished' in the catch-fencing. Revenge would be citrus-sweet one month later, in similar conditions, at the Osterreichring.

The start of the Austrian GP »

LAT

was delayed by over an hour because of rain. It was still raining, albeit not as hard, when matters got under way – and the field was still very wary. Except Brambilla. From eighth on the grid he was third by lap six. His progress slowed during a lull in the rain, but when it returned with a vengeance he dealt swiftly with Niki Lauda and James Hunt to take the lead – and opened up a 27sec gap over the next 11 laps.

What happened next fuelled The Monza Gorilla legend. Surprised but delighted to see the chequer after just 29 laps, Vittorio flung an arm up in celebration, spun and clanged the barriers. Images of his damaged car completing one of F1's more unusual laps of honour have clouded the day's real story. This wasn't a victory lucked into by some clown, it was the result of a sparkling display of car control. His moves at Boschkurve made onlookers cringe – but he pulled them off. His fastest lap was two tenths quicker than the next best. His spin was not the result of a lack of skill but of a surfeit of joy.

Once again there was post-race confusion. The weather was lifting and Tyrrell wanted a restart. This time Mosley came up trumps, pointing out that the race had been stopped with the chequer only; for there to be a restart it should have been flown in conjunction with a black flag. Game over. March, as a team, had scored its first GP victory.

"What a moment," says Herd. "One long perpetual moment. When officials explained there'd only be half-points if the race was stopped at half-distance, we said, 'Stop it!' There was no chance of

'His moves at Boschkurve made onlookers cringe'

Vittorio backing off. On one lap he came past the pits following the ambulance! Max said that would be the last we'd see of him. Fortunately it wasn't."

Brambilla, Beta and March carried their association into 1976. The qualifying speed was still there – 11 top tens – but there was a new benchmark: Ronnie Peterson. Tired of Lotus shenanigans, he had returned 'home' to March and his first race for the team was at Kyalami.

"We all expected Ronnie to go a second faster than Vittorio. But it didn't happen," says Herd. "That says a lot about Vittorio."

Brambilla not only outqualified Ronnie – as he would in Spain and Belgium – he outraced him. There were, however, extenuating circumstances. Peterson's first chassis was eventually mothballed after a Zolder off, and only then was its cracked rear bulkhead discovered. With a new chassis from Monaco on, he began to exert the authority to be expected of the man considered F1's fastest. He left March for Tyrrell at the end of the year, his reputation restored, having won at Monza. In contrast, Brambilla's stock had plunged after several ill-considered moves and three crashes at the Nürburgring.

"I don't think he was trying harder because he was being measured against Ronnie," says Herd. "It's just the way he was. He was »



F1 return with Alfa, 1979 Italian GP. Right: Brambilla was always good in the wet!





Austria '75: straight after taking the flag Vittorio binned it. It didn't matter

133814

MIDLAND RACING MODELS

Suppliers of Quality Handmade Models, Model Kits & Diecast Models in all scales.

1/18th LIMITED EDITION MODELS by G.M.P. from the USA, Carousel.I., Exoto, C.M.C, Pauls Model Art



New 1/20 scale L/E Ebbro-Honda RA273 F.I. Car driven by Richie Ginther Monza 1966 with full engine detail £74

All Models are made to the highest standard, with fully detailed chassis, cockpit, engine, suspension and opening or detachable bodywork. All are Limited Editions of 3500 worldwide, most will be sold in USA, only very limited quantities to the UK. Well presented in graphic box with L/Edition number.



New 1/20th scale L/E Ebbro-Honda RA271 first GP Honda in 1964 driven by Ronnie Bucknum with full engine detail £74



1/18th C.M.C Mercedes W154 - 1938 detailed engine etc £108 plain or £123 Decalled as No 16. Dick Seaman Winner Nurburgring



1/18th C.M.C Auto Union Type D detailed engine & cockpit etc £116 plain or £123 decalled as No 4 Nuvolari Donnington.



1/18th C.M.C Mercedes W125 detailed engine etc £116 plain or £123 decalled as No 16 Herman Lang No8 Caracciola.



1/18th C.M.C Mercedes W165 Tripoli 1939 detailed engine etc Plain £108, decalled No 16 Lang £118



1/18th C.M.C. Mercedes W196 detailed engine etc £108 plain or £123 decalled No 6 Moss or No 2 Fangio/Argentina.



1/18th C.M.C Mercedes W25 detailed engine etc. Plain £116 or fully decalled No 2 Carocciola or No 6 Von Brauchitsh both from Monaco 1935 £123 each



New 1/18 CMC - Auto Union Type C detailed engine etc. £130 Plain or £134 detailed as No 2 Rosemeyer or No 8 Stuck at Monaco / 1937



New 1/18th scale Carousel Lotus 38 Indy Winner 1965 of Jim Clark with full engine detail. £118 each



New 1/18th scale Carousel Eagle V12 Westlake F1 of Dan Gurney 1967 with full engine detail. Now arrived in stock. £118 each



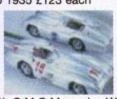
New 1/8th CMC Maserati 250F No.1 Juan Manuel Fangio World Champion 1957. Highly detailed engine etc £144



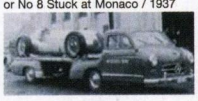
1/18th CMC Mercedes-Benz No 10 Targa Florio 1924 Christian Werner/ Carl Sailer fully detailed engine etc £144



1/18th CML Merecedes 300SL fully detailed with opening bonnet to show engine, opening boot to show spare wheel etc., opening doors, as No 4 Karl Kling Winner Panamericana 1952. Price £122



1/18th C.M.C Mercedes W196R streamliner with lift off body, fully detailed engine etc. Plain £155 or detailed as no 18 Fangio or No 16 Moss from Monza 1955 - £164 each.



1/18th C.M.C. Mercedes High Speed Transporter highly detailed with ramps etc in original blue circa 1954. PRICE £154.

NEW 1/12th scale MODEL KITS
Ferrari 553 Squalo Mike Hawthorn 1954 - £280
Ferrari 246 SP Dino Targa Florio 1961 - £290
Aston Martin DBR1 Le Mans Winner 1959 - £210
Jaguar 'D' type Le Mans Winner 1955 - £210
Porsche 917 LH No.3 Le Mans 1970 - £278
Ferrari 712M Mario Andretti Can-Am 1971 - £278
Ferrari 365 GTB/4 Daytona - Pozzi Le Mans 72 - £260
Lancia D24 Winner Pan Am 63 & M/Miglia 54 - £295
Ferrari 330 LM Winner Le Mans 1962 - £295
Ferrari 312 PB Winner Sebring/Daytona 72 - £275
Ferrari 330 P4 Coupe Le Mans 1967 - £392
Ferrari 250 TR/61 Winner Le Mans 1961 - £295
Ferrari 312 PB Longtail Le Mans 1973 - £273
Ferrari 250 TR No.25 Francochamps car or No.22 White Ed Hughes car Le Mans 58 - £295
Ferrari F1/2003 Schumacher - £349
Ferrari 512S Sunoco Le Mans 1971 - £340
Alfa Romeo 33/2 Daytona/Le Mans 1968 - £320
Ferrari 330 P4 Spyder Winner Daytona 1967 £392
Ferrari F1/126 CK Winner Monaco 81 Gilles Villeneueve - £392
Lancia D24 Fangio Winner Panamericana 1953 - £295
Ferrari 375 F1 Gonzalez 1st Ferrari victory Silverstone 1951 - £295
Lancia - Ferrari D50 Fangio or Collins 1956 - £359
Ferrari 512S NART Daytona 1971 - £340
Maserati 250F 1957 Fangio - £320
Alfa Romeo 158 Forina/Fangio 1950
Ferrari 250TR 60 Le Mans Winner 1960 - £330
Ferrari 312 V12 ICKX 1968
Ferrari 312 B3 Lauda/Regazzoni 1974
Ferrari 350 P4 Can Am/Amon 1967 - £280
Ferrari 375 INDY - Ascari 1952 - £270
1/14th scale Ferrari 166MM Winner & Le Mans 1949 - £270
For full list of Model Kits and Diecast Models send S.A.E to DEPT M/SPORT



1/12th scale Ferrari 512S Longtail from Le Mans 1970. No 11 Nart entry and No 12 Francochamps entry, all with lift up rear body to show full engine detail. Also No 28 short tail verson of Andretti/Ickx from Daytona 1970. Kit £278 or hand built £760.



1/12th M.G. Models Lancia - Ferrari D50 No 1 Fangio or No 8 Collins with full engine detail Kit £359 or Hand built £895



1/12th M.G. Models Ferrari 126 CK Gilles Villeneuve Winner Monaco 1981 fully detailed with lift off body Kit £392 or Hand built £950



1/18th CMC Auto Union V-16 Engine fully detailed with pipes, wiring etc mounted on wooden base in perspex case £59 + £4.50 p+p



1/12th scale ABC/Brianza Ferrari 158 John Surtees World Champion 1964. Either red version from Monza or Blue/White N.A.R.T version as above from Mexico kit £278 or Hand built £760



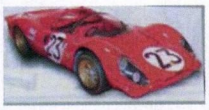
1/12th scale M.G. Models Ferrari 250 TR Winner Le Mans 1958 Phil Hill Oliver Gendebien with full engine detail also available Targa Florio Winner 1958 Kit £295 or hand built £720



1/12th M.G. Models Ferrari 375 F1 Froilan Conzalez Winner Silverstone GP 1951 with fully detailed engine. Kit £295 or Hand built £825



1/12th scale Ferrari Dino 156 Phil Hill World Champion 1961. Super kit £295 or hand built £840. Fully detailed, lift off body.



1/12th M.G Models Ferrari 330 P4 Spyder Winner Daytona 24 hrs 1967 fully detailed with lift off rear body to show engine. Kit £392 or Hand built £950



1/14th scale Ferrari 246 Dino 1958. Hawthorn/Collins or 'Yellow' Gendebien versions: Kit £270 or Hand built £674, fully detailed.

Full range of Exoto & Carousel & CMC available
Worldwide mail order - post & packing UK Reg £8 EEC - £12, Rest of World £20

MIDLAND RACING MODELS
Churchside Arcade, 20 Little Church St, Rugby, Warks, CV21 3AW.
Tel or Fax: 01788 552133, after hours 01788 815220
CREDIT CARDS - VISA - MASTERCARD

TRAVEL WORLD

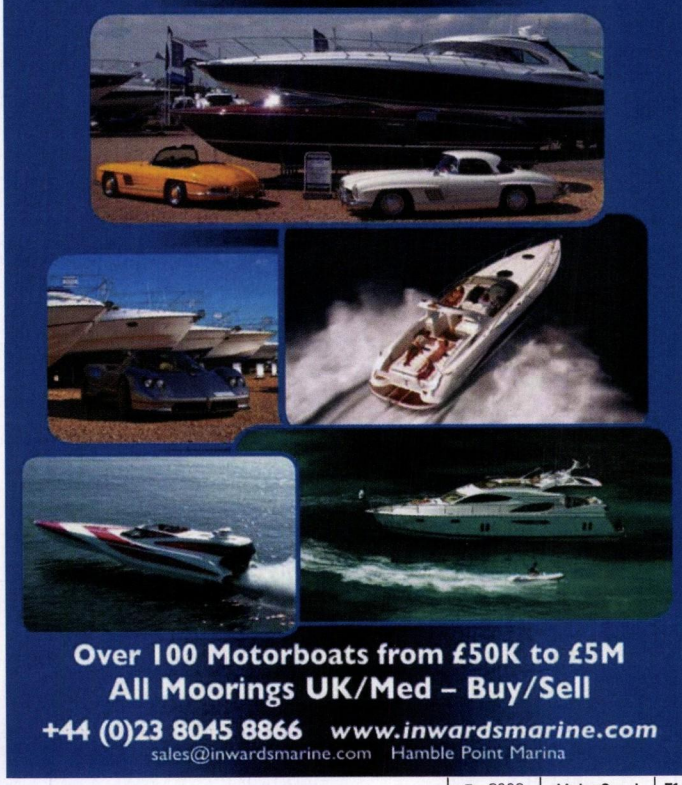
Travelworld RV
Halesfield 14
Telford
TF7 4QR



0845 230 5033
E-mail: annabel@usrv.co.uk

www.usrv.co.uk
www.travelworldrv.co.uk

INWARDS
The Premier Location For Powerboat Sales



Over 100 Motorboats from £50K to £5M
All Moorings UK/Med – Buy/Sell
+44 (0)23 8045 8866 www.inwardsmarine.com
sales@inwardsmarine.com Hamble Point Marina

Carkits International

E-mail: robert.dobinson@btopenworld.com

RARE PLASTIC CAR KITS AND PERFORMANCE DIECASTS

101 Kensington Road
Southend-on-Sea
Essex SS1 2SY, England
Tel: 01702 615397 Fax: 01702 615397

SWITCH · DELTA · MasterCard · VISA

robert.dobinson@btopenworld.com
for digital catalogue info



AIRFIX 1/24 KITS ..... £
1972 MASERATI MERAK SS 25.00
RENAULT ALPINE A310 'CALBERSON' 25.00
AMT 1/25 KITS .....
FORD XR3I ESCORT 'DATAPOST' RALLY 24.00
LOTUS 'STP' 56 INDY TURBINE 22.00
ARII 1/24 1/20 KITS .....
LANCIA STRATOS TURBO 'MARLBORO' 1/28 ..... 32.00
PORSCHE 935-77 'VAILLANT' 1/28 ..... 26.00
PORSCHE CARRERA RSR 'MARTINI' 1/20 ..... 45.00
BANDAI 1/16 1/20 KITS .....
McLAREN M6B CAN AM 1968 #52 – 1/20 ..... 78.00
EXCALIBUR SSK RACE #27 – 1/12 ..... 58.00
1927/31 BUGATTI ROYALE COUPE – 1/16 ..... 66.00
1907 BIANCHI LAUNDELETTE – 1/16 ..... 44.00
DOYUSHA 1/25 KITS .....
B.R.M. P160 'MARLBORO' – J.BELTOISE 32.00
TYRRELL FORD 'ELF' 002 J.STEWART 34.00
1972 NISSAN SKYLINE 2000 GTX 32.00
ENTEX 1/16 1/20 1/24 KITS .....
PORSCHE 924 COUPE – 1/16 ..... 52.00
VOLKSWAGEN GOLF MKI 1500 – 1/20 ..... 32.00
DATSUN 260Z COUPE – 1/24 ..... 28.00
ESCI 1/24 KITS .....
PORSCHE 934 RSR 'JAGERMEISTER' 36.00
AUDI QUATTRO '81 M. CARLO 28.00
RENAULT R5 'GITANES' RALLY 26.00
FIAT ABARTH 131 77-78 M. CARLO 28.00
MERCEDES BENZ 230G '81 PARIS DAKAR 26.00
RANGE ROVER '80 PARIS – DAKAR 'VSD' 30.00
MERCEDES BENZ 450SLC 'PARIS-DAKAR' 25.00
VOLKSWAGEN GOLF GTI '78 RALLY 26.00
HELLER 1/24 KITS .....
RENAULT R5 TURBO 'ELF' '82 CORSICA 28.00
RENAULT R5 TURBO 'ELKRON' GRP.2 #79 ..... 28.00

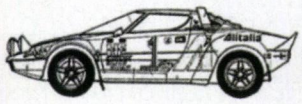
FUJIMI 1/20 1/24 KITS ..... £
PORSCHE 935 – '76 'MARTINI' TURBO #40 – 1/20 ..... 40.00
MITSUBISHI LANCER '75 'S. CROSS' RALLY – 1/20 ..... 32.00
LAMBORGHINI MIURA SV RACING – 1/20 ..... 35.00
LANCIA STRATOS '76 M. CARLO – 1/20 ..... 46.00
LANCIA STRATOS GR.4 RACE – 1/20 ..... 48.00
ALPINE A310 V6 '77 T DE CORSE – 1/20 ..... 32.00
FIAT ABARTH 131 'ALATALIA' '78 – 1/24 ..... 34.00
MAZDA RX7 SAVANNA RACE – 1/24 ..... 34.00
DATSUN S130 FAIRLADY 280ZT – 1/24 ..... 26.00
'BLACK' PORSCHE 935-78 – 1/24 ..... 30.00
RENAULT A443 ALPINE TURBO – 1/24 ..... 28.00

"LE MANS" THE MOVIE ★ S. McQUEEN COLOUR PRINT
Original full colour 22" x 17" as distributed in USA in 1971 – **£32.00 inc post**

HELLER 1/12 KITS .....
1979 LIGIER JF11 F1 #26 LAFFITTE 42.00
1980 RENAULT RE20/23 F1 R.ARNOUX 42.00
L.S 1/20 1/24 1/16 KITS .....
LAMBORGHINI P3000 SILHOUETTE 1/24 ..... 30.00
MITSUBISHI GALANT 2000 GSR 1/24 ..... 32.00
1967 AUSTIN MINI COOPER RALLY – 1/16 ..... 38.00
AUSTIN MINI COOPER M. CARLO RALLY – 1/20 ..... 30.00
PORSCHE 924S 'MARTINI' RACE/RALLY – 1/24 ..... 28.00
LAMBORGHINI P300 URRACO – 1/24 ..... 32.00
HONDA ACCORD CVCC EX RALLY – 1/24 ..... 28.00
MITSUWA 1/28 KITS .....
PORSCHE 917K – R.ATTWOOD 1970 ..... 26.00
LOLA T-70 COUPE – M.DONAHUE 26.00
FERRARI 312 COUPE – D.PIPER '70 ..... 26.00
ALFA ROMEO TT312 ANDRETTI '74 ..... 25.00
MONOGRAM 1/24 KITS .....
PORSCHE 904 GTS (SLOT RACE BODY) 38.00
DATSUN 280 Z AFRICAN 'SAFARI RALLY' #1 ..... 26.00
PORSCHE 911 CARERRA #37 M CARLO RALLY 26.00

NICHIMO 1/16 KITS ..... £
LOTUS EUROPA 'JPS' – SUPER DETAIL 85.00
NICHIMO 1/24 KITS .....
1974 DATSUN 160J TURBO VIOLET 35.00
LANCIA STRATOS 'BLACK' HF ROAD 38.00
NISSAN SKYLINE 2000 GTR 30.00
NITTO 1/12 HIGH DETAIL KIT .....
LANCIA STRATOS HF 'AL ITALIA' SAFARI RALLY 168.00
NITTO 1/20 1/28 KITS .....
PORSCHE CARRERA RSR TURBO 'MARTINI' 1974 – 1/20 ..... 46.00
BMW 3.0 CSL 'BATMOBILE' – 1/20 ..... 46.00
LIGIER JS-2 'GITANES' SPORT – 1/28 ..... 28.00
MARCH 'PENTAX' 745 – HOSHINO – 1/28 ..... 26.00
RENAULT ALPINE A442B '78 – 1/28 ..... 26.00
OTAKI 1/24 1/16 KITS .....
1978 CAMARO 'IMSA' M. ANDRETTI – 1/24 ..... 32.00
DATSUN 240ZG STREET/SURF – 1/24 ..... 32.00
1972 NISSAN SKYLINE 2000 GT – 1/16 ..... 76.00
TAMIYA 1/20 1/24 .....
PORSCHE 935 TURBO 'VALLIANT' #4 WOLLEK – 1/20 ..... 39.00
RENAULT 5 TURBO '81 M. CARLO – 1/24 ..... 28.00
DATSUN 280ZT 'PACE CAR' – 1/24 ..... 28.00
GAKKEN 1/16 KITS .....
1919 HISPANO SUIZA ROADSTER 36.00
1905 ROLLS ROYCE 'SILVER GHOST' 39.00
GUNZE SANGYO 1/24 KITS .....
TRIUMPH TR7 'T DE CORSE' RALLY 29.00
BANDAI 1/20 TINPLATE (MINT BOXED) .....
LOTUS ELITE CLIMAX 74.00
PROCISION 1/16 1/20 REMOTE CONTROL .....
MASERATI BORA RACE – 1/16 ..... 98.00
BMW 3.5 CSL 'BATMOBILE' – 1/16 ..... 98.00
MAZDA RX7 SAVANNA – 1/20 ..... 64.00

LIONEL (SLOT CARS) MINT 1/32 ..... £
1956 BRM F1 IN GREEN 28.00
1960 COOPER F1 IN YELLOW 28.00
BURAGO 1/24 DIECAST .....
FORD CAPRI GR.5 'NIGRIN' WHINKELHOCK 48.00
DATSUN 280Z 'E. AFRICAN' RALLY 44.00
LANCIA 037 'PIONEER' J.ANDRUET 44.00
TOYOTA CELICA GRP 5 'RODENSTOCK' 42.00
ALFA ROMEO ALFETTA GT COUPE 38.00
AUDI QUATTRO 'MULLER' RALLY 34.00
POLISTIL 1/16 DIECAST .....
LOTUS 'JPS/OLYMPUS' MK 4 1979 M ANDERRI 134.00
TYRRELL FORD 'CANDY' 1979 J.P JARIER 134.00
1956 MASERATI 250F F1 #4 ..... 84.00
MORGAN PLUS 8 V8 RACING #4 ..... 72.00
NACORAL 1/24 DIECAST .....
FIAT ABARTH 500 M. CARLO RALLY 62.00
PORSCHE 911S RALLY M. CARLO 44.00
POLISTIL 1/24 1/25 DIECAST .....
FORD SIERRA XR2BI 'GWYNEDD' RLY 38.00
LANCIA 037 'TOTIP' 84 M. CARLO 36.00
SOLIDO 1/43 DIECAST .....
LOLA T-70 MK 3 COUPE 1970 'SUNOCO' 42.00
MATRA 650LM 'ELF' J.P BELTOISE 38.00
FERRARI 512S 12 CYL 1970 DAYTONA 38.00
MATRA SIMCA BAGHEERA SPORTS 26.00
FIAT X-19 SPORTS 28.00
MATRA 670 LONGUE 72 LE MANS 36.00
FIAT ABARTH 124 SPORTS 'OLIO' 44.00
SOLIDO 1/43 DIECAST KIT .....
BMW 3.0 CSL RACER INC. 3 OPTIONS 38.00
FIAT ABARTH 131 RALLY INC. 77 RAC 28.00
ALFA SUD TT TROPHEE RACE/RALLY 28.00
JOHN DAY 1/43 DIECAST KIT .....
MASERATI 450S COUPE #1 ..... 34.00
MIRAGE FORD JWA V8 'GULF' 35.00
LOTUS 38 FORD 'INDY 500' JIM CLARK 35.00

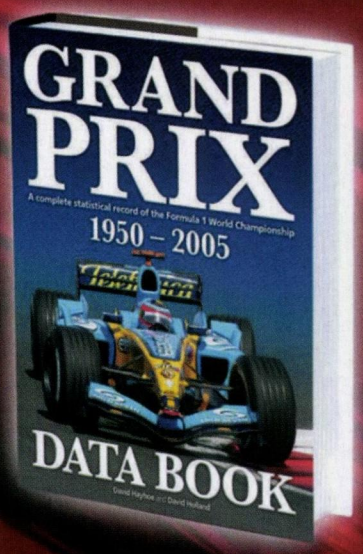




WORLD'S LARGEST CARKIT SPECIALISTS
robert.dobinson@btopenworld.com FOR DIGITAL CATALOGUE INFO
1,000s OF OTHER KITS IN OUR 72-PAGE CATALOGUE SEND £4.25,
1 YEARS SUBSCRIPTION £11.50
ALL POSTAGE & PACKING AT COST.
ALL EUROPEAN ORDERS PLUS 17.5% VAT.



Does for Formula 1 what *Wisden* does for cricket



David Holland and David Hayhoe
£40.00 • Hardback • ISBN: 1 84425 223 X

Available from all good bookshops or
ORDER DIRECT on Tel: 01963 442030

www.haynes.co.uk
much more than manuals

GRAND PRIX MODELS

www.grandprixmodels.com

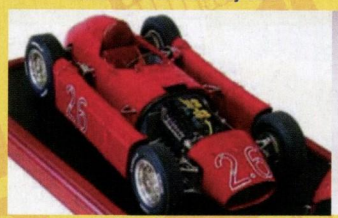
The global mail order specialists with over 30 years experience



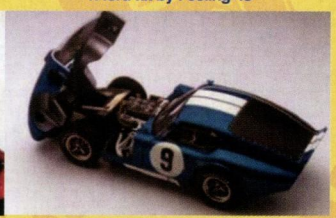
Maserati MC12 – FIAGT Monza 2005
1:43rd kit & hand built by BBR



Ferrari F40LM – Le Mans 1996
1:43rd kit by Feeling 43



Lancia D50 – Monaco GP 1955
1:12th kit & hand built by MG Model



Cobra Daytona – Le Mans 1965
1:24th kit by Model Factory Hiro

For these and much more, visit our on-line shop with more than 19,000 items from over 250 manufacturers!

IF IT'S NOT IN STOCK, WE'LL GET IT FOR YOU!

GRAND PRIX MODELS
3 Noke Lane Business Centre, St Albans, Herts, AL2 3NY, UK
Telephone 01727 845645 - **Fax** 01727 845858
mail@grandprixmodels.com



Brambilla shared Alfa Romeo with Jean-Pierre Jarier to win 1977 Monza 500Km. Below: ill-gotten gains – the Italian got pole for '75 Swedish GP due to some crafty pitboard work



Two-year stint with Surtees was a flop

Albi F2 win in '73 from Jarier and Beltoise





almost 40 – we weren't going to change him. For instance, he liked a glass or two of wine before a GP. Max didn't think this the best preparation and tried to stop him. At one race Vittorio hid under Ferrari's transporter to avoid detection."

Brambilla ended 1976 strongly. He was a whisker slower than Peterson in qualifying third at Mosport and fourth at Watkins Glen – and at Fuji he had another mesmeric wet-weather charge; he actually passed Hunt for the lead – but spun as he did so. He was running fourth when his engine failed on lap 39. His time with March, however, was over. Herd was being pressured by BMW to concentrate on F2 in 1977, and so Vittorio signed for Surtees.

"I liked his Italian connection," says John Surtees. "I was impressed with Dr Ciceri of Beta, and there was a possibility of working with Alfa Romeo. Plus Vittorio was the kind of driver who could provide the occasional strong result, which is exactly what my team needed then."

'He liked a glass or two of wine before a GP'

Vittorio scored six points in 1977 aboard the TS19, but the spins and dings piled up. And his Alfa connection proved a hindrance, not a help.

"Vittorio's original sportscar deal with Autodelta was for testing," says Surtees. "But it escalated. That took up a lot of his time – and also affected his driving of our F1 car. I think Carlo Chiti [Alfa's motorsport boss] was promising him this golden future." Brambilla won four 1977 World Sports Car Championship races for the Milanese marque.

Brambilla and Surtees soldiered on into 1978, by which time Vittorio was the beleaguered team's sole representative. He salvaged a point in the Austrian rain, but started his last five GPs for the team mired outside the top 20; John Surtees believes he was hoping to be sacked so he could work with Alfa's nascent F1 test programme. The actual end of their relationship, sadly, was even messier.

Brambilla was on the back row at his beloved Monza when he got entangled in the multiple shunt that killed Peterson. Knocked unconscious by a wheel, he was initially considered at greater risk than the luckless Swede.

"He was a big-hearted driver who didn't necessarily think things out too well," says Surtees. "He had lots of car control – but in the races he tended to let his emotional side get the better of him."

Brambilla's recovery was slow, but Alfa kept the faith and invited him to drive in the last three GPs of 1979. He was also its choice to replace the late Patrick Depailler at Zandvoort and Imola in 1980: he collided with Geoff Lees's Ensign in Holland, spun out of last place on lap four in Italy – and announced his retirement from F1. He retired for good the following year.

Twenty years later, after watching Monaco qualifying on telly, he had a fatal heart attack while mowing the lawn. It wasn't the sort of ending that had been widely predicted for him – but then gorillas, say the real experts, are fundamentally gentle. M

LAT Beta Tools Phipps/Sutton

Can-Am: the sequel

No orange McLarens, no Denny Hulme... Gary Watkins looks back at Can-Am's second coming

Alan Jones, Keke Rosberg, Bobby Rahal, Jacky Ickx, Al Unser (Senior and Junior), Patrick Tambay, Danny Sullivan and Al Holbert all won races in its glory years. Gilles Villeneuve, Chris Amon, Patrick Depailler, Jean-Pierre Jarier, Vern Schuppan and a whole load more besides never did. The racing was close, the competition often wide open, and the cars looked the part. So why is a series that is central to the story of CART's phenomenal growth in the 1980s constantly overlooked 20 years on from its undignified demise?

The answer is in the name. Think Can-Am and it's orange McLarens, fire-breathing Porsches or UOP

'The SCCA were still in love with Can-Am'

Shadows that spring to mind. The attempt to revive one of the most emotive names in US motorsport for 1977 barely registers with the average racing aficionado. Second-generation Can-Am and its mostly Formula 5000-based machinery was and still is perceived, perhaps quite rightly, as a pale imitation of the original, yet it became a successful series that for a brief period *was* road-racing in North America.

Can-Am, the Canadian-American Challenge to give it its full name, was resurrected little more than two years on from its 'final' season. Formula 5000 had inadvertently become the Sports Car Club of America's premier series, and traditional wisdom suggests that an organisation with little affinity for single-seater racing simply opted to take a successful series and rebrand it after a championship that hit pinnacle after pinnacle between 1966-74.

This is a viewpoint held by long-time Long Beach Grand Prix chief Chris Pook, who also headed an F5000 teams' organisation known as the North American Grand Prix Association. "For whatever reason the SCCA were still in love with Can-Am and thought they could somehow bring it back just by throwing a sportscar body on our cars," he says. "Of course, it wasn't quite as simple as that."

The reasons for the decision to recreate Can-Am weren't quite that simple either, according to those at the top of the SCCA at the time.

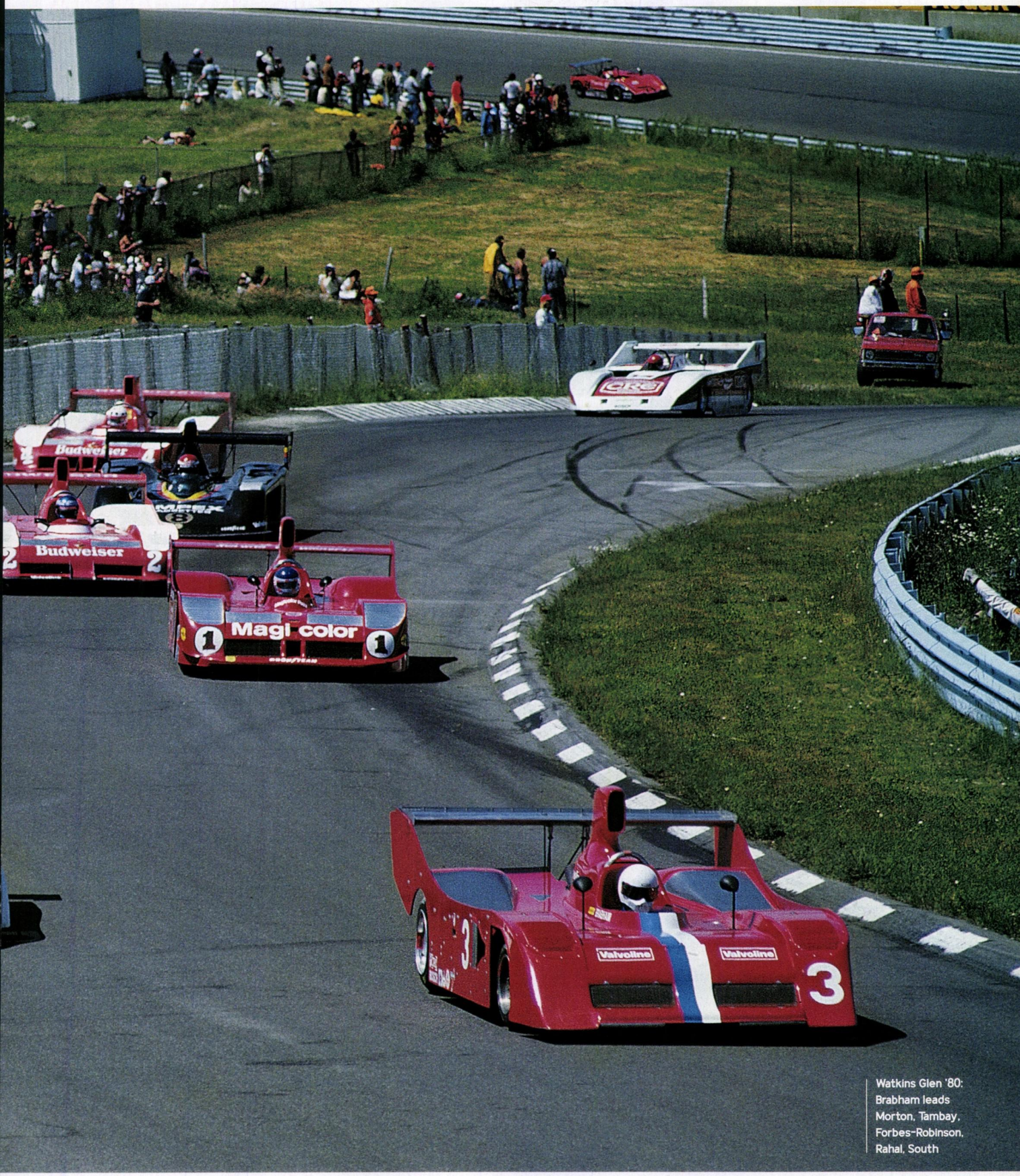
North American F5000 appeared to be in rude health over the course of 1976. A link-up for '74 with the United States Auto Club, which had been considering ditching turbo-charged engines in Indycars, had brought in an influx of big-name drivers, most significantly Mario Andretti with the Vel's Parnelli Jones team. The racing in the jointly-sanctioned series was competitive, even though Brian Redman would complete a hat-trick of titles for a team run jointly by Carl Haas and Jim Hall out of the old Chaparral works in Texas between 1974-76.

"The record books make it look as though I dominated, but if you examine the individual race results you'll see that it wasn't easy," says Redman. "Andretti and Parnelli Jones had come in all guns blazing in '75 and if you look at the following year I was way behind at one stage. It was tremendous racing."

By the end of 1976 USAC had ditched its plans to go the normally aspirated route at Indy, but there was a far bigger problem looming. And even the drivers recognised it. "We were racing in front of empty grandstands," remembers Redman. "The fans for some reason weren't interested." And that gave the circuit owners a problem.

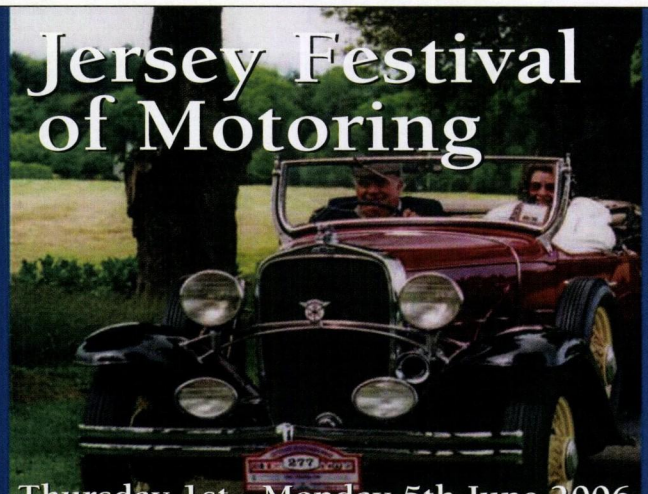
Burdette 'Burdie' Martin, who was running the SCCA, remembers a meeting late in '76 when the promoters' dissatisfaction with F5000 came to a head. "Despite the presence of so many Indy 500 winners on the grid they decided they didn't want 5000," says the long-time clerk





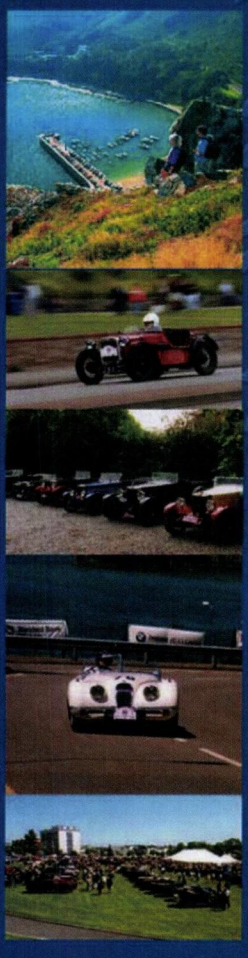
Watkins Glen '80: Brabham leads Morton, Tambay, Forbes-Robinson, Rahal, South

Jersey Festival of Motoring



Thursday 1st - Monday 5th June 2006

Jersey Old Motor Club's Premier Touring and Sporting Event



An all round experience for cars of all ages, with touring and competitive activities which includes, closed public road hill climbs and sea front sprint, Tea at the Manor, treasure hunt, sight seeing and a variety of nightly social evenings for everyone.

Jersey is a wonderful destination and is ideal for "older motoring", with magnificent scenery and wonderful beaches, not to mention the famed fresh seafood. The Island has many active motoring enthusiasts clubs, whose members you will meet during some of the events.

The Festival is open to cars of all ages for the touring activities, but the competitive events have an upper age limit of up to 31st December 1971 and single-seaters up to 31st December 1941. Competitors must hold an MSA Nat B (non race) licence.

Details of full itinerary and attractive ferry/hotel packages and Competition Regulations are available from -

MRS. JUDITH GENEE
Jersey Old Motor Club,
Valley View, Mont Misere,
St. Lawrence, Jersey JE3 1FG

Tel/Fax: 01534 863424
email: judith@jerseyoldmotorclub.com
website: www.jerseyoldmotorclub.com

JERSEY FESTIVAL OF MOTORING — Jersey — JERSEY OMC OLD MOTOR CLUB

SPRING IN SCANDINAVIA WITH YOUR CLASSIC

Country Lane Tours

3rd Viking Tour
May 18th -June 1st

A relaxed sightseeing holiday, trundling on quiet roads with your classic, taking in the spectacular Tjoloholm Castle show (1000 classics from all over Scandinavia), and British Car Week in Gothenburg, as well as two days in Norway. Visits to fjords, scenic runs, and guided tours (including city by classic tram). Total mileage less than 1000.

Cruise from Newcastle on the luxurious Princess of Scandinavia and sample the wonderful smorgasbord cusine! If you've not been to Scandinavia before now's your chance, and it's much cheaper than you think as Country Lane Tours specialise in 4-star classic car holidays at 2-star prices! Entry restricted to 50 cars, and the first 30 crews are guaranteed a harbour view at the luxury Novotel overlooking Gothenburg harbour.

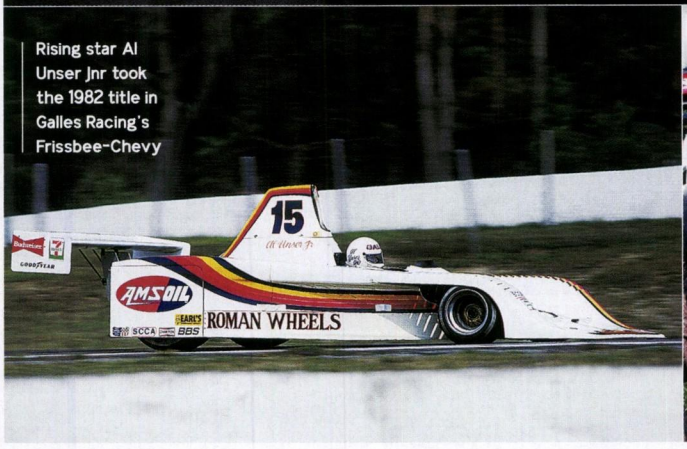
'Scenes from 2nd Viking Tour'



To receive full information pack email your name and address to countrylanetours@aol.com, or telephone Ian on 01824 790280.
The above tour is available as a one-week option, minus Norway.



Jim Crawford in modified F1 Ensign. Below: Patrick Tambay won two titles



Rising star Al Unser Jnr took the 1982 title in Galles Racing's Frissbee-Chevy



of the course at the Long Beach Grand Prix, now a vice-president of the FIA. "They didn't want 5000 and were very vocal about it."

Martin had already thought up an idea that he reckoned might appease the track owners. "I had anticipated the problem one night earlier in the season at Trois-Rivières over dinner with Carl Haas [who was also Lola's North American importer]," he recalls. "I had taken our supplementary regulations with a drawing of a 5000 on the front and scribbled some fenders over the wheels. Eric Broadley from Lola was with us. He didn't understand why people didn't like 5000 and couldn't really see the point, but he said it wouldn't be a problem to do it."

The other tenet of Martin's idea to relaunch Can-Am was to reintroduce refuelling and do away with the heats-and-a-final format of F5000: "We'd ended up with 80-mile races in 5000 because the cars only had 30-gallon fuel tanks and the promoters didn't feel they could do anything with that. Those races weren't long enough to be a real feature.

"There were always safety concerns over refuelling, but my idea was to put dry breaks on the car to allow an 11-gallon NASCAR refuelling bottle. The teams would never be in danger of overfilling the car, which meant the risk of fire was much reduced. We ended up with races of around 150 miles."

The job in hand was now to create

'I scribbled some fenders on an F5000 drawing'

a series in time for the following season. It was a task complicated by the involvement of a sponsor that had already signed up to back F5000. Haas had landed sponsorship for his team from First National City Travellers Checks, whose Citicorp parent company was going to lend its name to the championship.

"They were actually sold on the idea of 5000, but when we started talking about Can-Am they got even more excited," says Martin. "Can-Am had such a great name and still had a great reputation.

"They gave us a deadline, some time in December, and we had to work kind of fast. Carl and I went out and beat the bush with the promoters. They wanted nine races with purses in the region of $75,000 and they were going to match that with advertising and promotion. It wasn't a bad package."

The new era of Can-Am made an inauspicious start at Mont-Tremblant in Canada seven months later. The 37-strong entry for the previous year's F5000 finale was replaced by a motley selection of 18 cars, and that included seven Group Six sportscars in the two-litre class and a couple of original Can-Ams: a McLaren M6B and a Shadow DN4

now fitted with 5-litre V8s. Worse still, the SCCA lost its star driver when Redman was seriously injured just minutes into first practice.

"I went out having never driven the car or the track before and felt pretty good," says Redman. "After 15 or 20 minutes I came in and was top of the timesheet by some margin. Jim [Hall] asked me how it was. I said, 'I don't know, maybe we should take a quarter of an inch off the front wing.' The next lap I took off at 170mph over the hump on the straight and landed upside down. The rollbar gave way and a hole was worn through my helmet. I broke a vertebra, smashed my left shoulder and split my breast bone."

Redman didn't come around for four days. He can recall the accident on the track, but not the one the ambulance taking him to hospital was involved in. He would test but never race a Can-Am car again.

Redman's new Lola T333CS, already fitted with F5000-style front wings, wasn't the only car to somersault at Mont-Tremblant. Elliott Forbes-Robinson had already suffered a near-identical accident in a Lola owned by actor Paul Newman and run by Bill Freeman Racing. The big difference was that the American's car came down on its wheels. "Only one corner was seriously damaged," he says, "and we repaired that in time to do the race."

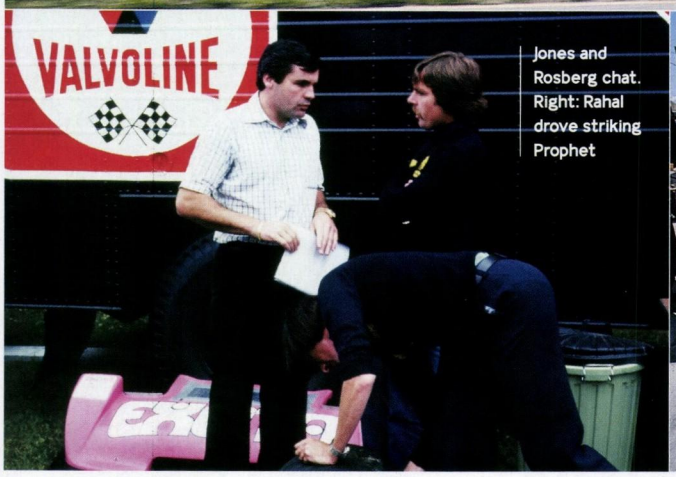
EFR suggests that sportscar-style bodywork popped onto a derivation of the T332 F5000 chassis made for an inherently unstable package. "The cars didn't have a lot of downforce on the front originally," he says. "We ended up buying some T332 nose pieces and kind of cobbled them on the front."

Trevor Harris, the designer of the AVS-Shadow Can-Am racer of 1969, was the first to get a handle on the all-enveloping bodywork: "I was asked by my old friend John Morton to have a look at his car. He had a T332 5000 car and purchased the bodykit to convert into a Can-Am. Those cars were very light at the front and Lola had solved the problem by putting on a couple of little wings, but I came up with a number of modifications to use the original bodywork. The nose appeared essentially stock and I changed the underside and added some air exits out of the side and the top."

Once the dust had settled, the series picked up momentum through 1977. The grids grew in quality and quantity, and in Patrick Tambay it had a champion who was beginning to make a name for himself in Formula One. The Frenchman had been brought in by Haas/Hall to replace Redman from round three at Watkins Glen. He won first time out and was beaten only once, by Peter Gethin in a Count van der Straten-entered T333 at Elkhart Lake.



Alan Jones won 1978 crown – in between his Williams F1 commitments



Jones and Rosberg chat. Right: Rahal drove striking Prophet



Alan Jones replaced Tambay at Haas/Hall for 1978 and claimed the title ahead of an increasingly strong field. Forbes-Robinson won twice, now at the wheel of a Lola-derived Spyder entered under the Newman-Freeman banner. George Follmer, Warwick Brown and Al Holbert also made it into Victory Lane.

New-era Can-Am came of age in 1979 and was approaching the level F5000 had reached by the end. Le Mans legend Jacky Ickx landed the plum seat at Haas, while F1 hopeful Keke Rosberg joined Forbes-Robinson at Newman-Freeman. Holbert remained at Hogan Racing and up-and-coming Briton Geoff Lees joined VDS. Vern Schuppan, Bobby Rahal, Howdy Holmes, Geoff Brabham, Jones and Morton also had a part to play in the action over the course of the season.

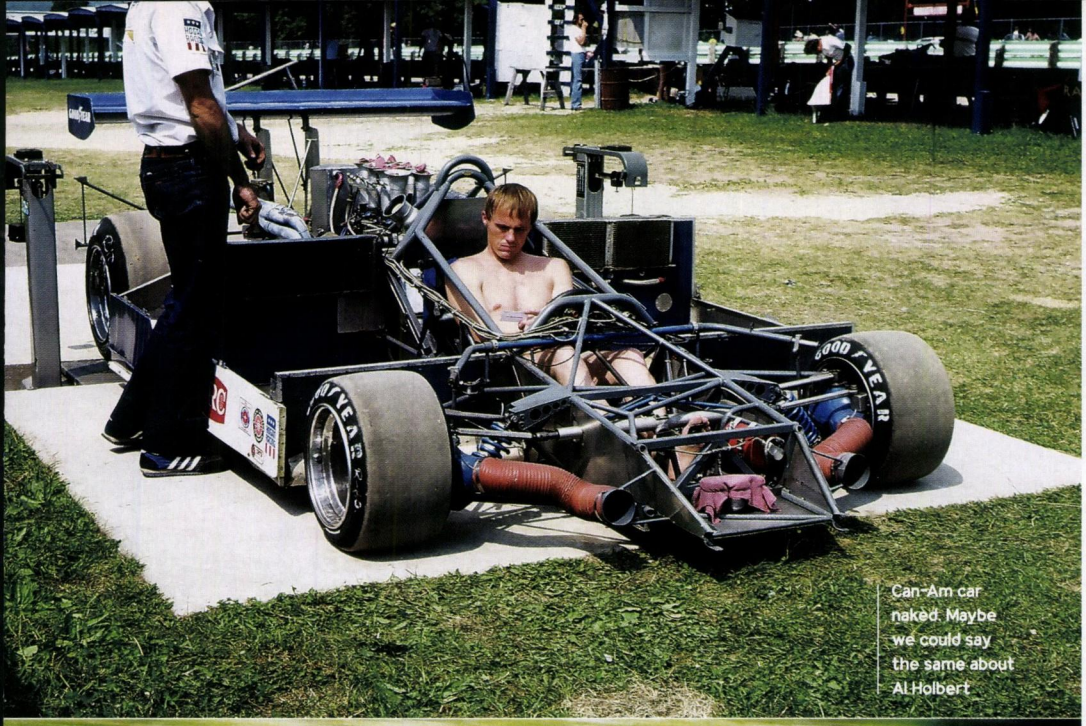
'Can-Am was a training ground for Indycars'

Ickx continued the Haas team's sequence of titles with five wins in 1979, the start of what turned out to be a brief golden age for the series. Tambay, briefly out of F1, subsequently returned to his old squad in '80 and claimed a second title, this time driving Lola's bespoke Can-Am racer, the T530.

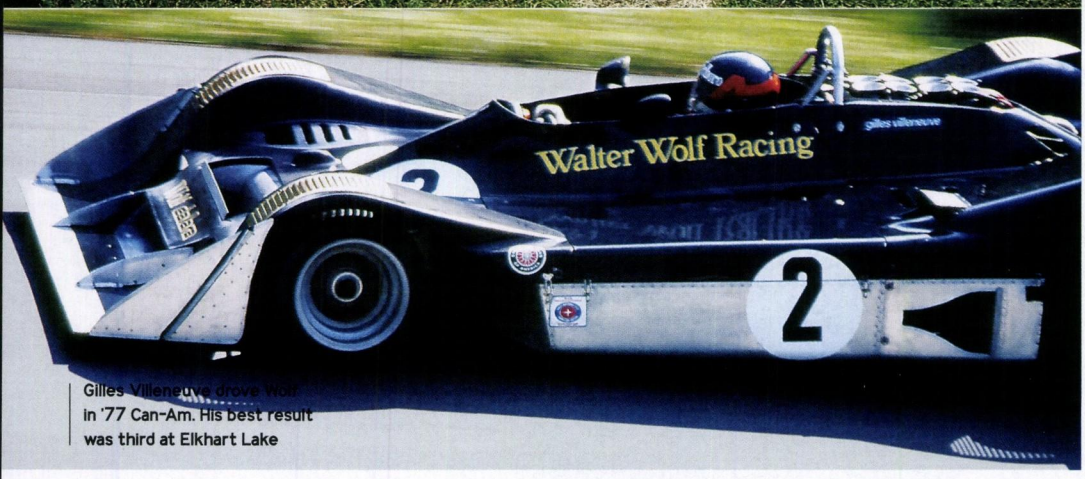
The 1981 season was the high-water mark for the series, which now had Budweiser as its primary sponsor. Brabham claimed a narrow title victory driving a VDS T530 which, by round seven, had been updated into the VDS001. The Aussie won through in a three-way shoot-out at the series finale around the twisty Caesar's Palace carpark track. Holbert, racing his own Lee Dykstra-designed car, and Newman March driver Teo Fabi pitched up at Vegas with a chance of beating Brabham to the title, and Fabi only failed because he lost out to Danny Sullivan's Frissbee in a dash to the flag.

New-era Can-Am's best season was followed by one more decent year before it began a steady slide into oblivion. Twenty-year-old Al Unser Jnr, fresh from winning the SCCA Super Vee title, contested a season of Can-Am at the behest of his father: Unser Snr had made a victorious one-off appearance in Brad Frisselle's Frissbee, another car to receive the Harris touch, at Laguna Seca in 1980. His son would now take the final evolution of this Lola-based machine, sometimes known as the Galles GR3, to the title.

Jacques Villeneuve Snr and expat Irishman Michael Roe were the final



Can-Am car naked. Maybe we could say the same about Al Holbert



Gilles Villeneuve drove Wolf in '77 Can-Am. His best result was third at Elkhart Lake

Can-Am champions of any note before its descent made it little more than a club series for the couple of seasons prior to its demise at the end of 1986. Unser and Galles had turned the GR3 over to Villeneuve for '83 before heading for the CART Indycar series.

By now Can-Am was what Pook calls a "training ground for CART". Just look at the names that switched between the two series in the early years of the '80s: Fabi, Sullivan and Rahal all used Can-Am as a springboard back to open-wheel racing; Carl Haas and Paul Newman teamed up to create what is now the most successful team in the history of CART; VDS and Galles moved across, as did future team owners Barry Green and Steve Horne. Amateur racer Jim Trueman, owner of the Red Roof Inns motel chain, did likewise and created TrueSports, the team that gave Rahal his first two CART titles.

CAN-AM ROLL OF HONOUR
1977-82*

	Wins	Poles	Podiums
Patrick Tambay	12	10	13
Al Holbert	10	4	23
Alan Jones	6	9	8
Jacky Ickx	5	1	6
Teo Fabi	4	7	5
Al Unser Jnr	4	4	7
Geoff Brabham	3	4	11
Elliott Forbes-Robinson	3	0	21
Keke Rosberg	2	7	5
Danny Sullivan	2	2	13
Bobby Rahal	1	3	8
Tom Klausler	1	2	2
Peter Gethin	1	1	5
George Follmer	1	1	4
Al Unser Snr	1	1	2
Warwick Brown	1	0	8
Don Breidenbach	1	0	1
John Morton	0	1	3
Stephen South	0	1	1

*1983-86 seasons not included because most top teams/drivers had pulled out.

Just as significantly, the major track owners also crossed the divide. Mid-Ohio, Elkhart Lake, Caesar's Palace and Laguna Seca all joined up with CART and eventually ditched their Can-Am fixtures, and in the process took Indycar racing away from its roots on the ovals. "All the guys coming into CART at that time were road racers," says Pook. "They changed the face of the series and played a huge part in the success it would enjoy later in the '80s."

The blame for Can-Am's inability to hold onto its teams and tracks lay with the SCCA, according to Pook: "It really fell foul of the SCCA, which never did well as a professional body."

Sullivan offers a similar opinion: "Can-Am had the big sponsors, we raced at all the big tracks and we had all the big names doing it, but no one turned it into something. The SCCA didn't do anything about getting a decent TV package. CART did, and it also had the Indy 500."

Sullivan has fond memories of new-era Can-Am: "The cars had a lot of power, but they weren't over-tyred. Most importantly they had bodywork, so you could lean on people without it being dangerous. That made the racing even more competitive. At Caesar's Palace in 1982 'Little Al' and I passed each other something like three times on the final lap. It was a great series and a lot of the guys in it went on to great things." Including Sullivan, a future winner of the Indy 500.

Many of those involved in both eras of Can-Am reckon the second was more competitive than the first. "The original Can-Am was the dream series for an engineer, but only if the sponsorship was there to pay for what you wanted to do," says Harris, who worked on the VDS001 in addition to the Frissbee and then the Galles. "One or two teams dominated and the rest of the field was made up of makeweights. The second Can-Am was much more competitive, because the rules were much more restrictive. It didn't allow the anything-goes, all-out technology of the original, but there were a lot of good cars, and a lot of different drivers could and did win races."

McLaren's 'Bruce and Denny Show' of the late '60s and Porsche's domination in 1972-73 captured the imagination. New-era Can-Am didn't have the same grandeur, even if it provided closer racing. So the sequel had the better plot, but the original had the bigger names and better special effects. And that's why one has entered motorsport folklore and the other is largely forgotten.

Grand designs

1986

Lancia battled Peugeot in the final year of Group B in the WRC. Keith Howard examines the technology

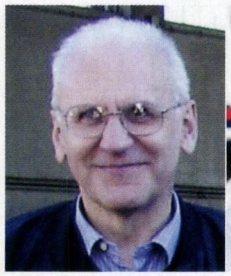
If 1994 was F1's *annus horribilis*, for world championship rallying it was 1986. On the Portuguese Rally Joaquim Santos lost control of his Ford RS200 and flew into spectators. Four were killed and 31 injured. Then, on the Tour de Corse, championship and event leader Henri Toivonen left the road in his Lancia Delta S4, perishing alongside co-driver Sergio Cresto in a fiery crash.

It was a turning point for rallying and Group B cars in particular. FISA president Jean-Marie Balestre pronounced that Group B, and the planned Group S, would now be banned for 1987.

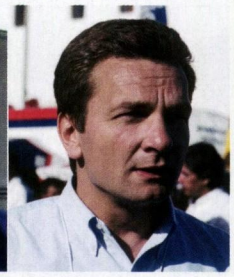
For Lancia the year's controversy was not yet over. Peugeot's 205 T16s were disqualified from the San Remo rally for a scrutineering infringement: at the season's close Markku Alén thought the drivers' title his. But 10 days after the final round in the US, FISA overturned Peugeot's disqualification and annulled the San Remo points, handing the driver's crown to Juha Kankkunen.

But for all its tragedy and angst, the final flowering of Group B produced cars that were as fascinating as they were fearsome. Lancia adopted four-wheel drive late, but the S4 scored an unexpected 1-2 finish on its first rally (the RAC of 1985) and during '86 took the fight to Peugeot and the 205 Turbo 16 Evolution 2. What the S4 lacked in handling refinement it made up for with its purpose-built engine, which combined power with lag-free low-rev torque by the breathtaking boldness of utilising both a KKK turbocharger and a Volumex supercharger.

To learn more of that last year's principal Group B combatants, we spoke first to André de Cortanze, who was responsible for creating the Evolution 2 version of the 205 T16, and then to Sergio Limone, designer of the rear-wheel-drive Lancia Rally (better known as the 037) and developer of its Delta S4 successor.

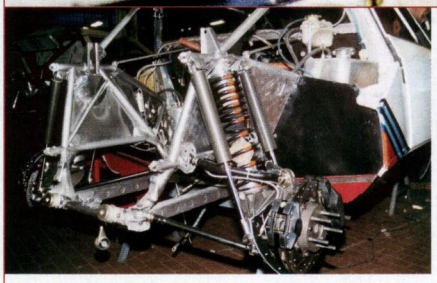


Limone - Lancia developer



De Cortanze - Pug mentor





STRUCTURE

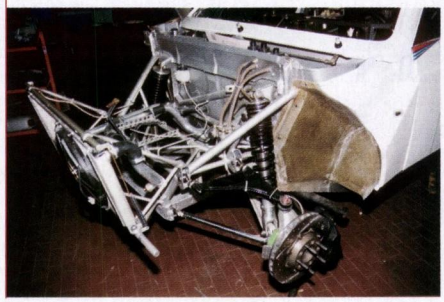
AdC: "The original 205 T16 was not easy to work on during service stops. This is one of the reasons why we changed the rear structure from a monocoque to a tubular frame in the Evolution 2. We didn't really have a torsional stiffness problem with the original car but I'm paranoid about this. We measured the torsional stiffness of both and the increase with the E2 was nearly 30 per cent. We integrated the rollcage at the same time, which is why the stiffness increased so much. The E2 was nearly 35kg lighter so it was underweight for asphalt but overweight with the underside protection fitted for gravel. In the end we kept the same protection on the Tarmac version because it acted as well-distributed ballast."

SL: "A tubular steel structure is easy to build and easy to repair. You remember when Toivonen hit a car between special stages on the Monte in 1986? Within two hours the mechanics were able to rebuild the damaged part. If we'd had a full monocoque in steel it would have been too heavy. And when you have an engine with a blower *and* a turbo, you couldn't fit everything into a monocoque. Access would also be a problem: if you needed to change a turbo during a rally you wouldn't be able to."

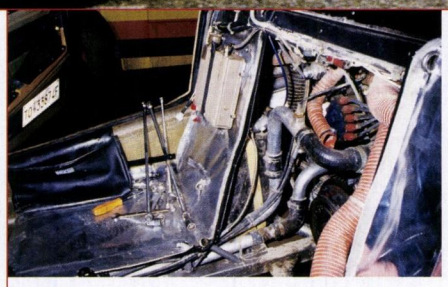
SUSPENSION

SL: "The MacPherson strut is a fantastic suspension for road cars. But please, not in a rally car! I think it was the right choice to use double wishbones. You have no hysteresis because of strut bending and better control of wheel camber. We used twin dampers at the rear because you have a better chance to keep them cool. Using two dampers either side of the spring also makes it easy to replace a damper if you have a failure. The father of this idea was my previous chief, Mario Colucci. It worked well, so *Ing* Messori, designer of the S4, carried the same principle over to the new car."

AdC: "We developed a system of using engine coolant to control the temperature of the dampers. I had the idea in Sweden and we got a really fantastic improvement. We used it there and on the Monte Carlo - wherever the dampers ran particularly cold or particularly hot. Water from the engine was typically between 80 and 90 deg C, so we set the damping for that range of temperature. The system wasn't to cool or warm the dampers as such, but to ensure that the damping was constant."



Group B rally cars were on borrowed time after a string of accidents during the 1986 season



SAFETY

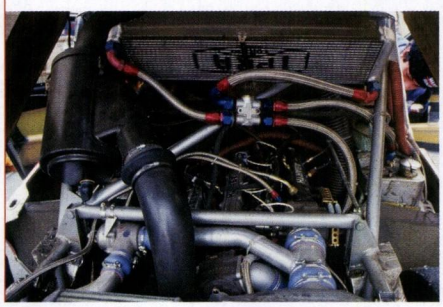
SL: "If you put the engine in the rear of the car it's impossible to find a safe place for the fuel tanks. You can choose side tanks, like we did in the Lancia Rally and Stratos; front tanks, like the Porsche 911; or tanks underneath the cockpit, which is what we chose for the S4. In my opinion that was the safest possible place but it was not enough. At this level of performance, with this geometry of car, it was impossible to have a high level of safety. I hope never again to see mid-engined cars in rallies. When you hit a tree it is important to have the engine in the front."

AdC: "I've never been a top rally driver but I drove the T16 a lot in testing and I never thought it difficult to handle. I can't say it was easy to drive – a racing car is never easy – but it was never vicious. It was always predictable, and that was my main concern. Jean Todt and I always worked as if we were putting a friend behind the wheel of the car. Throughout the evolution of the T16 our aim was to improve the car's safety. We had huge crashes with the T16 but it never caught fire afterwards. So we were frustrated after the Toivonen accident because we believed we had a safer car. We would have carried on into 1987 with Group B without concerns."

OVERCOMING TURBO LAG

AdC: "Our anti-lag system was called DPV [*Dispositif Pre-rotation Variable*]. It was a device for letting air through the turbo so that it already had some rotational speed. The drivers were not convinced at first but that is the human reaction. If you feel that the car is brutal, you believe it's more powerful. If the acceleration is smoother and more constant, you don't feel that change between off-boost and on-boost. All the data was in favour of DPV but the drivers had to learn how to drive with it, so as to let air into the turbo for pre-rotation even under braking. If they closed the throttle completely so there was no airflow into the engine, DPV made no difference."

SL: "The switch between supercharging and turbocharging in the S4 was in principle very simple. When the turbo pressure reached a given value, the supercharger was bypassed. The bypass had to be achieved mechanically by a rotary valve. There was a problem during acceleration when changing gear, so we had to introduce a pneumatic damper – a calibrated hole that increased the time of delivery of the pressure. It was difficult to achieve good reliability."





AERODYNAMICS

AdC: "We wanted to achieve some downforce and better cooling. We didn't have a cooling problem with the original car but the E2 had much more power, which meant increased heat transfer to the coolant. The rear wing created a depression at the back which extracted the hot air more effectively from the engine bay. I wouldn't say that we achieved significant downforce but a little is better than nothing. The dynamics of the car were complicated over jumps because of the rear, transverse position of the engine. With a little more downforce at the back we could keep the back of the car lower than the front on landing."

SL: "Aerodynamics were not a strong point of the S4. We made the choice to concentrate on getting a good handling balance in the car and didn't do much aerodynamic development. But the roof-mounted double wing was quite complex. If you watch the road dust in film footage of the S4 it goes up to four metres into the air, so we were moving a lot of air with medium effort. We didn't have a nose-down problem over jumps like Peugeot, maybe because they had a transverse engine and ours was longitudinal. Our cars always jumped well."

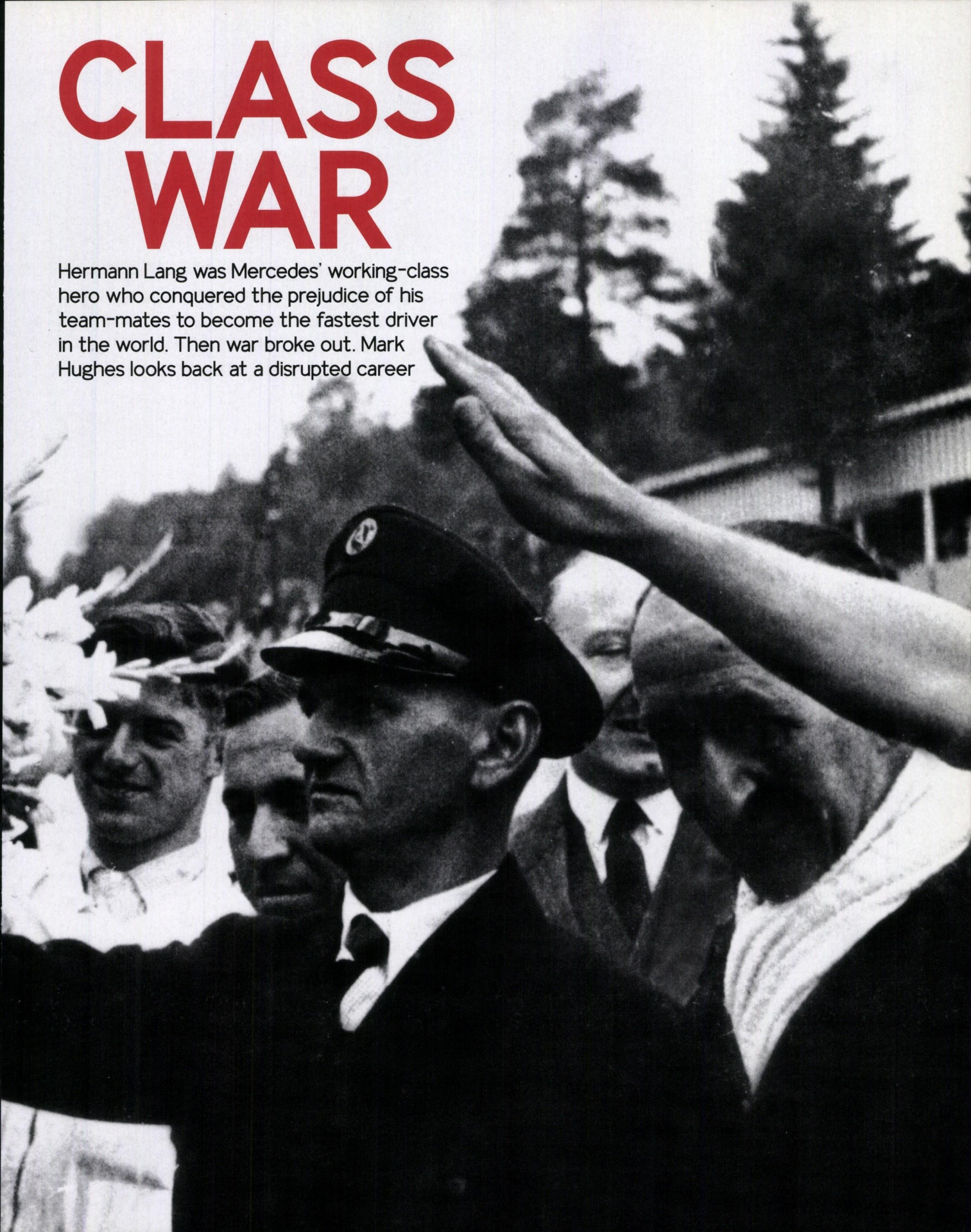
McKlein/DPPI/John Davenport



Mixed emotions: Lang after win at Spa '39, the race in which Seaman died

CLASS WAR

Hermann Lang was Mercedes' working-class hero who conquered the prejudice of his team-mates to become the fastest driver in the world. Then war broke out. Mark Hughes looks back at a disrupted career



In 1932, in the depths of the economic depression, a quiet, modest man who had spent most of the previous year unemployed joined the payroll of Mercedes-Benz as a humble fitter. In 1974 he retired from a position of technician with the same company, looking forward to his pension years. For a brief period in between he was the world's fastest grand prix driver.

"Champagne all round," ordered the aristocratic Prussian Manfred von Brauchitsch in celebration of a Mercedes team success. "Oh, and a beer for Lang."

That quote tells you everything about the social tensions in place in the Mercedes camp of the late 1930s – and about how Hermann Lang's place in it was accepted through gritted teeth. But however much his team-mates may have disliked it, this former mechanic was there for one very good reason: he was very, very fast. Too fast for his employers to ignore, too fast by 1939 for either von Brauchitsch or the great Rudolf Caracciola to contain. There never was an official '39 European drivers champion. But morally it was quite obviously Lang. He drove in eight grands prix that year, won five and retired from the other three, two of them while leading. In other words he was not actually beaten all year, even with such a great driver as Caracciola as a team-mate.

Caracciola had watched as two beautiful new silver racing cars were unloaded from their container into the hot humid May air of Tripoli 1939. He was the reigning European champion, Mercedes' lead driver who'd been performing legendary feats for the company since '26. His presence confirmed the rumours the Italian racing community had been fretting over: Mercedes had gone to the trouble of building 1.5-litre voiturette cars – miniature versions of their awesome supercharged 3-litre grand prix machines – just for this one race. Just to prove a point, just to show the Italians that they couldn't hide behind competing in a different formula to devalue Mercedes' steamrollering success, that they could beat them at whatever game the Italians chose. Just to add to the propaganda value of the Third Reich-backed programme.

There had been so little time to build the cars that the assembly of the second had to be completed in the ship's hold and it didn't have the same close gear ratios as the other – there probably hadn't been time to make enough of them. Not so long ago it would have been Lang down there clattering the spanners, toiling away in the cold. But no longer. Now he was a driver, enjoying the luxury of first-class travel with his wife Lydia. Oh, he would never have lorded it over his former colleagues. He was far too modest and down to earth for that. In fact he probably felt vaguely guilty – it would've been in character. The workers at the factory still treated him as one of their own. They had come out in their droves to cheer when he'd returned there after winning at Tripoli two years ago, his first major success. It was difficult for them to identify with the aloof Caracciola, for all his undoubted brilliance, yet more so with the arrogant von Brauchitsch. But Lang was one of them made good.

'He did a few laps in his apron while the food cooked'

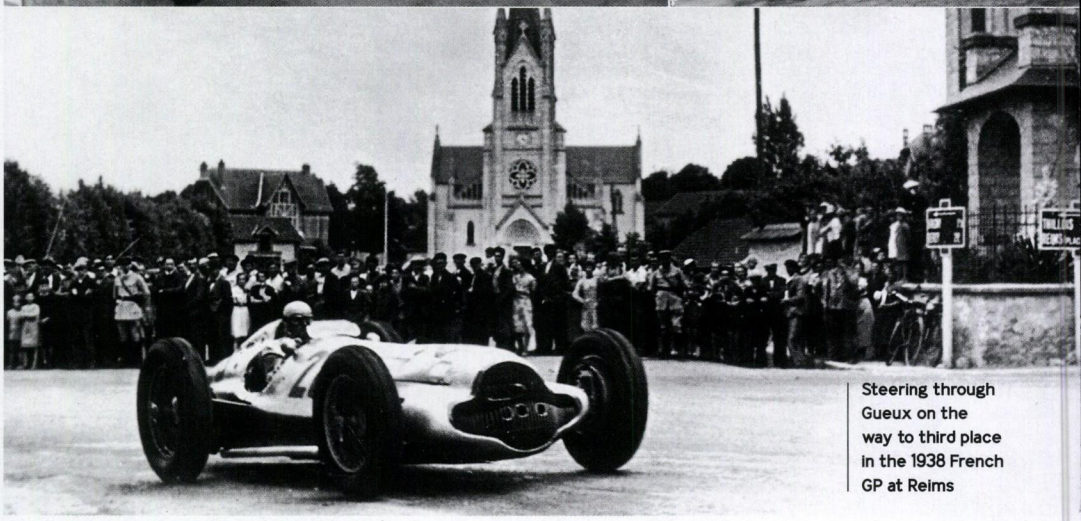
He felt more comfortable in the company of mechanics than in the typical after-hours surroundings of a grand prix driver. He positively hated the champagne functions that went with the job and avoided them as far as possible. Caracciola and von Brauchitsch resented him; he knew that, felt it. They'd been happy enough to eat the food he used to prepare – he was often the team chef at the circuits as well as a mechanic. In fact once, at a Monza test, he was preparing lunch when team manager Alfred Neubauer summoned him to do a few laps in the car. Lang put the chicken in the oven, drove the laps still in his apron, reported his findings, then got back in time to get the chicken out perfectly cooked! But now this servant was supposedly one of them.



Lang, on run out of La Source, heads for 1939 Belgian GP win in Mercedes W163



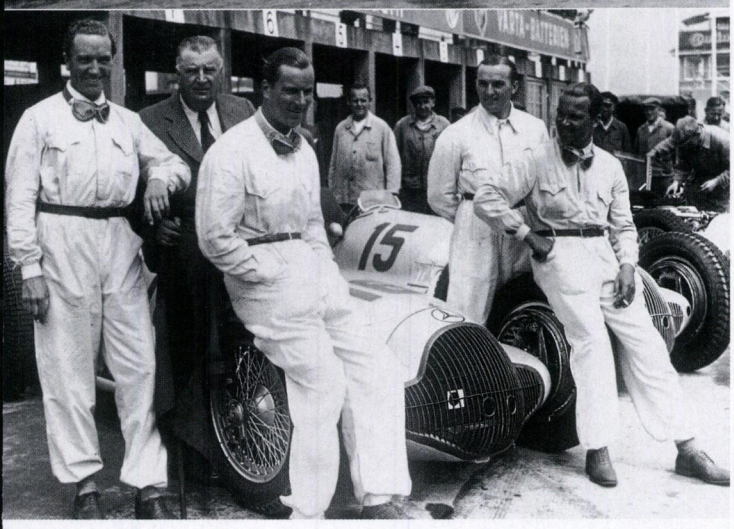




Steering through Gueux on the way to third place in the 1938 French GP at Reims



Second in '37 Italian GP at Livorno. Below (l-r): von Brauchitsch, Neubauer, Seaman, Lang, Caracciola. Only one liked "those soggy English chips"



Careers lost to combat

The Nazi-subsidised grand prix programmes of Mercedes-Benz and Auto Union in the 1930s made it a boom time for aspiring young German drivers as the teams sought to groom new Aryan talent. Lang was one of these and, though his grand prix career was effectively ended by the war just as it was taking off, he at least got to make a major mark on the sport. The same is true to a lesser extent of his '39 title rival Hermann-Paul Müller. But the biggest frustration of all was probably suffered by Georg 'Schorsch' Meier, a team-mate of Müller's at Auto Union that year.

Meier, a year younger than Lang, was already a hugely successful bike racer for BMW when he was selected for a trial by Auto Union at the end of 1938. He impressed enough to be given a race programme for '39, which he combined with his bike racing calendar. In between Auto Union races – he finished second in the French Grand Prix to Müller in just his second car race – he became the first non-Brit to win the Isle Of Man TT, riding a BMW. Prior to his grand prix debut at Spa, he'd practised for the Eifelrennen at the Nürburgring. He set a 10min 16sec lap compared to maestro team-mate Tazio Nuvolari's 10min 05sec, which has to rate as extremely impressive. Unfortunately his car suffered a technical problem and couldn't start the race. Here surely was what would have been a great car-racing career were it not for the interruption of the war.

The early post-war years were a bleak time for any German driver wishing to race internationally, and Meier had to content himself with national events. He won the national motorcycle titles of 1948, '49, '50 and '53 as well as becoming a partner in Veritas, for which he won the 1948 German F2 and Libre championships. He died in 1999.

Müller's career was truncated even more surely than Lang's by the war. Another former motorcycle racer, he began racing for Auto Union in 1937. His win in the '39 French GP was his career highlight and during that year he was often as quick as team-mate Nuvolari. After the war he returned to bike racing, winning titles up to '55. He later worked for the Auto Union group (Audi, DKW) in the press department. He died in 1975, aged 65.



'Schorsch' Meier was brilliant on bikes and was stunning during his early car career

It just didn't seem right, did it?

But he was no pushover. Beneath the mild manners, Lang had a core of steel. After all, he'd had to get work at 14 years old to help support the family after his father had died suddenly. He had a keen feel for the true perspective of things and couldn't be overawed. Besides, he was racing-savvy. That first job as an apprentice motorcycle mechanic had led to him racing 'bikes, later sidecars, funded by his own savings. He'd become German sidecar champion in 1931 before the work had dried up.

In fact, when he'd sent his CV to the Mercedes personnel department looking for mechanic's work, he'd included as an aside his motorcycle/sidecar achievements. That had almost cost him an interview as his file had been passed on to Neubauer, who on briefly looking at the file assumed Lang was applying for a place as a racing driver and discarded it. Lang had to use a friend in the factory to get him an interview with personnel, and from there he'd gone to work as an engine fitter in the experimental department – where the racing cars were prepared. The chief mechanic realised this was »

WAS LANG CHAMP, OR WAS HE EVEN ALIVE?

There are few things as important as motor racing – except World War II.

The AIACR had to cancel its October 1939 meeting, where it was due to finally work out that year's European Championship points system. Five rounds were planned in '39: the Belgian, French, German, Swiss and Italian GPs, though the last was called off due to war.

Under the pre-39 system (one point for a win, two for second, three for third, etc), Müller was champion on 12 points from Lang on 14, Caracciola on 16. But there was an intention to replace this system with a 10-6-5-4-3 formula, though it was never officially ratified. That gives Lang the title on 22 from Müller (21) and Caracciola (18).

Undeterred, Korpsführer Hühnlein stated: "I declare as European champion Squadron Leader Lang." But in this dark period of history little is certain. Even in February 1940, *MotorSport* was worried that Lang might have died in Vienna, soon after war broke out, of injuries sustained in the Belgrade GP. **MS**

Daimler Chrysler Archive

S.S. 100: The car: The watch

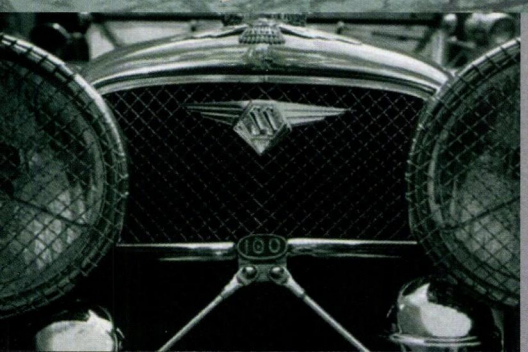


The "S.S.100" Roadster, first presented at the London Motor Show in the autumn of 1935 is considered one of the most beautiful cars in the history of British motor sports. An incredibly handsome motor vehicle, which actually bore the Jaguar trademark for the first time, the "S.S. 100" was sensational for various reasons: the exterior was absolutely breathtaking and the car was extraordinarily fast. Thus, the foundation for Jaguar`s unparalleled and legendary career in the world of racing sport was laid.

This fascinating motor vehicle story was inspiration for the development of an elaborate chronograph – a watch to pay homage to the legend of the "S.S. 100". The traditional Swiss watch making company Philippe Du Bois & Fils, founded in Switzerland in 1785, is the ideal partner with the competence and sophistication necessary for this watch. Connoisseurs know the philosophy behind this oldest swiss watch factory: limited editions of precious watches – crafted of exquisite materials and with special movements.

The watch has an Automatic Chronograph Movement with a ball-bearing rotor, 25 rubies and 42 hr power reserve. Choice of polished stainless steel case or 20 Mic gold plated case, with transparent watch back and sapphire glass on face, water resistant to 3 Atm. The dial in racing-green shows a date indicator at 6 o`clock and an integrated tachymeter scale.

The "S.S. 100" Chronograph – exquisite design and premium quality at an attractive price



This watch is limited to only 200 pieces in the UK.
To secure one of these fine timepieces
please call 01189 482674
or visit www.classic-time.co.uk

Classic Time Ltd, Reading, England



£ 799.00

Tripoli '39: Lang bursts away from soon-to-be-angry Caracciola in 'voiturette' Mercs

the same Lang who'd been the sidecar champion – and pressed his case with Neubauer, who in time relented and gave him a trial at Monza. It went very well. He got occasional races in '35 and '36 in between his duties as Luigi Fagioli's mechanic, and got his first full-time driver contract in '37, winning twice that year and twice again in '38. The second of those '38 wins came at Avus, where in practice experimental covers over the Merc's front wheels caused the front of the car to leave the ground – at around 245mph! "All I could see was sky," he recalled. "I backed off the throttle very carefully, but it was a long time before the wheels touched the ground again."

He'd built up his speed methodically, edging closer to the big names on the team – and going into '39 he was absolutely at the top of his form. And Caracciola seemed to be slowly losing his. For all that he had won the '38 title, Rudolf wasn't anything like the untouchable silken force he'd been in 1937 – and Lang was often quicker. In fact, Tripoli '38 at the beginning of the season marked the first time that Lang had comprehensively beaten Caracciola in practice times; the Mellaha track seemed to suit Hermann's clinically committed fast-corner style.

Caracciola's points advantage over Lang in '38 came in the main from a better finishing record. Only at a wet Swiss Grand Prix around Caracciola's beloved Berne track was he able to comfortably outshine his younger team-mate. That race highlighted Lang's early hatred of racing in the wet. Finishing an off-the-pace 10th after qualifying on the front row, he later said: "I knew that somehow I had to make my peace with the rain." He did so by taking full advantage of a rain-blighted few days of testing at the Nürburgring the following year, pounding round and round until he became comfortable in the conditions.

Back to Tripoli '39 and Caracciola was playing up. He wanted the car with the closer, lower gears. Of course – it was faster! Lang refused to be browbeaten. He wanted that car too. This was Tripoli, where he'd already won twice in two attempts. This was his stamping ground. He recalled his first time there, as a



Lang with Merc engineer Jakob Krauss

'Lang is crazy! He's going at full throttle!'

reserve driver during testing in '36. He'd watched as the first-team drivers took the fast left-hander after the pits apparently flat out. So when Neubauer asked Lang to try the car, he made sure he kept his right foot to the floor there too. Caracciola protested to Neubauer: "Lang is crazy! He's taking that corner at full throttle!" Neubauer later asked Lang if this was true. He confirmed it was, but what was the big deal if the others were too? No they weren't, actually. The sound Lang had been hearing was the supercharger forcing fuel through the carbs under pressure, screaming at an unaltered pitch even as the drivers lifted the throttle. The more experienced ear of Caracciola had been able to distinguish the difference between engine and supercharger tone. Whoah! Flat-out as a novice in a 480bhp monster, ruffling the feathers of the old pros, all of whom were lifting! That had geed up Hermann's confidence, given him a warm glow as he returned to tending Fagioli's car for the rest of that weekend.

Now, two years later, the bickering continued after Luigi Villoresi set fastest time in his Maserati; both Mercedes drivers wanted to take out the close-ratio car to usurp him, but Neubauer forbade it. They argued so much that racing director Dr Max Sailer had to step in, allocating the faster car to Caracciola for the race as the more senior driver. Was Lang angry? You bet he was! In part-compensation he was allocated the role of 'hare', starting on half tanks and making a tyre change, with Caracciola going through »

Daimler Chrysler Archive

P&A Wood

Rolls-Royce and Bentley Heritage Dealers

"Attention to Detail"





Rolls-Royce Silver Ghost 1910

Top Concours condition, Chassis No. 1278



Bentley 4½ Litre Supercharged 1930

Exceptional, original unrestored condition, Chassis No. SM3913



Bentley 3½ Litre 1933 Park Ward Drophead Coupé

Fully restored



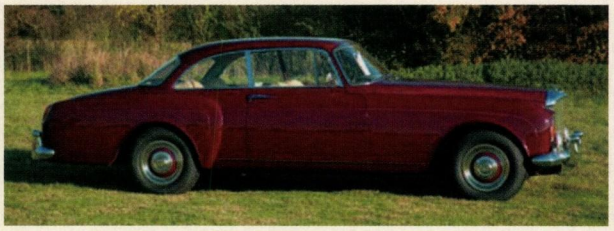
Bentley 4¼ Litre 1937 Vanden Plas Open Tourer

Excellent original condition



Rolls-Royce Silver Cloud III 1965

James Young Coupé



Bentley S3 Continental 1963

H.J. Mulliner Coupé



Bentley Azure 1998

Many special features, 11,000 miles



Rolls-Royce Corniche 1992

10,000 miles only and unmarked

Great Easton, Dunmow, Essex CM6 2HD, England

Telephone: 01371 870848 Fax: 01371 870810

E-mail: enquiries@pa-wood.co.uk www.pa-wood.co.uk

ROLLS ROYCE

BENTLEY

After the war, Lang returned to win the 1952 Le Mans 24 Hours with Fritz Riess in 300SL

non-stop. Lang led from the start and beat Caracciola by almost a lap. They were no longer even on speaking terms.

Lang's win at Avus was his third consecutive victory of the year – he'd won at Pau before Tripoli – and he made it four on the bounce at Spa, though it was an inherited win after team-mate Richard Seaman crashed fatally while leading. This was the first of four races counting for the championship, but the next of them, the French GP at Reims, brought disappointment, with engine failure when in a commanding lead after a thrilling early battle with Tazio Nuvolari's Auto Union. Nuvolari's team-mate Hermann-Paul Müller was the winner, and the man who together with Lang might or might not have been the 1939 champion – the points system still hadn't been decided even after the final race! Lang retired from the lead in Germany too, handing the victory to Caracciola from Müller. Which left the Swiss GP as the title decider.

Depending which of the points systems was to be retrospectively used, Müller had to either merely complete 10 laps or finish second to be champion. He finished fourth and so became theoretical champion under the first system but not the second. Lang won the race and was therefore champion under the second system. Had Caracciola beaten him in this race, however, Rudi could still have nicked the title from under his nose. And the late stages saw Caracciola cutting dramatically into Lang's lead. Still it seemed the team favoured its old warhorse over the younger, faster man as Neubauer began signalling Lang to slow down. As Lang recalled in the late Chris Nixon's superb *Racing the Silver Arrows*, he was on top of the situation: "I saw a sight I had never seen before – Neubauer standing by the track giving me a 'slow' signal and Lydia standing behind him, urging me to go faster! I knew immediately what was going on so I sped up."



With wife Lydia: they shunned limelight

'He was no longer on speaking terms with Caracciola'

The governing body was supposed to meet to decide which points system was to be retrospectively applied, and therefore which of Lang or Müller was champion – but the war rather made that meeting irrelevant and it never happened.

That war was already a few hours old when Lang retired from the Belgrade GP – a stone thrown up by von Brauchitsch's car broke the glass in Lang's goggles, injuring his eye. The team were instructed to make their way back to the factory, but not via Hungary, where their safety couldn't be guaranteed. Lang described to Nixon his journey back: "[We went through] Yugoslavia to Austria, and some of the roads were just country lanes in the fields. We eventually arrived home with the war four or five days old. We all had company cars – mine was a lovely 3.4-litre drophead – and we had hardly driven through the factory gates when they were confiscated, as were our trucks! The military had taken over Mercedes, and racing was over for a long time to come."

Lang waved goodbye to more than just his company car at that moment – his grand prix career was over just as it had got into its stride. He did have some success after the war – he won Le Mans in 1952 and even made a brief grand prix comeback. But the momentum had rather petered out. The man who'd last been seen as a 30-year-old with a scorching turn of speed returned to grands prix as a more circumspect and rusty driver of 44. He quietly hung up his helmet, accepting that his great racing years had been lost. He returned to his job in the technical department of Mercedes, where he would remain until his retirement. He died in 1987, a respected man of 78, a far cry from the young upstart who so rattled the establishment half a century earlier. M

LAT Getty


MABOR
SANDEMAN
30

Track visit

Vila Real

There were bridges, level-crossings, sheer drops and punch-ups in parc fermé. Yet everyone who raced at this Portuguese road circuit came away enamoured. Richard Heseltine recounts its story

Period photography courtesy of Adelino Dinis
Recreation photos by Ian Dawson

What's best, regards or thanks? *Obrigado, Ricardo Heseltino*. That ought to do it. Oh, and another one. No shoving please. Form an orderly queue. So this is what it feels like. Endless panning shots along a ribbon of greasy dual-carriageway and the junior locals waiting at the bus stop are getting lively. Another run, another chance to show off at the roundabout. That's the great thing about old Escorts. They get sideways at walking pace: even an inept hack can look like a driving god. To a bunch of 12-year olds. A few beans and round we go. Lovely stuff. Who would you like it made out to?

An obnoxious looking Mk1 with a bronchial backbeat is always bound to attract attention. Yet around Vila Real nobody above shaving age pays it much attention. Some onlookers may have witnessed António Peixinho claim pole here with this car for the Group Two race back in '69. If they did they're not letting on. Sitting in a petrol station just off what was the old start-finish line, there are few pointers to this having once been a classic road circuit, only a tiny concrete grandstand dwarfed by office buildings and street furniture.

As drizzle turns into rivulets, the Escort begins the slow trudge through traffic, retracing the steps of an epic circuit. From alongside the old grandstand, you (would) accelerate along the straight – now blighted with roundabouts – before a steep descent to your right. There then follow sharp left and right turns before the Timpeira stone bridge: you are officially out of the town. Now starts a free-flowing section, constantly climbing towards Mateus Palace. Then comes the hairy part: the descent. Almost all cars would reach maximum speed before braking hard for a harsh left (stone walls ahead. Naturally). Then there's a short right and another straight which leads to a left-hander and another tight right among the houses and a level-crossing. A bit of a jump and it's flat(ish) chat towards the river. Very narrow. Very tricky. You're now entering the 'metallic bridge' used from 1966 onwards. Exiting, you turn right, where on the inside used to be a shop selling sausages that lent its name to the corner. By now you're back in the centre of Vila Real, with only an uphill short straight between you and the finishing line. »





Eventual winner de Bagration (30) blasts off in '71 six-hour race. Right: start/finish line today

There hasn't been racing here since 1991, when Pedro Carvalho's Renault Clio careened into the crowd, killing four. But for many, real racing – the good stuff – had ended decades earlier. From 1966 to '73, each July saw Vila Real swamped with native talent interspersed with jobbing foreigners roaming around Europe on the start-money trail.

One such was Willie Green: "I remember going there in '69 [for the six-hour race] with Johnny Blades in my Ford GT40. We were paid something like £400: quite a lot 37 years ago! It was a bit of a trek to Vila Real and it could be difficult getting through customs on the Spanish-Portuguese border. Some people were stopped there for days.

"It was a bit like going back in time by about 100 years. I can still remember seeing women doing their washing in a stream. But the people were nice and friendly. It was an amazing circuit. Very, very fast away from the town, but the viaduct we went over was very narrow. If you broke down there was no way another car could get past."

Bridge aside, the circuit layout had changed little since the first meeting was held on June 15 1931.



Race returned in '58 after six-year break

The inaugural event formed part of the town's annual celebrations and was organised by a committee of citizens under the guidance of Aureliano Barrigas. With the ACP (Automóvel Club de Portugal) lending a hand, finance was raised by levying a tax on meat.

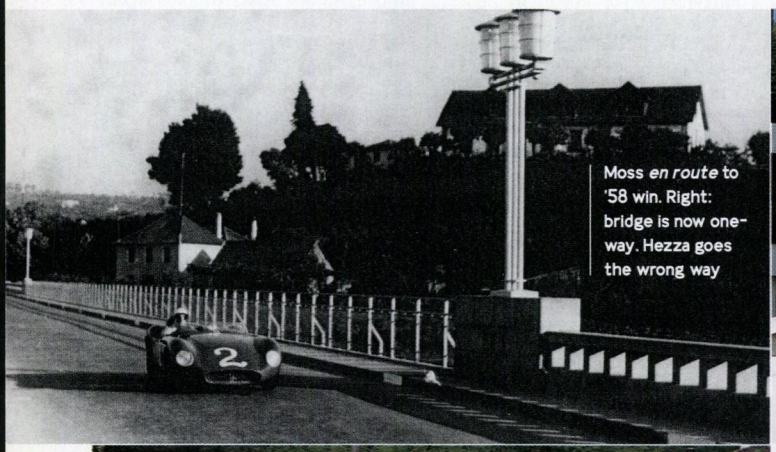
The premier Corrida de Automóveis encounter attracted a total of 10 starters. Every local business contributed something, with prizes numbering the obligatory silverware along with tins of Castrol oil and coffee mugs. With not much in the way of asphalt, contrails of dust ensured that spectators barely got a glimpse of cars come race day, as Gaspar Sameiro and Ercílio Barbosa romped home the victors in a Ford Model A. Nonetheless, the meeting was a success and became an annual fixture.

A year on, the 25-lap (this being a seven-kilometre course) race was won by Vasco Sameiro aboard an Invicta 4½-litre S-type ahead of his brother Gaspar's trusty Ford. He would repeat the feat a year on in an Alfa Romeo 8C2300. With 'cycle racing added from 1934, the Vila Real meeting took on an international edge two years later when Adler sent a works team to tackle the main sportscar feature. Rudolph Sauerwein would have to settle for third, one place ahead of team-mate Paul von Guilleaume, as Adolfo Ferreirinha stormed home to win in his Ford V8 special from Manuel de Oliveira's BMW 315. In the sister race for outright competition cars the entry was bolstered by a pair of ERAs from Douglas Briault and George Manby-Colegrave, but they retired, the omnipresent Vasco Sameiro taking the flag in his Alfa.

There would be further meetings that decade, with Casimiro de Oliveira winning the 1937 sportscar race in an SS100 Jaguar and Sameiro another victory in the Categoria Corrida (as he would a year on). The onset of hostilities naturally precluded competition, with the next event being staged in 1949. José Cabral won the sole race in his Allard K1.

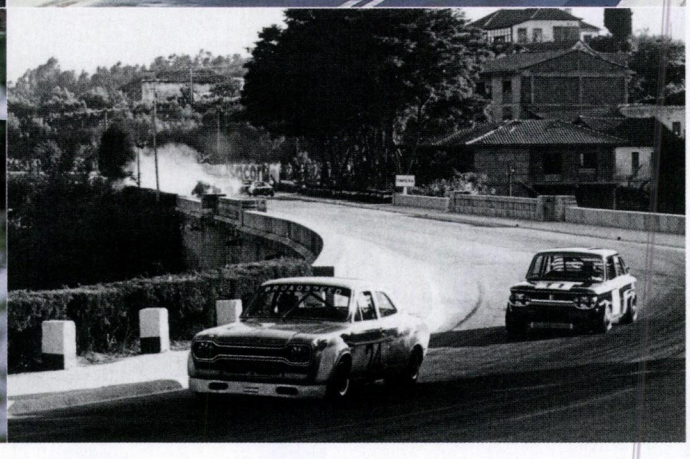
A year later and the entry was strengthened by an influx of Italian aces, with Piero Carini taking overall honours in his Osca, while Mille Miglia hero Giovanni Bracco took the win in '51 aboard his Ferrari 212 Export. Portuguese honour was upheld a year on as de Oliveira drove his Ferrari 225S to victory. There would be no more racing in Vila Real until '58, when Stirling Moss stormed to victory and a Maserati whitewash, taking the chequer ahead of Jean Behra. Mário de Araújo Cabral, later to become the undoubted star turn at Vila Real, won the production sportscar race in his Mercedes 300SL.

And that was it until motorsport returned in 1966, the circuit having undergone minor surgery. With the race meeting now moved to July, the event comprised four races for


Moss *en route* to '58 win. Right: bridge is now one-way. Hezza goes the wrong way




Downhill all the way from Mateus. Right: Rafael Barrios' Escort heads Jaime Sanz de Madrid's NSU in '73

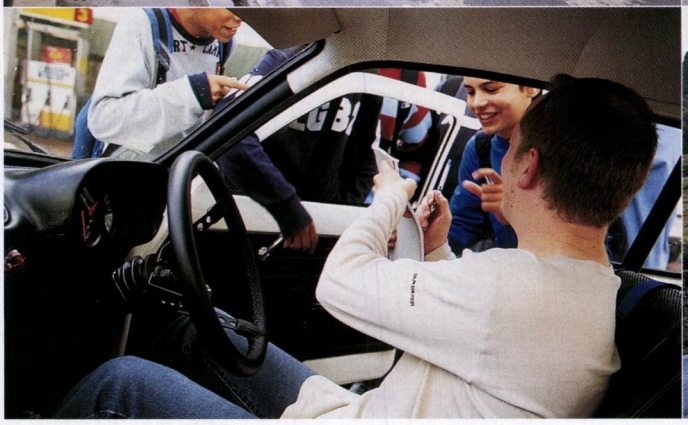


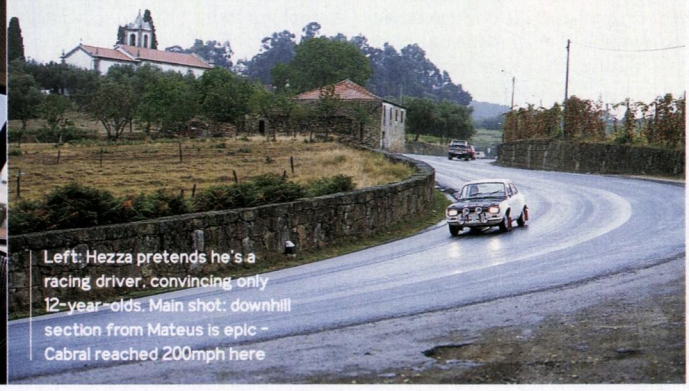


Escort twin-cam enters town section. It's still perilously narrow but the pavé has gone for good



Cabral storms 'sausage corner' in Piper's 917





Left: Hezza pretends he's a racing driver, convincing only 12-year-olds. Main shot: downhill section from Mateus is epic – Cabral reached 200mph here

sportscars, saloons, F3 and motorcycles. Bearded Brit John Fenning came out on top in the single-seaters with his Brabham BT18 ahead of Jonathan Williams's de Sanctis. The trip was particularly rewarding for John Miles as he took a brace of victories in a Lotus Elan and Cortina. Twelve months on Chris Williams scored a comfortable win in the F3 race ahead of fellow Brabham driver Reine Wisell, while Mike de Udy lapped the field in the sportscar race aboard his Lola T70.

By 1968 the Vila Real meeting was attracting a wealth of international entries. And talent. Wisell made up for a year earlier by taking the F3 spoils in his Tecno, while de Udy scored another win in his Lola. But open-wheelers were dropped for '69 as the sportscar entry bloomed.

"There were a lot of British drivers competing," recalls Green. "It was very, very hot that year and I remember Alain de Cadenet's car catching fire. They sent out for the fire brigade which turned up with a vintage fire engine [it's still there...], brass helmets and all . My abiding memory of that trip was having trouble with the GT40. When they ran hot there were often problems getting them started again. I got a push and then did a racing start. I took off and after a while heard this almighty bang from the back end. I thought I'd snapped a driveshaft."

"The noise he heard was my head bouncing off the rear window!" recalls Blades. "He didn't know I was hanging on for dear life! That was one of the more vivid memories I have of Vila Real. It was quite a circuit: two level-crossings, two bridges – one with a drop of about 150ft – and 27 blind corners, taken at anything from 25 to 150mph. And all lined by houses and stone walls. We must have been mad."

Unfortunately the Green/Blades combo weren't classified among finishers, as David Piper and Chris Craft took overall honours in de Cadenet's Porsche 908. A major accident for a local Lotus 47 driver failed to end play, although a fracas later kicked off in *parc fermé* as drivers weren't allowed access to their cars. Attempts at mediation were met with fists and truncheons.

Even so the grid was packed again for '69 as Teddy Pilette and 'Taf' Gosselin took the win in their VDS Lola T70, its radiator topped with red wine because the team had forgotten to bring coolant. The big guns arrived for 1970. Against an army of Chevrons, Abarths and a 1.3-litre Ford Escort(!), local hero

'Attempts at mediation were met with fists'

Cabral rocked up with David Piper's Porsche 917. "He told me I had to be very careful because factory work on the car was expensive," recalls the ever-smiling former F1 man. "I started from pole and had a fierce dice with [René] Herzog's Ferrari, which had a clear advantage uphill. Downhill it was a different matter. Mid-race we were close but then the oil-pressure light went red. Not wanting to harm Piper's bank balance, I stopped at the pits only to find that it was a short-circuit that had made the light go on. I lapped as fast as I could to catch the 512M and Jorge de Bagration's 908. Herzog was eight laps from the end but I was gaining lost ground fast, breaking the lap record a few times. I settled it at an average of 169km/h, which was 3km/h faster than my pole time. At the Mateus descent I was close to redlining in top, which was more than 320km/h. Bagration went on to win, 45 seconds ahead of me. I was happy but today I'm saddened that my only win at Vila Real was in 1958 with the 300SL."

There would be further races, with 2-litre sports-racers featuring prominently. Carlos Gaspar still holds the lap record for his winning efforts in the '73 race: he lapped his Team Bip Lola T292 9km/h faster than Cabral managed in the 917. In 1974 Portugal became swept up in a revolution and, while competition would return three years later with saloons, the glory days were over.

But the memories remain. "Racing at Vila Real was among the happiest times I've had in motorsport," claims Green. "There was a wonderful atmosphere – and some serious hangovers! Real road racing was coming to an end by then so I'm pleased that I got the chance to compete on such a circuit."

Blades concurs: "It was insane but what a track! Vila Real was a real driver's circuit and you had to be very, very brave. I'm just glad that I survived! What I liked most was the camaraderie among the entrants. Oh, and the Mateus Rosé of course. I remember one driver, whom I'd better not name, had a hidden tank in his car to carry some home! It was a different world." No kidding. M

Thanks to Adelino Dinis for his help with the photo shoot and information and Luís Sousa Ribeiro for the loan of the Escort

Sun, snow... and

The Swedish Rally started as a summer event held in 24-hour daylight. John Davenport looks at how it evolved into the classic snow rally

Think of the Swedish Rally and the first images that come to mind are probably not mid-summer skies, endless days and dusty gravel roads.

But when it was created in 1950 by the KAK – King's Automobile Club – it was an event far removed from the current snow rally and much in the tradition of its age. Run over four days in June, there were three starting points, at Gothenburg, Falsterbo and Stockholm, for the 126 starters. After some sections in Southern Sweden, the three routes converged and then headed north to finish after 1400 miles well inside the Arctic Circle at Kiruna. There was not a great deal of competitive motoring and, in yet another homage to events like the Monte Carlo Rally, the competitor's times were modified by a coefficient depending on the car's class and engine capacity. There was even a final braking and acceleration test. The overall winner was Pehr-Fredrik Cederbaum with a BMW 327/328, though the fastest car was an Austin A90 Atlantic driven by Helmer Lindström.

As the 1950s went by this event, aptly named the Rally to the Midnight Sun, evolved into a more competitive rally, with proper special stages on gravel roads. It was naturally influenced by the immense popularity of the smaller rallies held in Sweden and known as T-races, events in which drivers like Erik Carlsson and Carl-Magnus Skogh rose to fame. Curiously enough, Carlsson first did the Swedish Rally as a co-driver to Pelle Nyström in a Volvo PV444. He recalls that on that occasion he navigated from a special seat fitted in the rear. This not only put more weight over the driving wheels but enabled a bed to occupy the normal passenger seat position so that Nyström could snooze on the long road sections. In fact it was not until '58 that a recognised rally man won the event, Gunnar Andersson triumphing in his works PV444. It was Carlsson's turn the following year with the Saab 93.

By the early 1960s the multiple starts had disappeared and the number of stages had increased. One of the earliest non-Scandinavian visitors was John Sprinzel. He found that the combination of dull road sections lined with trees and high-speed special stages – where the car was very likely to take off without warning and visit the trees – was unlike anything else in Europe. According to him the police speed traps, the strict drink-driving laws and the preponderance of raw herring on the menu were the downside of an event that was redeemed by its high-speed gravel roads, friendly people and frantic parties.

In 1963, on its last visit to the Arctic Circle, the organisers threw in a new diversion – a special stage down a coal mine. Kiruna was famous for its coal and most of the mines were near the surface, with the coal being brought out in trucks up tortuous galleries carved in the rock. The rally cars were taken down in convoy and then, with the road closed, released upwards to do their worst. It was a gimmick, but it got the event noticed. For '64 the rally spent most of its time in central Sweden and finished in Stockholm. By now it was clearly the province of the works – or semi-works – driver, with Skogh winning twice for Saab, Bengt Söderström making his name with a Mini Cooper in '62, Bernt Jansson winning in a Porsche in '63 and Tom Trana taking the trophies back to Volvo in '64.

'Speed traps and raw herrings were the downside'

As Trana won, Lancia made its first foray to Sweden with a brace of Flavias. Both finished – 16th and 18th in a class almost entirely populated by PV544s – and the team had a really good time at the final ball in Stockholm. When it came time to go home in convoy it was decided to follow the signs for the E4, which led all the way back to Italy. The co-drivers went to sleep. When they were woken, it was to discover that they were just passing signs advertising the proximity of the Arctic Circle on the E4 some 560 miles north of Stockholm!

The Rally to the Midnight Sun no longer went to the Arctic Circle every year, and there was a very good reason. Firstly, the journey was too long and it took too long to get back. With increased car ownership and the understandable desire of the populace to make the most of their wonderful summers by spending them with nature, motor rallying was not desirable at that time of year in Central Sweden. The solution was relatively simple: the Swedish Rally would move forward some four months and become a winter rally, which is what happened to it in 1965.

Curiously, running the rally in winter's harsh environment made it more attractive to entrants from outside Scandinavia. BMC entered Paddy Hopkirk, Rauno Aaltonen, Timo Mäkinen and Harry Källstrom in Mini Cooper Ss, while DAF »





Rally to the Midnight Sun, 1964: Simo Lampinen on exuberant form with his Saab as he heads to an eighth-place finish. Left: Claude Laurent in DAF Daffodil on 1966 event

McKlein

Saabs





Hannu Mikkola became the first non-Swede to win the event when he triumphed with Audi Quattro in 1981. It would also start an unbroken run of wins for four-wheel-drive cars

sent Group Two Daffodils for Rob Slotemaker and Claude Laurent. The first British private entrant in this winter carnival was Barrie Williams with his Cooper S: "I'd never driven so far and so fast on ice. Come to think of it, I hadn't driven on studded tyres before. And no one told me how you were meant to use the snow banks to stay on the road. The first time I tried it I went into a hole made by Erik's Saab and it took me 20 minutes to get out." All in all the event was a big success, even if the winter winner was the same man in the same car: Trana in his Volvo PV544.

The 1966 event was one to remember for all the people that were involved, as it was the coldest Swedish Rally ever held. Temperatures plunged below minus 40°C, which meant that mechanics were warned not to pick up spanners without wearing gloves. Even the photographers found that they had to keep the cameras under their car's heater until the last moment or, when they wound on the film, it was so brittle that it broke. It was no surprise that in those conditions a Swedish car, Ake Andersson's works Saab 96, came home first, but it astonished a few that Vic Elford very nearly stole the Group One victory from local Opel ace Lillebror Nasenius in a works Lotus-Cortina.

When you have to survive those temperatures in a mass-production car designed to withstand the mild conditions only of a Dagenham winter, you begin to appreciate the need for long woolly underwear to bulk out your single-layer Dunlop overalls. I did the rally with Elford that year, and the modifications to deal with our plight comprised fitting a winter thermostat and taping a large piece of cardboard in front of the radiator. The only times during the rally that we could be described as comfortable were when the car was flat-out on a special stage. Fortunately these were extensive, with the longest being some 125 miles and incorporating a long section on a frozen river carved out by a snow plough. If the car was left in a park during a halt for a meal, when we came to start off it was as if the handbrake was stuck on. This was because the transmission lubricants had become highly viscous and it took about 10 minutes of driving before normal service was resumed.



Waldegård took hat-trick in home event, including 1968 (below) and '69 (this pic)



Roger Clark's sister car blew its engine somewhere on a night stage and, rather than leave him and Jim Porter to be frozen solid, we stopped, slung on a rope and towed them out. Of course we stopped at the end of the stage to have our time recorded, whereupon one of the marshals ran round the back of the car to tell us to move on as there was another car immediately behind us. He disappeared briefly and then appeared at Vic's window, covered in snow, to say, very politely, "I think you have a piece of string tied to the back of your car."

In 1967 the rally visited Norway for one special stage. There were no customs formalities at the border, but there was a readjustment as the cars had to go from driving on the left to driving on the right and *vice versa* when they returned to Sweden. Later that year Sweden changed to driving on the right. When asked how it was to be achieved, Erik Carlsson said: "Monday they change the trucks and buses. By Tuesday, everyone else learn!"

By now the rally was firmly established in the centre of Sweden and, after a couple of events based in »

McKlein LAT



Painting by Ian Shapland



President Paddy Hopirk

The HRCR is Britain's Premier Independent Club, catering for
The Historic Rally Enthusiast – Competitors – Marshals – Organisers - Armchair Experts

So you enjoyed reading about an era when rallies really were a challenge. Historic Rallying is one of the most buoyant forms of motor sport and whether you own a car manufactured up to 1984 or simply enjoy reading about their owners exploits, the Historic Rally Car Register is for you.

HRCR Membership benefits include...

Two publications dedicated to the Historic Rally Enthusiast

***oldSTAGER* Magazine -** Published on a bi-monthly basis this is the only magazine to exclusively cover Historic Rallying. **HRCR Monthly Newsletter -** The HRCR Newsletter is designed to keep members informed of all the latest news. Both *oldSTAGER* and the HRCR Newsletter have items for sale sections.

HRCR Club Membership Card

Accepted on most UK Historic rallies running under RAC Permits.

The HRCR offers

For road rally enthusiast the HRCR organises championships for daytime road events and traditional night rallies with classes for Beginners, Experts and Masters. Historic Stage Rally enthusiasts are catered for with the UK's premier Stage Rally Championship, and a number of low cost single venue stage events. There are also a number of Continental Road Rallies aimed as an introduction to rallying on mainland Europe.

Social Activities

In addition to the competitive side of the HRCR, monthly local meetings are held around the UK where topics can range from car preparation, speakers (often personalities from the past and present), 12 car rallies and Noggin and Natters. The HRCR also covers a number of Scenic Tours where the emphasis is on a good day out without the pressure of rally timing.

Club Shop

Our Club shop offers a range of items from books to navigational aids.

If you like Historic Rallying the HRCR is a must – to find out more and to join the growing band of enthusiasts, log on to www.hrcr.co.uk or e-mail the HRCR Office on tony@hrcr.co.uk

The HRCR is a member of the British Federation of Historic Vehicle Clubs and is an MSA recognised club

European Racing Classics!

Revell MODEL RACING

Revell Model racing stay on track with 4 new 1:32 scale classic European slot cars.

Featuring the 'lightweight' E-Type Jaguars from the Le Mans '63 and '64 seasons, as well as the earlier Porsche 550 Spyders of '54 and '55, these racing legends faithfully capture the spirit of their times. All carry the trademark quality you would expect from Revell.

08358 E-Type Jaguar
No.15 Le Mans 1963

08363 Porsche 550 Spyder
No.15 Avus 1955

08359 E-Type Jaguar
No.16 Le Mans 1964

08362 Porsche 550 Spyder
No.47 Le Mans 1954

- *New accurately scaled bodies*
- *Highly detailed race specific paint schemes*
- *Fully painted interior and driver figures*
- *Powerful high performance motors*
- *Performance modifying adjustable magnets*

www.revell.de

Available from and all good slot car stockists.

©Revell and Monogram are registered trademarks of Revell-Monogram l.l.c. Trade enquiries welcome.

Revell GmbH & Co. KG, 64-66 Queensway, Hemel Hempstead, Herts HP2 5HA. Tel: 01442 250130. Fax: 01442 245619. Email: ukbranch@revell.de

Monogram MODEL RACING

Sold in North America under the Monogram Model Racing brand.

1973: ice-racing stage on a pony-trotting course! Lars Nyström leads in VW Beetle

Orebro, for 1967 it moved its HQ to Karlstad, capital of the inappropriately named Warmland, where it has remained ever since. The biggest boost that the rally received was help from a private forestry company, Billerud, which was able to make its roads available to the event and ensure that they were ploughed out and ready – the Swedish companies were willing for the roads to be used in winter time since, even with studded tyres, the damage to the hard frozen roads was minimal. Sadly this is not as true today as it was then thanks mainly to global warming, which means that these days prayers for snow and cold weather are frequently offered up shortly before the Swedish Rally. Indeed in 1990 it had to be cancelled for a complete lack of the white stuff and suitable sub-zero temperatures.

In the late '60s and early '70s there was no big problem with snow and it was in this period that first Björn Waldegård and then Stig Blomqvist laid claim to hat-tricks in Porsche 911 and Saab 96 V4 respectively. Blomqvist's second victory, in '72, was in a year when the snow was a bit thin and the studded tyres broke through and damaged the roads, something that did not please Magnus Sjölander, forestry manager of Billerud. For '73 it was decided to try running the event without using studded tyres. It was a qualified success but one that was not repeated when the event was run next in '75 after missing a year due to the fuel crisis. The Saabs of Blomqvist and Per Eklund dominated, but the sensation of this studless event was Jean-Luc Thérier, who brought an Alpine A110 home in third place.



Bengt Söderström and Gunnar Palm were the winners of 1967 event in a Lotus-Cortina

The Swedish Rally was a natural choice for the World Rally Championship when it started in 1973, and it has kept that status – bar a couple of exceptions – right through its 50th birthday in Millennium Year to the present day. For a very long time no one but a Swede had won it, but finally in 1981 Hannu Mikkola broke the mould by taking victory with an Audi Quattro on only its second WRC event. Despite the best attempts of drivers like Carlos Sainz, Colin McRae, Didier Auriol and Richard Burns, a Scandinavian had always won the event until Sébastien Loeb added that distinction to his CV in 2004.



Frenchman wins! Loeb did the trick in '04

'Billerud made roads available and made sure they were ploughed and ready'

The main struggle for the modern Swedish Rally is keeping itself a proper winter rally. The cancellation of 1990 has not been repeated but it is only the concerted efforts of the organisers to choose roads that keep their frozen covering in the face of milder winters that has kept the traditional event going. It would be easy to find more snow and colder conditions by relocating further north, but the sophisticated requirements of a WRC Rally are not so easily found. Karlstad has everything that is needed and gives a lot of support to the modern Swedish Rally. That kind of help is much more difficult to find in the snowy forests further north. Already the route of the Swedish Rally looks like the outline of a tall tree, with the base of its trunk at Karlstad and all the stages run in its far upper branches.

The brightest spot on the horizon for the Swedish Rally is that the new date structure for the WRC, with the championship run from August to May in 2007-08, plus the suggestion that events may be paired so that the Swedish could 'marry' a new Norwegian event, could give it the freedom to ensure that it stays cold and white. M

McKlein McKlein/LAT

Girl in a Mini

Christabel Carlisle opened the eyes of the men in the '60s - thanks to her exploits in saloon and sportscars. She looks back with Gordon Cruickshank

It's an exclusive club, Ecurie Cod Fillet: it has fewer members than the BRDC; you have to be invited to join, for your race or rally feats. And its leading lights were all there at the recent reunion – Paddy Hopkirk, Timo Mäkinen, Lady Watson... Oh, you might know her better as Christabel Carlisle, Mini racer with '60s style.

Racing was not a great ambition. A few fun rallies in her Mini, a 21st birthday present, were the sum of it, until a trip to Kent. "I had no interest in motor racing, but I went with some friends to Brands Hatch," she remembers. "Frankly I thought it was boring and noisy, and I said if I had to go to another race it would only be if I was on the track. So I entered for a race in my own Mini, which was completely standard. As the race day approached I began to get a bit nervous, so my uncle Christopher McLaren, who was already racing, took me to Silverstone for some practice. As luck would have it the only other car there was a Healey which Jack Sears was testing. Marcus Chambers [BMC competitions boss] watched me and he said he was impressed, not by my speed but by my consistency, so he put me in beside Jack and sent me round the track to see how Jack did it. I was scared, but I learned about the proper lines."

It didn't help that much – in her very first race, a one-off in 1960, Christabel recalls "I turned the wheel as I reached Copse and slid straight off – no-one had explained understeer to me. I hit a hay bale, so I didn't even get my licence signed." Even then gaining her national licence was her aim, and though she professes to a good deal of nervousness about racing, she didn't let it dampen her ambitions for 1961. "I applied to do the saloon race at the Grand Prix meeting, but the BRDC wouldn't accept me. They were worried about the negative publicity if I got hurt."

But back in those hip days of the '60s a pretty girl racing cars was too good a story to let slip, and the events Christabel entered in 1961 brought a lot of media attention – especially as she won the first, a Ladies' Invitation race at Brands. Then in a three-hour saloon event at Snetterton she finished second in the 1-litre class to John Whitmore's Mini, still in her birthday present. At Brands again, she chased Vic Elford to the flag, beating into third a little-known American called Steve McQueen. "He was staying with John Whitmore before they filmed *The Great Escape*, and John lent him his Mini for the race. He wasn't a big star then, just a friendly, relaxed chap who was mad on cars."

The chic and petite piano teacher was proving to be good news for the Mini



Christabel Carlisle – polite off the track, extremely determined on it

brand, and it brought an offer from BMC for the '62 season. It wasn't for the works Mini Cooper team, but it was a 997cc Cooper to replace her poor, abused road car. Don Moore, famed Lister tuner, would look after it, and naturally there was support from Shell, Castrol and Dunlop.

She began that year with a fastest 1-litre class lap at Silverstone, though she embarrassed herself in practice: "I just couldn't get Copse right, and John Whitmore said I should take it flat. I tried that, went off and rolled the car. I spent the whole afternoon apologising to the team, but they rebuilt the parts into a new shell overnight and I was able to start the race." She spent the season cheerfully wrangling with the Cooper team of John Whitmore, John Love, and Bill Blydenstein or Tony Maggs. "We got the same parts as the Cooper team eventually, but they always had them first," she recalls. "But if we couldn't always beat them at least we were their main rivals." In fact Carlisle defeated all three works Coopers at Goodwood – thanks to the canny Don Moore. Blydenstein explains: "We all had special new Dunlop SP tyres, and in practice we found the treads came off when they were hot. All we could do was try to drive gently, but Don found a Mini in the car park with well-scrubbed tyres and borrowed those. The two Johns went off on lap three; I lasted two more laps before a tyre blew and I spun. Christabel went past and won on ordinary road tyres!"

Sometimes tailing, sometimes splitting the works cars, Christabel came near to toppling them in her own right at Crystal Palace. Setting a new 1-litre record, she passed Whitmore and Love and was set fair to take the class – when on the penultimate corner her clutch failed. "The works cars had an uprated clutch which we didn't have yet," she says.

The tight little London circuit couldn't have been more different to her next challenge: the Nürburgring. "Ken Tyrrell took me over for the Six Hours with John Whitmore [again in a Mini]. We had two days to learn all 176 corners, but I knew them all by race day. I loved the long-distance element – everything I'd done in England was 10 or 20 laps. Sadly the car broke on lap 61."

Tyrrell also took Carlisle across to Denmark for a pair of races at Roskilde: "That was a twisty circuit. There was one flying lap to qualify, and if you weren't on the front row there wasn't much chance of overtaking. I was baulked on my lap, but Ken complained and got me extra time – and I got pole and won both races." That's class wins, but she also beat the 1300s.

Bill Blydenstein remembers his female rival well: "Very quick and very determined. A natural driver with real aggression, but still very feminine – she had tailored racing overalls. The press were all over her; I have a photo of her getting out of the car at the Nürburgring and men are clustered all around her..." This element was more of a price than a reward to Carlisle: "I found all that attention a bit upsetting but, though it was never said aloud, I knew it was my duty to my sponsors."

'I tried Copse flat, went off and rolled the car'

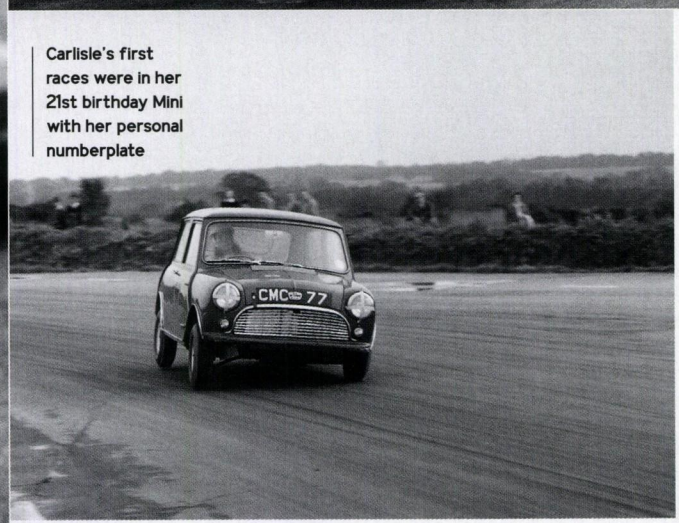
Typically, Christabel had also short-circuited the rally learning curve by going straight for the Monte Carlo Rally, accompanying John Sprinzel in one of his very modified MG Midgets.

By now BMC had given her a Morris 1100 road car, and she closed her season with an invitation race for the rubber-sprung compacts at Snetterton. In a field including Jim Clark, Graham Hill, Jack Brabham, John Surtees and Roy Salvadori she came fifth. »





Upgraded to Cooper, showing the 1-litre class the way home at Roskilde, 1962



Carlisle's first races were in her 21st birthday Mini with her personal numberplate

Founded in 1962 by Mary Wheeler MBE

GIRLS! GIRLS! GIRLS!

Do you want to get into MOTORSPORT?

The BWRDC has sections for:
Racing, Rallying (drivers/co-drivers) Hillclimb, Sprint, Karting, Officials, Supporters & Wheelers (ex-competitors) and Newcomers all are welcome!

Join us for a special Lunch at the Annual BWRDC Awards Event
Guest of Honour - Prodrive Chairman, David Richards CBE
Saturday 28th January - Heritage Motor Museum, Gaydon
For more information and reservations please contact:
yve@rivers-fletcher.com

Read about WOMEN IN MOTORSPORT - FROM 1945
A 'must have' book by Susan TP-Jamieson - Peter Tutthill @ £15.00
Foreword by Simon Taylor Endorsed by Nigel Mansell OBE
For more information contact:Jakerbwrdcbook@aol.com

Recently the BWRDC celebrated its 40th Anniversary/Awards Dinner in glittering style at Woodbury Park Hotel, Golf & Country Club, Exeter
Guest of Honour - F1 & IndyCar World Champion Nigel Mansell

Our members are still cutting the mustard with the best guys around, winning ontrack, rallies, sprints, hillclimbs and karting...

To Find out more Visit us at:-

Autosport International Race Car Show
NEC Birmingham Jan 12-15 Stand 11910

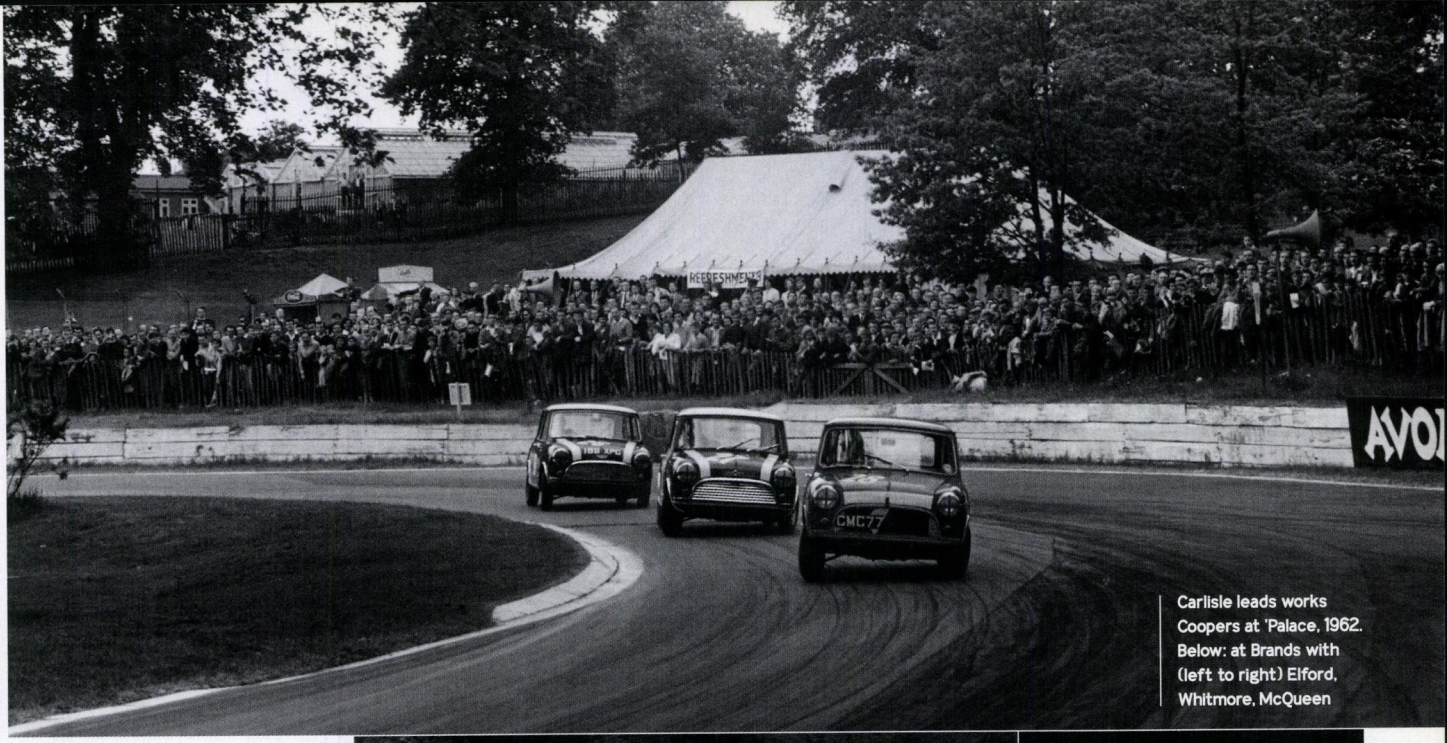
International Historic Motor Show Stoneleigh Feb 24-26 Stand B2



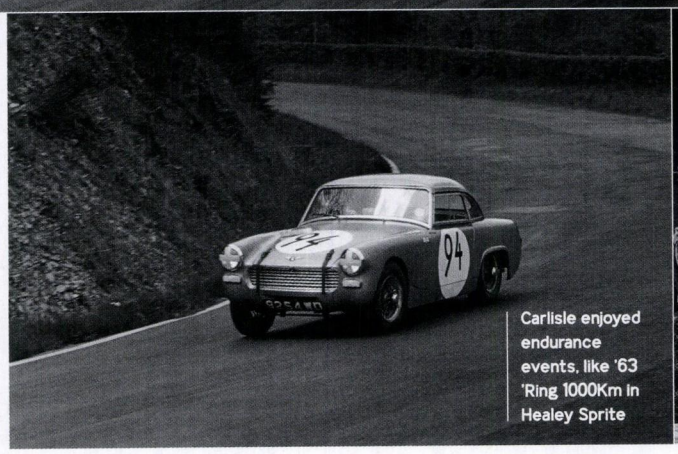


BWRDC Members receive the latest news via monthly e-Quickword and Quarterly magazine - Racing Vogue

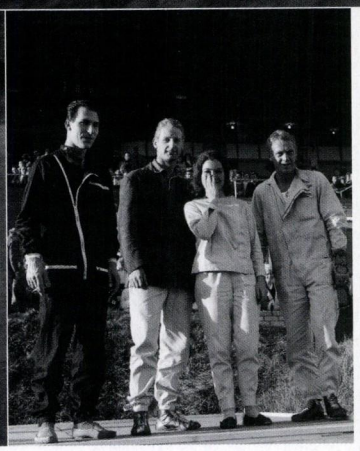
Visit the BWRDC website (www.bwrdc.co.uk) for more club news



Carlisle leads works Coopers at 'Palace, 1962. Below: at Brands with (left to right) Elford, Whitmore, McQueen



Carlisle enjoyed endurance events, like '63 'Ring 1000Km in Healey Sprite



The 1963 season began with another trip to Monte Carlo, not in the intended Sprite, but co-driving BMC's new signing Timo Mäkinen in a 'Big' Healey: "Stuart Turner [BMC's new competitions director] wanted me to do more rallying, but it would have taken up too much time. I agreed to do the Monte with Timo, whom I'd never met, and I had to drive the Healey out to meet him in Geneva. He spoke no English and I didn't speak Finnish – I took a dictionary along and we had to invent codes for my instructions." That was an especially nasty winter – only 22 crews made Monte with a clean sheet. Christabel found herself signalling the future rally star to hurry up: "Well, I knew that Stuart would blame me, not Timo, if we weren't clean..." They finished 13th.

Turner smiles as he recalls his female star: "I can't believe she told Timo to go faster – on ice! She was delightful as a person and formidable as a driver. It's easy to forget the social circumstances of the time: London was swinging, the Mini was cool and Christabel's 'English rose' image fitted perfectly. We took her to Sebring and she really caught the American imagination."

On a second trip to the 'Ring, this time in a Sebring Sprite, she proved faster than co-driver Clive Baker and finished midfield behind a squadron of Ferraris but ahead of a stack of Porsche Carreras. "The young English miss drove splendidly," reported Jenks in *MotorSport*.

At Crystal Palace for the Whitsun meet, tired of tailing the works Minis, she displaced John Rhodes on the last lap to snatch third behind her eternal rival Whitmore and new Cooper team driver Paddy Hopkirk – "whereupon," said *MotorSport*, "the female element in the crowd went berserk". Paddy remembers two sides to her: "She was a polite wee thing, very posh, not the usual gearbox girlie at all, but when the flag fell horns came out. We had a terrific ding-dong at Mallory once and she pushed me off!"

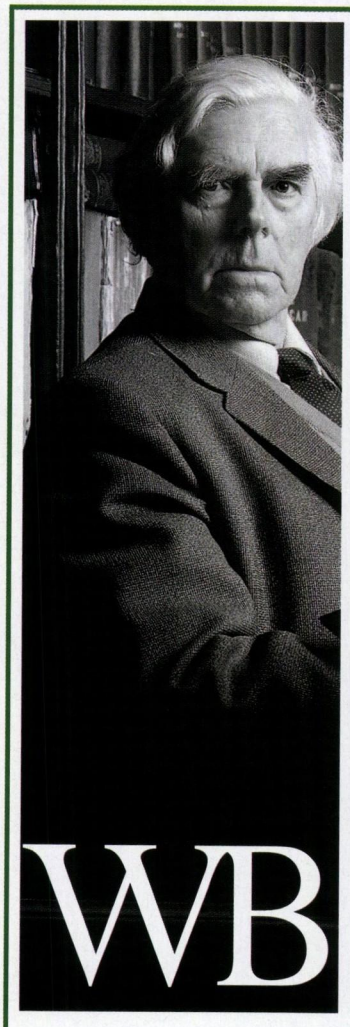
As well as another Nürburgring Six Hours (class win with Chris McLaren) and a quick go at Mont Ventoux hillclimb, she had a rare chance at a British enduro, the *Motor* Six-Hour Saloon event at Brands. She and American journalist Denise McLuggage took away the Ladies' prize – and yes, there were other decent female pilots in the field.

She was back at Silverstone for the touring support race to the GP, but couldn't head off Whitmore and Hopkirk, who again led her to third in class. She also had an A-H Sprite entered in the GT race. During a dice with two other drivers her car spun leaving Woodcote and hit the pitwall; unfortunately a race official was in front of the wall and received fatal injuries. It was nobody's fault, but it marked the end. Christabel never raced again. With prize money saved from her racing she went off to tour South America, before returning to start a family. She has since climbed Kilimanjaro, walked from Lands End to John O'Groats for her 60th birthday, and has recently walked the Iberian peninsula and published a book about the trip. And she fitted in an MA in architectural history.

'I can't believe she told Timo to go faster - on ice!'

Might she have moved up to bigger things? "Colin Chapman was very keen to put me in a Cortina," she says, "but I didn't think I'd feel comfortable in the bigger car. And I knew there would be too much publicity." It was inevitable in those years that the press tried to fit an 'Emma Peel' image around her, which she wasn't comfortable with. And she had seen a shift in the racing world which she didn't like either.

"Towards the end the money began to matter more; wins were more important than fun, and I was not enjoying it as much." In fact, she admits that she was not exactly the driven competitor. "I didn't really look forward to a race; I got very nervous, but I just had to get on with it. It was afterwards that I'd always think, 'How could I have done better?' and want to go back and have another go." It wasn't passion then, just natural talent which made her 'the girl in the Mini'.



WB



Choose your weapon: BMW and Messerschmitt before Calais to Cannes 'race'

Car vs 'plane to Côte

Having been impressed by our dash in a 3.0 CSL BMW, covering 10 European capitals in four days in a trouble-free journey of 3789 miles, much of it conducted at well over 100mph (*MotorSport*, January 1973), Raymond Playfoot, the urbane and efficient BMW PR man, thought that as the French autoroutes were open it might be instructive to see if a car could beat a light aeroplane on a coast-to-coast sprint.

He lent us a 3.0Si saloon, and Graham Horder agreed to compete in his Messerschmitt Monsun (powered by a 150hp Lycoming engine) with his partner David Cockroft on a Calais-Cannes duel.

I was to report on this trip, while Michael Tee, who had proved such a fine and safe fast driver on the 'four-days' run in the CSL, would be doing the driving. So one afternoon we booked in with the car at the comfortable Meurice Hotel in Calais and spent the afternoon looking at the memorials to racing drivers on the Boulogne circuit. We inspected the sadly defaced one for the great Georges Boillot, and then photographed the monument which marks the place where in 1903 Louis Blériot took off in his 25hp Anzani-powered monoplane for the first-ever aerial Channel crossing and noticed that the streets thereabouts were named after him.

Then we repaired to the local aerodrome to meet our rivals, who landed only five minutes late for their intended ETA. The aeroplane we had to try to beat cost £7800, the BMW £5360; the car was shod with Michelin XWX tyres and used Castrol oil and Shell fuel, the Monsun used Aero-Shell 100.

We had planned for each to start at 8am next day, but the aeroplane pair had to use a taxi to reach the aerodrome and it was four minutes late. This rusty Citroën ID19 took 13 minutes to get there and the Monsun had then to be warmed up, the fuel tanks topped up (32.4 gallons), a met report obtained from Le Touquet, and take-off clearance obtained; all this took 28 minutes.

Meanwhile, Michael was experiencing heavy traffic *en route* for the Dunkirk Autoroute de Sud. The car then got into proper BMW mode: Paris was reached in 2hr 31min, the city cleared in 16min, and after 4hr 53min we were into the Lyons Tunnel, in spite of a refuelling pause for 72.8 litres of Esso.

By noon we had covered 326 miles, and after another 93 the small fuel tank caused another stop, for 76.5 litres of Total. Indeed, prudence made us later take on 100 francs' worth of Esso. However, we were by then off the autoroute at 8hr 55min, to meet much traffic, and getting lost once in Cannes.



BMW's 3-litre express proved faster than the aeroplane. Those were the days...

d'Azur

Petrol pauses had cost us 18min and we got to the hotel at 17.03. Would we be first to arrive at the hotel? No, the two airmen were sitting by the hotel pool, glasses to their lips...

Horder and Cockroft had navigated by maps (a road one for a time) and beacon; no auto-pilot for them. Flying first at 5000ft, then at 7500ft, they had crossed the Arras autoroute by 09.19, against a headwind, but maintaining a 112 knots cruise, before their refuelling stop at Troyes-Barbery, after a welcome in guttural English when 30km out. Only gliders were flying there and there was a hard runway and brand new control tower.

Getting new maps, paying landing fees, having a beer and taking on 13 gallons of Total 100L took 51min. Over Lyons in haze; in another 13 hours they were over the Rhône Valley and had to avoid the firing range near St Tropez.



Bug massacre a sign of 100mph+ cruising

An unknown motor race circuit near Le Luc was a puzzle, as Paul Ricard would be further south (can anyone suggest which this was?).

Only one other aeroplane had been seen, a Magister taking off from Frejus military base, and they were too high to spot topless bathers on the beaches! Friendly R/T permitted them to land at Cannes, at 14.39. Playfoot was to have met them. No sign of him. (The scheduled Heathrow-Nice Air France Boeing 727 was nearly eight hours late). So they took an old Peugeot 404 taxi and got to the Hotel Logis Sant-Estello at 15.40.

The aeroplane had won in spite of the delay at Cannes Airport.

That's how it was 31 years ago. Next day we went to Lyons to attend the Bugatti International Rally. There was an entry of 94 of these wonderful cars, agreeable, even smiling *gendarmes*, as the stripped racing cars passed along the public (but French!) highway. Nigel Arnold-Forster's Delage II was an extra attraction for the enthusisastic crowds.

The big event on Saturday was the many-hairpinned Limonest hill-climb, 2.6km long, which someone said made Prescott look like a suburban garden path. Ian Preston (Type 35B) made FTD in 2min 15.3sec. Michael obtained a centre-spread of excellent colour pictures of the rally entrants, a reminder of a joyful day in hot sunshine.

FACT FILE
Car versus light aeroplane

	BMW 3.0Si	Messerschmitt Monsun
Average speed	85.6mph (100+ on autoroute)	81.72mph
Time	9hr 3min	7hr 44min
Distance	775 miles	621 miles
Fuel	15.1mpg (£40.89)	17.16mpg (cost £28.63)
Oil	Nil	Nil
Taxis	Nil	£2.75
Total Cost	£50.13	£32.90

LAT

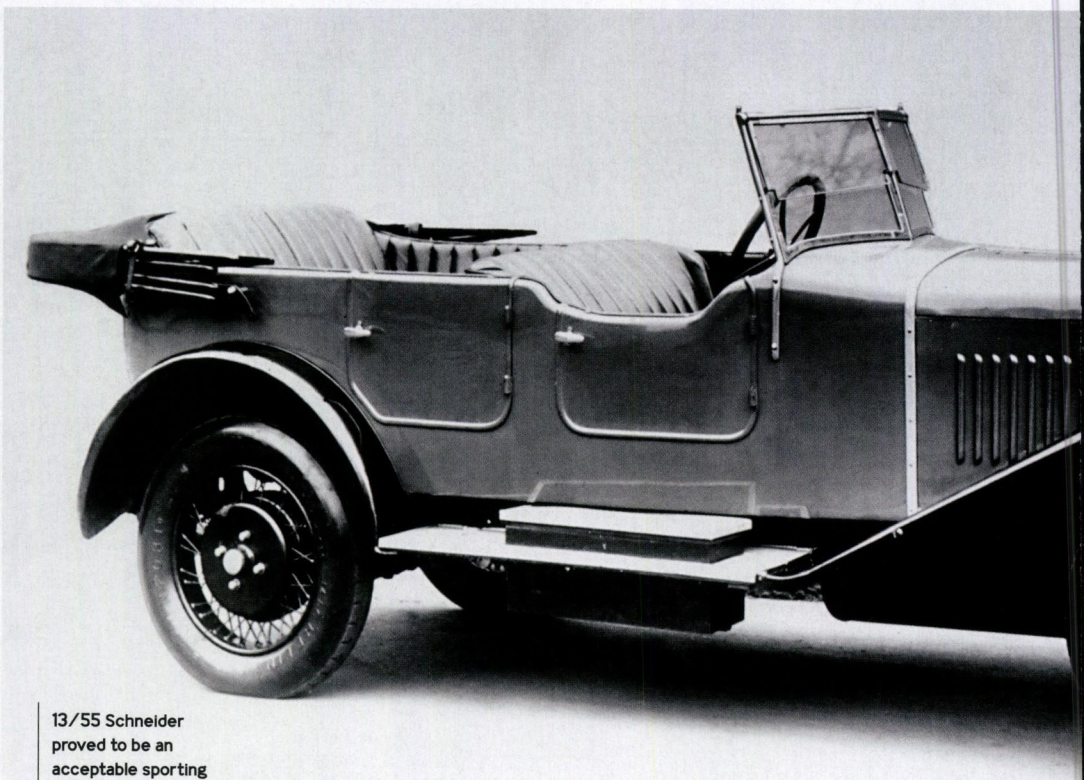
The 2-litre sports Schneiders

This is rather complicated, because there were the Rochet-Schneiders produced at Le Havre and, in the Edwardian period, the Theophile-Schneiders made at Besançon. Both makes appeared at Brooklands, the former in pre-WWI times (best lap 48.40mph), the latter in 1921/22 (best lap 89.25mph). But I am thinking of the Theophile-Schneiders, acceptable sportscars by vintage standards, which were sold from London's Long Acre, although the Rochet-Schneiders were still available, Donne & Willans (1909) Ltd in Hendon being the agents.

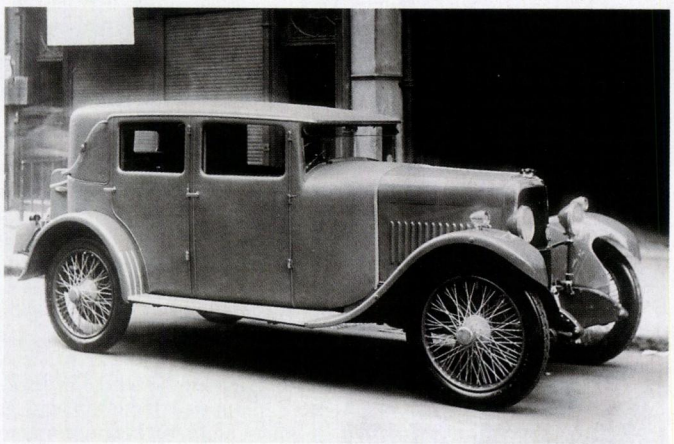
In 2-litre form, the Theophile-Schneider was an attractive sportscar by the 1920s. *MotorSport* tested one in 1926, the then Editor Richard Twelvetrees finding as many trials hills as he could on the way to lecture to the Cambridge University MC, suggesting that he had the car for only a short time. It had done 16,000 miles, so they asked for minor faults to be excused. The roads were icy so 0-72mph took 34.4sec, with 52mph at 3000rpm in third gear, with a top pace of 75mph. The suspension gave a comfortable ride and the exhaust note was quiet up to 40mph but less so after that, as a young policeman pointed out in Baldock. The Perrot four-wheel brakes with Dewandre vacuum servo stopped the Schneider in 66 yards from 60mph, and the handbrake had additional shoes in the rear drums. Quick gearchanges could be made, although the leather-lined cone clutch stuck slightly.

An unusual feature was the four small levers protruding from the instrument panel, for throttle and ignition settings, mixture control, and for supplying oil to the valve gear. Fast driving of this handsome pointed-tail four-seater gave 28mpg. Twelvetrees thought the aluminium bonnet and scuttle contrasted poorly with the darker fabric-covered English-built body, but otherwise approved of this £580 sporting car.

The engine had a bore and stroke of 72x120mm (1594cc), with push-rod overhead valves, thermo-syphon cooling with fan, and a Zenith triple-diffuser carburettor. The four-speed gearbox had a right-hand lever. The wheelbase was 9ft 10in, track 4ft 5in, with 765x105 Michelin cord tyres on wire wheels. Suspension was by half-elliptic springs front and rear, and the chassis weight was 18cwt. There was a rev-counter to imply sporting intent.



13/55 Schneider proved to be an acceptable sporting option in vintage years



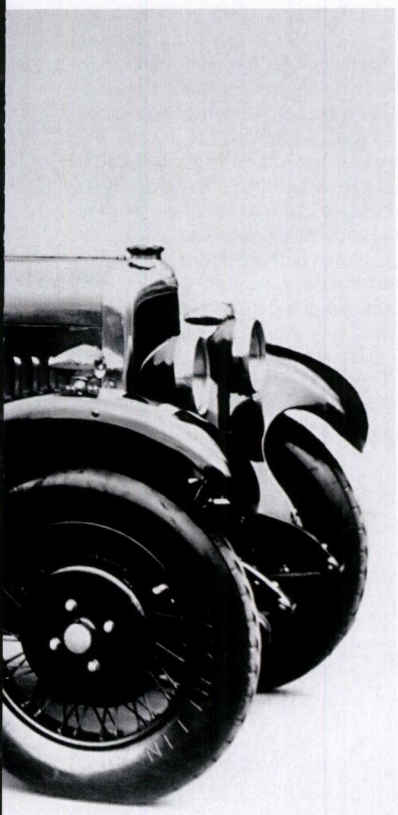
MotorSport carried front-cover advertisments from Schneider Automobiles (Eng) Ltd in 1929, the year production was to end, with a large picture of a four-seater at speed, a man and a lady in front, another couple in the back, speed-streaks and off-the-ground wheels emphasising velocity! The standard 13/40hp model was augmented by 13/58hp Sports and 13/55hp Super Sports or Le Mans versions.

Our Editor in 1929 was Hubert Keogh, who tried the latter model. It had run only 1700 miles, steering was rather stiff, cornering at 70mph gave no roll, 0-70mph took 53.3sec, with speeds of 40mph in the 9.8:1 second gear, 57 in the 5.8:1 third speed, and 76 in the 4.8:1 top gear, the car being scarcely run in. It gave 24mpg and had a 12-gallon tank. The Le Mans price was down to £533. It was aimed at sporting drivers, but the race pedigree of the make was not impressive. At Le Mans in 1926 two 2-litres were driven by the little-known Poirier and Fontaine, who retired, and by Tabourin and Lefranc, who were sixth, but in 1927 Poirier/Tabourin and Chanterelle/Schiltz retired.

Even those able to remember the scuttle-radiator side-valve 3-litre French GP cars of 1912 had but the seventh place of Croquet in the Coupe de *L'Auto* class to console them, the other Schneiders retiring. There was some joy in 1913 when Fernand Gabriel of the great 1903 Paris-Madrid victory returned to handle one of the 5½-litre sidevalve Schneiders, Champoiseau and René Thomas the other two; they were seventh and 10th (last but one), while Gabriel had carburettor problems after only three of the 29 laps.

The eve of war saw Gabriel, Champoiseau and Juvanon racing the 16-valve 4.4-litre four-cylinder frontal-radiator GP entries, with Champoiseau ninth, Gabriel and Juvanon out with engine defects.

Anyone seen this 'Nash?



I do my best to answer the various queries which readers send me, but there is one of my own which has troubled me for a long time.

It concerns the provenance and fate of a rather unusual Frazer Nash. The section of the VSCC (about to become a club in its own right) which caters for the ultra-enthusiastic owners of GNs and Frazer Nashes in its evocative magazine *The Chain-Gang Gazette*, edited by Louise Northwood, covers both past and present very effectively but has no knowledge of one somewhat unusual Frazer Nash of the 'chain-gang' period.

It was, when I saw it, owned by Miss 'Teddy' Worthington when she was working on aeroplane matters at the RAE during the war, as were Denis Jenkinson and myself, along with other motor-minded persons. None of us knew of this Frazer Nash, which was unusual in having a twin-cam Anzani engine. Some assumed that this engine, a type never used in production four-cylinder 'Nashes, must be one as used in the Squire sportscars, but it did not have the auxiliaries driven from the front of the camshafts and it looked to be from an earlier period, from mid-vintage times.

Its girl owner worked on it herself, regardless of the lack of heating in her garage, often into the early hours of winter mornings. A Sunday morning came when a few of us gathered to witness its first run after the restoration, Jenks included. Alas, as the radiator was being filled water poured from the engine.

However, the keen owner toiled some more and the Frazer Nash took to the road. Indeed it was driven to London for one of the 750MC's meetings on the meagre ration of 'basic' petrol. On the return journey it ran out of fuel at Staines but Jenks had a tin in Farnborough and the FN's girl owner rode there on the pillion of his motorcycle, returning clinging on with one hand and holding the precious tin with the other, a run of about 20 miles.

At war's end we all dispersed and I never heard of the lady or her Frazer Nash again, nor of her 246cc Royal Enfield 'bike which Cecil Barrow was said to have ridden in the TT and to a win at Brooklands in 1926. The 'Nash had survived the war years so had not been broken up for scrap. I recall it as having a simple body, probably home-built, and having all its lamps wired up separately, so that on its dash was a row of switches. Surely someone, if not a previous owner, must remember it, and the motorcycle?

However, the VSCC members have kept the racing name alive. In 1976 I drove the hybrid car, the pre-war engine and radiator of which Ted Wooley had found derelict after it had been used for driving a pump on a Kettering farm. It appeared likely to be from one of the 1913 GP cars. He then, through the typical French courtesy of the Mayor of Besançon, was put in touch with an 80-year-old ex-Schneider employee in France, who took him to see a Schneider chassis of about 1919 vintage. These parts he passed onto Humphrey Crowley-Milling, who let the late John Rowley have them.

Rowley assembled these into a meticulously engineered car of 1914 GP aspect, capable of cruising at 50mph at 1500rpm, with a top speed of 80mph at just over 2000rpm. (Full story in *Motor Sport*, January 1976). It is now owned by Roger Firth.

There is also the Hall-Scott aero-engined Schneider owned by Peter Baker, and about a half-dozen non-racing Schneiders among the VSCC membership.

Sportscars real and fake

My comments about bogus versus genuine sportscars having caused some interest, I propose to return to the subject, or as I am no longer the Editor, to ask if I may add a little more? I may have seemed hard on some of the cars I listed as bogus, such as the Jackson-Jowett, perhaps, driven by Miss Victoria Worsley, who married Roland King-Farlow, the celebrated amateur timekeeper. This car sired the Yorkshire company's own edition of the so-called sports version of the splendid flat-twin light cars.

But it must be accepted that good performances in competitions were often obtained with well prepared, not absolutely 'catalogue', examples, and maybe trade-entered. Price comes into it, but that does not excuse a low-price copy of a true sportscar, foolish as it would be to compare a Hadfield Bean or Hillman Husky with a Bentley or 30/98.

To conclude, I would never accept as sportscars the Standard Nine or the Wolseley Ten used to illustrate my piece last month. It was the 1923 £695 1261cc overhead-camshaft Wolseley Brooklands Speed Model, based on the 200-mile racing car and guaranteed to do 75mph in race trim, which I had in mind, on one of which novice Mrs Knox did over 71 miles in the hour.

Without wishing to sneer at bogus sporty cars, whether built by manufacturers or amateurs, perhaps it would have been better if they had been called 'fun cars'?



The real thing: Wolseley Speed Model



The Malvern 'Christmas Lights' celebration had a display of Malvern-built cars, from early three-wheelers to the latest model, in Church Street, which was closed for the occasion. It almost makes me want to get my 1927 Family model on the road again.

The Bonhams VSCC Lakeland Trial is usually the toughest of these trials. In the most recent, held on November 12, nine First Class, seven Second Class and 10 Third Class awards were made. The Bridge Trophy was won by Leslie Murray's 1925 Frazer Nash, the Kirkstile Plate by Patrick Blakeney-Edwards's 1924 30/98 Vauxhall, the Roy Patterson award went to Paul Knill-Jones's 1930 Austin 7 and the Chris Browning Memorial Trophy to Kees Boesman's 1922 Dodge. There were 10 retirements.

I have received a letter from a *Motor Sport* reader since the 1950s asking if anyone knows anything about the Casimer Ragot Special, which is said to have been raced in local races in the Dordogne area of France. I thought this might be a leg-pull until I saw the photo (below) of what is apparently this car, now in a small museum at the Moulin de Sanxet vineyard, taken when Donald Baxter and his wife were attending a nearby *concours d'élégance* in their 1949 MG TD.



It used to be 'Cars in Books', but now TV and radio are joining in. David Frost revealed on *Desert Island Discs* that the family car was a Singer, while an unanswered question on *University Challenge* about the worst car concerned the DeLorean, said to have cost the British taxpayer £77m.

The VSCC continued its competition activities into December, with driving tests at Westcott Park. The award winners were: C Hamilton-Gould (1927 Citroën), David March (1925 Brescia Bugatti), and Christopher Dallas (1932/36 A7), with Marcus Croome taking the veteran award in his 1904 Wolseley.

NMM LAT

The forgotten 500-mile contest

In spite of my allegiance to Brooklands I am prepared to admit that track racing, whether there or at Indianapolis, Monza or Montlhéry, did not compare with the great road races. Nevertheless, the flat-out racing in the series of 500-mile Outer Circuit events which the BRDC organised from 1929 to 1936 (reduced to 500km from 1937), was exciting and glamorous, and involved some brave drivers. The races were also typically British, contested by well-known makes of car from Austin 7 to the majestic 6½-litre and 8-litre Bentleys and the aero-engined 24-litre Napier-Railton. They were tricky drives in the faster cars, and sadly resulted in two fatalities. Clive Dunfee's Bentley went over the top of the Members' banking, and Watson's MG overturned crossing the Fork and caught fire.

The renowned Indianapolis 500 was more professional, contested mostly by cars built specially for this event, often with odd names which were unfamiliar to British race followers. In spite of the mixed nature of the Brooklands entries our 500 was run for some years at a higher average speed than Indy; admittedly the American cars had smaller engines, but most were of more advanced specification.

When the BRDC announced the first race of 186 laps and unrestricted speed, Lord Howe wrote an introduction to the programme in which he celebrated the fact that here was a race for pure racing cars, in contrast to the many for sports-cars then being held. He made no reference to a former 500-mile race, either because he had not heard of it, or he thought it fit not to refer to it.

But Brooklands had seen an Outer Circuit 500 long before the BRDC ones. Remarkably, this had taken place on July 2 1921, when Brooklands was only just about back in its post-war stride. This astonishing event was the British Motor Cycle Racing Club's adventurous idea. The Club's title might suggest that it organised events beyond the Weybridge track, but in fact the use of 'British' was simply to avoid confusion with the BARC car club, and its many 'bike races were confined to the Surrey venue.

The BMCRC, often affectionately known as 'Beemsee', held many 200-mile solo and sidecar races, whereas the car races, apart from those over imitation 'road' circuits, were confined to 50 and 100-mile distances, if one excludes the Junior Car Club's equally ambitious 200-milers, which also commenced in 1921. But for the 'bikers, all those years ago!

Moreover, whereas the first car 500 had an entry of 35, 63 motorcycles started, all together, in their races, whereas in the car races the different classes were sent off with time gaps between them, and the noise of all those 'bikes starting was described as absolutely devastating. I imagine this may have been the beginning of many complaints by local residents, who were awakened at the ungodly hour of 7.30am and had to endure a whole day of disturbance, the last rider finishing at around 6.30pm. For better or worse silencers became compulsory at Brooklands after 1925.

Consider, too, the endurance of these riders, with no spring frames, and that sitting in a saddle must be somewhat worse than in a racing car's seat. While I refuse to accept that Brooklands was a nightmare of bumps, it was somewhat less smooth after WWI because of wartime trucks using it.

So, a remarkable race. The most powerful machines included Bert Le Vack and Ruben Harveyson's 998cc Harley-Davidsons, the 989cc Indian of Freddie Dixon, who later became the famous driver of Rileys, and S C Woodhouse's 998cc Matchless. Martinsyde had a team of two 678cc entries and a 497cc one. It was soon obvious that the riders of the big 'bikes were not conserving their engines, as they were lapping at over 70mph. Briefly then, as this is not strictly a 'biking magazine, the anticipated accidents did not amount to much. A piece of concrete hurt Harry Bashall; the doctor advised retirement but he rode on to ensure the team prize for Martinsyde. Dixon had a skid lasting for the length of the Railway Straight when his front tyre burst, but he was able to get to his pit for a new wheel. Le Vack went on to win, at 72.42mph, even though he had required a new wheel, rushed to him in a sidecar outfit at the Byfleet Banking, losing him six laps to Harveyson (Harley-Davidson) who was in the lead, and then had both plugs oil up three laps from victory, requiring another hasty pit visit. The flagman failed to signal him, so he went on for another lap.

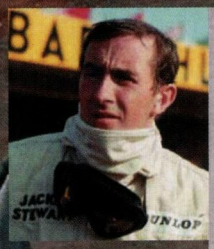
Dixon was second (68.86mph), Harveyson third (64.52mph). Le Vack took the 200 Guineas Gold Cup presented by Alastair Miller, who later raced many cars of the time. The class-winning 'bikes were a New Imperial-JAP, a standard super-sports Ivy two-stroke, Victor Horsman's Norton (another who apart from riding 'bikes drove Triumph cars at Brooklands), and EW Parham's Coventry-Victor.

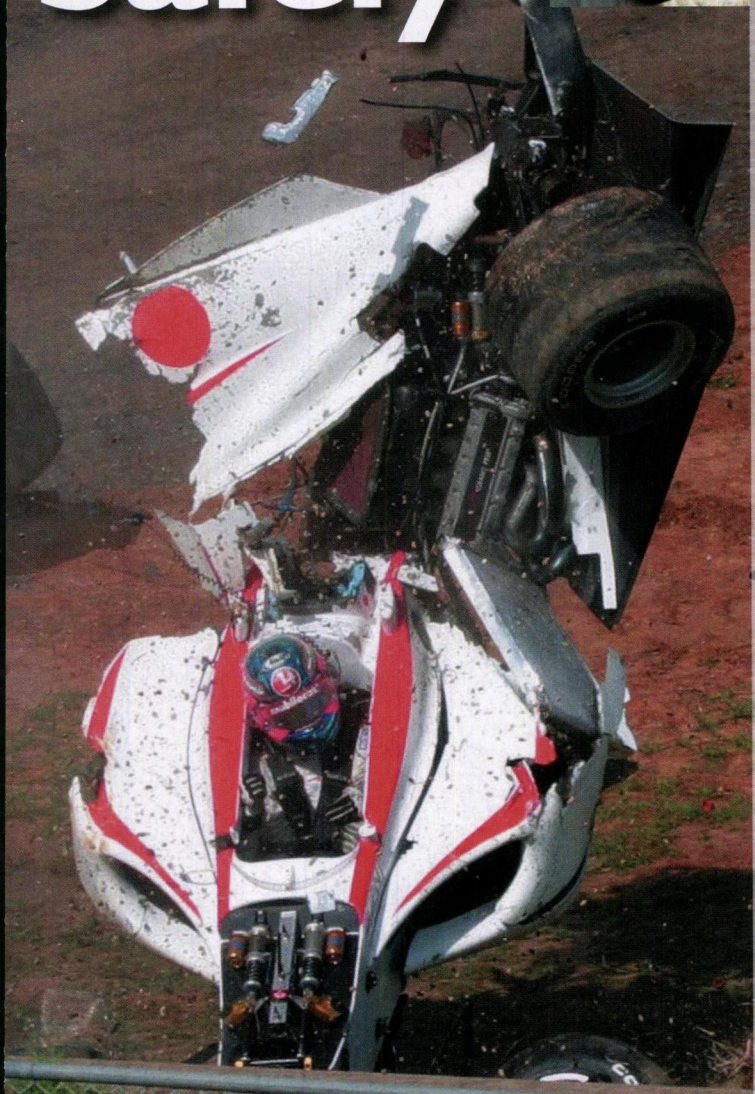


Freddie Dixon aboard his 7hp Indian. He was second after the 500 miles, despite a huge skid with a burst tyre

PROTECT YOURSELF

Racing Safely





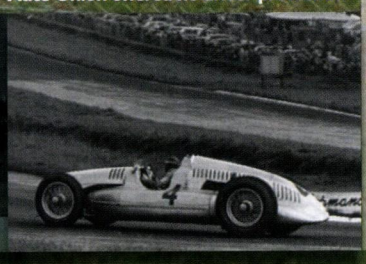
Main image: Hayanari Shimoda survived this horrific shunt thanks to the safety factor being an integral part of modern race car design

Top: Sir Jackie Stewart. One of the pioneers of safety in motor racing

Below left: Minardi pit fire. No injuries thanks to modern protective clothing

Below right: A 200mph monster, the 1939 Auto Union offered no driver protection





The element of danger will always be a given in motorsport, and a part of what makes it so electrifying to watch. Driving a car on the absolute limit demands a lot of skill and a lot of bravery, and knowing what might happen if you lose it is part of the thrill. For almost as long as the automobile has existed, people have been racing them. Early races outside Britain were often held on public roads, with surfaces varying between dirt, brick, board, and paved surfaces. Safety was of little concern. It was readily accepted that racing was dangerous, and death or injury were an inherent aspect of the sport. As time progressed and cars became more powerful and better handling, speed increased, and with that speed came an increased danger to drivers and spectators alike.

By 1939, cars such as the 485 bhp Auto Union D-type were capable of speeds topping 200 mph, while providing little or no protection to the drivers. When racing resumed in earnest after the war, speeds continued to climb. Technological advancements in suspension, chassis design and structure, and tyre technology improved handling, as well as reliabilty. As drivers were able to maintain higher cornering speeds, driving on the limit became an ever more dangerous prospect. During the '50s and '60s, fatalities were not uncommon, and drivers in all forms of racing were acutely aware that the men that they began a season racing against might not be with them at the end of the year.

Jackie Stewart's crash at the 1966 Belgian Grand Prix was perhaps one of the biggest turning points on the road to safer racing. Stewart spun his BRM in extremely wet conditions at the comparatively deserted Masta S-bend. His car slammed into a post and came to rest in a ditch. The impact had reduced the cockpit opening to just nine inches, and ruptured the fuel tank, causing the cockpit to fill with petrol. Stewart sat helpless inside the car, unable to turn off the electrics. It took 20 minutes for emergency services to arrive, during which time Graham Hill and a handful of spectators had bravely removed him from the car, using a spectator's spanners to remove the steering wheel. When Stewart was eventually taken to the 'medical centre' he found himself lying on a dirty floor covered in cigarette butts.

This experience made him realise just how little consideration there was for driver and spectator safety. Jackie went on to become a vociferous critic of safety measures in Formula 1, and in some cases a thorn in the side of circuit owners. He united the drivers, who demanded drastic improvements in safety, from medical facilities to crash barriers. Although some improvements were slow in coming, safety became a priority for organisers, and the drive for improved safety in Formula 1 would eventually filter down to other forms of racing.

By the 1980s, protecting drivers during a crash had become a design principle of equal priority to aerodynamics or handling. Modern racing cars are now designed so well that they can withstand terrific impacts from which drivers often walk away, as Hayanari Shimoda's recent A1GP crash illustrates.

If you race a historic car, or drive a classic, you do not have the benefits of modern engineering and built-in crash protection, but there are, however, a number of products available to protect both you and your car in the event of an accident.

There are several insurance companies that specialise in racing and classic cars. Packages are often tailored to suit the individual and can encompass a mix of both track and road use. If you are properly insured you can put the worry out of your mind and be free to enjoy a day at the track, or a Sunday drive in the countryside.

A rollover can be a frightening event on or off the track, and it is vital in an older car to protect yourself against this possibility. Having a professionally installed roll-cage or roll bar can not only protect you, but may also prevent structural damage from being caused during an accident. It is also important to be well secured in your seat. Changes to regulations for 2006 mean you may be in need of a new harness. Many companies have a selection of restraint systems which range from full racing harnesses to road belt upgrades.

Perhaps the most important safety item for racing is a good helmet. Just because your car was built in 1965 doesn't mean your helmet has to be! Modern helmets offer excellent protection from impact, and are often available in 'retro' styling. Get into the spirit by having your helmet match your drive – a must for events like Goodwood.

A fire is a terrifying experience at the best of times, but when you are strapped into a bucket seat and stuck in a gravel trap it is even more worrying. Make sure you are protected with a proper fire extinguisher. Up to date extinguishers can ensure your pride and joy does not go up in smoke. A good set of fireproof racing overalls and shoes are a must and, like helmets, can be purchased in period style.

THE GOODWOOD RANGE



GOODWOOD REVIVAL MEETING

CLASSIC
GRAND PRIX



NEW

C2640A | PHIL HILL | FERRARI 156 F1 No4 | 1961 GERMAN GRAND PRIX



NEW

C2639A | JACK BRABHAM | COOPER CLIMAX T53 No2 | 1960 PORTUGUESE GRAND PRIX

Produced with permission from John Cooper Garages Limited

HOT WHEELS Racing

Ferrari Official Licensed Product

HOT WHEELS and associated trademarks and trade dress are owned by, and used under license from, Mattel, Inc. ©2005 Mattel Inc. All Rights Reserved.

Produced under license of Ferrari Spa. FERRARI, the PRANCING HORSE device, all associated logos and distinctive designs are trademarks of Ferrari Spa. The body designs of the Ferrari cars are protected as Ferrari property under design, trademark and trade dress regulations.
Produced under license by Mattel, Europa B.V. ©2005 Mattel Europa, B.V. All Rights Reserved.



C2552A | STIRLING MOSS | VANWALL F1 No10 | 1957 GERMAN GRAND PRIX



C2551A | JUAN MANUEL FANGIO | MASERATI 250F No1 | 1957 GERMAN GRAND PRIX

MASERATI Official Licensed Product



The Goodwood Range of limited edition Classic Grand Prix racing cars from Scalextric are presented in handmade cases complete with a numbered certificate of authenticity. Two additional models will be available during 2006.

SCALEXTRIC

WWW.SCALEXTRIC.COM

CORBEAU

PHONE US FOR YOUR NEAREST DISTRIBUTOR

CORBEAU CORBEAU CORBEAU

CORBEAU Seats

FIA APPROVED

NEW 2006 CORBEAU REVENGE

CORBEAU FORZA

CORBEAU SPRINT

CORBEAU REVOLUTION

CORBEAU PRO SERIES

Alloy side mounting frames recommended for Sprint, Pro-Series, Revolution and Revenge.

Contact us for our 2006 FREE colour catalogue

Autosport INTERNATIONAL

THE RACING CAR SHOW

12-15 JANUARY 2006 NEC, BIRMINGHAM

VISIT US ON STAND 8338 HALL 8

Corbeau Seats Ltd, Wainwright Close, Churchfields Industrial Estate, St. Leonards-On-Sea, East Sussex, U.K. TN38 9PP

Tel:01424 854499

Fax:01424 854488

WEBSITE: www.corbeau-seats.co.uk

email:sales@corbeau-seats.co.uk

CONCEPT RACING

BOB HALL

Unit 1-D, Whitestone Business Park

Whitestone, Hereford HR1 3SE

tel/fax: +44 1432 850 889

mobile: +44 7793 586 759

email: bob@conceptracing.co.uk



Aluminium/Titanium/Magnesium Welding & Fabrication

Wishbone manufacture in T45

Various chemply chassis jigs (41.00)

Honeycomb racing car chassis and repairs

Radiators/Intercoolers/Oil & Water Tanks/Heat Exchangers/Fuel Tanks/Swirl Pots

We specialize in the bespoke manufacture of fuel, oil, water, and air systems. We will make any component no matter how complex whether it be a one off or small production run.

We also specialize in the welding of exotic materials such as titanium, magnesium Inconel and all the usual steel and aluminum alloys.

Foam Filled explosion resistant fuel tanks are one of our most popular items. From A Mazerati 250F to a Lotus Elan we have almost done them all.

Product List

Fuel tanks • Oil tanks • Water Radiators
Oil coolers • Heat exchangers • Inter-coolers
Water header tanks • Water swirl tanks
Fuel swirl tanks • Wishbones

Feel free to phone for a quote or just for advice

Phone: 01432 850889

Fax: 01432 850685

***Email:* bob@conceptracing.co.uk**

WILLANS HARNESS

NEW WEBSITE

Willans are proud to launch their new website at www.willansharness.co.uk

At Willans we have been manufacturing in the UK for over 35 years, supplying harnesses worldwide for all areas of motorsport.

In stock we have a large range of FIA approved and hans compatible harnesses ready for the new 2006 regulations in racing, stage rallying and rallycross as well as SFI Approved & E Approved Harnesses.

A new addition to the Willans colour range is Silver which is now available to order.

Contact us at: sales@willansharness.co.uk
Tel: 01264 810712 Fax: 01264 810247

WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT

Edited by Paul Lawrence

DATA LOGGER

KEEP TRACK OF ALL THE NEWS



Palmer has acquired his 1984 RAM, but will he be brave enough to drive it again?

Palmer to restore RAM

Circuit boss promises to revive his early 'confidence shattering' grand prix racer

Jonathan Palmer has bought the RAM grand prix car he raced in 1984 and plans to restore it alongside several other of his former racing cars.

Palmer, the boss of Brands Hatch owner MotorSport Vision, already has his Ralt RT3 F3 machine, two Tyrrells and the Ralt-Honda F2 he used to win the 1983 European title.

"The RAM is not in a bad condition," said Palmer. "It's a complete car and would probably run as it is. It looks pretty original and it came with a spare engine. David Mercer found it for me."

The Hart turbo 1.5-litre car was Palmer's first regular grand prix drive. "It was a bit of a nightmare year. The RAM has the aerodynamics of a double-decker bus and, with a full fuel load, it was a real pig to drive," said Palmer. "It was quite a confidence shatterer! The engine wasn't great – it had lots of lag and not much power. People these days have no idea how desperately crude things were back then."

During the 1984 British Grand Prix at Brands Hatch, Palmer crashed heavily at Clearways, the corner which is now overlooked by his company's headquarters: "I'm convinced that something broke on the steering. Halfway round Clearways it went straight on. Niki Lauda wasn't very impressed as he was leading by quite a margin when the race was stopped!"

Although Palmer has no great ambition to gather together all the cars he drove during his career, he does plan to get the RAM running: "It was character-building stuff. But I just had to be in F1. It was a very significant year; my first in F1. We'll definitely get it rebuilt and running again."

1000-MILE REVIVAL

The 1000-Mile Trial of 1900, one of the earliest competitive motorsport events in Britain, will be recreated in October 2006 when the Historic Endurance Rally Organisation runs a classic reliability trial for pre-1980 cars.

The new event will start in London on September 30 and finish back in the capital five days later. As far as possible it will follow the route of the 1900 event, heading west to Bristol before running north via Shrewsbury to Edinburgh and then back down the east coast.

"A lot of the venues are still available," said Peter Nedin of HERO. "The route will be as close as we can get it to 1000 miles."

The trial will include regularity sections and special tests but, in keeping with the original event, no night sections. Although the 1900 event, won by CS Rolls, ran for nine days, the 2006 event will be condensed into five. If it is a success, HERO may repeat it every other year.



Johnson's Daimler in first 1000-mile trial

RARE METTLE

A tough route and wet conditions left just four gold medal winners on the 2005 LE JOG. Most notable as weary survivors arrived at John O'Groats was a fourth consecutive gold for Jayne Wignall and Paul Savage in their Porsche 356B.

Other gold medals were won by the oldest car entered, the 1926 Bentley of Robert Abrey/Julian Riley, the 1954 Lancia Appia of Peter Baker/Lee Vincent and by the Dutch-entered BMW 2002 of Renger Guliker/Pim Hart.

Despite tipping their Riley 12/4 Sports into a ditch, Roy Williams and James Ewing claimed the award for best pre-war car.

GROUP B AT CROFT

A sprint for Group B Rally Cars will be held at Croft circuit on March 18. The event, organised by the Darlington District Motor Club, gives Group B cars a rare chance to compete against the clock.

By running a sprint rather than a rally, a wide range of Group B cars from the 1980s

COOPERS HEAD FOR MONTEREY

Around 25 Coopers from the UK and continental Europe will take part in the 33rd Rolex Monterey Classic at Laguna Seca in August as the marque is celebrated at the biggest event in US historic racing.

Rod Jolley is coordinating the UK contingent, which will include many of the fastest F1 and F2 Coopers in Britain. The cars will be away for most of July, August and September, leaving a major gap on some European race grids during this period.

"People are mad for it," said Jolley, who is taking his T51. Similar cars for Sid Hoole, Barry Cannell, Anthony Ditheridge and Brian Jolliffe are all set to make the trip, while several Cooper-Bristols and some sportscars are also booked for the Californian event.

"Most of the cars are going to be raced, and the organisers are looking at a dedicated Cooper event," said Jolley. "It's a wonderful track and it will be phenomenal. It's one of those things you only do once in a lifetime!"

The cars will also be able to race at the famous track on the preceding weekend, as well as over the Rolex weekend of August 18-20. Jolley is still able to accommodate more cars and is happy to hear from Cooper owners interested in joining the trip.



Sid Hoole will be one of the Cooper exponents at the Laguna Seca classic weekend

can take part, including rallycross and road-going versions. The organisers hope to attract a large number of Metro 6R4s.

The sprint will be over two laps of the Croft circuit and will run in parallel to a sprint for other classic rally cars.

STRATOSPHERIC

Steve Perez plans to run his Lancia Stratos on selected rounds of the British Historic Rally Championship this season, after campaigning it on the Roger Albert Clark and Killarney Historic rallies at the end of last year.

The first Stratos to be rallied in Britain for 20 years, it is scheduled to compete on the opening BHRC round, the Robin Hood Stages. Perez believes that the mid-engined sportscar will be well suited to what is his local event.

SHOW TRIUMPH

A special display of ex-works Triumph TR4 rally cars will be a central attraction at the Historic Motorsport Show at Stoneleigh in February.

The display will feature all three surviving cars from the 1962-64 factory rally team, along with surviving service vehicles. It is hoped that many former drivers, co-drivers and team members will also be on hand.

SCOTTISH CLASSIC

Scotland will have a classic racing festival in 2006 when the Scottish Classic Speed Fair runs at the Knockhill circuit over the weekend of July 22/23.

A central feature will be a celebration of Ecurie Ecosse, marking the 50th anniversary of the team's win at Le Mans with an extensive display of team cars.

Promoted by the Knockhill circuit, the event is being created to feature more than just racing, with marque club events, air displays and track parades. Only four or five races are likely to be included in what is being planned as the first of an annual run of events.

LIFETIME AWARD

Tom Delaney, the last known surviving racing driver to have competed at Brooklands in the 1930s, has received the first Lifetime Achievement Award to be given by the Motor Sports Association.

Delaney, who still races a Lea-Francis at the age of 94, received the award from outgoing MSA chairman John Grant. "It's a lovely gesture," said Delaney. "To be honest I think that racing has helped keep me in shape. Each time I get in the car I feel 21 again!"

Delaney has raced the same car for 75 years, and also ran at Donington pre-war.

NEWS IN BRIEF

Reigning British Historic Rally champions Steven Smith and John Nichols are stepping up to a post-historic category Porsche 911 for the 2006 season. The 3-litre car is being built up by XS Racing and could make its debut on the opening championship event in early March.

Formula 5000 racer Frank Lyons has added an ex-Brett Lunger Lola T332 to his stable and hopes to race the car in the Derek Bell Trophy series this season. Lyons already has the ex-Tony Trimmer T332, but that car has been shipped to New Zealand for the winter, so the new car could be used to start the DBT season in early April.

Andrew Hepworth and Sean Nagle will enter a 1967 Ford Mustang in the Carrera Sudamericana in May. Son of ex-British hillclimb champ David, Andrew has only limited rally experience for the three-week event across Argentina, Bolivia, Perú and Ecuador.

Two of the Top Hat Racing classes could run in the new Great and British racing package being developed by Dunlop for the 2006 season. Although primarily aimed at contemporary classes, Top Hat's Groovy Baby and Best of British series are being tipped for a regular slot in the new racing programme.

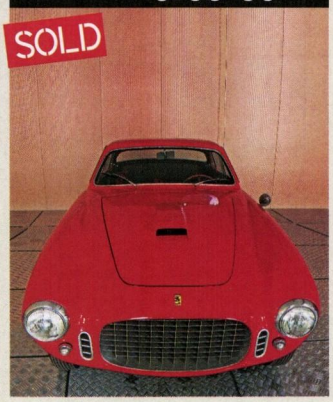
The Frazer Nash Car Club has been reformed as a separate company, having been a VSCC section for many years. The FNCC was originally formed in 1933, but after the war the members chose to form a section within the VSCC. Following a recent review, it was agreed that the clubs would now operate independently, although the long-established links will remain.

The Heritage GT Challenge will have an extended seven-race programme in 2006, with races supporting BTCC and British F3/GT events. A class for Appendix K cars has been added to the series, which will cut off car eligibility at 1980.

Former saloon car racer Richard Meins has added the ex-John Surtees Lola T70 Spider, chassis number 1, to his collection and tested the car at Donington before Christmas. Having been totally rebuilt, it will run alongside the ex-Trevor Taylor/Peter Gethin Mk3B that Meins campaigned in World Sportscar Masters events in 2005. Meins intends to take the Spider back to a more original engine spec, closer to how Surtees first raced it as a Can-Am car in 1966.

HAMMER DOWN

Racers that are going, going, gone



Bonhams' Ferrari sale in Gstaad, Switzerland on December 17 saw a number of highly desirable Maranello products go under the hammer. Star among them was the ex-Franco Cornacchia Ferrari 212/225 Inter Berlinette (above) which was sold to a Californian collector for 502,970 Swiss francs. Built in 1952, chassis 0237 EU featured distinctive Vignale coachwork and was sold new to Ferrari's agent in Milan. It was then moved on to Scuderia Guastalla boss Cornacchia, who won the 1953 Coppa Intereuropa at Monza in the car. Also sold was the ex-Albert Uderzo Ferrari F40LM: the 900bhp twin-turbo monster went for 844,655 Swiss francs. Adrian Newey's gorgeous 288GTO failed to reach its reserve.



As we go to print, Coys is hosting two big sales. At *Autosport* International there will be an eclectic mix of race and road machinery going under the hammer, ranging from a Ford Popular 100E historic rally car (yours for £3000 plus) to an ex-Paul Newman/Danny Sullivan March Can-Am car (above) and the Voigt-Renwick Special hillclimber. Oh, and Eric Morecambe's old Rolls-Royce Silver Shadow, complete with collection of eight-track cartridges.

At the Coys Europe sale in Maastricht on January 14, highlights include the ex-Luther Johnson Studebaker Indycar from 1932 along with a wealth of memorabilia including models and an Orange Arrows baseball cap signed by Jos Verstappen - yours for an upper reserve of £210. And no, that doesn't include a decimal point.

LAT Charlie Wooding



Smith stepped into this Escort for the final round to grab title from Stokes

Escort service lifts Porsche driver

Armajaro MSA British Historic Rally Championship

Going into the final stage of the season, the 2005 Armajaro MSA British Historic Rally Championship was still to be won and lost. Nine miles later Steven Smith and John Nichols emerged to claim the title.

For much of the season Smith/Nichols made the running in their historic category Porsche 911, but in the autumn it all went wrong. First the gearbox broke in Belgium and then the 911 smoked its way into retirement in Yorkshire with major engine dramas. With only the Somerset Historic Stages left, Smith made a very bold decision.

The only way he could still take the overall BHRC crown was to beat post-historic pacesetters David Stokes and Ian Oakey, who were looking strong for the title in their Ford Escort Mk1. Only by beating Stokes in his class could Smith come between Stokes and the title.

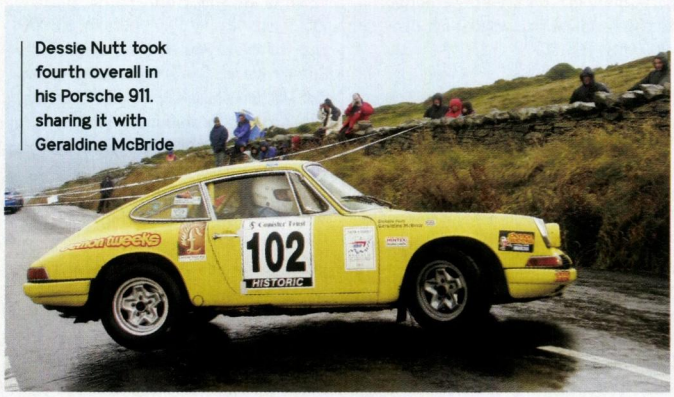
So, running a Mk1 Escort borrowed from Chris Browne, Smith/Nichols set about taking on the Escort master in the ninth and final rally of the season. It was nip and tuck all day and, although Smith led into the final stage, it was only settled when Stokes clobbered a boulder and damaged his Escort's propshaft. The title went to Smith/Nichols by a single point, while Stokes/Oakey still took the post-historic crown.

Third were Jeremy Easson and Den Golding after a cracking season in their Escort Mk1. But for a shunt on the season-opening Robin Hood Stages, they could also have been overall champions.

Taking the fight to Smith/Nichols among the older cars were Dessie Nutt/Geraldine McBride (Porsche 911) and Patrick Watts/Elgan Davies (Sunbeam Tiger), with former touring car driver Watts winning three times.

Two of the best performances of the season netted top-six positions and class wins for Matt Pearce/Dood Pearce (Mini Cooper) and Ken Forster/John Stanger-Leathes (Escort Mexico), while Peter Lythell/Gill Cotton had a fine campaign in their Porsche 911 to head their class among the post-historics.

The concurrent HRCR Classic Challenge was well won by the Mk2 Escort of Gareth Lloyd/Ryland James from Martin Freestone/Joanne Lockwood and the rapid 2-litre Pinto-powered Mk2 Escort of Mark and Brett Clifford.



Dessie Nutt took fourth overall in his Porsche 911, sharing it with Geraldine McBride



Easson third, despite missing last round

POINTS TABLES

ARMAJARO MSA BRITISH HISTORIC RALLY CHAMPIONSHIP FINAL OVERALL DRIVERS' POSITIONS

1	Steven Smith (Porsche 911/Escort)	207
2	David Stokes (Ford Escort)	206
3	Jeremy Easson (Ford Escort)	194
4	Dessie Nutt (Porsche 911)	183
5	Matt Pearce (Mini Cooper)	177
6	Ken Forster (Ford Escort)	176

FINAL OVERALL CO-DRIVERS' POSITIONS

1	John Nichols (Porsche 911/Escort)	207
2	Ian Oakey (Ford Escort)	206
3	Den Golding (Ford Escort)	195
4	Geraldine McBride (Porsche 911)	183
5	Dood Pearce (Mini Cooper)	177
6	John Stanger-Leathes (Ford Escort)	176

2005: a vintage season

VSCC hillclimb season

It was one of the most open hillclimbing seasons in memory for the Vintage Sports Car Club. No driver claimed fastest time of the day more than once as overflowing entries crammed the paddocks.

Along with the established big four venues of Wiscombe Park, Shelsley Walsh, Prescott and Loton Park, the tricky Oliver's Mount hill in the suburbs of Scarborough joined the schedule due to Harewood being unavailable.

Fittingly, as the venue marked a landmark century of competition, Shelsley Walsh again fell to ERA R4D as Mac Hulbert continued to regularly dip below the 34sec barrier. His year-old pre-war record didn't fall this time, but the sight and sound of R4D at full stretch on the rush up to the Worcestershire venue's Bottom S remains an iconic sensation in vintage hillclimbing.

But that was about it as far as Hulbert and R4D were concerned in 2005 hillclimbing. He never got to the line at Prescott after the car's oil pump stripped its gears while being warmed up.

Instead, James Baxter stepped in to take FTD at Prescott in his splendid Frazer Nash, but racing commitments kept Baxter away from other events. At Prescott Carl Gray served notice of his searing pace in the 1-litre supercharged Hardy Special by leading the chase of Baxter. Gray then went even better at Loton Park to famously take FTD with a climb that bettered Baxter's mark of a year earlier.

Trevor John set the standard at Wiscombe Park in May, but slithered into the undergrowth on his second run when trying even harder. John also featured strongly at Oliver's Mount, but couldn't quite match the nimble Riley Falcon special of Robert Cobden in the battle for FTD.

Among the classes, drivers having strong seasons included Michael Fitzmaurice (Austin 7 special), Brian White (Frazer Nash TT Replica), Pete Candy (Riley special) and Australian visitor Grant Cowie (Austin 7 special).



James Baxter took an FTD in Frazer Nash

THE FASTEST MEN

VSCC HILLCLIMB SEASON

Wiscombe Park. May 8
FTD Trevor John (AC/GN) 48.56sec
Shelsley Walsh. July 3
FTD Mac Hulbert (ERA R4D) 33.94sec
Oliver's Mount. July 10
FTD Robert Cobden (Riley Falcon) 50.68sec
Prescott. August 6/7
FTD James Baxter (Frazer Nash) 41.89sec
Loton Park. September 25
FTD Carl Gray (Hardy Special) 63.33sec



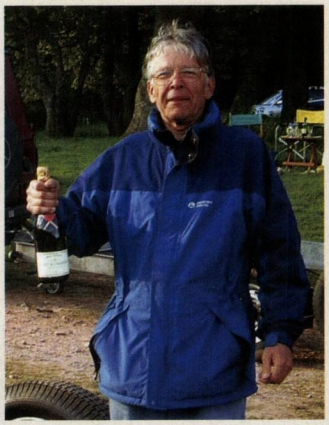
Hulbert and ERA are mainstays of VSCC 'climbs, but took 'just' one FTD in 2005


Speedy Carl Gray in the Hardy Special


Trevor John was on form in his AC/GN


Robert Cobden presses on in Riley

Inside line



TREVOR JOHN
VSCC hillclimber

How did your 2005 season go?
I've had quite a good year. I'm just consistent! I got my first FTD at the VSCC event at Wiscombe Park in May. I set the time on my first run, then I went off into the rhododendron bushes on my second run! But that didn't do any damage. Normally I'm aiming at the vintage section of my class, but sometimes I'm not too far behind the ERAs.

What's your sporting background?
I started in VSCC road rallies in 1979 and then had an Amilcar C6 that I used for hillclimbs for about 10 years. I then had a couple of years off before I got the Cognac in 2000 and I've competed in it ever since.

What's the history of the Cognac?
It was built in the 1930s by a Mr Cohen, with a 2-litre straight-six AC engine in a GN chassis. The name comes from the first two letters of Cohen, GN and AC. The engine design came out in 1919, so you can't get them to the high state of tune of some of the later engines. It's not strong enough to take a supercharger. But it's got plenty of torque, which is good for hillclimbing. The chassis started as a 1921 GN and the engine came from a Brooklands car. It's a mix of 1920s technology. The car has had lots and lots of FTDs over the years. Ron Footitt had it for 35 years and then Freddie and Jon Giles had it.

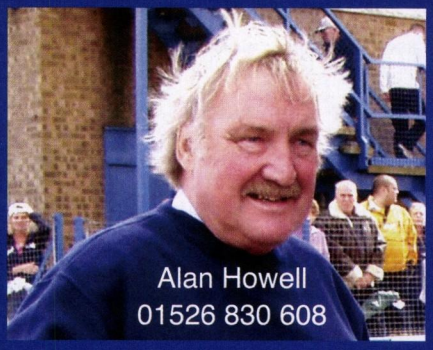
What are your plans for 2006?
I'll probably do about eight hillclimbs again in 2006. The VSCC hillclimbing scene hasn't changed very much at all over the years; it's still a very informal type of event.

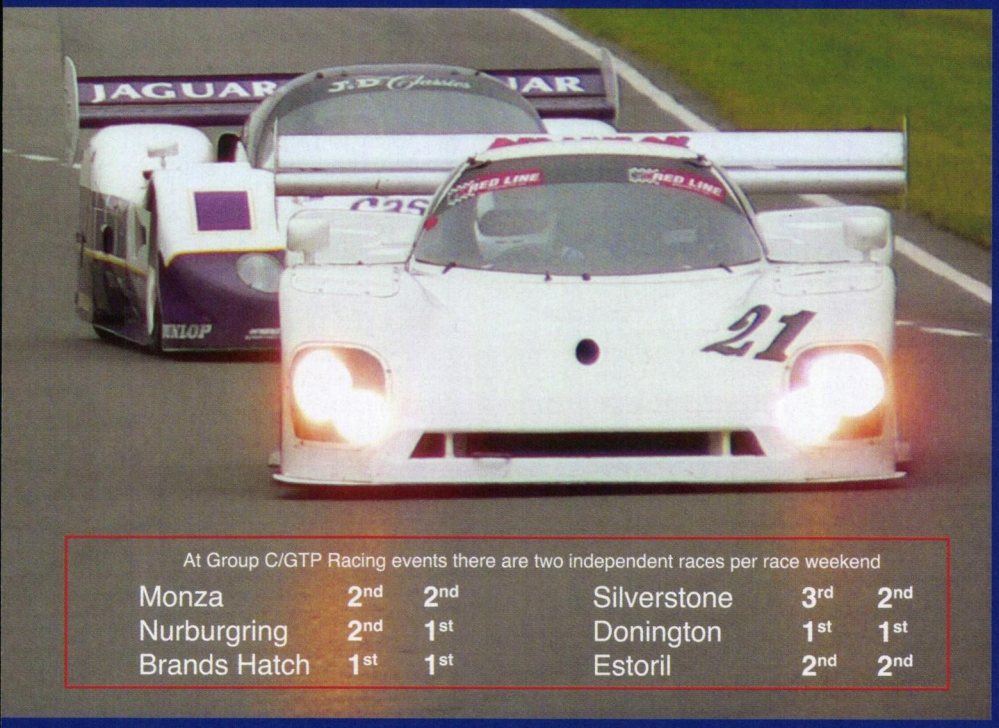
Mike Hally, Jakob Ebrey, Mark Ballard

thanks to

WEYLOCK

Race preparation

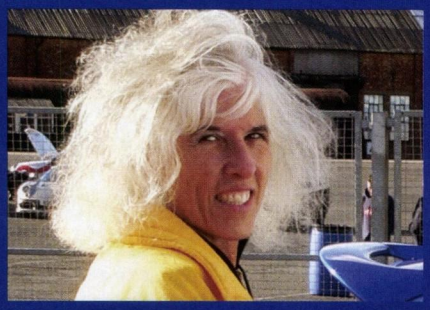




At Group C/GTP Racing events there are two independent races per race weekend

Monza	2nd	2nd	Silverstone	3rd	2nd
Nurburgring	2nd	1st	Donington	1st	1st
Brands Hatch	1st	1st	Estoril	2nd	2nd

Grateful thanks also go to our engine suppliers over the last two years, IES and Nicholson McLaren.

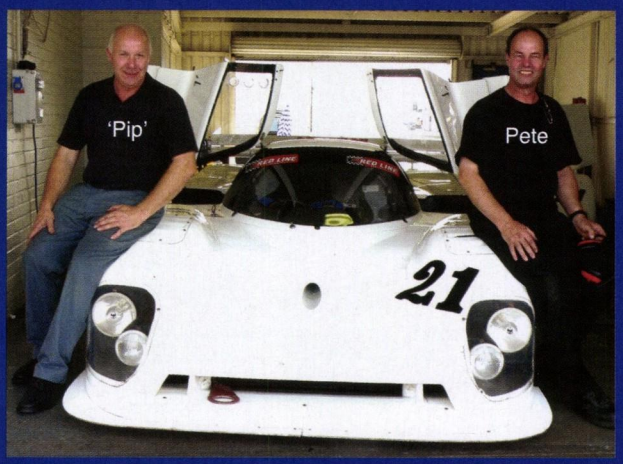


Special thanks go to Molly and the family for their patience and support.

David Mercer had a fantastic season in 2005 with his Group C1 Spice SE90 and would like to thank the Weylock team for their brilliant preparation.

Team leader Alan Howell, supported by ace mechanic Pete Randall and the ultra reliable truckie and helper 'Pip', produced a performance that will be almost impossible to beat in 2006.

Twelve starts, twelve finishes, twelve podiums, five wins and two lap records!



Autosport International
The Racing Car Show
Visit us in Hall 11

Group C
GTP Racing
WWW.GROUPC-GTPRACING.COM
CONTACT@GROUPC-GTPRACING.COM
+44 (0) 1926 43 58 43

SUNOCO
RACE FUELS
Official Supplier



Yumping for joy: David Stokes gets airborne on '05 Manx Historic Rally. He first campaigned a Ford Escort back in the 1960s

Stoking the fire again

David Stokes has made a big impact on his rallying return in historics. He tells Paul Lawrence why he came back and why it had to be with a Ford Escort

The scene is a downhill hairpin-right on a slippery forest stage high in the Brendon Hills in Somerset. A Mk1 Escort teeters on the limit of control under braking, but a deft Scandinavian flick-left kicks the tail out into a glorious powerslide. By the exit of the hairpin gravity seems sure to spin the car, but the driver never even thinks about coming off the power and calmly gathers it all up, grabbing more gears as the car plunges steeply on downhill. David Stokes knows how to drive an Escort.

Stokes, a larger-than-life character from deepest Gloucestershire, is back where he belongs. At the wheel of a BDA-powered Mk1 Escort, he is one of the stars of the Armajaro MSA British Historic Rally Championship. Three decades ago he was an ace in national rallying in such cars and now, with his 60th birthday not too far away, he's back.

These days he's still quick, committed and as entertaining as ever. Two decades out of rallying has cost him no speed. In fact, Stokes reckons the pace is now higher.

"With the pace notes we're travelling quite a bit quicker than we were in the 1970s. I was quick then, but used to have a lot of offs," he says, with the laugh that is never far away. "I never really had anyone calling the stages in a forest. We really were driving it on sight. I'd say it's safer now on notes. Not many people have big accidents."

It all started in Ford Anglias back in the mid '60s. Stokes was quick and soon moved onto Escorts, starting a love affair that has endured for nearly four decades.

His pace took him to the 1975 BTRDA Gold Star title, and a year later he added the national crown when he won the Castrol/*Autosport* Championship. His results earned him support from Ford.

"At the Castrol/*Autosport* awards do at the end of '76 Peter Ashcroft from Ford told me to ring him the following Monday morning. He offered me Russell Brookes's car for 1977. But I just couldn't keep an engine together. I did the Castrol/*Autosport* series for the next four years. In 1977 I was eighth. Then in 1978 and '79 the top three was the same: Malcolm Wilson, Jimmy McRae and myself."

Things then went badly wrong in 1980 when a major accident in Penmachno forest finished his career: "I couldn't drive for six months, so that was the end."



'I'm out there because I love it. Rallying is number one for me. I wouldn't change anything!'

Instead, the family bakery business took centre stage, and it was 20 years before historic rallying caught his attention: "I was watching Jimmy McRae do historic events and thought about buying a Lotus-Cortina." However, his younger brother Andrew, a useful driver in his own right, talked him out of that. It really had to be an Escort.

"We went to watch the Robin Hood Stages in March 2002," says Stokes. "That was it! A fortnight later I'd bought the rolling shell." Typical of Stokes, who never does things by halves, he chose the daunting Epynt ranges for his comeback and was straight back on the pace. "I'm absolutely, totally on it. There's no point in going out there not to do it!"

BHRC campaigns in 2003 and '04 brought strong results, and in '05 he won the post-historic title, missing the overall BHRC crown by a single point. In 2006 he's chasing the BHRC again and will wrap up the year with another attack on the Roger Albert Clark Rally – he finished fourth overall in '05.

Just as he was 40 years ago when he started out in rallying, Stokes is passionate about his sport: "I'm out there because I love it. I get a real kick out of trying to be successful. Rallying is number one for me. I wouldn't change anything!"

Words: Paul Lawrence

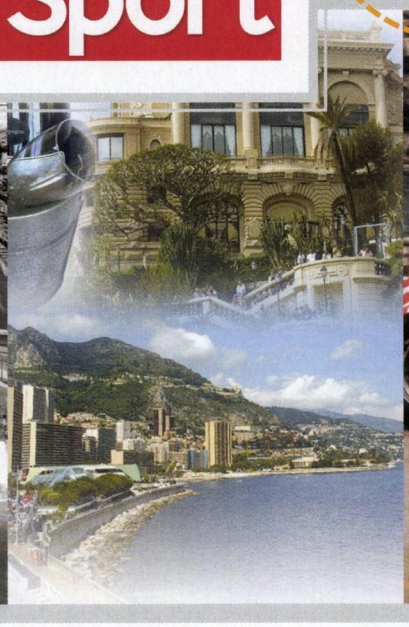
Relive a golden age of Grand Prix Racing

SPECIAL READER OFFER

MotorSport









The 5th Monaco Grand Prix Historique

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

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

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

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

A ticket in Grandstand K is included for Saturday's practice sessions. On Sunday we have arranged for you to watch the racing with the MotorSport team from the garden terrace of the Hotel de Paris (the terrace overlooks the circuit). A splendid buffet lunch will be accompanied by wine and mineral water.

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

Throughout the weekend the Page & Moy team will be available to assist and advise you and will accompany all coach transfers between Nice Airport and your hotel.

We look forward to seeing all our readers at this unique event!

www.pageandmoy.com/motorracing

ABTA V6345 Member

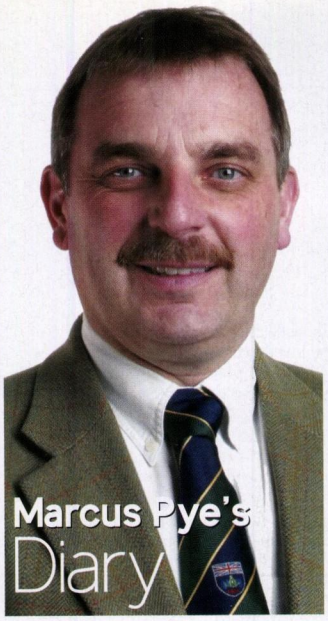
133 ATOL PROTECTED Bonded

For the maximum choice of itineraries and tickets call for our brochure on 08700 106 393

Quoting reference MP46/PM/06

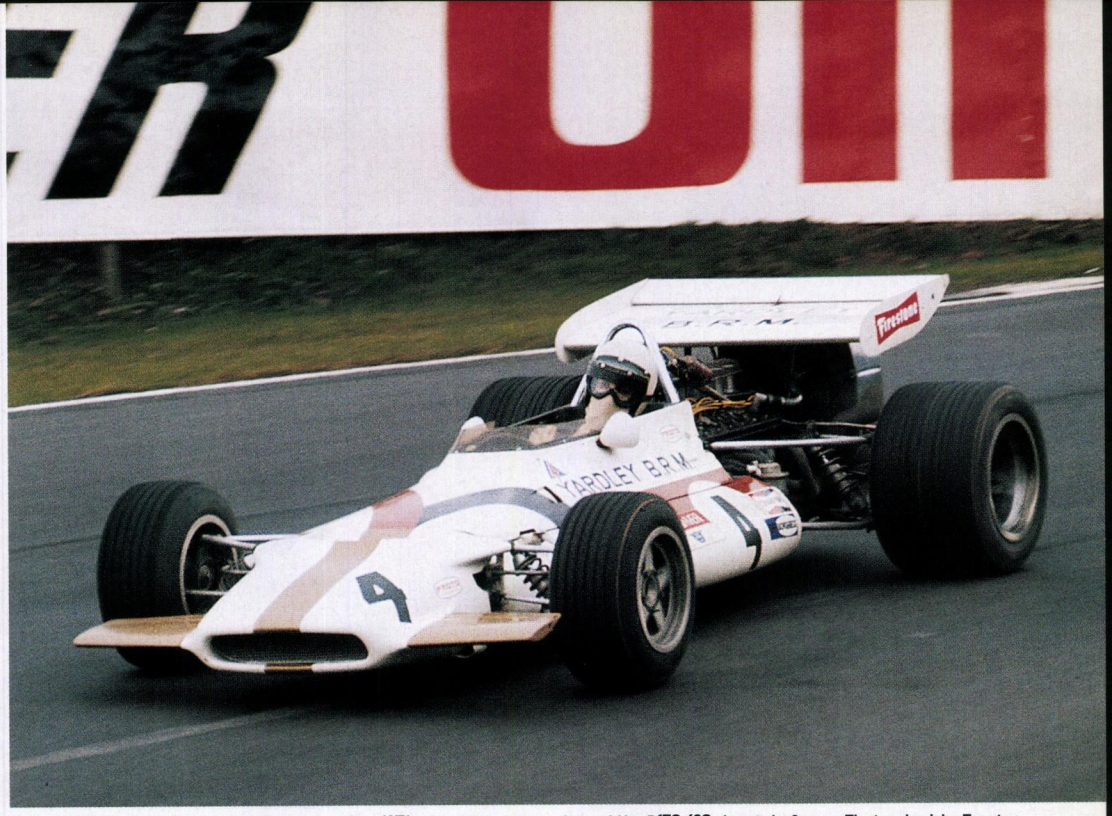
PAGE & MOY

Well-travelled people



Marcus Pye's Diary

MAWP looks forward to seeing a BRM race again in Monaco while eagerly awaiting a trip to New Zealand for F5000 fun



Former BRM pilot Howden Ganley – seen here in the 1971 Race of Champions – has sold his P153/03 chassis to former FJunior star John Fenning

STOCKBRIDGE: Nobody loves an underdog like the British do, and by the end of the Sixties BRM, the 1962 World Championship team, was very much in that league. The boys from Bourne, who built not only their Formula One cars but also engines and transmissions, were struggling prior to designer Tony Southgate's arrival.

Cosmetics firm Yardley threw it a lifeline for the '70 season though and, as green gave way to an unfamiliar white colour scheme at the Race of Champions, BRM's new P153 looked the part. With Pedro Rodríguez and Jackie Oliver up, it was a player too – when the engines were fresh.

The V12 engines varied greatly, developing between 420 and 440bhp when new, but rather less when parts were made to go round again – not a philosophy countenanced by Cosworth for its DFVs. Rodríguez's Belgian GP victory at Spa ended a four-year drought for the marque.

Seven P153s were built and chassis number 03 – run for wealthy Canadian George Eaton as a third-string in '70 – is to race again next season, for the first time since Helmut Marko scored its best GP finish: eighth at Monaco in '72.

Acquired from team boss Louis Stanley by its '71 driver Howden Ganley, it was sold by the Kiwi to Hampshire-based Willans Harness boss John Fenning in a shabby state, with a water-damaged monocoque. And more horrors awaited, for the 'rebuilt' engine and 'box internals were scrap. Three years on, the detailed end product is likely better than new.

When John and Mike Littlewood get it on track, the primal scream of that V12 engine, rebuilt by J&F in Henley (which also did Fenning's Ferrari flat-12s), will be a treat for all race fans. And, I hope, well worth the wait at Monaco's GP Historique.

NEW ZEALAND: The final five years of the Tasman Cup competition were the brashest of all, run for thuggish Formula 5000 cars. In the right hands the best of them were as quick, if not perhaps quite as wieldy, as contemporary F1 machinery in the mid-70s Cosworth 'kit car' era. But the sharp bark of a 302cu in Chevy V8 with a flat-plane crank made fans' hair stand on end like no other.

I hero-worshipped the drivers who tamed those monsters, mostly from afar. Australians Warwick Brown, Frank Gardner (whom I'd seen race the works Lola T300 at Brands in '71) and Kevin Bartlett, and Kiwis Graham McRae, Graeme Lawrence and Kenny Smith were gods. Their exploits, as retold every week in *Autosport*, brightened up my schoolboy winters.

Thirty years on, British-based historic racers have the opportunity to relive some of those glory days in New Zealand. I can barely believe that this month I will be among seven UK competitors joining the biggest gathering of F5000s seen there since the category's heyday.

As many as 30 cars may run at Pukekohe, close to Auckland, on January 27-29. The circus will then decamp to Christchurch on the South Island, where Ruapuna, over the road from the fearsomely fast but defunct Wigram airfield circuit, hosts the opening leg of the Southern Festival of Speed series.

The seed for the trip was sown by New Zealand F5000 Association members who made such an impression at Brands Hatch and Silverstone last summer. Their assistance, and that of Irishman Frank Lyons, who has taken his cars down under before, in coordinating a subsidised transport package has made the dream a reality for those of us with 'mere mortal' depths of pocket.

Careful logistics are the key to moving the kit half way round the world. Simon Hadfield's crew corralled the Chevron B37, Trojan T101 and Lola T330 – which Simon, Michael Schryver and I will race – with Frank and Judy Lyons's Lola T332 and Eagle FA74, James Denty's Lotus 70 and Peter Dunn's March 73A back in November.

Once loaded into containers, they left Felixstowe docks bound for Auckland, thus will have been on the high seas for a month by the time you read this. Road transport has been sorted out by our very generous hosts, so hopefully we will be reunited with the cars at Pukekohe. And then – my 2006 MSA licence, new freshly painted helmet and Air New Zealand permitting – the fun will begin...



Pye raced F5000 Lola at Silverstone in '05. He'll return to these V8 monsters in New Zealand

LAT: Charlie Wooding

MotorSport

Bell Stars

The British based Derek Bell Trophy series gives owners of pre-1980 Formula 1, Formula 5000, Formula 2 and Atlantic cars the opportunity to race on some great circuits within the UK. 2005 will be remembered for two weekends in July when a bunch of New Zealanders arrived and twenty F5000s thundered around Brands Hatch and Silverstone. It was wonderful to see Jonathan Palmer gleefully snapping away with his camera in the assembly area at Brands. The earth moved as the cars pounded through Paddock on their first lap. Over the following weekend the Hangar Straight looked like a high speed NCP car park as the pack streamed down to Stowe. A big DBT grid delivers big excitement.

Up at the front of the grid a pattern emerged from the season opener at Donington. When Simon Hadfield's Chevron B37 turned out it won. The combination was the class of the field. Hadfield's only real challenge came when Christian Fischer in an F2 March 772 drove an absolute blinder in the second race at Oulton Park. It was a David and Goliath battle. Fischer got his lap time within half a second of Hadfield's, but biblical history was not repeated as Hadfield lead at the chequered flag. The unanswered question was, could Hadfield beat the F5000s if he turned out in an F2?

Frank Lyons had a great year. It was he and wife Judy who organised the visit of the Kiwis, and he was in great form in the cockpit. Early in the season he had a win in his colourful F1 Hesketh 308E. After Snetterton he concentrated on his F5000 Lola T332 taking wins at Croft and at the Silverstone Finals. He was warmly applauded as he received his Trophy at the season closing dinner dance.

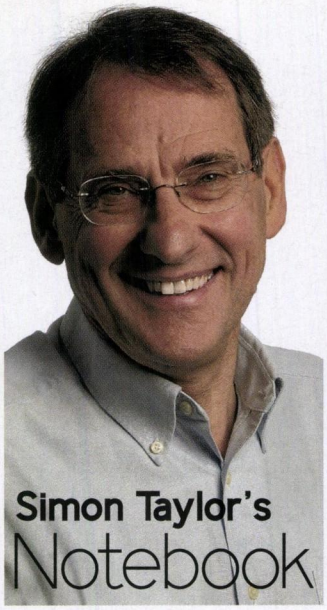
Ian Jacobs was all bustle and enthusiasm this year. It was clear that he loved every moment. On track his F2 March 742 looked good and was driven aggressively. Ian spent most of his season, head down, chasing Frank Lyons. Then in September he did it. At Thruxton he carried great speed through Village and Church and was rewarded with a fine win. Stuart Tilley is a tremendously loyal supporter of DBT. Stuart was there at every round and had tremendous pace in his Formula Atlantic Modus M1 often embarrassing many bigger-engined cars. His winning run in his class was only interrupted by the occasional appearance of Martin O'Connell in Sandy Watson's beautiful Lotus 69.

These are all fast and exciting cars, and the Club is building plans to improve the show in 2006. The HSCC will be at the Historic Racing Car Show, so if you would like to join in the fun, why not pop along and see them?

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



Legends Racing
Millers Oils Motorsport
MotorSport
RETRO TRACK & AIR Ltd
Wesprey Castings Willenhall
AVON TYRES



Simon Taylor's Notebook

Car people meeting at a nice pub goes back to the dawn of motoring. Despite breathalysers, it still happens today



The Phoenix pub and the old coachworks alongside, playing host to a New Year cornucopia of machinery

You can't stop people having fun with cars. During WWII, when there was no motorsport at all, enthusiasts still gathered to discuss what they would build and race when peace returned. Bill Heynes and Wally Hassan dreamed up the immortal Jaguar twin-cam six while on fire-watching duty in Coventry. And there's the story of two army officers meeting during the African campaign and wistfully reminiscing about Brooklands – whereupon one pulled from his pack a bottle of Castrol R, dribbled a little into a saucer and lit it. Reverentially they inhaled the evocative perfume, remembering in a far-off land days that had gone forever.

At other times in history, when petrol rationing stopped all frivolous motoring, coupons would be hoarded for trips to a pre-agreed pub for mutual car talk. Most of the drinking happened in the car park as bonnets were raised and carbs, compression ratios and clutch slip were debated. This was blimpishly labelled as having a 'Noggin and Natter'. Petrol might have been in short supply but beer was plentiful, and in those pre-breathalyser days no-one thought it wrong to drive home on near-deserted roads after an evening's sociable drinking.

Today there's plenty of petrol, but if you value your licence you wouldn't dream of drinking any quantity of alcohol before driving home. The 70mph speed limit, originally introduced as a three-month experiment, has just clocked up its 40th birthday, and speed cameras abound. Yet these pub meetings continue and, on odd occasions during the year, proliferate. There is no better way to chase away the hangover left by New Year's Eve than getting into a primitive open car and blasting away the cobwebs with an icy run to a nice hostelry.

Many pubs have long-established motoring connections, and none more than The Phoenix, on the old A30 west of Hartley Wintney. In the 1930s a tall Irishman called Tim Carson owned the pub, and also the coachworks in the sheds beside the car park. He raced a TT Vauxhall and a 30/98 at Brooklands. His friend John Passini operated the filling station on the other side of the pub as well as the well-stocked breaker's yard behind, and used a 1911 Silver Ghost as a breakdown truck. It was in the Phoenix in 1934, as a group of young enthusiasts were bemoaning with the landlord the passing of what they saw as a vintage era, that the Vintage Sports Car Club was born.

For many years, January 1 has been a day for drivers of cars that are old, or interesting, or both, to congregate at the Phoenix. This year, as I approached the village green near the pub, I thought there must have been a serious road accident, because traffic was jammed back into Hartley Wintney. Not

> 'Petrol was in short supply but beer was plentiful'

scores but hundreds of cars lined the kerbs for half a mile in either direction. The variety was remarkable, and not all were models that Tim Carson would have recognised: here a Jaguar XJ220 was casually parked on the verge, there an Abarth-Fiat 695 was nose to tail with a Jensen 541R and a Bristol 400. While a couple of unpainted V8 hot rods rumbled in, a tiny two-cylinder Subaru 360 was dwarfed by an R-type Bentley and a brace of modern Ferraris. Several proper motorcycles were in evidence – Triumphs, Nortons and Vincents – and a svelte Lancia Aurelia GT contrasted oddly with one of those corrugated Citroën H-Vans.

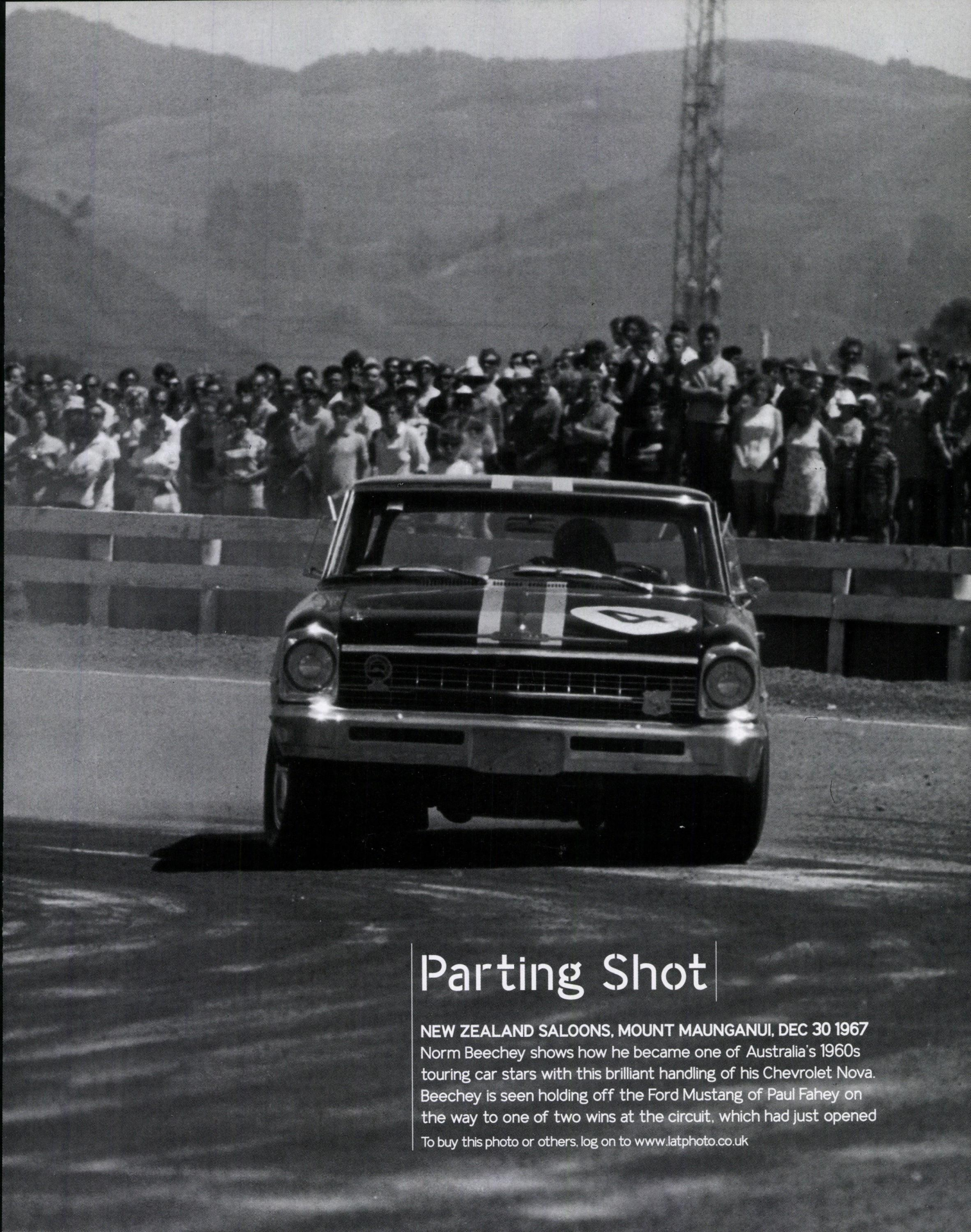
The pub was doing a roaring trade – dispensing as much coffee and cola as beer – and the car park itself was jammed with cars and people. In one corner were three Bugattis, a Calthorpe tourer and a wicker-seated Lancia Lambda. A Rover Eight was dwarfed by a very lofty Edwardian Standard; an Alvis with workmanlike station-wagon body lined up beside a stark M45 Lagonda. The VSCC pioneers might have turned up their noses at a couple of charming 1930s commercials – a three-wheeler Reliant van and a two-cylinder Bradford – but they would have been delighted that the old Vintage Coachworks building has been reborn as the Phoenix Green Garage in the hands of Nicholas Benwell. January 1 was Nick's first day of trading, and he displayed his glorious ex-Fane twin-blown Gough-engined Frazer Nash, CMH 500 – the car that DSJ called the ultimate 'chain-gang'.

Everywhere there was fervent conversation, about journeys undertaken and journeys planned, about mods and breakages and tweaks, about long-sought spares stumbled upon in unlikely places. A superb SS100 had a notice stuck in the windscreen: its owner was seeking history for another SS he'd just bought. A fascinated small boy asked intelligent questions about a superb Mk2 Aston Martin and received patient, courteous and educational answers from its owner.

It all seemed so much better than any organised rally or *concours*. Instead of neat ranks of polished machinery and officious marshals, these were just car people dropping in, comparing notes, exchanging anecdotes and queries and boasts, and driving home again to a late lunch. It was the sheer higgledy-piggledy mixture that made it so entertaining. Tim Carson would probably have been dumbfounded by this immense gathering around his old licensed premises, but he would have been delighted too. M

James Mann





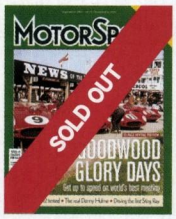
Parting Shot

NEW ZEALAND SALOONS, MOUNT MAUNGANUI, DEC 30 1967
Norm Beechey shows how he became one of Australia's 1960s touring car stars with this brilliant handling of his Chevrolet Nova. Beechey is seen holding off the Ford Mustang of Paul Fahey on the way to one of two wins at the circuit, which had just opened

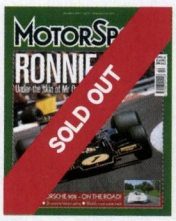
To buy this photo or others, log on to www.latphoto.co.uk

BackIssues

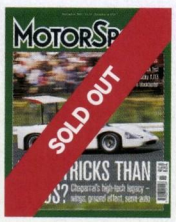
OTHER SELECTED ISSUES AVAILABLE UPON REQUEST



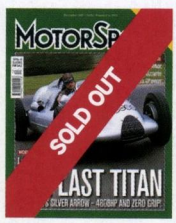
September 2003



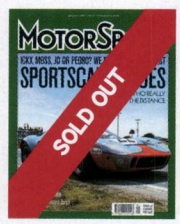
October 2003



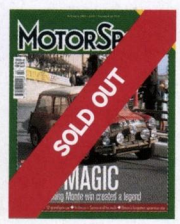
November 2003



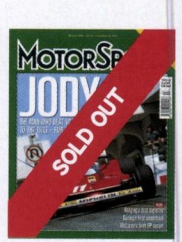
December 2003



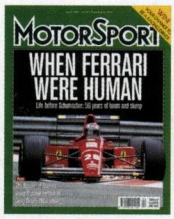
January 2004



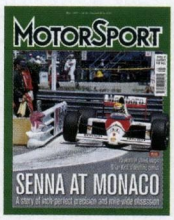
February 2004



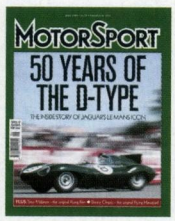
March 2004



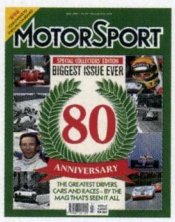
April 2004



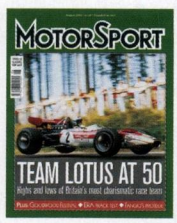
May 2004



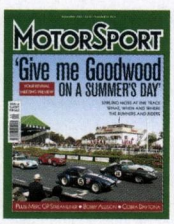
June 2004



July 2004



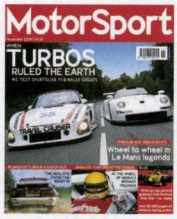
August 2004



September 2004



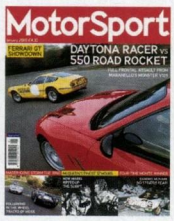
October 2004



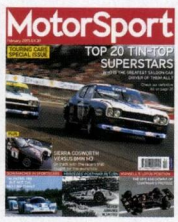
November 2004



December 2004



January 2005



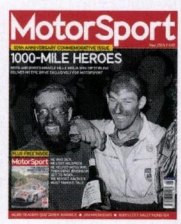
February 2005



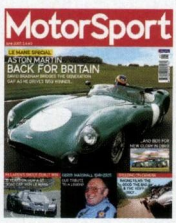
March 2005



April 2005



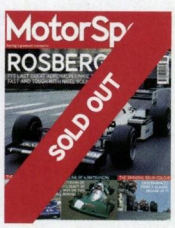
May 2005



June 2005



July 2005



August 2005



September 2005



October 2005



November 2005



December 2005

Back issues are £5.75 including postage

Please specify issue required _____

Name: _____

Address: _____

_____

_____

Postcode: _____

Telephone no: _____

E-mail address: _____

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

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

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

☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

Expiry date

☐☐☐☐

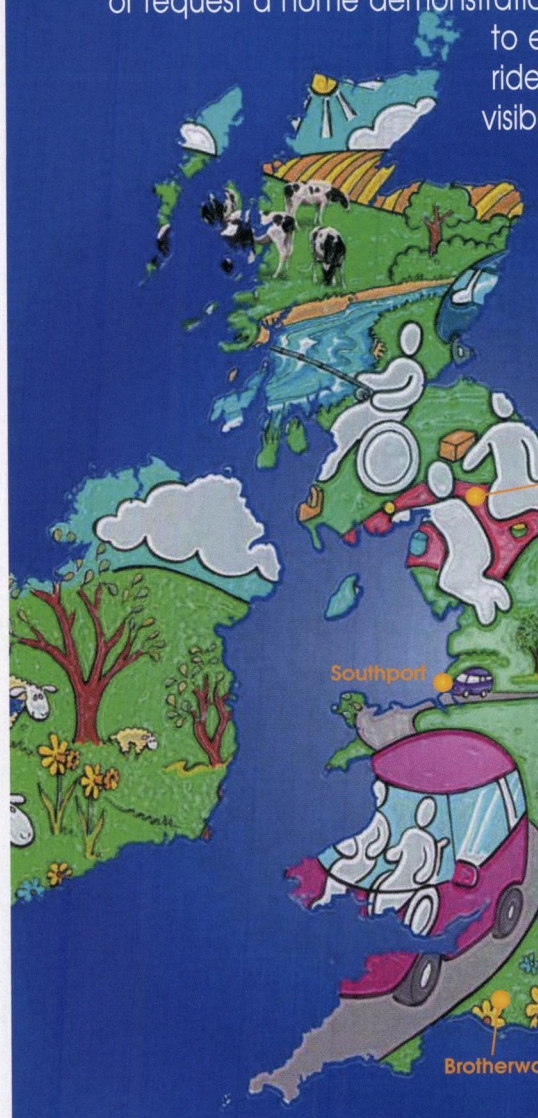
POST TO: HAYMARKET BACK ISSUES
PO BOX 568, HAYWARDS HEATH,
WEST SUSSEX, RH16 3XQ
or call 08456 777819 or fax 08456 775 555

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

"Visit the factory and let us show you how Brotherwood cars measure up to other conversions or request a home demonstration from our network of agents to experience for yourself the ride quality and excellent visibility that we achieve."



Rod Brotherwood
Managing Director





Peugeot Partner
1450mm (57")
interior headroom

Volkswagen Sharan
1498mm (59") interior headroom



Mercedes Vaneo Klastar®
interior headroom 1525mm (60")
Two flat floor lengths
1270mm (50") and 1725mm (68")





Fiat Multipla
1420mm (56")
interior headroom

HOME DEMONSTRATION

NEW, EX-DEMONSTRATOR & SECOND HAND VEHICLES, SHORT AND LONG TERM HIRE

Phone now for more details and availability
Telephone: **01935 872603**

BROTHERWOOD
AUTOMOBILITY LIMITED

"If you want the best value, buy the best"

Visit our websites **www.brotherwood.com** or **www.brotherwood.co.uk** for more information on our complete range of conversions and used sales list

Pillar Box Lane, Beer Hackett, Sherborne, Dorset. DT9 6QP • Fax: 01935 872853 • e-mail: sales@brotherwood.com

VCA REGISTERED FIRM ISO 9001:2000

Motability

To be precise...

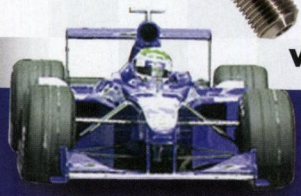
Family owned and run since 1961,

T&K Precision Ltd

are specialist manufacturers to the motor racing industry, including most major F1 teams.



- Custom made, high tolerance Thread Rolled Studs & Fixings
- Fast turn-around
- Superior quality guaranteed



www.tkprecision.com

10 Gatelodge Close, Round Spinney,
Northampton, NN3 8RJ UK
Tel: (0)1604 493101 Fax: (0)1604 493208

WOODFORD TRAILERS

TEL: 01327 263384 FAX: 01327 263379

CAR TRAILER RANGE

SIZE	AXLES	OPERATION	GROSS CAP.	PRICE**
10' x 5' 5"	Single	Ramps	1300kg	£700
11' x 5' 5"	Twin	Ramps	1500kg	£1,100
14' x 6' 1"	Twin	Ramps	2500kg	£1,350
14' x 6' 1"	Twin	Hydraulic Tilt	2500kg	£1,450
14' x 6' 6"	Twin	Hydraulic Tilt + Ramps* *(Ultra low loading angle)	2500kg	£1,650

** prices ex VAT

Check out the website for our entire range: www.woodfordtrailers.com

Woodford Trailers range includes:
* Flatbeds with or without sides
* Beavertails
* Motorbike Trailers
* Plant Trailers
* Box Trailers

EXTRAS

ITEM	PRICE**
Rear support stands	Free
Spare Wheel	Free
Tow hitch lock	Free
Extra long ramps	Free
Strap winch	£50
Cable winch	£75
Wheel straps	£15
Centre decking	£160
Tyre rack	£140
Tool box	£80



Available in Ireland ex-stock, contact Globetrotter 0872 555 068

14 Great Central Way
Woodford Halse
Daventry
Northants









Introducing the brand new Aspect, the latest addition to the already impressive line up of Winnebago American Motorhomes.
Check out its sleek aerodynamic lines, the large 'U' shaped sofa/dining table which converts into a spacious 48"x81" second bed, this along with a massive package of standard features to include a generator, air conditioning, microwave, built in television and dvd/vcr system etc.
All this in a European friendly size and prices starting from £72,224 on the road.

DUDLEYS
OF OXFORDSHIRE
AMERICAN MOTOR HOMES

A415, Abingdon Road, Ducklington, Witney, Oxon OX29 7XA
Tel: 01993 703774
Fax: 01993 771745
E-mail: sales@dudleysrv.com
www.dudleys-rv.com
Closed Sundays & Bank Holidays

LONDON CAR STORAGE

Bride Street, Caister House, Underground Storage
London N7 8AX

- Short Term
- Long Term Stay
- Complete Valeting Service
- C.C.T.V 24hr Surveillance
- Collection & Delivery can be arranged

L.C.S offer a Secure & Discreet Service to suit all your needs
Comprehensive Insured for your piece of mind
For more details & information
Please call 020 7609 8533 – 020 7609 8535 – 020 7700 7672
web: www.londoncarstorage.co.uk

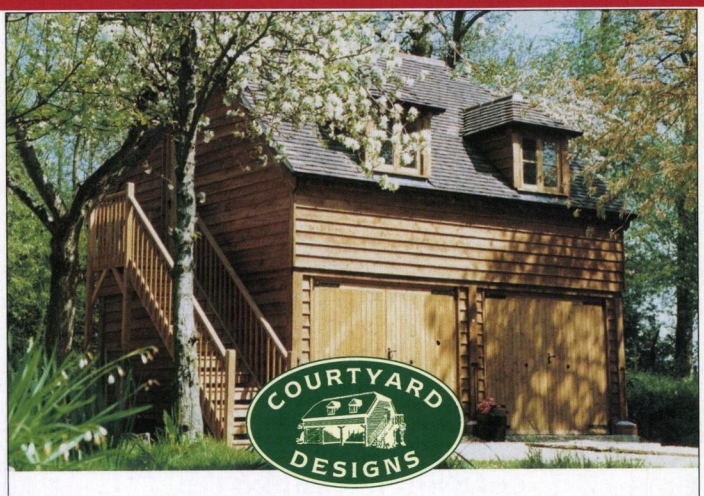
CAR STORAGE
Leaders in the South



- 20 mins Gatwick
- Dehumidified / Insulated
- Maintenance
- Additional Services
- 24 hour Surveillance
- 7 Day Access
- Estd. over 10 Years
- Brochure Available

Tel: 01403 790503
Fax: 01403 791593
Email: info@carlines-uk.com

CARLINES
Secure Storage



ESTABLISHED 1991

GARAGES OF DISTINCTION

Whatever your needs, our own dedicated team of craftsmen will build you a superior single or two storey timber garage or any other outbuilding in a matter of days.

For our brochure and price list call
01886 884641
www.courtyarddesigns.co.uk

Courtyard Designs Ltd. Suckley, Worcester WR6 5EH Email: enquiries@courtyarddesigns.co.uk

QUALITY · VERSATILITY · CHARACTER

PROFESSIONAL CAR STORAGE

High Security / De-Humidified Car Storage
Customised Maintenance / Exercise Programmes
Vehicle Transportation
Vehicles Sourced To Order
Restoration / Servicing Workshop





AutoStore

Tel: 01223 872879
Fax: 01223 872983
Web: www.autostore.co.uk & www.autostoresales.co.uk
E-Mail: enquiries@autostore.co.uk

HAMILTON Classic
www.hamiltonclassic.co.uk

Swift Shade Instant Marquees

Professional Quality at Clubmen Prices.
Perfect for Race, Rally, Kart or Bikes
2.2mx2.2m, 3mx3m,
5mx2.5m & 3mx6m



Phone: +44 (0)118 973 7300
Prices from £155.00 inc vat.

Many other products available
Web: www.hamiltonclassic.co.uk Email: office@hamiltonclassic.co.uk



Timber Garages
Garden Offices
& Workrooms
From £995 inc. VAT
Strong Warm & Condensation Free

BUSINESS OF THE YEAR WINNERS 2004 - Quality Award Winners

WARWICK BUILDINGS

Southam Rd, Long Itchington,
Rugby, Warks, CV47 9QL

Tel: 01926 815757 Fax: 01926 815162
www.warwickbuildings.com



An all *NEW* car storage

DEHUMIDIFIER

- *Efficiency of operation is independent of temperature*
- *Out-performs refrigerant devices below 10°C*
- *Adjustable humidity control*
- *Provides modest heating too!*



Available EXCLUSIVELY from Dry-it-Out Limited, the dehumidification specialists.
Call us today for more information on
08700 117987
or visit **www.dry-it-out.com**

DIO
VISA MasterCard

Rod Jolley
COACHBUILDING
Specialist Panel Beating and Ash Framing

37 GORDLETON INDUSTRIAL PARK,
SWAY ROAD, LYMINGTON, HANTS SO41 8JD.
TEL: (01590) 683702. FAX: (01590) 683634.
INTERNET: http://www.rodjolley.com
EMAIL: rod@rodjolley.com

CLASSIC BRITISH QUALITY CHARTER Member

Lotus X1 front end
If you have a similar project that needs part or full restoration please give us a call





MasterCard VISA SWITCH

SPORTS & VINTAGE MOTORS

More than **2000** new parts available

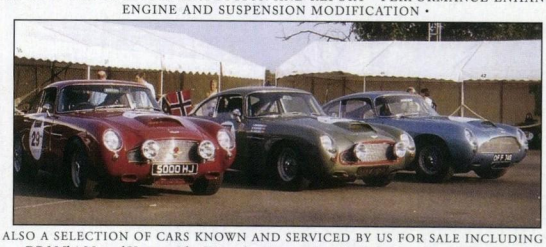
M.G.'s 1929 -1936

New 9th edition catalogue now available £10

"The No1 Name in Pre-War MG Spares"

Upper Battlefield Shrewsbury SY4 3DB **Tel:** +44 (0)1939 210458 **Fax:** +44 (0)1939 210644

GOLDSMITH & YOUNG LTD
ASTON MARTIN SPECIALISTS
SERVICING • FULL RESTORATION • UNLEADED CONVERSION • DYNAMOMETER • INSURED TRANSPORT • PRE PURCHASE INSPECTION AND REPORT • PERFORMANCE ENHANCING ENGINE AND SUSPENSION MODIFICATION •



ALSO A SELECTION OF CARS KNOWN AND SERVICED BY US FOR SALE INCLUDING
DB6 Mk1 Manual Vantage, Blue/Magnolia trim, good mechanically, Interior scruffy £P.O.A
1974 Auto V8 Silver/Blue interior. Full restoration 2000 to Vantage spec. Exceptional car £30,000 (excl reg '1974 AM')
Unit 2C, Quarryfields Industrial Estate, Mere, Wiltshire BA12 6LA.
Tel: 01747 860715 Fax: 01747 861109
Email: gyl73@aol.com Website: www.aston-gyl.com

PIPER CAMS
Billet, Cast & Reprofiled Cams for Classic & Historic Cars



Alfa Romeo, Alvis, Bentley, Bristol, BMW, Cosworth, Coventry Climax, Daimler, Ferrari, Ford, Healey, Hillman, Humber, Jaguar, Lagonda, Lancia, Lotus, MG, Maserati, Mini, Porsche, Riley, Rolls Royce, Rover, Singer, Sunbeam, Talbot, Triumph, Volvo and many more

Telephone
+44 (0) 1 233 500200
www.pipercams.co.uk
It's a Power Thing!

ARIAS
PISTONS
FORGED PISTONS AND SPECIALIST ENGINE COMPONENTS

- Forged pistons for every application to 140mm bore
- Steel, titanium and aluminium connecting rods
- Piston rings and pins
- Liners, block sleeves & lightweight pushrods

ARIAS PISTONS LTD
Rosier Commercial Centre, Coneyhurst Road, Billingshurst, RH14 9DE, England
Tel: +44(0)1403 784022 Fax: +44(0)1403 782022
Email: pistons@arias.co.uk

RACEMETTLE



Starting Problems? Put them behind you with our lightweight high torque Starters. For classic car, kit car or motorsport applications. We will get you going regardless of temperature or compression.
Saving weight ? Tight on space ? see our range of 45 -55 amp lightweight alternators and our famous Dynalite alternator that looks like a dynamo



Racemettle Limited. Tel: 01427 679784
Fax: 01427 810593 e-mail darryl@racemettleltd.co.uk
www.racemettleltd.co.uk
Trade enquires are welcomed

AGRIEMACH Ltd
Koul Tool - PM-KT468 and PM-KT1016



The Koul Tool is the only tool to overcome the problem of installing braided hose into the socket part of the assembly. It is simple to use, virtually indestructible and will save time, money and fingers from the frayed ends of a braided hose. Suitable to meet the requirements of all fitting manufacturers, to fit both small and large braided hoses. Priced at only £68.00 for the small kit and £81.00 for the large kit, it will pay for itself in no time at all.
For further information contact :
Agriemach Ltd, Wayfarers, Domewood, Copthorne, Crawley, West Sussex, RH10 3HD
Tel: 01342 713743 Fax: 01342 719181 Email: info@agriemach.com
www.agriemach.com

WITTER
TOWBARS TO TRUST
- EC Type Approved bars use all car manufacturers fitting points
- Over 5 million towbars supplied
- Fitting does not affect the vehicle warranty
- Lifetime guarantee under the Witter Shield of Safety
- Over 250 stockists nationwide

See Yellow Pages for your nearest specialist fitter or stockist.
WITTER TOWBARS, CHESTER CH5 2NY
Tel: 01244 284500 Web: www.witter-towbars.co.uk

www.racingmodels.co.uk
MOTORSPORT MODELS
The only site you need for your collectible racing models. 10,000 of the rarest models in stock located in the UK, fast worldwide shipping



Fabulous Motorsport Art, Signed limited edition prints, Originals and Commissions by Acclaimed Artist Steve Harper.
www.harperdesign.co.uk
Grand Prix legends, Drivers portraits, Glamorous circuits. ideal for gifts, collectors, enthusiasts and special presentations.
Home of the real motorsport enthusiast!
(UK)0121 384 3724

claremont CORVETTE

THE ORIGINAL
CORVETTE SPECIALISTS
·20 Corvettes on display
·New and used parts for
Corvettes from 1950's to present.
www.corvette.co.uk
Phone: +44 (01634) 244444
info@corvette.co.uk

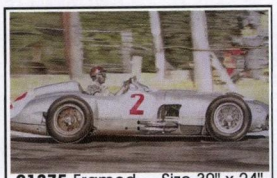
Powervamp
ADVANCED POWER PRODUCTS
RACING/RALLY BATTERIES
Used Worldwide for starting Military Aircraft our Hawker SBS and Odyssey batteries are manufactured to the specifications already in use in the Racing/Rally Industry.
* Lightweight
* Maintainence Free
* Sealed
* Flame Retardant
* Small
Best prices - all available ex-stock
SBS 8, SBS 15, SBS 30, SBS 40, SBS 60
Odyssey pc 535, pc545, pc625, pc680, pc925, pc1200, pc1700
Tel: 01934 643000
Fax: 01934 642800
e-mail: info@powervamp.com
VISA
FT76/R

THE FERRARI OWNERS' CLUB OF GREAT BRITAIN
Join fellow owners in a Club dedicated to helping you to enjoy your Ferrari to the full. Enjoy regular track days, area group activity, magazines, a host of event invitations during the year, a Club race and hill climb series and much more.
Open to former owners (FOCGB) and non-owning enthusiasts (PHR)
Join online :
www.ferrariownersclub.co.uk
Or call: 01485 544500 : fax: 544515
Email: ever.foc@btinternet.com

The Mercedes-Benz Club
Founded 1952
07071 818868
www.mercedes-benz-club.co.uk
The only UK club recognised by Mercedes-Benz

Alfa Romeo Owners Club
Join the Alfa Romeo Owners Club for Alfa enthusiasts regardless of year or model Alfa, and for non-owners. We provide 6 magazines and 6 newsletters, local sections, model registers, a racing championship, an official insurance scheme, Directory of Services, and many events.
Major date for 2005
June 19th 2005
Boughton House, Nr. Kettering.
Membership details from: Peter Edwards
01273 589888 (tel & fax) www.aroc-uk.com

HERITAGE
IAN MASON
ASTON MARTIN HERITAGE SPECIALIST FOR LONDON
139a Freston Road, North Kensington, London W10 6TH
Tel: 020 7727 1944 / 020 7727 7678
Fax: 020 7792 8102
E-mail: imason1@powernet.co.uk
Website: www.ianmason.co.uk


£1375 Framed Size 30" x 24"
For this and many more originals and signed Limited Edition Prints visit www.classicautoart.co.uk
or
Telephone 01722 326226
Payment by Paypal, cheque or cash

autochron
Specialists in historic race & rally equipment

www.autochron.co.uk
+44 (0) 1494 758887

Classic Moments in Motorsport

by Brian Sapsford
WWW.briansapsford.co.uk
01252 653320

the Keith Duerden collection
Motor racing photos from the 1950s and '60s

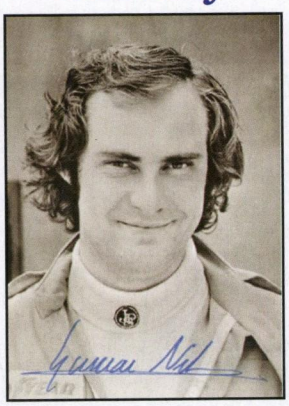
www.duerdencollection.com

Elite Auto Storage
PO Box 85, Great Sampford, Saffron Walden, Essex, CB10 2FX
From priceless classics to family saloons
Maintenance and exercise programs
UK wide covered transportation
Long and short term storage
Discreet and secure
Mobile: 07703 295282
Tel/Fax: 07970 295282
Website:
www.autostorage.co.uk
Email: info@autostorage.co.uk

UK Mail Order Specialists
Elland Diecast Vehicles

A massive selection of high quality road and race die-cast model cars and motorcycles:
- CMC Exclusive Models
- Minichamps
- AUTOart
- Exoto
- IXO and much more
Call: 01422 313441 or visit our secure website to order
www.ellanddv.co.uk


A UNIQUE FOLIO OF EVOCATIVE, ATMOSPHERIC PRINTS AVAILABLE FROM
www.revivalcarart.co.uk

Arundel Autograph Gallery

Suppliers of quality autographs specialising in motorsport. We currently offer all F1 World Champions and many others. Located 10 Minutes from Goodwood.
Tel + 44 1903 883210 / 885900
Fax + 44 1903 884944
sales@autographs.co.uk
www.autographs.co.uk

SMALL ADS

www.silverarrows.co.uk



1969 280 SL Classic Mercedes. Silver with new black trim. Automatic. Power Steering. Sold by us to the last three owners and has just completed a 2,500 mile European Tour.



1998 SL 320 V6. Green Black with Black leather trim. 38,000 miles. 2 owners. Air conditioning. Panoramic glass hardtop.

Silver Arrows Automobiles

Classic Mercedes-Benz

tel 020 8789 8525

Putney, London

237557

info@ecuriebertelli.com
www.ecuriebertelli.com

ECURIE BERTELLI LIMITED

Tel: +44 (0)1234 240024
Fax: +44 (0)1234 240054

The Specialist in all Vintage Aston Martins

Registered Office • 53 Stilebrook Road • Yardley Road Industrial Estate • Olney • Bucks • MK46 6EA • United Kingdom



1933 1 1/2 LITRE LE MANS SHORT CHASSIS.

A one owner car for the past forty years and only six owners before him. Restored in the 1980's, used for UK and European rallies and the occasional concours and sprint, with complete reliability.

A very original and unmolested Le Mans in superb condition.

A very rare opportunity to acquire a very special motorcar.

PRICE £100,000

See car sales at www.ecuriebertelli.com for further details

A

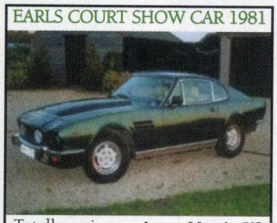
1986 Aston Martin Lagonda



Only 6,837 miles from new! Fuel injection. Left hand drive, U.S. example. Simply superb. Condition commensurate with mileage. Fully sorted. $49,000.

Danwoodnorth@aol.com
001-312-290-0699.
Chicago, IL. U.S.A.

EARLS COURT SHOW CAR 1981



Totally unique - **Aston Martin V8** Oscar India. 2 previous owners, undergone recent £40,000 restoration by A.M Specialists. Buckinghamshire green with magnolia hide/green piping. Unleaded engine. Every extra. Looks and drives like new.

£28,000.

Tel: (01243) 641525 / 07970 198556

1966 AC SHELBY COBRA 427 Mk III L.H.DRIVE.Rebuilt using its original chassis in the 1970's and converted to partial 'S/C' spec. Premier award Winner at the 1981 S.A.A.C. Convention. Superbly presented throughout with delightful patina spanning 40 years. Shortly to be featured as a splendid double-page portrait in the new edition of Trevor Legate's famous 'COBRA - THE REAL THING' out soon.



ROD LEACH'S 'NOSTALGIA' - Tel: 01992 500.007 (Herts.) -

1966 AC COBRA 289 MK III - R.H. DRIVE First owned by famous boxer Billy Walker and Lord Russell, then modified for competition in the 1970's. Totally reconstructed in the early 1990's, after which it became probably the most successful Mk III of all in the hands of Aidan Mills-Thomas, with 80+ wins in over 300 events entered. Now 300+ bhp Peter Knight engine just fitted. Full F.I.A. Papers and taxed/M.O.T'd etc.

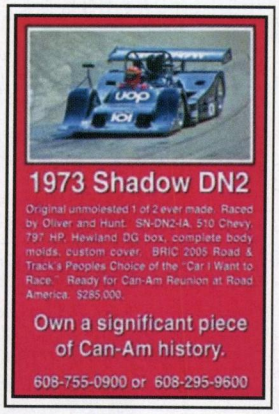


ROD LEACH'S 'NOSTALGIA' - Tel: 01992 500.007 (Herts.) -

A HAWK KIRKHAM 289 REPLICA/ The 289 and 427 SC are both available exact as original with the original spec. chassis and hand formed aluminium bodies. Body/chassis units fully wrapped with all internal panelling, foot boxes, doors, boot and bonnet, all fitted £18,950 + VAT. Agents for the UK and Europe. Hawk Cars Ltd, Oakdene, Riverhall Hill, Frant, East Sussex TN3 9EP. Tel: (01892) 750341. Fax: (01892) 750071. AGENTS IN GERMANY: PHILIPS CLASSIC CARS, Hawk Cars / Germany. Kirkham Motorsports Europe, In Der Ave 13, 35091 Coelbe Sohoenstadt. Tel: 00 49 (0) 6427 1048. Fax: 0049 (0) 6427 2681. Mob: 00 49 (0) 171 6536 775. E-mail: philipps@scm.de



1957 AUSTIN HEALEY 100-6 FOUR SPEED WITH O/D Class winner six day 04 Norway Viking Classic Rally also finished Rally of the Tests and 04 six day Emerald Isle Classic. Thousands spent on chassis up photographic renovation, accounts available. Extras include sump guard, oil cooler, vented bonnet and wings, retro trip, elec compass, air horns, 2 ltr AFF fire extinguisher, seat harnesses, navigators foot rest etc. £25,000 Any inspection welcome. Tel: 01472 359052 day 01472 200728 eves tony.bell@bell-insurance.co.uk



ALFA ROMEO Servicing , Restoration , Buying & Selling (Specialists in all 1960's & 1970's models - 105 series Coupe in particular]. Please visit www bonelloautoservices.co.uk or telephone 0191 261 6430 & ask for Mike Bonello

ALVIS MAC JOB 12/50 SPECIAL 1925 Outstanding Competition & Road car. Very attractive with impressive provenance. Fully overhauled. £29,950. Tel 02392 375570 or alternatively email:geoffreyroconnell@btinternet.com

ASTON MARTIN Buying or Selling Visit www.allastonmartin.com Or telephone 01737 244567 Byron International Automotive Brokerage

ASTON MARTIN FACTORY QUALITY BODYSHOP For all Aston Martin cars, restoration, fabrication, jigwork, aluminium welding, low bake paint system, expert colour matching. Competitive rates, trade welcome. www.brooklandsmotorcompany.co.uk Brabham Buildings, Weybridge, Surrey. Tel: 01932 828545 or 07860 912217. Wanted dead or alive all Aston Martin, projects etc etc.

ASTON MARTIN V8 VANTAGE 1984 43,000 miles, extensive history, new sills, handling kit, new Ronal wheels with Michelin Pilots, repainted Royal Blue with Dove trim. £58,000. Tel 01932 868800 TRINITY ENGINEERING



AUSTIN HEALEY 3000 MK 111 BJ8.PHASE 2 1965 UK rhd, only 39k from new, fabulous example £29,950. We also have a choice of 11 other big Healeys available, largest selection in UK, we also offer the complete Austin Healey service. We will collect and deliver Nationwide. If you're selling, please ring 01723 361227 or 07831 830270 seven days or visit us at www.murrayscott-nelson.com

GENUINE FACTORY AC COBRA CRS 302 cu inch Ford GT 40 Motor Sport Engine, 355BHP. , V Reg , 10,000 miles, Metallic Blue. £8000 Factory Options. A genuine AC Factory car, registered 2002.You can't buy a new one any more, so an appreciating asset. It is a one owner vehicle with full history, and has had £10,000 spent on engine upgrades and suspension modifications. Please ring for full spec. £39,995 Tel (01403) 791179 www.surrey4x4.com

B

BENTLEY CONTINENTAL S3 FLYING SPUR Simply the best example anywhere for sale with modern air con, new interior and considerable recent expediture. Find a better one. £89,950 Tel 0208 467 6916 or see www.peter-byrne.com

BMW 3.0CSL 1972 Fjord blue. 80k. Professional BMW 100% rebuild. Authentic parts. New SS exhaust. Seperate Alpina spoiler. New alloys. Totally immac. Stunning. Best anywhere. Want perfection? £18,995ono. Tel: 07989 839927

C

2004 Caterham 7 1.6 Roadsport.



Gulf Blue with black wings and nose cone, fully race prepared to Roadsport B spec (but eligible for other Championships), 5000 miles, road legal, professionally prepared by Virtual 7 Racing, full cage, large radiator, forged pistons (full rebuild by Minister mid 05), very successful car, 2nd identical car also available.
Call for more details. £13995 ono. 07711 648867.
www.fletchdale.co.uk.



CATERHAM 1700 SUPERSPRINT 1991, 5 SPEED DE DION Black leather seat 14" K.N. wheels, Luke seat belts, heater, mota lite steering wheel, full weather equipment, tonneao cover, 19000 miles, history, recent full service by Caterham and MOT, £ 9,950 tel: 01621 840 327

To advertise in the March issue, on sale 10th February, your advertisement must reach our offices no later than Fri 27th January.

Please print your name and address clearly, followed by your copy details in capitals. Rate: £23.50 inc VAT for 15 words, £1 per word thereafter. For box numbers add £20 (UK), £25 (overseas).

Please make cheques/postal orders made payable to Haymarket Publishing Ltd.

Send to Motor Sport Classified Advertisements Dept, 60 Waldegrave Road, Teddington, Middlesex TW11 8LG. Telephone: 020 8267 5251; fax: 020 8267 5360. E-mail: motorsport.sales@haynet.com

Please note no alterations, cancellations or refunds are possible once payment has been processed. We reserve the right to refuse or withdraw advertisements at our discretion, and the publishers do not accept liability for printers' or clerical errors, although care is taken to avoid mistakes. Trade Department Act 1968: advertisers should pay attention to the requirements of the Act, particularly regarding accurate descriptions of all goods offered for sale

CATERHAM SUPER SEVEN 2004 53 REG 1.6 ROADSPORT 2 Doors, Manual, Roadster, Petrol, 11,600 miles, Metallic Blue. FCCSH, Push Button Start, Carbon Front Cycle Wings, Side Screen Armrests, Full Weather Equipement, Alloy wheels, Anti theft system, Leather Interior. Cars sold with 3 months warranty. Finance & Extended Warranties available. Part Exchange Welcome. £15,995 Moorlands Motor Company Prestige. £15,995. Tel: 01707 387829 or 07970 780673



RAM D-TYPE BUILT 1990 3.8 45'S POWERLOK Lots of good things. Lovely patina of age, £23,500 Tel: 01756-720228 or www.knowleslodge.com/d-type for photos."

F

FERRARI 308GTS QV 1985 Absolutely stunning. 43,000miles. Deep front/ rear aerofoil, FFSH, reluctant sale. First to see will buy. £29,950. Tel: 07817 301566 Surrey

FERRARI SERVICE - GTO ENGINEERING 20 years experience rebuilding engines, transmissions and the preparation of historic race cars. Extensive stock of early Ferrari parts available. Please contact: GTO-Engineering, Scarletts Farm, Scarletts Lane, Hare Hatch, Berkshire RG10 9XE. Tel: 0118-9401101.

G

1973 GINETTA G15 Now returned after re-commissioning and general sorting. The car always looked good following a restoration a few years ago, now it really goes too. All the fun you could wish for on road or track. £6,750.This and many more on www.pioneer-automobiles.co.uk or ring 07768 630969.

GINETTA, TVR, ELVA, LOTUS, TURNER, GSM, PIPER, MARCOS, DAVRIAN ETC. Historic road and race cars. TVR Grantura Mk 2/2a choice of 3 from £2,500. Gilbern 1800GT £4,000. G4 and G12 body and chassis in stock. Ginetta G21 £4000. Ginetta G15 £3,000. TVR Griffith, Grantura, Vixen and M Series panels and perspex in stock. Race transporter, preparation and support. Corner weight gauges/suspension set up equipment. Restoration and fibreglass specialists including moulding. Cottage Classics Ltd. Fax 0871 247 4757 Mobile 07831 843 922 visit our website: www.cottageclassics.co.uk or email: spadge@cottageclassics.co.uk

J

JAGUAR 150S DHC 3.4 Mist grey, 2 owners. 80,000 miles with exceptional history and documentation. Original unrestored condition. (Option to purchase valuable registration). £46,500. Tel: 01491 628622 Oxon

JAGUAR C TYPE PROTEUS An all aluminium bodied example with a large history file. Recent major overhaul at Proteus.Other aluminium cars are for sale at £65,000 and £100,000. This example is sensibly priced at £49,950 Tel 0208 467 6916" or see website www.peter-byrne.com

JAGUAR D-TYPE Authentic short-nose replica. Correct all-alloy interior and inner/outer sills. 3.8 DJB engine with triple webbers. Well-known car with fantastic patina. Virtually indistinguishable from the real thing. £29,900 or would consider p/x XK8. Tel: 01362 850663 or 07831844749 or alternatively email jvs@jvsoddy.freeserve.co.uk

JAGUAR E-TYPE ROADSTER SERIES 1 1/2 1968 With hood and factory hard top. Original specification, RHD, chrome w/w. Retrimmed in Connolly leather. Present owner 20 years. Previously owned by Martin Robey and pop-star. Speedo reading. 68,000 miles. New MOT. £25,000. Tel: 01992 572594 Essex

L

LAGONDA V12 CONVERTIBLE SART Chassis number 14102. Gearbox G10-360. Body 7563. Engine V12-118. In working conditions to restore£90.000 Contact: alejandro_chadwick@yahoo.com Tel: 00 34 661 715 999

LANCIA SPARES AND RESTORATIONS. Restorations. Fast international mail order service. Omicron, Norwich, UK. Tel:+44 [0] 1508 570351, Fax: +44 [0] 1508 570795, or visit: www.omicron.uk.com

LET US BUILD YOU a beautiful crafted re-creation of one of the worlds most successful rally cars of all time, the Stratos. The HF 3000 by Hawk cars is available as a starter kit or as a full turnkey finished example. Hawk Cars, Oakdene, Riverhall Hill, Frant, East Sussex TN3 9EP. Tel: (01892) 750341/750282 or Fax: (01892) 750071.

LOTUS ELAN + 2 1962 Red. Fully restored to original condition, including new body shell & galvanized chassis. Current owner for last 14 years. Remains in immaculate condition. £6750 ono. Tel : 01694 724416 (Shropshire)

LOTUS ELISE 1998/S In Tungsten Silver. Blue full leather seats. 24,000 miles with history. 2 owners. Lady owner past six years. matching hardtop. Driving lights. Lotus alarm/immobiliser. CD player/radio. Upgraded exhaust. Recent P Zero tyres. Excellent condition throughout. MOT September 2006. Taxed. £11,250. Mike Authers Classics 01235 834664 or view www.mgmidgets.com

LOTUS, LOTUS, LOTUS. ANY MODEL FROM 1997 ONWARDS, BUYING OR SELLING Elise, Exige or Esprit. Always wanted, or selection of cars always available. Contact Adrian Blyth Specialist Cars on 01428 608255 or 07831 295373, or www.adrianblyth.co.uk or email: info@adrianblyth.co.uk

LOWE SPECIAL UNIQUE STUNNING LOOKING 3 WHEELER 2 SEATER Minimal mileage from new in 1982, Honda 650cc engine rebuilt and tuned by Sam Day, 5 speed sequential gearbox, tubular space frame chassis, wishbone front suspension, disc brakes, s/s exhaust. Very economical, motor cycle taxation class, tax & mot, great fun to drive. Near concours £8000. Tel (01935) 83068 email; raymond.lowe6@btinternet.com

M

MERCEDES 350SL V8 CONVERTIBLE RAP 350 Musicians, RHD Auto, recorded c111K mls. Merc.Champagne gold, two-tone interior. multi horn s/wheel. 1972 MOT, T/exempt resprayed since pictured, new panels, thousands spent MOT/2years. £12,500. No reasonable offer/p.ex refused. Tel: 07947 501134 email: skittles@onetel.net (photos).

MERCEDES BENZ 600 1967 One owner since 1970. well maintained, everything works, RHD, Gold/Green centre fridge, leather. Very good condition. In Australia. (please show the pound sign). £19,000. Tel +61 3 9700 1770 email: heinz@schendz.com see www.heinz.schendz.com/goldmb600 for more photos

MERCEDES E220 CABRIOLET 1996/P Almadine with cream leather, Electric mohair hood. Two airbags, ABS, OZ wheels, CD player, 96,000 miles with Mercedes specialist service history. Many extras inc. Climate control, cruise, wind deflector,Tracker fitted, Electric and heated seats. Superb example, Last of the properly engineered Mercedes and one of only 800 RHD produced a definite future classic. £12,995 Tel. Mike Authers Classics on 01235 834664 or visit our website: www.mgmidgets.com

MERCEDES E320 CABRIOLET 1994 LEFT HAND DRIVE. In the best colour combination - black, black leather and black power roof. Later alloys, upmarket Sportsline model with service history. Air con. A five seater car that is a delight to drive - auto of course. Find a better one! £12,950 Tel 0208 467 6916 or see our website : www.peter-byrne.com

MERCEDES SL500 (VERY LOW MILES) 11/1996 finished in metallic Aqua Marine with full Orion grey leather electric memory seats,cruise control,climate,hard top,as new blue soft top,rear seats,wind deflector,only one owner until last year,36000 miles full Mercedes service history,Truly outstanding original condition/spec £17995 01323 423002 or please visit: www.dmc-porsche.co.uk

MERCEDES 350SL V8 CONVERTIBLE RAP 350 Musicians, RHD Auto, recorded c111K mls. Merc.Champagne gold, two-tone interior. multi horn s/wheel. 1972 MOT, T/exempt resprayed since pictured, new panels, thousands spent MOT/2years. £12,500. No reasonable offer/p.ex refused. Tel: 07947 501134 skittles@onetel.net for photos

MG MIDGETS WANTED WANTED Properly restored Midgets. Urgently required. Contact Mike Authers Classic Midgets, Abingdon. Tel: 01235 834664.

MG MIDGETS WANTED WANTED Properly restored Midgets. Urgently required. Contact Mike Authers Classic Midgets, Abingdon. Tel: 01235 834664.

MG MIDGETS! Small selection of properly restored midgets, some with new Heritage bodie shells. £4,000 - £7,000. Mike Authers specialist in classic Midgets, Abingdon. Please Telephone: 01235 834664 or visit: www.mgmidgets.com (Full workshop facility)

MG TF 1954 Californian import, complete for restoration. All matching numbers. Reason for sale: too many other cars and projects. £7,950. can email images. Tel: 01673 861536

MGB GT 1972 68,000 miles. A stunning car in harvest gold with navy cloth interior. Alloy wheels and O/D. Fully restored with photographic record of rebuild. One owner from new and full history file £8000 Tel 01582 731007 or mobile 07905 943331 (Luton Beds)

MGB ROADSTER 1972 A genuine 38000 miles, teal blue, black interior, minilite alloy wheels. Full and half tonneaus. A genuine car that comes with a full history file £7,500. Tel 01582 731007 or mobile 07905 943331 (Luton Beds)

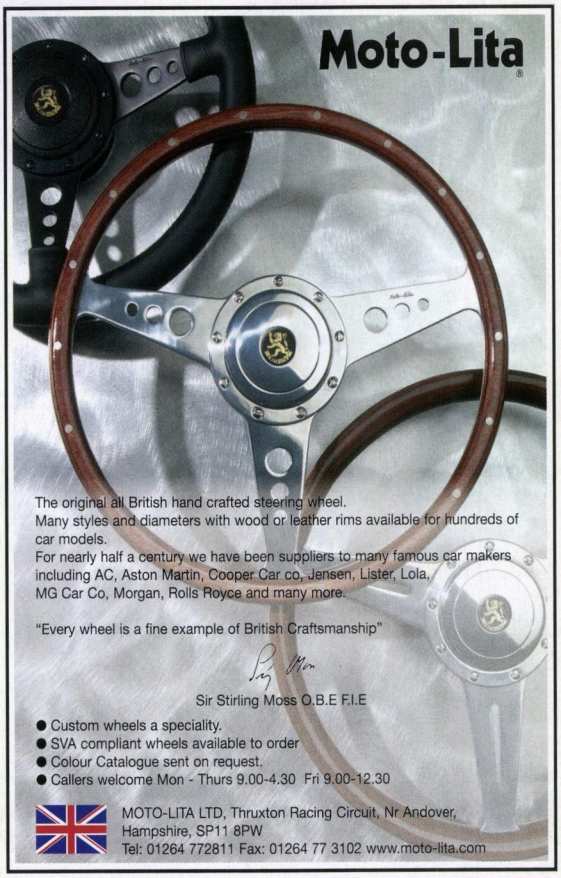
MGC GT 1969 47,000 miles. A superb car in tartan red, black interior, leather seats, red piping. Chrome wire wheels. O/D. fully restored concours winner. Silverstone 2003/4/5 . Photographic record of rebuild. £18000 Tel 01582 731007 or mobile 07905 943331 (Luton Beds)

N

NISSAN FIGARO'S 1991 CHOICE OF 3 Japanese retro cars made for 1 year (1991). Auto, air-con, power steering. Electric windows, leather trim, £5,995. To view this car and other classics, visit www.sussexsportscars.co.uk or Tel: 07831 173729 or 01273 690613

P

996 CARRERA 4S (VERY LOW MILES) 2003 MODEL Porsche C4S finished in metallic Midnight blue with full metropole blue sports seats, Porsche embossed headrests, red belts, suede headlining, crested wheel caps, litronic headlights, colour coded centre console, Bose CD HiFi, climate, computer,full leather pack, 2 owners only 14,000 miles just serviced FPSH, inc service bills, Porsche Warranty £46,995 01323 423002 or please visit: www.dmc-porsche.co.uk



The original all British hand crafted steering wheel.
Many styles and diameters with wood or leather rims available for hundreds of car models.
For nearly half a century we have been suppliers to many famous car makers including AC, Aston Martin, Cooper Car co, Jensen, Lister, Lola, MG Car Co, Morgan, Rolls Royce and many more.

"Every wheel is a fine example of British Craftsmanship"

Sir Stirling Moss O.B.E F.I.E

- Custom wheels a speciality.
- SVA compliant wheels available to order
- Colour Catalogue sent on request.
- Callers welcome Mon - Thurs 9.00-4.30 Fri 9.00-12.30

MOTO-LITA LTD, Thruxton Racing Circuit, Nr Andover, Hampshire, SP11 8PW
Tel: 01264 772811 Fax: 01264 77 3102 www.moto-lita.com



Made under exclusive license from the WWII manufacturer. Request our catalogue showing our original specification Leather and Sheepskin flying jackets. Visit our website at www.flying-jacket.com

AVIATION LEATHERCRAFT

Designers and Suppliers of Flight Clothing to Her Majesty's Forces

Write telephone or fax for our colour catalogue.
Callers welcome Mon-Thurs 9.00-4.30 Fri 9.00-12.30

THRUXTON AIRPORT, Nr ANDOVER,HAMPSHIRE SP11 8PW UK.
Telephone: (01264) 772811 Fax: (01264) 773102

DAVID A. C.
ROYLE
& CO. LTD.
01833 660452

RESTORATION SPECIALISTS
Long established, wealth of experience, whole or part restorations, originality a priority, no compromise on quality.

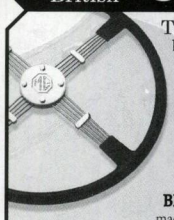
RESTORATION



CONSERVATION

www.david-royle.co.uk e-mail: enquiries@david-royle.co.uk
THE OLD SCHOOL, STAINDROP, DARLINGTON DL2 3NH.

The Great British **Steering Wheel** 138814



The Brooklands We manufacture the BROOKLANDS Steering Wheel from the original BLUEMEL tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The CENTRE BOSS fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too. Now in ivory



BROOKLANDS AEROSCREENS are made using laminated glass to original specification to suit all vintage and sports cars.

Established 1969

KIMBLE ENGINEERING LTD Tel: 01803 835757
E-mail: john@johnkimble.co.uk Fax: 01803 834567
Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN.

THE FERRARI CENTRE

THE FERRARI CENTRE

Kent High Performance Cars (Sales) Ltd

- SALES
- SERVICE
- RESTORATION
- ACCESSORIES

One of the largest indoor display areas for Ferraris in the World

Ferraris urgently required - For sale or return or outright purchase



£159,995
Ferrari F40 1989 F. Red with rosso fabric racing seats, 28,900 miles, harnesses, 2 owners, tanks replaced. Originally supplied and serviced by Garage Francorchamps. UK registered since 2002. CALL FOR MORE DETAILS.



£109,995
Ferrari 360 Challenge Stradale 2004 (04). Rosso scuderia with red/black alcantara, one owner from new, factory stripe, racing seats, climate control, carbon-ceramic brakes, launch control, red calipers, scuderia shields, ABS, electric windows, normal/sports damping settings, xenon headlights, twin airbags, 425 bhp. The ultimate 360.









£39,995
Ferrari Testarossa 1991 H. Red with magnolia hide and red carpets, 19,800 miles, air conditioning, twin mirrors. One of the last. Exceptional 2 owner car. One of three in our showroom.

Selected Ferrari's... Many more available

Ferrari 512 M 1998 R. Red with black hide and black carpets, 25,000 miles, air conditioning, 432 bhp. A rare example. **£59,995**

Ferrari Dino 246 GT 1973 L. Red with black hide and black carpets, 53,000 miles, electric windows, chassis number 05222. Engine and gearbox re-build in 1989. One of 488 original UK RHD cars. One of two Dino 246 GT's in our showroom. **£54,995**

Ferrari 550 Maranello 1997 P. Argento Nurburgring with black hide and black carpets, 40,300 miles, air conditioning, Alpine stereo, Barchetta wheels. A well priced early car, with a subtle colour scheme. **£45,995**

Ferrari 308 GTB Fibreglass 1976 R. Red with magnolia hide with black inserts, red carpets, 39,900 miles, 16" Speedlines, stainless steel sports exhaust. Maintained by ourselves for 15 years. One of the best available. **£29,995**

Target Business Centre. Bircholt Road. Parkwood. Maidstone. Kent ME15 9YY

sales@theferraricentre.co.uk
www.theferraricentre.co.uk
07000 360355
Independent Ferrari Specialists since 1983



PIPER P2 Tax exempt, year's MoT, low mileage, loads of history and regularly featured in C&SC. Ground up restoration by Piper Developments with bills for £6000 and still in excellent condition. Very reliable, excellent runner and extremely quick on modified 1600cc Ford Crossflow. A rare survivor, a real eye-catcher, and one of the best. £12,000 ono. email: james.elliott@haynet.com Tel: 07768 556286

PORSCHE FACTORY QUALITY BODYSHOP. For all Porsche cars, restoration, fabrication, jig-work, aluminium welding, low bake paint system, expert colour matching. Competitive rates, trade welcome. www.brooklandsmotorcompany.co.uk Brabham Buildings, Weybridge, Surrey. Tel: 01932 828545 or 07860 912217. Wanted dead or alive all Porsche, projects etc etc

R



Radical SR3-LM. A rare opportunity to purchase a breathtakingly fast road car with stunning track day potential. One owner from new (June 2004) £30,500 Full details and pictures,
01243 855600 eves.

T

1957 Tony Marsh Special



Third and last of the Special Tony built for competition work, Road registered, 1172 cc engine, alloy body, totally original and very sound, similar to Lotus 6. These cars are featured in Hagley video " The Way We Were". Very rare. Affordable Historic car..... £6,500
Tel 01253 811073 or 07813 623665

ENGINES

RACE ENGINES: FRESH 2L BDG-Alloy block, 48's. £13,550. 2L Hart 420R, Lucas injection exhaust. £14,000. 289 Ford, Hi Po heads, FIA spec. £13,750. 3.4L GA Ford Cosworth, Lucas injection and ignition (Cologne Capri). £23,750. Tel: 09738 42130 or 0121 711 1990

HISTORIC RACING

BRABHAM CLASSIC F3 TEAM Unique opportunity. Two complete championship winning ex-Brambilla BT38s. Freshly rebuilt. Massive spares package. £35,000. Tel: 01270 886134 or 07802 779301 (Cheshire Classics)

DULON 1973 MP15 CLASSIC FF Competitive, complete and on the button. In very good condition, with many new parts and spares. £5,950 ono. Tel: 01270 886134 or 07802 779301(Cheshire Classics)

MISCELLANEOUS

ENGLEBERT TYRES still a few left in stock. ALSO a new alternative available. Special offers on Michelin XWX and TRX. Contact sales@longstonetyres.co.uk or Tel: 0044 (0) 1302 711123 We can ship Worldwide.





1972 McLaren M19C/2

Driven by Peter Revson 1972 and 1973
Very competitive and well presented car in US HGP. Maintained to highest standards.
Fresh motor. Spare wheels and gears. All current set up sheets.
Team shirts and sweaters included.
This is an exclusive opportunity to purchase a marque name car for TGP or Grand Prix Masters.

US$365,000

Contact Tony Nicholson at +1 707 935 9353 or robinauto@mindsping .com

PUBLICATIONS

CAR BOOKS AND COLLECTIBLES. New, old and rare. Free lists available on request. Website: Simon Lewis Transport Books, PO Box 9, Coleford, Gloucestershire, GL16 8YF. Tel: (01594) 839 369. simon@simonlewis.com Mastercard/Visa welcomed. visit our website www.simonlewis.com Established 1985.

COLLECTORS CAR BOOKS OF SILVERSTONE 1000's of new and rare books, magazines and programmes! Open: 10-5pm weekdays - Tel: 01327 855888 or alternatively email: sales@collectorscarbooks.com, 2210 Silverstone Technology Park, Silverstone Circuit, Northants. NN12 8TN or website: www.collectorscarbooks.com

LITERATURE! ORIGINAL 1900 - 2004 U.S / Foreign, automobile, truck, motorcycle, sales brochures, posters, repair/owners manuals, books, photo's, showroom items etc. World's largest selection! Visa / MC. Also buy literature. Walter Miller, 6710 Brooklawn, Syracuse NY 13211. USA. 315 432 8282 or fax 315 432 8256 info@autolit.com (email) or www.autolit.com (website)

LITERATURE! ORIGINAL 1900 - 2004 U.S / Foreign, automobile, truck, motorcycle, sales brochures, posters, repair/owners manuals, books, photo's, showroom items etc. World's largest selection! Visa / MC. Also buy literature. Walter Miller, 6710 Brooklawn, Syracuse NY 13211. USA. 315 432 8282 or fax 315 432 8256 info@autolit.com (email) or www.autolit.com (website)

NEW, BENTLEY SPECIALS & SPECIAL BENTLEYS
Vol 11. Ray Roberts. 622 pages (inc. 24 in colour). 1060 photos. VINTAGE. DERBY. CREWE. INC RACING. ART.
Phone/Fax + 44 (0) 1785 712232.
TRADE ENQUIRIES WELCOMED

RACE CARS FOR SALE



www.MIKEBROTHERWOOD.com
The Historic Lotus Specialist

FWE COVENTRY CLIMAX 1220CC As new. All steel. Beautiful engine. The best I've seen. Cost £14,000 to build. Available now £11,000. Tel: 01380 859989. Fax 01249 760530 or alternatively please email: mike-brotherwood@aol.com

WORKSHOP MANUAL SPECIALISTS. Large stock of original manuals, handbooks and parts books sold and bought. Margaret Motors, 157 Aylsham Road, Norwich NR3 2AD. Tel: 01603 407747. Fax: 01263 577366

ORIGINAL SALES BROCHURES AND PRESS KITS, 20TH CENTURY STOCK All the latest material from the European and Detroit motor shows, classics and exotics, most years covered, including cars of the nineties!! Mail order World wide, too many to list, please state your particular interest, friendly service. Motorama 2000 Studio 3, The Old Brewery Centre, High Street, Hastings, East Sussex TN34 3ER, England. Tel: 01424 440100. International Fax: +44 1424 440100. Email: motorama2000@hotmail.com

VINTAGE MOTORSHOP. Still has the largest variety of motoring literature, new and second-hand books, handbooks, workshop manuals, parts books, magazines and brochures. Open Thursday, Friday, Saturday 11.00am - 5.00pm or by appointment, world wide mail order service available. 749 Bradford Road, Batley, West Yorkshire, WF17 8HZ. Tel/fax on following: 01924 470773. visit our website: www.vintagemotorshop.co.uk. or you can e-mail us at: books@vintagemotorshop.co.uk

SERVICES

PRECISION ENGRAVING
A SERVICE FOR VINTAGE AND CLASSIC CAR OWNERS AND RESTORERS

ENGRAVING AND RE-ENGRAVING AS ORIGINAL IN ALL MATERIALS
COLOUR FILLING TO YOUR REQUIREMENTS

WHEEL SPINNERS AND HUB NUTS, DASHBOARD & ENGINE PARTS, RADIATOR BADGES, PERSONALISING, SPECIAL STEEL STAMPS

ENQUIRIES TO: PRECISION ENGRAVING
2 BELLS CORNER, FOBBING,
Nr STANDFORD LE HOPE, ESSEX SS17 9HE
TEL: 01268 551275 FAX: 01268 581471

NUMBER PLATES MADE Framptons (est. 1975) supply all types of plates, from modern acrylic to pressed polished aluminium and raised silver /white riveted digit plates. Rapid world-wide postal service. Tel: 023 9226 4755 or visit: www.buy-a-plate.com

SHELSLEY SPECIAL 'CHAPMAN MERCURY ONE' Famous hillclimb/ Sprint car. Very fast, current record holder. Superb 4000cc flathead engine in the 1930's. Triumph chassis. £25,000. Details: Peter Speakman 01229 716016 6-8pm Cumbria

TASMAN. COMPETITIVE CLASSIC CLUBMANS CAR Class / Championship winner. Good 1300cc crossflow, Hewland MK 8. Complete package ready for 2005. £5,750 Tel: 01635 49899



1990 Chevy Spice Ex-Works Body Glove Jay Cochran, Competitive in Group C/GTP, Motec Data Acquisition & ECU, Very Good Spares, Race Ready
£140,000
Telephone Bill +1.561.371.3700 or
www.lolachampcar.com

BRISTOLS BRISTOLS BRISTOLS



Just a few examples of the Bristols which have passed through my hands, now replaced by the current stock.

The Early Bristol Cars and contempary Aeroplanes were made by "THE BRISTOL AEROPLANE COMPANY", same standard, same quality control and with the same inspiration for first class styling and design. The devotion to the marque has followed through to the super current Fighters.

Models from the 400 available and donor cars with ideal suitable chassis to build your own super special!! Engines and assorted spares For Sale and always Wanted.

Contact: Brian May 0121 430 3767 or fax 0121 436 7912

Email: bristols@btinternet.com

MALCOLM C. ELDER & SON

01869 340999
www.vintageandclassiccars.co.uk

THE MOTOR SHED, MIDDLE ASTON, NR. BICESTER. OXFORDSHIRE. OX25 5QL.

Part exchanges considered. Callers preferably by appointment. Enquires welcome





C1912 Charron Model 15 2 - seat sports	£14,000
1912 Ford Model T speedster. VCC dated	£12,750
1915 Saxon Model B 2-seat tourer	£9,500
1917 Ford Model T 4 seat tourer. Lhd.	£15,500
1923 Austin 12/4 Clifton 4-seat tourer	£18,250
1924 Standard SL04 13.9hp 4-seat Warwick tourer	£12,750
1925 Beverley Barnes type A2 30/90 tourer straight 8, ohc, 5 litre	£65,00
1925 Lagonda 12/24 4-door saloon	£14,000
1926 Hotchkiss AM2 4 - seat tourer	£17,750
1926 Willys-Knight model 70 4 door sedan	£12,750
1927 Austin 20 (4-cyc.) None original 2-seat sports	£17,750
1927 Vauxhall R-type 20/60 4-seat tourer	£26,500
1928 Rolls Royce 20 h.p. Rebodied Dhc by G. Wylder, 1931, O/d	£42,500
1928 Star 18/50 Eclipse 5-seat tourer	£32,000
1929 Vauxhall 20/60 Hurlingham	£25,000
1930 Crossley Silver 6-light saloon	£16,250
1931 Alvis 12/50 TJ 2-seat tourer with dickey	£22,500
1931 Star 18/50 Comet six-light saloon	£16,500
1932 Citreon C4 4-light saloon	£6,950
1932 M.G 8/33 D-type long chassis 4-seat tourer	£16,500
1932 Star Comet MCEwoy Special. Zoller s/c. Jensen body	£55,000
1932 VAUXHALL Cadet 17 h.p. saloon	£19,250
1933 Invicta 12/45 4-seat tourer	£33,000
1933 M.G. K2. Supercharged	£78,000
1934 Riley 9 Monaco saloon. All steel, manual g/box, twin carbs	£11,250
1935 Morris Isis Six 2-door coupe	£13,250
1936 Alvis Silver Eagle 4-seat tourer	£19,750
1936 Alvis Silver Eagle 3-position drophead coupe	£32,250
1936 Talbot 10 pillarless saloon	£6,750
1936 Triumph Dolomite 2-litre saloon	£14,750
1937 Fiat 500 "Topolino"	£6,750
C1938 Delahaye 148 running chassis. Perfect racing project.	£18,750
C1938 Humber Pullman Convertible with division by Hooper	£13,750
1940 Studebaker Commander Sedan Lhd.	£5,950
1946 M.G. TC	£13,500
1947 Austin 16 6-light saloon	£5,250
1947 Bentley MKVI Standard saloon	£19,850
C1947 Dellow 2-seater. A.7 chassis, Ford mechanics, rare every model.	£8,000
1947 Talbot Lago Type 26 Record coupe	£39,950
1950 Alvis TB14 2-seat sports	£15,750
1950 Daimler Special Sports by Barker	£14,000
1950 Lea Francis 2.5 litre 2+2 seat sports	£23,500
1953 Alvis TA21 saloon	£10,500
1953 Armstrong Siddeley 346 saphire saloon. Pre-select gearbox	£9,500
1954 Armstrong Siddeley 346 saphire saloon. Manual gearbox	£7,250
1954 MG TF 1250 (Cream)	£19,250
1954 MG TF 1250 (Old English white)	£17,500
1955 Aston Martin DB2/4	£28,500
1957 Austin Healey 100/6 special	£10,500
1959 Bristol 406	£12,500
1960 Vauxhall Victor	£2,750
1961 Jaguar Mk II 2.4 manual with O/D & CWW	£14,750
1961 Sunbeam Rapier series III pillarless coupe	£1,950
1962 Singer Gazelle Convertible	£3,950
1964 Jaguar MkII 3.8 manual with O/D & CWW PAS	£16,850
1964 Peugeot 403 Saloon	£3,450
1965 Alvis TE21 saloon. 5 speed manual, c/w/w, pas	£7,750
1965 Morris Minor 1000 convertible	£3,250
1966 Alfa Romeo 1600 spider Duetto. Lhd.	£12,000
1967 Lancia Flavia Sport Zagato (rare right-hand-drive)	£14,000
1969 Daimler Sovereign 420	£6,500
1969 Jaguar Mk II 340. Manual, o/d, w/w, pas	£12,750
1969 M.G. Miget. Hardtop. Race prepared	£5,995
1970 Ford Zephyr saloon	£700
1970 Jaguar E-type series II 4.2 roadster.	£38,000
1970 Lotus Elan S4 SE	£8,500
1970 Triumph Stag. Manual. Hard & soft top.	£7,250
1972 Mercedes 350SL. Hard and Soft Top.	£6,500
1972 M.G. B roadster	£6,750
1972 Rover P6 3500S Manual	£6,500
1972 Triumph 2000 saloon. Auto.	£950
1973 Lancia 2000 Coupe by Pininfarina. Needing work. LHD	£475
1973 Triumph Spitfire MkIV. 1500 engine, hard & soft top	£3,250
1974 Mercedes Benz 240D 4-door saloon. Lhd. Auto.	£3,950
1974 Mercedes Benz 350 SL. Hard & Soft top.	£6,950
1975 Fiat 124 Spider. Lhd.	£4,750
1975 Jaguar XJ6 series II L 4.2 Automatic saloon	£4,500
1975 M.G. Midget 1500	£2,750
1975 M.G.B roadster	£5,500
1975 Rover P6 2200SC saloon. 1 owner.	£1,850
1976 B.M.W. 3.0 SI saloon. 38,000mls.	£3,750
1976 Ferrari 308 GTB (rare Grp dry sump model)	£24,500
1976 Jaguar XJ6 4.2 coupe	£3,750
1976 Mercedes Benz 250 Automatic (Some work required)	£1,250
1976 M.G. GT. Sunroof (Plame)	£3,375
1977 M.G. Miget 1500	£3,500
1978 Daimler Double six (v12) 2 -door coupe	£4,750
1978 Ford Mustang II Ghia	£4,850
1979 M.G. B GT. Needing work (Yellow)	£900
1979 Volvo 262C Bertone coupe	£2,950
1980 Fiat 124 Spider. Lhd.	£4,500
1980 Fury 1600 Ford Cross Flow engine. Road/ race ready. Built 1995	£7,500
1982 M.G. B roadster (Yellow)	£5,000
1982 Porsche 944 Coupe	£2,400
1983 Rolls Royce Silver Spirit (White)	£9,850
1984 Jaguar XJS V12 HE Coupe	£3,750
1984 Lotus Excel	£6,250
1985 Porsche 911 Carrera 3.2, targa	£13,750
1985 Range Rover 4.6 V8 HSE	£1,800
1986 Ford Escort 1.6I Cabriolet	£625
1986 Renault Alpine GTA 2.5 Turbo	£6,750
1987 Mini 1000 Park Lane	£1,875
1987 Vauxhall Cavalier 1.8 Cabriolet	£1,250
1990 Volkswagen Scirocco	£1,250
1991 Jaguar XJS V12 convertible	£13,500
1994 Alfa Romeo 164 2-litre twin-spark saloon	£675
1994 Suzuki Cappuccino	£5,250
1995 Rover 827 Vanden Plas Limo by Coleman Milne	£2,500

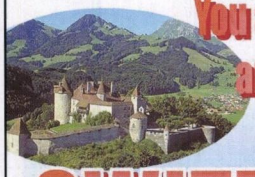
MOTORCYCLES

1952 Horex Regina 350	£3,350
1956 AWO Simson 425T with pillion	£1,400
1958 AWO Simson 425	£1,400
C1959 MOTOBI Arefizo 125cc	£3,250
1961 Francis Barnett Falcon 87 (199cc)	£1,400
1974 BMW R90/6	£3,000
1974 MZ TS 250	£650
1977 Honda CB750 Auto	£2,200
1979 Moto Guzzi V35	£1,700
1981 Kawasaki Z1000 fuel injected	£2,200
1983 Honda VN1100	£2,300
1984 BMW R 100RS. Full luggage	£3,000

BOATS

1946 Chriscraft Runabout 17'6" Delux. 3ltr. Grey Marine eng.	£18,000

www.vintageandclassiccars.co.uk - Visit our website

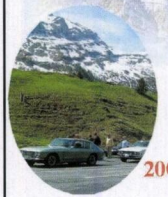


You and your Classic Car, are invited to come and visit us in SWITZERLAND

Swiss Heritage Classic Tours organises tours across our country to let you discover the beauty, the excitement, the diversity of a region you may only have seen from postcards. Now have the chance to explore Switzerland with multi-lingual fellow classic cars enthusiasts.

Our staff will assist you along the course and each tour includes :

Entry fee
Mechanical assistance
Hotels and evening meals
Entry fee to exhibitions
Cable car, rack-train tickets
Pay tolls in Switzerland
Closing dinner and prizes





2006 tours ready for registration
Gift vouchers available

INFORMATION & REGISTRATION :
Swiss Heritage Classic Tours
CP 301, 1224 Chêne Bougeries, Switzerland
Tel : +41 78 709 92 45 Fax : +1 435 514 52 70
info@swiss-heritage.com www.swiss-heritage.com



NUTLEY SPORTS & PRESTIGE CENTRE

Nutley Village, East Sussex, TN22 3NN
Tel: 01825 713388, Fax: 01825 713355, Mobile: 07867 513996
e-mail: nutleysports@lineone.net
www.nutleysports.co.uk



2003/53 - MORGAN PLUS 8 35th ANNIVERSARY LIMITED EDITION Connaught Green with Magnolia leather, 1,600 miles from new £35,995

1996 N - PORSCHE 993 3.6 TURBO 4 Iris Blue Metallic with Marble Grey leather, 45,000 miles from new **£44,995**

1955 - ASTON MARTIN DB2/4 MKI Oxford Blue with Blue leather, 3.0 Vantage spec, fascinating history **EARRIVES SOON**

1996 N - PORSCHE 993 3.6 TARGA Arena Red Metallic with Marble Grey leather, 29,000 miles from new **£32,995**

2003/53 - PORSCHE BOXSTER 2.7 TIP S Seal Grey Metallic with Metropole Blue leather, 10,000 miles from new **£25,995**

1998 S - LOTUS ESPRIT V8-GT Calypso Red with Black leather, 1 owner, 11,000 miles from new ..... **£ARRIVES SOON**

2000 X - MORGAN 4/4 1.8 2 SEAT TOURER Indigo Blue Metallic with Biscuit leather, 1,900 miles from new **£21,995**

2005/05 - LOTUS ELISE 1.8 111S Storm Titanium Metallic with Black leather, just 900 miles from new **£21,995**

2004 - MERCEDES SLK200K TIP Obsidian Black Metallic with Anthracite leather, 2,800 miles from new **£19,995**

2002/02 - LOTUS ELISE 1.8 111S Laser Blue Metallic with Black leather, FLotusSH, 10,000 miles from new **£17,995**

2000 X - MERCEDES SLK320 TIP Brilliant Silver Metallic with Anthracite/Scarlet Red leather, 7,000 miles from new **£16,995**

1993 K - PORSCHE 968 3.0 CABRIOLET Horizon Blue Metallic with Cobalt Blue leather, 52,000 miles from new **£16,995**

1998 R - RENAULT SPORT SPIDER 2.0 Sport Yellow Metallic with Recaro Trim, 11,000 miles from new **EARRIVES SOON**

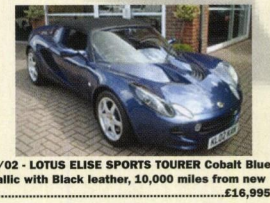
2000 W - MERCEDES SLK230K Linarite Blue Metallic with Anthracite/Siam leather, 18,000 miles from new **£14,995**

2002/02 - VAUXHALL VX220 2.2 LT ED Lightning Yellow Metallic with Black leather, 3,000 miles from new **£14,495**

2005 - RAW STRIKER 1.8 ZETEC Ecosse Blue Metallic, massive specifaction, 500 miles from new **£10,995**

1998 S - LOTUS ELISE 1.8 SPORT 135 Calypso Red with Black leather, 23,000 miles from new **£10,995**

1988 E - JAGUAR XJS 5.3 V12 CABRIOLET AUTO Regency Red with Black leather, 30,000 miles from new **£10,995**



2002/02 - LOTUS ELISE SPORTS TOURER Cobalt Blue Metallic with Black leather, 10,000 miles from new £16,995



1980 - TRIUMPH SPITFIRE 1500 Russet Brown with Tan trim, totally original, 48,000 miles from new £4,995



1964 B - MGB ROADSTER Old English White with Red leather, 9,000 miles since total nut & bolt Heritage shell photographic restoration by Oselli £11,995



2000 W - LOTUS 340R LIMITED EDITION Black/Silver Metallic with Laser Blue alcantara,FLotusSH, 3,500 miles from new £19,995



1959 - MORGAN 4/4 SERIES II 2 SEATER Claridon Grey with Bordeaux leather, 9,000 miles since total nut & bolt restoration £14,995

WANTED!
We urgently require fine examples of Classic & Sports cars of all ages, immediate payment, 24 hr buying line, nationwide collection

PLUS POINTS OF OWNING A MORGAN

BERRY BROOK
Main Dealer



UNREG ROADSTER 2 SEATER Indigo blue, Ford 3.0 V6 ST220, delivery mileage **£38,299**

UNREG PLUS 4 2 SEATER Royal ivory, Ford 2.0 duratec engine, delivery miles..... **£33,299**

UNREG 4/4 2 SEATER Indigo blue, Ford 1.8 duratec engine, delivery mileage.... **£27,299**

2005 RUNABOUT 2 SEATER Silver, Ford 1.8 zetec engine, 2,258 miles..... **£21,995**

2004 ROADSTER 2 SEATER Oxford blue, Ford 3.0 V6 ST220 engine, 3,200 miles..... **£35,995**

2003 PLUS 8 2 SEATER Connaught green, Rover 3.9 engine, 6,763 miles..... **£33,950**

2003 4/4 2 SEATER LOWLINE Corsa red, Ford 1.8 zetec engine, 5,500 miles..... **£23,995**

2002 4/4 2 SEATER LOWLINE Connaught green, Ford 1.8 zetec engine, 17,506 miles... **£21,995**

2000 4/4 4 SEATER Corsa red, Ford 1.8 zetec engine, 10,457 miles..... **£24,995**

1999 PLUS 4 2 SEATER Corsa red, Rover T16 2.0 twin cam, 15,113 miles..... **£22,999**

1999 4/4 2 SEATER Indigo blue, Ford 1.8 zetec engine, 3,322 miles..... **£20,495**

1997 PLUS 4 2 SEATER Corsa red, Rover 2.0 T16 twin cam, 22,438 miles..... **£19,995**

1995 PLUS 4 2 SEATER British racing green, Rover 2.0 T16 twin cam, 19,007 miles..... **£19,495**

Dawlish Rd • Exminster
Exeter • Devon
CHECK WEBSITE FOR FULL STOCK LIST
www.berrybrook.co.uk
+44 (0)1392 833301

Lifes Motors Ltd.
Morgan Agents since 1926 the oldest in the world

2006
A Year of Double Celebration

Our 80th Anniversary as a Morgan agent + *The 70th Anniversary of the Morgan 4/4*



PRAISE AND ACLAIM HAVE JUSTIFIABLY BEEN POURED UPON THE MORGAN 4/4. IT'S RECOGNITION AS THE CAR WITH THE LONGEST CONTINUOUS PRODUCTION RECORD IN THE WORLD IS JUST ONE OF THE REASONS FOR ITS PRE-EMINENCE - THERE ARE MANY MORE.

SO, TO CELEBRATE 70 GLORIOUS YEARS OF THIS MODEL, MORGAN ARE MANUFACTURING 142 ANNIVERSARY EDITIONS - TWO CARS FOR EVERY YEAR OF ITS PRODUCTION LIFE SINCE ITS LAUNCH IN 1936. EACH ONE INDIVIDUALLY MARKED WITH THE YEAR IT HONOURS, AND FINISHED IN PERIOD STYLE.

THIS IS A LIMITED EDITION, WHEN THEY'RE GONE, THEY'RE GONE. PLEASE CONTACT US NOW FOR CURRENT AVAILABILITY. 20 USED MORGANS IN STOCK - PLEASE PHONE FOR DETAILS

SERVICING • SPARES • ACCESSORIES • NEW CAR ORDERS
TEST DRIVES • MORGANS WANTED
West Street, Southport, Lancashire PR8 1QN.
Tel No's - Sales: 01704 531375 Service & Spares: 01704 513270
Fax: 01704 531126 www.lifesmotors.com sales@lifesmotors.com

Thomson Potter
Morgan Agents in Scotland

CARS FOR SALE

1995 (M) 4/4 Ivory, black trim, wire wheels, 25k **£13,995**

1995 (N) 4/4 2 seater in corsa red, black trim wire wheels 26k FSH pretty car **£15,495**

2000 (W) 4/4 2 seater lowline, indigo, stone leather trim, walnut, door pockets, 700 miles **£21,995**

2004 Roadster Indigo blue, tan leather, piped blue, walnut, black mohair **£36,995**

2005 Plus 4 2 seater, Corsa red, black leather piped red, walnut, black mohair, delivery mileage..... **£POA**

www.morgansinscotland.co.uk
MORGAN HIRE
High Street, Burrelton, 01828-670247

Richard Thorne
CLASSIC CARS
Lancia Specialist

The Courtyard Garage
James Lane
Grazeley Green
Reading RG7 1NB
TEL: 0118 983 1200
FAX: 0118 983 1414



1962 Morgan +4 Supersport. 208 FOJ. TR Engine. Racing green. An exceptionally rare high cowl Supersport, one of only 101 made and the homologation model developed to win the 2 litre class at Le Mans (Chris Lawrence 1962). The car is highly original and complete with factory hardtop. She has an outstanding provenance and has competed in numerous historic races and rallies. Eligible for many outstanding events including Historic Roadsports, Le Mans Classic, FIA Historic Sports Cars, Goodwood etc. **£63,000**

2003 Aero 8 GTN 4.6. Metallic blue / Silver wings, work racing colours. One of the factory replicas of Le Mans / British GT Car, includes larger than standard engine for more power and torque, factory carbon fibre hard top and unique interior, sports side pipe exhausts, actual car seen on Top Gear. **£53,500**

Brand New Plus Four 2.0. Indigo Blue, stainless wires, stone leather, sports seats, walnut dash, blue mohair weather equipment, very high spec car, unregistered. ..... **£34,400 on the road**

1991+4. Connaught Green, Stone leather, painted wires, 19,000 miles, extremely good condition. **£17,850**

Please telephone for details. Visit our website: **www.rtcc.co.uk**

ALLON WHITE
SPORTS CARS

www.allonwhite.co.uk

APPROVED DEALER

CAR SALES • SERVICING • RESTORATIONS • TRIMMING



1998 Morgan 4/4
Royal Ivory, red leather, luggage rack, FSH, excellent car and specification **£19,950**



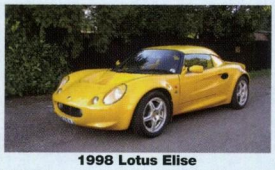
1997 Lotus Elise
Azure Blue, charcoal grey interior, spots, alarm, very well cared for example **£11,995**



1999 Morgan +4 T16
Connaught Green, stone leather, sports seats, chrome wires, walnut dash. **£21,250**



1985 Morgan 4/4 4 seater
Signal Red, wire wheels, requires very light restoration work, call for details. **£9,250**



1998 Lotus Elise
Norfolk Yellow, hard top, mini disc player, Janspeed exhaust, FSH. **£12,350**



1994 Morgan +8 3.9
Metallic Black with black leather interior, excellent & comprehensive spec. **£23,750**

See www.allonwhite.co.uk for full details of all our cars

0870 112 0553
High Street, Cranfield
Beds MK43 0BS

Melvyn Rutter Limited
Est. 1976

The Morgan Garage
Little Hallingbury
Nr. Bishops Stortford
Herts CM22 7RA
England

Tel: 01279 725725
Fax : 01279 726901
(SERVICE) Tel: 01279 726605
(PARTS) Fax: 01279 600498
E-Mail: MR@melvyn-rutter.net
Visit our Web sites:
www.melvyn-rutter.co.uk
www.the-morganworld.com

APPOINTED MORGAN MOTORSPORT DEALER

NEW 9th EDITION RUTTER CATALOGUE IN FULL COLOUR
Packed full of new things, it's fantastic £4 UK
£5 Continental Europe
£6 Elsewhere

MORGANS WANTED URGENTLY

MORGAN SALES, SERVICE, PARTS & WORLDWIDE MAIL ORDER
MAIN DEALER

EXCITING NEW MORGANS
THIS Dealership Goes THAT Extra Mile
Come and test drive the Roadster and the new 4/4. We know you will want one.



NEW 70th ANNIVERSARY 4/4
Only 142 will be built and selling like hot cakes Don't delay, contact Melvyn immediately



2003 4/4 Runabout £19,995

JUST ARRIVED
2004 4/4 Runabout in silver
1984 4/4 2 str. 16,000 miles..£12,995

New Roadster V6's, Plus 4 and 4/4 ORDER ONE NOW

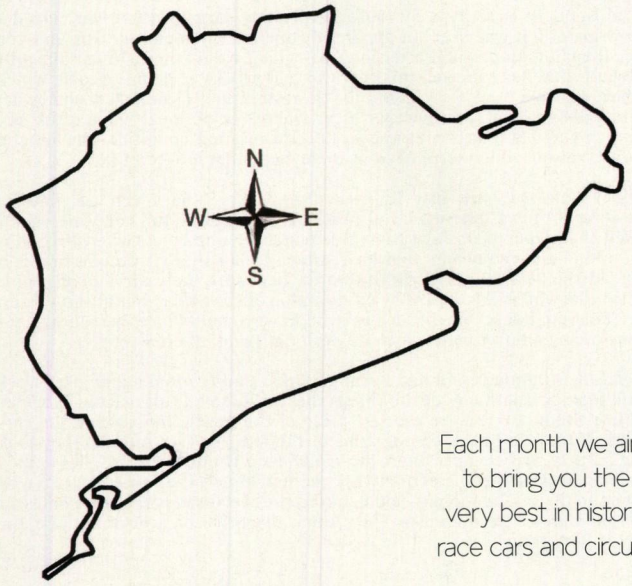
Used Morgans for Sale and Wanted
GO TO THE WEBSITE FOR LATEST POSITION
www.melvyn-rutter.co.uk

THE MORGAN WORLD MAGAZINE
Latest issue no 17, just out
www.the-morganworld.com

Melvyn Rutter Ltd

This Month's Historic racing Circuit

Nurburgring



Each month we aim to bring you the very best in historic race cars and circuits









Built between 1925-1927, the Nürburgring was intended to replace the Avus ring as Germany's premier racetrack and test facility.

The 172 corners and 17.6 miles that made up the 'Ring instilled fear in to those who attempted to conquer it. The first 'Ringmeister' was Rudolph Carraciola, who won the inaugural race in 1927 aboard his Mercedes-Benz. For the next two years the German Grand Prix was held on the full circuit, before being split in 1929 to incorporate, the Nordschleife and Sudschleife, or North and South circuits.

By 1937 the 14.2 mile Nordschleife was being lapped in under 10 minutes, with Bernd Rosemeyer's record standing for 19 years, until in 1956 the great Fangio went round at an average 87.7 mph. Many brits have succeeded on this most challenging of circuits, including Hawthorn, Surtees, Clark and Hill. Most famously, Jackie Stewart won by over 4 minutes in appalling conditions on a completely drenched track in 1968.

By 1976 the Nordschleife had become too dangerous, with fatalities commonplace. During the German GP in this year, Nikki Lauda's horrific accident ended the circuits rein as the home of German motor racing. Through to the present day, the shorter Sudschleife has taken this mantle. However the original circuit remains open to the public and has become increasingly important to the modern motor industry to develop today's sports cars.

TO ADVERTISE YOUR HISTORIC RACE CAR CONTACT:
Ross.Sharp@haynet.com
0208 267 5316

MARTIN CHISHOLM COLLECTORS CARS LTD

1959 KIEFT SPORTS RACING TWO-SEATER



A well documented, unique and totally original Coventry Climax powered sports racing car eligible for numerous current race series. With its all-round independent suspension and disc brakes the car is beautiful to drive and is presented in road or race-ready condition with a fascinating history file.

£56,000

For further information on the above and other motor cars in stock please contact:
Tel: 01242 821 600 Fax: 01242 821 555 E-mail: MAACHISHOLM@AOL.COM
BROCKHAMPTON, NR. CHELTENHAM, GLOUCESTERSHIRE

Viewing by appointment only

IVAN DUTTON LTD

Economics is a cruel discipline reducing every aspect of human endeavour to its value on the bottom line of the balance sheet. Using terms such as 'tradable' or 'non-tradable commodities', identifying the marginal operation within a market and calculating potential pricing strategies above that marginal player with a view to maximising gross margin.

The harsh reality of economics shapes the world we operate in every day. It sets the market price on everything from the raw materials I buy to the cost of the staff I employ. It tells the government how hard it can squeeze and has allowed the banks to replace bank managers with thinly disguised salesmen, backed up by computer sub-routines that can decide the future of your business. It has led to a situation where it is far easier for me to go out and finance £100,000 camper than it is for me to buy a lathe or a milling machine.

I have lost count over the last ten years how many foundries, forging companies, small machine shops and parts suppliers have gone out of business and probably an even greater number of painters, trimmers, line borers and pattern makers who have retired early. As a result our in-house capabilities have grown as we have had to take on these roles which where previously out-sourced and as main dealer labour rates approach £100 per hour ours remains at £35.

The other side of the vintage car world is characterised by the increasingly surreal conversations I have had with regard to the value, or not, of the cars I have spent my life working with. For Bugattis this has been quite a year, with so many important cars coming up for sale I have done a lot of talking about values. There was the Williams Type 35B at Goodwood, a car which over the last twenty years has been "The" GP car, held up as the best in the world. Given that some very good but none-the-less flawed Bugattis have made close to £1m that car should be worth - well that is just it - What should it be worth? What premium can the best really hope to enjoy.

The Kenneth Bear Type 59 looked a positive bargain when you consider how historic it was. Ah, but apparently auction room chatter was "did you see the photographs of it after fire?" I'm glad I wasn't there. In fact the only Bugatti that has sold well this year was a Type 43A at Pebble Beach, which given that we were responsible for its restoration; I could feel somewhat smug about. That was however a car where the notional value of history was not as big a factor as the wonderful original condition and careful conservation, which were obvious to anybody that looked at it!

Right now we have just finished Type 35B. It has been an ongoing restoration for a few years, but now it is going to be for sale. The value? Well that depends on how you value matching numbers, Grand Prix wins in period and the people that have driven it, but there is no question it is one of the best Type 35Bs in the world. I am sure there are lots of people out there who will have a view on the value of such a car, but at some point an auction house or car dealer will have a quite nice percentage for convincing a buyer certain people were right and others wrong.

The car is fabulous and has a real gravitas. I quite often stand after work and look at it and one of the things that really sets it off are the Blockley Triple Studs, these were the last piece of the puzzle for making the cars look as they do in the photographs of the late 20s. Not only do they look right, they are cheaper than the equivalent Dunlop 5 studs. How do I know? Because people actually ask me how much they cost before we fit them to the car. Economics again, but as the over-used paraphrase of Oscar Wilde states "...economists, they know the price of everything and the value of nothing".

Tim.

Ivan Dutton Ltd **Tel: 01844 339457** **www.duttonbugatti.co.uk**

the cars you always promised yourself!!



R6
Factory built
on the road
£13,500 plus vat

Usual factory delivery build time is 3-4 months from order. All cars available in full component build yourself form - test drives on cicuit are available each month



ERA Single Seater
Factory built race ready **£18,995** plus vat



ERA 30
Factory built on the road **£19,995** plus vat

Other models available - Ring or send for details

Tiger Racing Ltd., ECCO Service Station, Thorney Toll, Nr. Wisbech, Cambridgeshire PE13 4AX Tel: 01733 271131
e mail: jim@tigerracing.com web site www.tigerracing.com

THE ULTIMATE C-TYPE RECREATION



Built in the 1980's by Peter Jaye as a faithful recreation of the 1953 Works Cars.Spec. includes correct bag tank, Dunlop disc brakes, 40DCO3 Webers, 4-link rear suspension. UK registered. Would meet FIA requirements for an HTP. Mint condition.

£125,000

Call 01953 604455 for more details.

PRIVATE COLLECTION FOR SALE



Lotus 69 1971

Chassis 71/69/F3/FB. Formula Atlantic spec. Colin Holt twin cam. Peter Denty restoration. I will sell less engine and gearbox if you want to convert to F2 spec.

Current spec: £36,000
Less engine/G.box: £25,000

Lotus 23B 1962

Chassis 23/S/31. Fully prepared and very quick! Last outing was Porto. Superb twin cam. Gearbox just rebuilt.

£59,000



Brabham BT 18. Frame and parts for restoration **£6000**

Lotus 20 Formula Junior for restoration with or without fresh Richardson engine **£12500**

ENQUIRIES: DR MARK GREEN
drmargreen@aol.com
01737 823535 07740 531481

ROD LEACH'S NOSTALGIA

SUPERFORMANCE LE MANS COUPES

The latest series of these stunning new 207 mph Peter Brock designed GT's are now available for early delivery. Eminently practical with every comfort incl. A/C, power steering and brakes, rear hatch opening with extensive luggage space and peerless build quality, these are utterly sensational modern-day supercars. The 6.6 litre Roush /Ford V8 engine gives over 520 bhp, 0 - 100 mph in 8.6 secs, and the standing 1/4 mile in 11.5 secs.! ONLY A HANDFUL (EITHER R.H.D OR L.H.D.) WILL REACH THE U.K. IN 2006, PRICED AT £78,000 + VAT 'ON THE ROAD'. FINANCE AVAILABLE.

STOP PRESS! THESE CARS ARE NOW MADE UNDER LICENCE WITH CARROLL SHELBY INTERNATIONAL INC. AND WILL BE INCLUDED IN THE NEXT S.A.A.C. WORLD REGISTRY



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

First owned by famous boxer Billy Walker and Lord Russell, then modified for competition in the 1970's. Totally reconstructed in the early 1980's, after which it became probably the most successful Mk III of all in the hands of Aidan Mills-Thomas, with 80+ wins in over 300 events entered. New 300+ bhp Peter Knight engine just fitted. Full F.I.A. Papers and taxed/M.O.T'd etc. A wonderful and exciting road car as demonstrated by chef Gordon Ramsey in 'Pulling Power' TV in 2001, but totally 'sorted' and prepared for immediate track and/or other Historic events.



1986 AC COBRA 460 Mk IV - L.H.DRIVE - 'LE MONSTRE'!

Take one 'Standard' Mk IV, remove 'cooking' 225 bhp 5 Litre unit and fit Ford Motorsport 460 c.i.(7.6 litres) 680 bhp engine and 6 speed g/box! Then add side exhausts, roll-cage, bonnet scoop, 'Monza' filler, 15" Hallibrands, 1965 style dash with original Smiths gauges and much more besides. Mindblowing performance, but totally useable in rush-hour traffic. Newly serviced and M.O.T'd. Utterly awesome!



ROD LEACH'S 'NOSTALGIA' ~ Tel: 01992 500.007 (Herts.) ~ E-Mail: rodleach@waitrose.com

SYMBOLIC MOTOR CAR COMPANY

Cars in stock

• 1954 Allard J2X Le Mans
Oldsmobile rocket engine. Amazingly original. s/n:3201 $175,000

• 1961 Aston Martin DB4
Fully restored. RHD. Series II. s/n: DB527R $175,000

• 2003 Dodge Viper GTS/R
2003 JGTC GT300 Class champion. Ready to race. $295,000

• 1961 Ferrari 196/246 SP Dino
Completely original. Unparalleled racing history. s/n: 0790 $2.9M

• 1973 Ferrari 365 GTB/4A Daytona
Rare type A specification. Excellent condition. s/n: 16819 $235,000

• 1973 Ferrari 365 GTS/4 Daytona Spyder
2900 Original miles. Very nice example. s/n: 17013 $695,000

• 1980 Lotus Type 81 F-1
Ex. Andretti/De Angelis race car. s/n: EL 81/3 $295,000

• 1957 Mercedes 300SL Roadster
Recent Full restoration. s/n: 7500239 $275,000

• 1962 Mercedes 300SL Roadster
Alloy block. Disc brakes. Needs restoration. $295,000

• 1992 Nissan 300ZX GTP
Huge spares package including engines. s/n: 90-05 $295,000

• 1955 Porsche 356 Speedster
Full restoration. Concours ready. s/n: 81075 $115,000

• 1963 Porsche 356 Carrera 2
Fully restored, 4-cam, GS coupe. s/n: 128002 $175,000

• 1967 Shelby GT500 Fastback
CA black plate car. 427 side-oiler. s/n: 67403F5A00550 $295,000

7440 La Jolla Blvd., La Jolla, CA 92037 • Ph. 858.454.1800
www.symbolicmotors.com



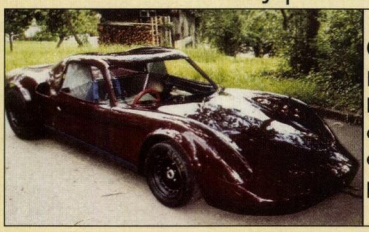
Fittipaldi-Copersucar F5A/2 1978. The most succesfull Fittipaldi. Chassis F5A/2 was the car of Emerson in 1978. Original livery. Huge spares package. Complete history and FIA papers. Crack test OK for 2006. For sale complete or rolling chassis. (flat bottom or as wing car). Eligible for TGP/F1 GP Masters/ Monaco historic/ USA/ Price: Inquiries. Mec Auto:Tel 00.32.475.51 91 92. or Herveweslake@skynet.be

To Advertise here
call Ross on
020 8267 5316

40 CHEVRON
40 YEARS OF SPORTING EXCELLENCE

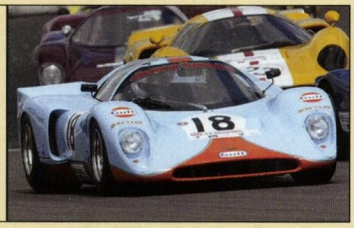
CHEVRON RACING CARS LTD

Proudly present For Sale



Chevron B8 - BMW engine. FT200 Hewland gearbox ex Derek Bennett. Mint condition, ready to go and enjoy 2006. Spares. HTP papers. Road registered.

Chevron B16 - FVC engine fresh Richardson no miles. FT200 Hewland gearbox new rebuild. Works maintained Team Car. Absolutely Fabulous!! On the button. A superb example of a winning car. FIA papers & full history.



Both cars sold on behalf of clients:
£ P.O.A.
Contact: Vin Malkie
Tel: 00 44 (0)1565 777395
Fax: 00 44 (0)1565 777433
e mail: vin@chevronracing.com

Vintage Racing Chryslers Pty Ltd

Specialists in Historic Chryslers



This is an original and authentic 1928 Model 72; the same as achieved 2nd & 3rd at Spa 24 hours and 3rd & 4th at Le Mans, 2nd & 3rd in class Millle Miglia. Perfect example, older restoration eligible for Mille Miglia, Le Mans Classic, etc. Strong, Reliable and Fast. A Bentley beater for 40,000 Euro.

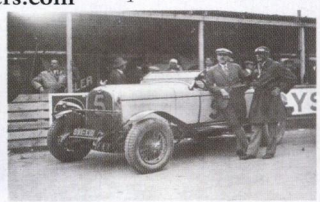
Lots of spares and assistance for rebuilding to racing specs. Buy now to be ready for 2006 season (LHD or RHD - your choice). Hydraulic Brakes 4.2 litre motor. Great Handling. 115MPH. An amazing vehicle with a great pedigree.

email: rayajones@bigpond.com
web: www.vintageracingchryslers.com
tel: (Aust) 61 2 9416 1918

Le Mans 1928



Spa 1928



Modena MOTORSPORT



F300, chassis # 184, raced by M. Schumacher/ E. Irvine, very successful V10 Ferrari.

Schumacher winning car Argentine GP, E. Irvine, Italien GP 2nd, Luxembourg GP 4th, Japanese GP 2nd, during the 1998 season. Car is confirmed for Historic GP Monaco 2006.



312 B2, chassis # 005, Jacky Ickx. This „Work of Art" with the 12-cylinder boxer engine has one of the largest Scuderia Ferrari race history's, 1972 German Grand Prix winner driven by Jacky Ickx. Maintained in our shop since 1992. Used only for demos by ickx himself. Ready to race condition. Certified by Ferrari. Car is confirmed for Historic GP Monaco 2006!



642 F1, chassis # 124, driven by Jean Alesi in 1991, one of the bottle shaped cars from John Barnard with the V 12 music. Major service done including gearbox. Car is confirmed for Historic GP Monaco 2006.



F1 87, chassis # 97, driven by Gerhard Berger, one of the most successful Ferrari Turbo chassis ever, with two wins for Berger in Argentinia and Japan in 1987. Completely restored. Car is confirmed for Historic GP Monaco 2006.



4 CL Maserati, chassis # 1582, ex-G. Barbieri, absolutly original! Body and engine in very original condition. This was the first F1 car built after the Second World War. Car is confirmed for Historic GP Monaco 2006!

WWW.MODENA-MOTORSPORT.DE

MARQUE SPECIALISTS ESTABLISHED 30 YEARS • SALES • SERVICE • RESTAURATION

MODENA MOTORSPORT GMBH F1 CLIENTI

ERNST-TELLERING-STR. 60 • 40764 LANGENFELD • TEL. +49(0)2173/22 184 • FAX +49(0)2173/21 603



1999 JAGUAR XJR 4.0 LTR SUPERCHARGED , Anthracite with doeskin Leather, Aircond, Criuse, Electric sunroof, Full Electric pack, Latest Alloys, 90000 FJSH. 2 Owners, In mint out of the Box Condition, (a True Classic Jaguar).....£14950



1985 BENTLEY MULSANNE TURBO, Lagoon Blue with Champagne Leather, Blue Dash Top And Blue Carpets. 63000 miles Only with FSH. Sold By Us To its last Two Owners (10 Year Period) Without Question One of The nicest You will Find, Stunning £14,950



1985 (DEC) FERRARI TESTAROSSA.Rosso corsa with Niro Leather.air-cond, multi CD, Alloys, 38000,Miles with FFSH (belts just done) all Invoices, Mots, Handbooks, tools etc. In concours winning Condition, I have not seen a betterexample to date £38950



1967 Rolls-Royce Silver Shadow 1. RHD, Sage Green with green leather and carpets, Factory (original) Fitted air-cond, knee rolls, PAS. 29000 miles Only Superb History file, This car is mint, and the best we have seen to date..... .....£POA



1982, Ferrari 308 GTSi. LHD. Rosso-corsa with Magnolia Leather Piped Red.58000 Miles, FFSH, alloys, air-cond, all books, tools, invoices etc. Spent most of its life in Switzerland, and dealer maintained. Concours winning, Condition Please see are Web-Site £24,950



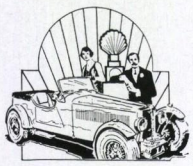
1994 WINGFIELD E-TYPE LIGHTWEIGHT. No2 of 12. Built for its first owner (Sir Anthony bamford) to a very high spec and Standard, Please see our web-site for full details etc or contact martin daly .....£84,950.



1949 BENTLEY MK 6 MANUAL, Brooklands Green with Tan leather, sunroof, original valve radio, tool kit etc, Restored by its last Family owner of over 40 years, A superb Example that Drives as the day it left the show-room.Ideal for classic rallys etc £26950

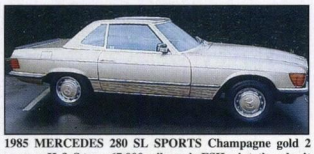


1966 BRISTOL 409 COUPE AUTO. goodwood green with tan leather trim, minilite wheels, selectaride,massive history file. supurb example, very hard to find like this, please view our web-site. £25950

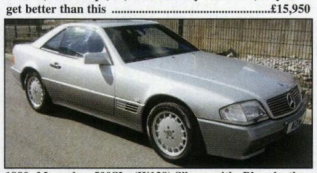


The School Garage

(MARTIN J DALY) Est 1979



1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this £15,950



1990 Mercedes 500SL (W129).Silver with Blue leather, alloys, aircond, criuse,power hood, hard-top. Music, 90000 Miles with Full, Mercedes Main dealer History. This car Looks 2 years old, (best we have seen) £17950



1938 ROLLS-ROYCE 25/30 LIMO By H J Mulliner. Black over Oxford Blue Over Black, Blue Leather to the Front, and Tan Cloth To the Rear, (with Division) last Owners Circa 32 years, Restored to Concours Standards, (Famous First Owner) The Best we Have Ever Seen .....£69,950.



1931 Bentley 8 LTR (by Mulliner). First Production model # (YF5001). Historically the most famous of all Bentley 8 Ltr Saloons. Please see our website .....£POA



1974 LAMBORGHINI ESPADA MK 111. Bianca white with original blue leather trim, air-cond, full electric - pack stainless steel Exhaust, upgreaded brakes, full body restoration 3000 miles ago by top marque expert 42700 miles only with superb history, best we have seen in 25 years. please see our web-site,.....£22950

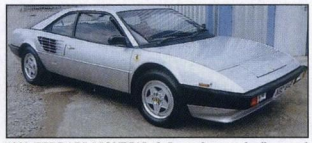


1906 DE-DION BOUTON (MODEL AM) 9HP. 2 seater Restored by its last owner of 23 years VCC registered with dating CERT. No 1461. Has just been fully Re-commissioned in our work-shops after storage, please see our web-site £36950



1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only.....£19,950

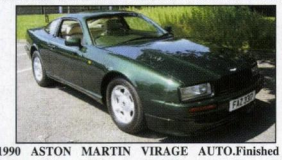
A small selection of up to 60 Prestige and Classic Cars available
47 Buxton Road,
Whaley Bridge, High Peak,
Derbyshire SK23 7HX
Telephone 01663 733209
Mobile: 07767 617507
www.classiccarshop.co.uk



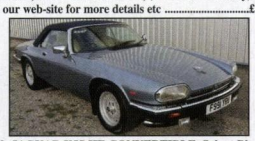
1982 FERRARI MONDIAL 8 5 speed manual. silver, red leather 48,000 miles FSH, all books, tools, etc. Aircond, superb, original mint example (very very rare like this)..... .....£18,750



1984 SCIMITAR GTE 6A AUTO.Champagne with full black leather piped, PAS, full Electric Pack, Minilite Alloys, 46000 Miles Only with Full History, This is the Nearest to a brand-new Example you will Find. Stunning £9950



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



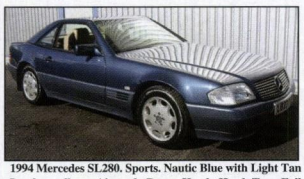
1989, JAGUAR XJS HE CONVERTIBLE, Solent Blue With Doeskin Leather, and Blue Mohair Power Hood. Cross-Spoke Alloys, Air-cond, Criuse, etc. Total Jaguar Service History. 26000 Miles Only, As new out of the box.The best we have seen,.....£16950



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.



1994 Mercedes SL280. Sports. Nautic Blue with Light Tan Leather. alloys, Aircond, Power-Hood, Hard Top. Full Electric Pack, 60000 Miles FSH, Mint and Stunning Value £14950



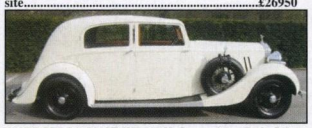
1959, Stanguellini Formula Junior, Full FIA Papers, Superb History, Famous First Owner, In mint Restored Condition, Please see our web-site, ...£38,950.



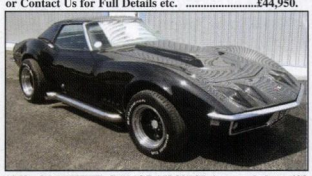
1957 JAGUAR 3.4 MK1, MANUAL. Black with Original Red leather Trim, and rear Spats. 54000 Miles only with a total History From new, Superb Mint Original car, with all books tools etc, Matching numbers , original bill of sale, log book etc. Stunning £16950



1964 BRISTOL 408 MK1. silver over Black, with light grey Leather. subject of a concours Boby Restoration in 1997. and a full restoration program over the last 10 years (3000 Miles) since. This is one of the best examples in the world. Please see our Web-site.....£26950



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

1989 Porsche 911 carrera sport coupe (Porsche club concours winner) the best There is.!!
1949 Bentley Mk 6. manual RHD, and stunning
1939 Bentley Mk5, Very, very Rare, and perfection
1965 Alfa romeo Giulia SS Bertone, mint, original, Low mileage.
1968 Mercedes 220 SEB coupe, 38000 miles, Concours
1997 Bentley Turbo RL, 49000 Miles FSH Mint.

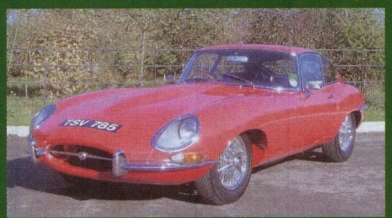
We are always interested in buying, part-exchanging OR selling, cars similar to the above, click-on to our website for more detailed photos, and info.

Sherwood Restorations Ltd.

Established 1966

Upton Fields Garage, Upton Road, Southwell, Nottingham NG25 0AQ
Telephone: (01636) 812655/812682/812700 Fax: (01636) 816830

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



1962 JAGUAR E-TYPE 3.8 FHC. Carmen Red with Navy hide, very low ownership and 36K miles. Supplied new to Gp Capt Harrison in Jersey, competition history from 1964 to 1970, fitted from new with Restall seats. Equipped with all synchro gear box, CWW, unleaded head, alloy rad, alternator, s/steel exhaust etc. A unique example used by Top Gear and Norman Dewis 'Jaguar test driver', in the making of The History of the Jaguar.RHD - £32,995



1955 JAGUAR C-TYPE 3.4 by Peter Jay, in Dark BRG with Suede Green hide, triple webbers, drum brakes, FIA harnesses, FIA papers, half and full tonneau covers, an exact copy of the original using many original parts, seriously beyond criticism, has competed in the retro Mille Miglia, simply sensational £139,995



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



1967 'F' AUSTIN HEALEY 3000 BJ8 MK3. Golden Beige with Tan hide & weather equipment. A UK car, one of only 28 in this colour combination. 3 owners from new, 80,000 miles with FSH, last owner since 1990, totally restored and uprated a few years ago by marque specialists, Dennis Welch engine, comp shocks, sports exhaust, 72 spoke CWW, comp overdrive, louvered bonnet, alloy fuel tank, alternator, elec ignition, high torque starter, uprated brakes and suspension, radio, motolita etc. About as rare as it gets; absolutely stunning.RHD - £39,995



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



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 JAGUAR 3.8 MK2. All synchro with O/D. Carman Red with Black hide. Last owner since 1993. A fully restored and upgraded example with elec steel sunroof, rack & pinion, PAS, CWW, modified engine, uprated suspension, heater & cooling system, central locking, CD auto changer, Motolita steering wheel, inertia seat belts etc. In excess of £50,000 spent; a superb example.RHD - £19,995



1962 MERCEDES BENZ 190 SL. Silver with Dark Blue hide, 3 owners, comprehensive restoration carried out including complete engine overhaul, previously sold by us several years ago to a fastidious owner. An exceptional example.RHD - £29,995



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



1972 MGB 1.8 ROADSTER. Teal Blue with Black hide, CWW, overdrive, unleaded engine, Motolita s/s exhaust; an exceptionally well-restored example with extensive history; outstanding value.RHD - £9,995

SITUATION VACANT

MECHANIC / ENGINEER / HISTORIC VEHICLE RESTORER
Mechanical / Engineering background?
Ability to repair & fabricate, incl bodywork / trim etc?
Work to time scales, under pressure & to exacting standards?
Fully conversant with classic / sports cars, & race / rally cars?
Honest reliable & approachable?
Like to work on vehicles than many people only dream about?

If you can tick all of the above and would like to work for one of the leading classic car specialists in Europe, then contact us now. Sherwood Restorations Ltd is approaching 40yrs in the classic car market place and is looking for a multi-talented individual who has something special to offer. Excellent remuneration, a clean, tidy, friendly environment & job security; all are on offer to the right person.For an informal discussion, please contact:-Paul Haywood or Charles Smalley on 01636 812700.www.sherwoodrestorations.co.uk Email:- sales@sherwoodrestorations.co.uk

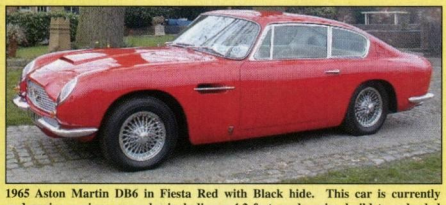
Telephone
(01753) 644599
www.runnymedemotorcompany.com

RUNNYMEDE MOTOR COMPANY

Mobile
(07836 222111)
sales@runnymedemotorcompany.com



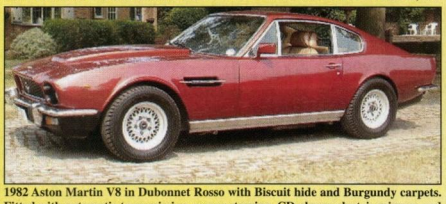
1966 Aston Martin DB5 in Rhodium Silver with original Red hide interior. This is undoubtedly one of the nicest examples on the market today. It has been the subject of a total chassis-up restoration by renowned Aston Martin specialists, Rex Woodgate & Co. No expense has been spared and the result is a car which is in "as new" condition and is faultless to drive. £145,000



1965 Aston Martin DB6 in Fiesta Red with Black hide. This car is currently undergoing various upgrades including a 4.2 fast road engine build to unleaded specification. It is fitted with chrome wire wheels and 5 speed ZF gearbox and is in excellentconditionthroughout. .....£POA



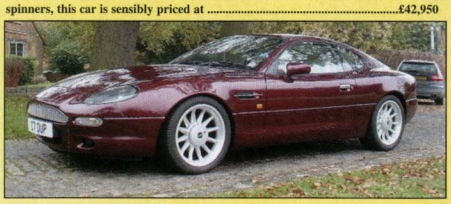
1968 Aston Martin DB6 in pale metallic Blue with original Black hide interior. This is an extremely nice example and has been in its present ownership since 1998 during which time it has had £15,000 spent on the maintenance and improvements. The chassis has been completely rust proofed and undersealed and an unleaded conversion added. Fitted with chrome wire wheels and 3 eared spinners, this car is sensibly priced at £42,950



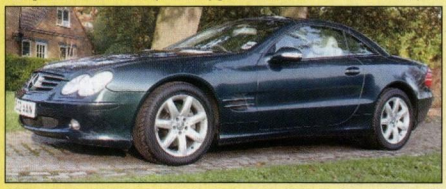
1982 Aston Martin V8 in Dubonnet Rosso with Biscuit hide and Burgundy carpets. Fitted with automatic transmission, power steering, CD player, electric mirrors and windows, leather headlining, BBS alloys and enlarged AP callipers. Very nice example and excellent history. Sensibly priced at £26,500



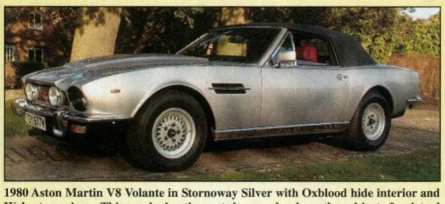
1978 Aston Martin V8 Series III in Masons Black with Beige hide. This is a beautiful example with low mileage and comes with a most comprehensive service history file. 42,000 miles, please enquire for more details. £29,950



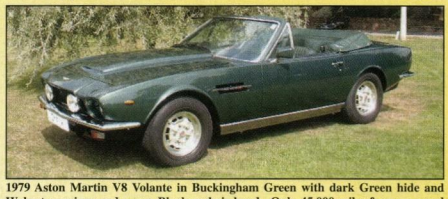
1996 Aston Martin DB7 in Cheviot Red with Cream hide piped Burgundy. Fitted with automatic transmission, power steering ABS, air conditioning, cruise control, alloy wheels and stereo and CD player. Total service history, high mileage hence realistically priced at £23,950



2002 Mercedes SL500 in Andradite Green with Magnolia hide. Fitted with automatic transmission, power steering, electric heated memory seats, Sat Nav, cruise control, electric roof, parking sensors, 17" alloy wheels and CD changer. Full service history. 20,000 miles – outstanding. £39,995



1980 Aston Martin V8 Volante in Stornoway Silver with Oxblood hide interior 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. £42,950



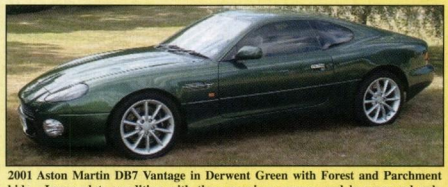
1979 Aston Martin V8 Volante in Buckingham Green with dark Green hide and Walnut cappings and a new Black mohair hood. Only 45,000 miles from new and has been stored since 1990. Original GKN alloy wheels, Avon turbospeed radials, automatic transmission and new chrome. Beautiful throughout. £42,950



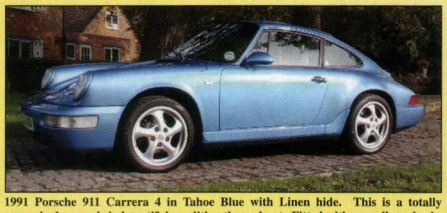
2002 Aston Martin DB7 Vantage Volante in Solent Silver with Pacific Blue and Parchment leather. Fitted with Touchtronic automatic transmission, premium audio, air conditioning, alarm, PAS, wire mesh grille, wind deflector, heated screen, leather hood cover, alloy pedals, Walnut veneer and immobiliser. 32,000 miles, similar to photos. £55,950



1969 Aston Martin DB6 Mk I in Fiesta Red with Magnolia hide. Fitted with Red carpets, chrome wire wheels, Manual 5 speed gearbox and has a fairly comprehensive history file dating back 14 years. In 1991 the car had a complete restoration when the body was removed from the chassis and a complete rebuild carried out. This is a very attractive example and is sensibly priced at £49,950



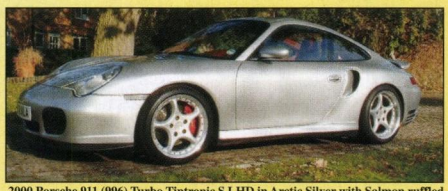
2001 Aston Martin DB7 Vantage in Derwent Green with Forest and Parchment hide. Immaculate condition with three previous owners and has covered only 37,000 miles with total Aston Martin service history. Fitted with all usual refinements including air conditioning, electric windows and Tiptronic 5 speed gearbox. Sensibly priced at £48,950



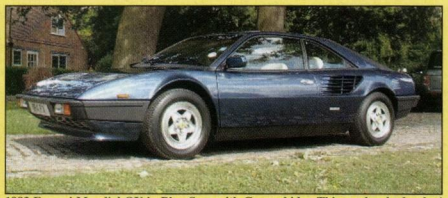
1991 Porsche 911 Carrera 4 in Tahoe Blue with Linen hide. This is a totally unmarked example in beautiful condition throughout. Fitted with new alloy wheels, 86,000 miles from new with full Porsche service history. Sensibly priced at £18,950



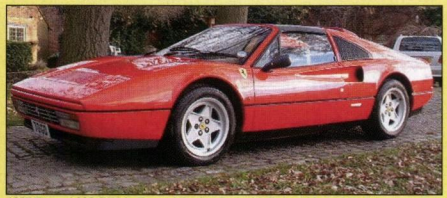
1984 Rolls Royce Silver Spirit in Black with Black hide and Ebony wood. This car has been in the same ownership for the last 10 years and prior to this, has had only 3 owners. This car has covered a little over 100,000 miles and is in reasonable condition for its age. Sensibly priced at £7,950



2000 Porsche 911 (996) Turbo Tiptronic S LHD in Arctic Silver with Salmon ruffled leather. Extras include parking distance control, cruise control, electric heated seats, Porsche crested headrests, dark Maple wood, Porsche communication management system, Roock two piece 18" aluminium wheels, Tracker and Sat Nav for England, France and Benelux countries. 33,000 miles, this car has had only one owner and is in perfect condition. £46,950



1983 Ferrari Mondial QV in Blue Sera with Crema hide. This car has had only 4 owners from new and has been the subject of a considerable restoration by marque specialists. Only 39,000 miles from new with previous MOTs dating back to 1990 to substantiate mileage and complete with driver's handbook. Excellent condition throughout and represents very good value. New cambelts in December 2005. .....£15,950



1987 Ferrari 328 GTS in Ferrari Racing Red with Beige hide and Red carpets. This is a beautiful example with full Ferrari service history and cambelt change this year. It has had 4 owners from new and is excellent throughout. Only 24,000 miles from new. £29,950



1964 Lotus Cortina Mk I Pre Airflow Model in White. 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 carburettors, 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. £24,950

The above is only a small selection of our stock. We carry approximatley 65 cars in stock at all times
Vistit our website at www.runnymedemotorcompany.com

RICHARD MILLE

A RACING MACHINE ON THE WRIST



CALIBER RM 008-V2
TOURBILLON CHRONOGRAPH

Movement plate in carbon fibre
Hand-wound titanium movement
Split-second mecanism
with improved function
Power reserve
Torque indicator
Balance wheel with variable inertia
Fast rotating barrel
Barrel pawl with progressive recoil
Hair spring with special curve
New generation of escapement
Modular hand setting mechanism
Function indicator
Tooth system of barrel and third-wheel
pinion with central involute profile
Water resistant to 50 meters

From 400 000 €

Exclusively at : EUROPE GINOTTI Antwerp FLASH RABAT Barcelona BARROZI Brescia RESTIVO Catania / Toarmina DOUX Courchevel CRANS PRESTIGE Crans-sur-Sierre MONTRES PRESTIGE Geneva AVENUE Kiev MARCUS London SUAREZ Madrid / Bilbao THE MARBELLA TIME CLUB Marbella PISA Milano VERGA Milano ZEGG & CERLATTI Monaco CARILLON Moscow CHRONOPASSION Paris DUBAIL Paris TARASCIO Roma AMERICAS EVE Buenos Aires JOYERIAS GERAIS Caracas WESTIME Beverly Hills / Los Angeles BERGER Mexico CELLINI New York TIEMPO GLOBAL San José FRATTINA Sao Paulo CARAT St Barthelemy MIDDLE EAST AL-SAYEGH Abu-Dhabi ALI BIN ALI Doha SEDDIQI Dubai GHADAH Kuwait ASIA RICHARD MILLE BOUTIQUE Pacific Place Hong Kong KING FOOK Hong Kong KAMINE Kobe YAFRIRO Singapore / Kuala Lumpur M&R Ginza Tokyo MITSUKOSHI Nihonbashi Tokyo

Ex-Ecurie Ecosse
1952 JAGUAR C-TYPE SPORTS RACING CAR
Estimate: EUR 1,200,000 – 1,500,000
(*Top left*)

Ex-Works, 11th place Le Mans
1951 JAGUAR XK120 ROADSTER
Estimate: EUR 300,000 – 380,000
(*Top right*)

Ex-Olry Roederer
1904 C.G.V. 6.3 LITRE FOUR SEATER TONNEAU
Estimate: EUR 380,000 – 580,000
(*Lower left*)

Ex-Giacomelli / de Angelis, IMSA GTO Class Winning
1979 BMW M1 PROCAR
Estimate: EUR 285,000 – 385,000
(*Lower right*)

Auction
11 February 2006

Viewing
10-11 February 2006

Enquiries
Philip Kantor
+32 (0)476 879 471

Rupert Banner
+44 (0)20 7389 2851

motorcars@christies.com

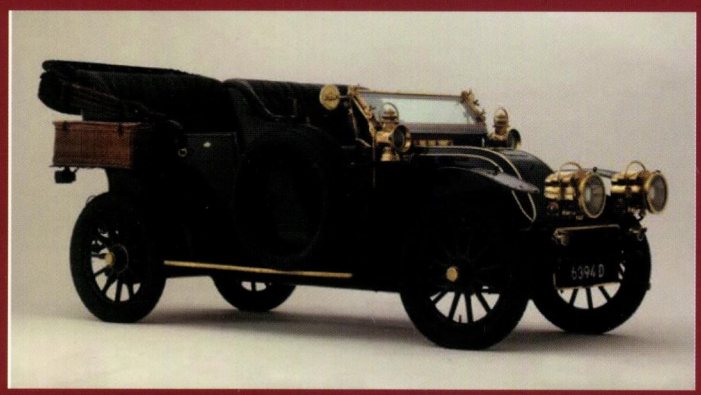
Venue
Porte de Versailles
Paris

Catalogues
+44 (0)207 389 2820
+1 800 395 6300

christies.com









EXCEPTIONAL MOTOR CARS AT RÉTROMOBILE

Paris, 11 February 2006

CHRISTIE'S

SINCE 1766