THE ORIGINAL MOTOR RACING MAGAZINE

MOTORSPORT

SINCE 1924



GOODWOOD REVIVAL

THE RUNNERS AND RIDERS
PLUS: HOW IT ALL BEGAN

30TH ANNIVERSARY TRIBUTE

Super Swede

RONNIE PETERSON

The two sides of a 1970s hero
by his friend Alan Henry

FELIPE MASSA BY DAVID TREMAYNE
IS HE READY TO BE WORLD CHAMPION?

NIGEL ROEBUCK ON PROST vs SENNA
HOW THEIR BITTER McLAREN RIVALRY BEGAN

ALSO: LUNCH WITH... RICHARD ATTWOOD
ANDREW FRANKEL DRIVES THE KTM X-BOW
DUCATI: THE FERRARI OF THE BIKE WORLD

OCTOBER 2008 £4.95
10
9 770027 201179
www.motorsportmagazine.co.uk

MOTORSPORT

RONNIE PETERSON; FELIPE MASSA; LUNCH WITH... RICHARD ATTWOOD

OCTOBER 2008 VOL.84 NO.10

RENAULT KOLEOS.
4x4 OUTSIDE. RENAULT INSIDE.



3 YEARS WARRANTY
100 000 miles

On the outside, it's as genuine a 4x4 as you're likely to see this side of Exmoor. With an Intelligent 4WD system, Hill Start Assist and Descent Control. On the inside, it's pure Renault, offering all the comforts of home. Like Super-Fold seats,

The official fuel consumption figures for the Koleos: mpg (l/100km), Urban 31.4/26.9 (9.0/10.5),

Model shown and equipment featured Renault Koleos Privilege dCi 150 4x4 with optional Skid Plate Pack. The first 2 years of warranty have unlimited mileage. In addition, the warranty



Dual-Zone Climate Control, Bose® sound system customised to the interior and even a chilled glovebox. Beauty and the beast – or two Renaults for the price of one. For more information, visit renault.co.uk or call 0800 52 51 50.

RENAULT

Extra Urban 46.3/40.4 (6.1/7.0), Combined 39.2/34.0 (7.2/8.3). CO_2 emissions 191/221g/km.

is valid for a 3rd year or until the vehicle has been driven for 100,000 miles from the date of delivery, whichever is the sooner. Full terms and conditions – www.renault.co.uk

Bonhams 1793



RAC London to Brighton Veteran Car Run

A Sale of Veteran Motor Cars and Related Automobilia

Friday 31 October 2008

New Bond Street, London

Entries now invited



Bonhams is delighted to announce its annual Sale of Veteran Motor Cars and Related Automobilia, to be held at our New Bond Street salerooms.

Timed to coincide with the RAC London to Brighton Veteran Car Run, the sale will feature a selection of eligible Brighton Run vehicles.

For any enquiries please contact Tim Schofield, Sholto Gilbertson, Rob Hubbard or James Knight
+44 (0) 20 7468 5801
+44 (0) 20 7468 5802 fax
or Stewart Skilbeck
+44 (0) 1757 638 894 tel/fax
or Stephen Cleminson
+44 (0) 1388 832 329
ukcars@bonhams.com

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

Illustrated:
Top: *Successful London to Brighton entry for the last 13 years*
1903 Malicet et Blin 8hp Four Seater
Rear Entrance Tonneau
Estimate: £80,000 - 90,000

Right: *In the present ownership for more than 50 years*
1901 Hurtu 4½hp Four Seater
Rear Entrance Tonneau
Estimate: £50,000 - 60,000

To order a catalogue please call
+44 (0) 1666 502 200 or email
subscriptions@bonhams.com

Bonhams
101 New Bond Street
London W1S 1SR
+44 (0) 20 7447 7447
+44 (0) 20 7447 7400 fax
www.bonhams.com

London · New York · Paris · San Francisco · Los Angeles · Hong Kong · Melbourne · Dubai

Volume 84 Number 10

THE ORIGINAL MOTOR RACING MAGAZINE

SEE P68 FOR DETAILS
SUBSCRIBE!

Contents

Features

41 REVIVAL PREVIEW
Goodwood's circuit is 60 years old – we examine its origins

48 FELIPE MASSA
Spins at Silverstone, heartbreak at Hungary… But the Brazilian is still a good bet for the title

54 PROCAR REUNION
Niki Lauda led the 30th anniversary celebrations for the BMW series at Hockenheim

58 RONNIE PETERSON
No-one had a bad word to say about 'SuperSwede', either in or out of a racing car

66 SENNA vs PROST 1988
Looking back at the year when their venomous rivalry began

72 A1GP AND FERRARI
With power from the Scuderia, A1GP is planning to go far

74 LUNCH WITH… RICHARD ATTWOOD
The English gent who broke Porsche's duck at Le Mans

84 ROAD TEST: KTM X-BOW
The bike manufacturer's first ever car is a fine track tool

86 NON-CHAMPIONSHIP F1: PT3, THE '70s & '80s
Surtees and Sullivan relive the final days of these unique races

94 HOW TO DRIVE THE NURBURGRING
Got a few spare euros? Then you too could tackle the famous, fearsome Nordschleife

96 SINGAPORE GRAND PRIX
No, not the upcoming F1 race, but a drive on the road track that previously hosted GPs

116 SILVERSTONE CLASSIC
Historic F1 and sports cars packed the grids in an event that is rapidly gathering pace

119 PAGEANT OF POWER
Racers, choppers and boaters hit Cholmondeley Castle

121 OLDTIMER GP
Is 16 miles the longest lap you can find in any historic event?

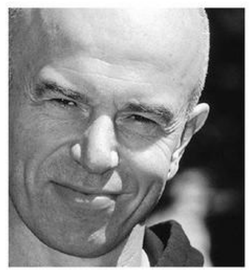
126 CLASSIC RACING CARS
In a new feature we look at the Ginetta G12, which now has its own Heritage series



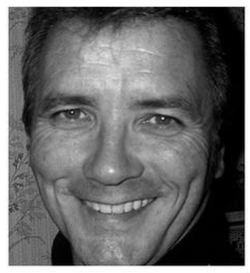
Ronnie Peterson with Peter Warr, Zandvoort '73. See p14 and 58 for two special tributes to 'SuperSwede'

Cover: Schlegelmilch

Contributors



MAT OXLEY
Here in the office we are preparing to get stuck in to reading Mat's latest book on Valentino Rossi, the *wunderkind* of the MotoGP world (review to follow when one of us has a spare moment). Perhaps he will explain Rossi's bizarre aesthetic views on helmet design… Meanwhile, Mat tells about the passions within Ducati which have led to the hugely successful team being dubbed 'the two-wheeled Ferrari'.



DAVID TREMAYNE
As well as being the man in the F1 paddock for *The Independent* and a past editor of this magazine, David has written no fewer than 38 books on various motor sport subjects. He is an acknowledged expert on record-breaking on land and water, but this month reports from the F1 pitlane where he asks Felipe Massa about what the Brazilian has learned in past seasons and how he sees his chances of becoming champion.



ALAN HENRY
Alan learned his way around the paddocks of the Formula 1 world at the feet of our own DSJ, writing *Motor Sport*'s Grand Prix reports for those races Jenks didn't want to attend. His total immersion in F1 means that he has known everyone who counts, and few people count in racing history like Ronnie Peterson, who became a close friend. Thirty years on, Alan remembers the natural talent and innocent charm of a true star.

Volume 84 Number 10
EIGHTY-FIFTH YEAR OF PUBLICATION

SEE P68 FOR DETAILS
SUBSCRIBE!

Contents

Favourites

F1 NEWS 10
Alonso/Kimi key to driver market

NIGEL ROEBUCK 14
Memories of the day Peterson died

NEWS ROUND-UP 25
BTCC on the up; win a McNish ride

GORDON KIRBY 30
Brian Redman reminisces on F5000

ANDREW FRANKEL 32
Should motor shows be shelved?

MAT OXLEY 34
The Ducati-Ferrari link explored

LETTERS 36
How Alan Stacey liked to shock

THE GALLERY 103
Gallic flair from Bernard Asset

HISTORIC NEWS 113
Big plans for Silverstone and Spa

AUCTIONS 123
Gooding & Co looks to the future

DESIRABLES 133
Win a watch signed by Petter Solberg

BOOK REVIEWS 137
A fitting tribute to Bernard Cahier

YOU WERE THERE 139
Views of Crystal Palace and Goodwood

DOUG NYE 142
The Aston that Ralph Lauren rejected

BILL BODDY 146
The man who ruled Mannin Moar

RACE RESULTS 151

PARTING SHOT 154
Porsche at the Nürburgring 1000 Kms


146


103

Contributors



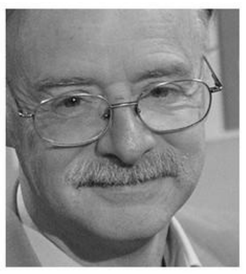
ANDREW FRANKEL

As the poet informs us, the old order changeth, and both of Andrew's stories illustrate just how much the car world has altered. Ten years ago no-one had conceived of track day machines like the amazing X-Bow, let alone track day tracks where no racing was ever intended. And as the British motor show struggles to keep its feet, Frankel asks – why do we need motor shows at all?



ED FOSTER

A day's tuition at the Nürburgring was the cool balm in a troubled month for Foster. First he had to get to the 'Ring by bus; since then he's had his Honda CBR600 stolen and written off and his Vespa vandalised. And his plans to commute to work by boat ran aground, literally, when the hull cracked and he had to beach off Fulham. It's mendable – if only he can find the keys to the lock-up it's in...

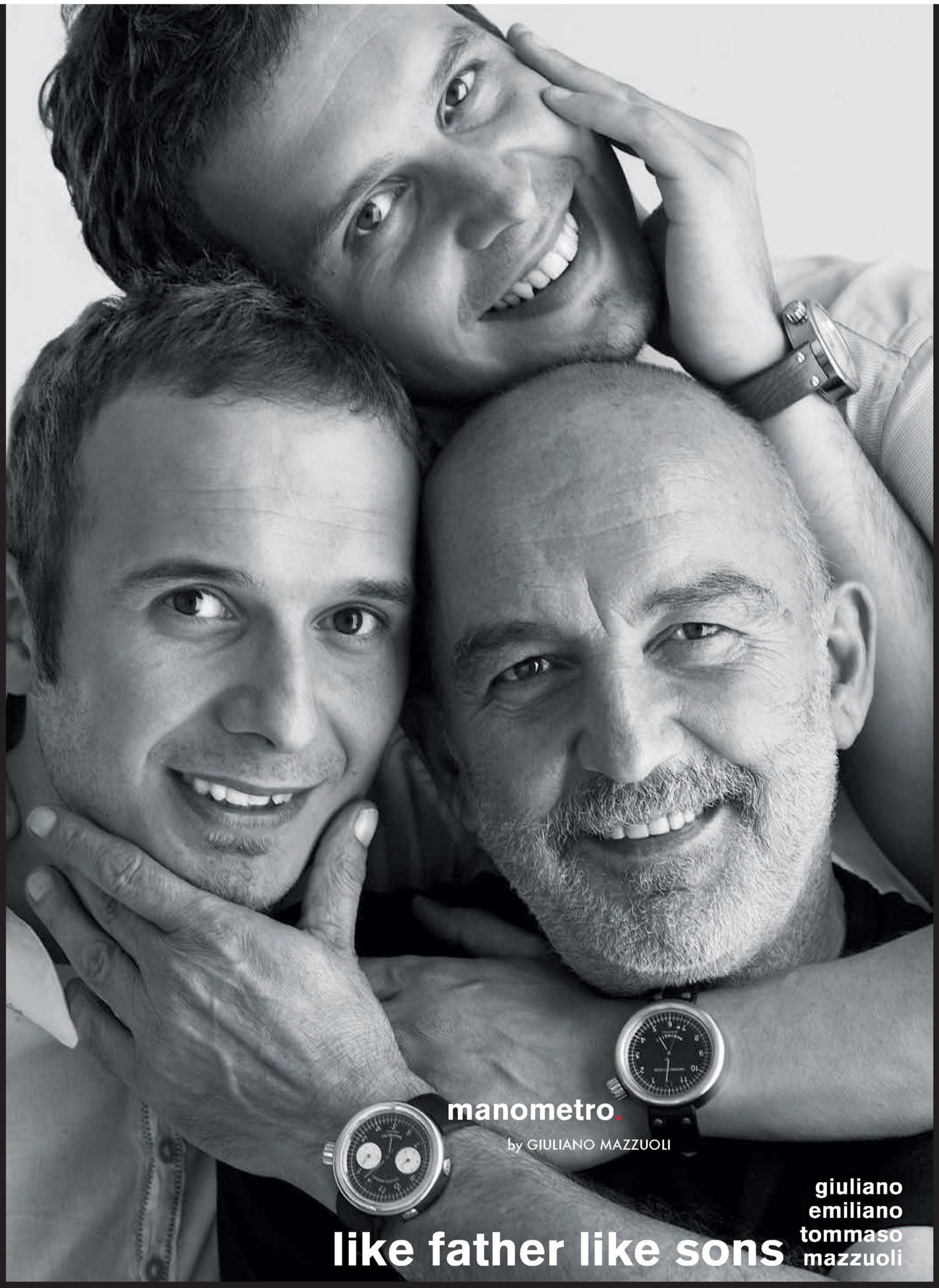


STEVE SLATER

While perhaps not as obvious a TV name as James Allen or Martin Brundle, Steve actually presents F1 to a larger audience. He is F1 commentator for ESPN Star Sports, which broadcasts the sport throughout Asia and the Far East. The TV station is based in Singapore, giving Steve the ideal opportunity, as we approach the city's historic night race, to seek out the island state's earlier racing history.

NOVEMBER 2008 ISSUE ON SALE ON OCTOBER 3
Subscribe today to receive *Motor Sport* delivered direct to your door.
Call **+44 (0)1858 438764** or visit **www.motorsportmagazine.co.uk**

OLIVIEROTOSCANISTUDIO.COM



Giuliano Mazzuoli timepieces available at:
The Watch Gallery, London, Tel. 020 7581 32 39 - Watches of Switzerland, London, Tel. 020 7499 13 31 - Justice British Designer Jewellers, Bath, Tel. 01225 329 300 - Henry D. Johnstone, Cheshire, Tel. 01625 583 565 - Time for Diamonds, Doncaster, Tel. 01302 710 116 Ogden, Harrogate, Tel. 01 423 504 123 - Stuart Thexton Jewellery, Nottingham, Tel. 0115 988 18 21.

GIULIANO MAZZUOLI

50 LOLA 1958 - 2008 50 YEARS OF WINNING TECHNOLOGY

CELEBRATING 50 GOLDEN YEARS IN MOTORSPORT



MK1 PROTOTYPE - 1958



MK1 PRODUCTION - 1959



MK2 - 1960



MK3 - 1961



MK4 - 1962



MK6 - 1963



FORD GT - 1964



T70 SPYDER - 1965



T90 - 1966



T130 - 1967



T160 - 1968



T70 MK3B - 1969



T190 - 1970



T212 - 1971



T300 - 1972



T292 - 1973



T370 - 1974



T342 - 1975



T460 - 1976



T490 - 1977



T500 - 1978



T580 - 1979



T530 - 1980



T600 - 1981



T640 - 1982



T700 - 1983



T596C - 1984



BEATRICE THL1 - 1985



T86.10 - 1986



T87.50 - 1987



T88.30 - 1988



T89.10 - 1989



T90.00 - 1990



T91.50 - 1991



T92.10 - 1992



T93.00 - 1993



T94.50 - 1994



T95.00 - 1995



T96.50 - 1996



T97.20 - 1997

B98.10 - 1998

B99.50 - 1999

B2K.40 - 2000

B01.60 - 2001

B02.00 - 2002

MG TOURING CAR - 2003

F106.04 - 2004

A1GP - 2005

B03.00 - 2006

B07.40 - 2007

B08/60 LMP1 COUPE - 2008

Lola Group: Tel: +44 (0)1480 359590 sales@lolacars.com
www.lola-group.com

Matters of Moment



History today

Silverstone is the most historic active race circuit in Britain. Donington Park is older, but it can't boast 60 years of continuous history. Brands Hatch was founded two years earlier, in 1946, but only as a grass track. Yes, Goodwood matches Silverstone in age, but from 1966 until Lord March created the Revival Meeting the Sussex circuit lay dormant for racing, surviving as little more than a decaying test track. But every year since 1948, when it hosted the first post-war Grand Prix in Britain, Silverstone has been the scene of more great moments and important races than any other track in this country. It is, as it claims, the home of British motor racing. So why doesn't it always feel like it?

Bleak, flat and featureless, Silverstone has never had the endearing qualities you'd find at Brooklands, Goodwood and Brands. It's always been hard to love. Just ask Bernie.

But remember what Silverstone has always been up against. Aside from its geographical characteristics, it can't afford the luxury of recreating every detail of how it used to be, like Goodwood. Heritage means nothing when you have to meet the unrelenting demands of modern Formula 1. The result is a circuit surrounded by vast run-off areas that is almost unrecognisable from what it used to be. As for the paddock, the need for functionality equates to the character of an airport car park.

In theory, organising a historic racing festival at Britain's flagship circuit should be a cinch. But when that circuit has so little in common with the context of its own past, it becomes an unequal challenge, especially when you're up against Goodwood's Revival. Which is why Roger Etcell and his Motion Works company deserve great credit for the success of this year's Silverstone Classic.

The Revival, which we look forward to in this issue, remains the undisputed champion of historic motor sport. Sensibly, Etcell has accepted that and is aiming during the remaining four years of his contract to carve his own niche for the Classic. Twenty-one races featuring over 900 cars was a great achievement, but it was only part of the story. Making it an 'event', not just another race meeting on an increasingly overcrowded calendar, was just as important. Which is why easy access to a paddock uncluttered by trailers and transporters was an inspired move, even if it was a pain for the teams.

And the verdict so far? Well, 57,000 people over three days is a good start. There's a lot of work still to do, but at least in the realm of historic racing Silverstone, thanks to Etcell's team, is on the right track.

As for character, that's hard to fabricate and comparisons with Goodwood are pointless. But for what it's worth, Silverstone might still have plenty of the old faults – as some of you tell us after every British Grand Prix – but next to the sparkling Shanghais and Bahrains of this world, at least it has personality. It's not always easy to find, but despite itself, after 60 years of history, Silverstone can't help but have a soul.

Is Ronnie Peterson the biggest motor sport icon of the 1970s? That's entirely subjective, of course, but he's right up there with Jackie Stewart, Niki Lauda, James Hunt, the Porsche 917 and the Lancia Stratos (my personal list). Peterson drifting his JPS Lotus 72 through Woodcote has almost become a cliché of what we love about this sport – and like all clichés it's become one because it's so true.

We've been planning this 30th anniversary Peterson cover for some time, and I'd assumed all along that we'd go for the archetypal black and gold Lotus. After all, that's what most of us associate with 'SuperSwede', isn't it?

But when it came to it we couldn't resist the lovely shot of Robin Herd's 'teatray' March 711 that graces the cover you've just turned. It's not the obvious choice – and it's not the prettiest F1 car either. But it's different, just like *Motor Sport*. I hope you like it.

Damien Smith

THE ORIGINAL MOTOR RACING MAGAZINE
MOTOR SPORT
SINCE 1924

Incorporating *Speed* and *The Brooklands Gazette*

38 Chelsea Wharf, 15 Lots Road,
London SW10 0QJ, UK
www.motorsportmagazine.co.uk

Editorial
Telephone 020 7349 8497 **Fax** 020 7349 8494
E-mail editorial@motorsportmagazine.co.uk
Editor-in-Chief Nigel Roebuck
Editor Damien Smith
Deputy Editor Gordon Cruickshank
Founder Editor Bill Boddy MBE
Features Editor Rob Widdows
US Editor Gordon Kirby
Art Editor Damon Cogman
Chief Sub-Editor Gillian Bell
Picture Editor Ian Marshall
Marketing Assistant Louisa Skipper
Editorial Assistant Ed Foster
Senior Contributing Writer Andrew Frankel
Editor-at-Large Simon Taylor
Special Contributors Adam Cooper, John Davenport, Paul Fearnley, Alan Henry, Richard Heseltine, Keith Howard, Paul Lawrence, Doug Nye, Mat Oxley, Gary Watkins
Picture Library LAT Photographic: 020 8251 3000

Advertising
Telephone 020 7349 8496 **Fax** 020 7349 8494
E-mail sales@motorsportmagazine.co.uk
Advertisement Director Steve Ross
Advertisement Manager Richard Stillman
Display Sales Executive Matt Rayner
Sales Executive Jamie Thomas
Classified Sales Executive Victoria Newell
Production Jhulan Aupouri

Publishing
Publisher Martin Nott
Business Manager Jacky Cirne
Administration Assistant Will Delmont
Subscriptions Manager Melanie Marshall
Managing Director Paul Dobson

Subscriptions
UK & Overseas subscriptions +44 (0) 1858 438764
US subscriptions +1 888 321 6378

Motor Sport subscriptions: Tower House, Sovereign Park, Market Harborough LE16 9EF, UK. Subscription rates (12 issues): UK £66; USA US$75; rest of the world £84. Postage is free.
MOTOR SPORT (ISSN 0027-2019) (USPS 021-661) is published monthly by Stratfield Ltd., 38 Chelsea Wharf, 15 Lots Road, London SW10 0QJ, UK. Distributed in the US by Evergreen Marketing, 116 Ram Cat Alley, Suite 201, Seneca, SC 29678-3263. Periodicals postage paid at Seneca, SC and additional mailing offices.
POSTMASTER: Send address changes to MOTOR SPORT, PO Box 457, Mt. Morris, IL 61054-0457. Toll-free: 1 888 321 6378
Subscription enquiries: US: mosp@kable.com
UK and overseas: subscriptions@motorsportmagazine.co.uk
Subscription orders: www.motorsportmagazine.co.uk

Distribution: UK and rest of the world – Comag, Tavistock Road, West Drayton, UB7 7QE UK. USA and Canada – CMG, 155 Village Blvd, 3rd Floor, Princeton, NJ 08540, USA
Colour origination: Wyndeham Graphics and All Points Media
Printing: Wyndeham Heron, Heybridge, Essex, UK
Cover printing: Wyndeham Westway, Luton, UK

No part of this publication may be reproduced in any form without the written permission of the Publisher.
Copyright © 2008 Stratfield Limited, all rights reserved.

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.

Motor Sport magazine is printed in England



Driver market waits on Alonso and Kimi

WORLD CHAMPIONS KIMI RAIKKONEN and Fernando Alonso remain the keys to the Formula 1 driver market for 2009, as their plans for the future dictate the line-ups of teams up and down the grid.

Räikkönen is contracted to Ferrari until the end of '09, and it is widely anticipated that the Finn will retire at that stage. Although he will only just have turned 30 years old, he'll have raced at the top level for nine seasons – eight of them with the pressure of being in one of the two top teams.

Ferrari has acted well in advance and lined up Alonso as his replacement, just as it contracted Räikkönen long before Michael Schumacher made his retirement announcement. The complication is that Räikkönen may decide to quit at the end of this year, although he plays down such suggestions: "I only said that I have a contract until the end of next year, and then somebody made up that I will stop at the end of this year or the end of next year, but I never said that."

It seems unlikely that the Finn would make such a decision before the outcome of this year's World Championship is known. If he does stop Alonso could step straight into his place, but there's a question over how long the Spaniard would be able to wait until he has to make a commitment for 2009.



"Somebody made up that I will stop at the end of this year, but I never said that"

KIMI RAIKKONEN

If the Ferrari seat is not immediately available he faces the prospect of a single season elsewhere. Last winter he was keen to find a one-year deal that would allow him to keep his options open for '09, but ultimately agreed to return to Renault in a two-year deal. It's not clear what legal hold the Anglo-French team has on him, but Renault has not reached the performance targets that lured the Spaniard back.

Honda's Ross Brawn has expressed a keen interest in hiring Alonso, even on the basis of a one-year arrangement, because the team feels that it can provide him with a competitive package. BMW has yet to confirm its drivers for 2009, and there are question marks over Nick Heidfeld's future.

Alonso suggests that it may be a while before the picture becomes clear: "I have a contract with Renault for the long term. But of course at the end of every season you need to look at what the possibilities are. It is not the time now in the middle of August to think, but for sure in September and October, I will have a think and we will decide.

"Obviously I am just 27 years old and still have many years to come. Even Michael Schumacher, the guy with more titles, spent four years at Ferrari not winning, so I need to be patient and I need to work harder than ever now to win again as soon as possible."

Should Alonso end up at Honda, either Jenson Button or Rubens Barrichello will become available, while a seat will also open up at Renault. Nelson Piquet's form has improved of late and he may be retained, but Franco-Swiss GP2 driver Romain Grosjean is being groomed for promotion. Flavio Briatore could have a problem, however, finalising a line-up that will satisfy his bosses.



Ferrari chief to head new teams association

FERRARI PRESIDENT LUCA DI Montezemolo is to chair the new Formula One Teams' Association, a forum within which the teams can agree on future rules. The body was established as a response to a letter from FIA president Max Mosley, which asked the teams to present proposals for new technical rules for 2011 and beyond before October 3.



Early talks led to an invitation from Montezemolo (above) for fellow team bosses to join him in a meeting at Maranello on July 29, where FOTA – as it is provisionally known – was established. The close involvement of Ferrari, which previously often took a different stance to the other teams, is seen by rivals as a positive step.

Toyota Motorsport president John Howett told *Motor Sport*: "At the moment the intention is to establish articles of association and a proper constitution for FOTA. From that point on we have to see if it is an effective body, one that is given the relevant degree of recognition by the other parties."

F1 supremo Bernie Ecclestone was at the Maranello meeting, and insists that FOTA's main role is to address the issue of costs: "All we want to do is to find an agreement to cut dramatically the necessity to spend."

Toyota boss questions F1's green future

TOYOTA MOTORSPORT PRESIDENT John Howett has questioned the FIA's move towards a greener future for Formula 1.

In addition to introducing KERS next season FIA president Max Mosley has called for 50 per cent reduction in fuel consumption by 2015. Toyota has been a lot less enthusiastic about KERS than other manufacturers, and Howett would prefer to see the sport used as a promotional tool – ironically a path that Honda has already followed – rather than a technological proving ground.

"What we have to understand is, are we using F1 as a platform to promote ecological or, shall we say, socially accepted practices?," said Howett. "If we are, then it's different from setting one's self up to define new technologies which will change the world. Frankly, when you look at what is being spent by car manufacturers and research institutes on things like KERS, F1 budgets are minuscule.

"I don't think F1 pollutes, because the fuel we consume and the amount of nitrous oxide and carbon dioxide we place in the atmosphere is relatively low. One could argue that if a few hundred million people stay at home to watch a race, that contributes more to emissions."

IN BRIEF

■ Formtech GmbH, a German company that builds parts for the F1 industry, has bought the fixed assets offered by the liquidators of Super Aguri. Included in the sale was the team's Leafield Technical Centre where the design and construction firm will expand its business, employing a number of ex-Super Aguri personnel.



■ Dino Toso, the former director of aerodynamics at Renault F1, lost his long battle with cancer on August 13. The Italian was just 39 years old. Toso left Renault in June after eight years with the Enstone team. He had previously been a race engineer at Jordan, where he oversaw Damon Hill's famous 1998 Belgian GP victory.

■ Renault F1 boss Flavio Briatore believes the introduction of KERS in 2009 is too soon, following fears the device is not safe and the costs of applying the technology are escalating. But despite a BMW mechanic receiving an electric shock during a KERS test at Jerez earlier this year, Honda, Williams and BMW Sauber are still backing the new system. Unless all the teams reach an agreement over the issue, the introduction looks likely to go ahead as planned.

■ Eastern Creek in Australia will undergo improvements in a bid to secure the Australian GP when Melbourne's contract runs out in 2015. Melbourne has so far refused to hold a night race, something that Bernie Ecclestone has been keen to introduce. Eastern Creek has admitted it is carrying out the improvements with this in mind.

■ Following flash fires during refuelling at the Hungarian GP, Honda has said its hose wasn't fitted properly, Williams believes it suffered fuel pressure problems and Toro Rosso said there was no problem with the rig itself.

■ Highly-rated Williams test driver Nico Hulkenberg lost out to team-mate Jules Bianchi in the prestigious Masters F3 event at Zolder in August. It was the first F3 win for Bianchi, the grandson of ex-Le Mans racer Mauro. Also, the fourth corner at Zolder is named after his great-uncle Lucien, winner of the 1968 24Hrs.

Mosley turns the screw on *NOTW*

MAX MOSLEY HAS CONTINUED HIS LITIGATION against the *News of the World* by launching a libel suit against the newspaper, with specific regard to the April 6, 2008 edition – the follow-up to its original exposé a week earlier.

Mosley won his privacy action against the paper after Justice Eady deemed that there was no evidence that the FIA president's S&M session with five prostitutes involved any Nazi connections, and thus there was no legitimate public interest that could justify the story. Mosley was awarded £60,000, but he did not win the punitive exemplary damages that he had also been seeking. The newspaper had to pay costs of around £1 million.

The libel action was announced the following day. A statement from Mosley's lawyers clearly implied that the action had in part been motivated by the *NOTW's* downplaying of the initial verdict.

Mosley is also taking legal action against German tabloid *Bild* and its website.



Heikki repays McLaren's faith

HEIKKI KOVALAINEN WAS CONFIRMED AS A McLaren driver for 2009 even before he scored his maiden F1 win in the Hungarian Grand Prix.

Although there was never any real likelihood that the Finn would be dropped, suggestions that Nico Rosberg was still in the team's sights had created some degree of doubt. Kovalainen instantly repaid McLaren's faith by becoming the sport's 100th Grand Prix winner when Felipe Massa's late engine failure handed him victory in Budapest. He had already taken his first pole at Silverstone.

"We just want to win races, and our objective will always be to have the best two available drivers," said McLaren boss Ron Dennis. "Heikki is going to benefit from knowing that he has a secure position next year, and we think it was the right time to tell him that we have belief in his abilities. We think he's going to be an outstanding driver."

Automobiles of LONDON

OCTOBER 29, 2008 BATTERSEA PARK, LONDON, UK

RM Auctions, in association with Sotheby's, is pleased to announce its second London sale. Held in the heart of London, the level of entries to the sale is expected to be second to none and promises to attract collectors and buyers worldwide.



I 1929 Alfa-Romeo 6C1750 3rd Series Turismo

II 1932 Bentley 8 Litre

III 1985 Ferrari 288 GTO

IV 1964 Ferrari 250 LM Berlinetta

V 1938 Horch 853 Special Roadster

III

IV

V

NOW ACCEPTING QUALITY CONSIGNMENTS

OFFERING THE WORLD'S FINEST MOTOR CARS

+44 (0) 207 293 6336 www.rmauctions.com

RM AUCTIONS
in association with Sotheby's
EST. 1744

Nigel Roebuck



REFLECTIONS
– A meeting with Jim France at Goodwood
– Cheever on Prost and the pity of GP Masters
– Ronnie Peterson's final race weekend

What a pleasure it was, in the drivers' enclosure at the Goodwood Festival of Speed, to meet Jim France, the executive vice-president of NASCAR, and son of the legendary Bill. Quietly spoken and charming, France has long had a passion for sports car racing, and remembered with great affection its early days at Daytona, when such as Dan Gurney, Phil Hill and Pedro Rodriguez were pre-eminent.

France now runs the Grand-Am sports car series (in which Gurney's son, Alex, is one of the stars), and brought the original Daytona prototype over to Goodwood.

"I've only been to Europe three times," he said, "the first in 1962, when I went to Le Mans with my father, because one of our NASCAR drivers of the time, 'Fireball' Roberts, was sharing a Ferrari GTO, entered by Luigi Chinetti's North American Racing Team, with Bob Grossman…"

Roberts, who died from burns suffered in the 1964 World 600 at Charlotte, was one of NASCAR's earliest superstars, and quite a character. In *Automobile Quarterly*, Grossman, who competed many times at Le Mans, described him as, "A different kind of co-driver than I'd ever had before", and told of an episode in practice for that race in '62.

He was talking to Roberts about the first corner, the sweeping uphill right-hander under the old Dunlop bridge, and pointed out that if you were new to the circuit, you needed to be very brave to go through without lifting. Problem was, of course, that it was close to the pits, so if you *did* back off, there was no hiding place: everyone could hear it. Fireball swiftly concluded that that was unacceptable: "He got a bottle of wine," related Grossman, "took a big gulp, and then went out and drove through the corner flat-out…"

Roberts's talents were clearly not limited to stock car racing. Earlier that year, at Daytona, he had raced a sports car – again



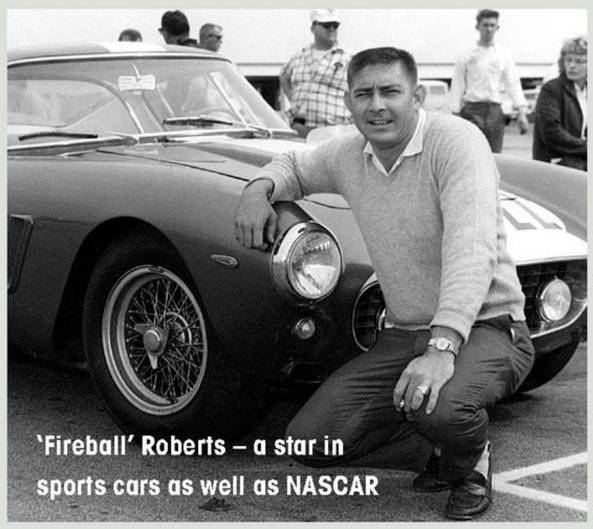
Porsche dominated the Daytona 24 Hours in 1968. The Elford/Neerpasch entry (54) led home a trio of 907s built especially for the banked circuit

Porsche

a Chinetti Ferrari – for the first time, and finished second in the GT class only to one S Moss. At Le Mans, he and Grossman were sixth overall.

"Of course my father is remembered for NASCAR," said France, "but he always had a very 'international' attitude: he loved sports cars, too, and promoted races for them in Florida in the 1950s. When he'd built the Daytona International Speedway, at the end of the '50s, it wasn't very long before he put on a sports car race there. Of course, the good ol' boys from the South didn't qualify as 'international', but in '62 my dad put on the Daytona Continental, a three-hour race, and, boy, we had some great drivers: Gurney won it, with Hill second, but Stirling Moss was there, and Ricardo Rodriguez, Olivier Gendebien, Innes Ireland... even Jimmy Clark, in a little Lotus Elite! And the first

> "My father is remembered for NASCAR, but he had a very 'international' attitude"
>
> JIM FRANCE



'Fireball' Roberts – a star in sports cars as well as NASCAR

Motorsport Images and Archives

retirement, I remember, classified dead last, was AJ Foyt..."

From that point the race metamorphosed into a 2000km event, and finally, in 1966, into the Daytona 24 Hours, which has been run every year since. In the golden age of sports car racing it was won by such as Ferrari P4, Ford MkII and Porsche 917, but thereafter, as we know, endurance racing – once considered every bit as important as Formula 1 – went into decline for a long time.

In recent years there has been something of a rebirth, and France's ambition for the 24 Hours – now named the Rolex 24 at Daytona – is a straightforward one: "We want to get it back to what it was, and I think, with the Daytona prototype, we have the right formula. We've concentrated on keeping the costs under control, but the car's got a lot of horsepower, and we've taken a lot of downforce out of »»

Nigel Roebuck

it, so it's very much a driver's car, as a guy like Juan Montoya will tell you. He's won the race the last two years, and more and more top drivers are coming back – we have maybe 25 cars which can win the race outright, and every car needs three or four drivers. And Florida, you know, is not a bad place to be in January…"

It was at this point that another – louder – American voice intervened, and at the same moment I found myself in an armlock. "I want to talk to you! I saw that story in *Motor Sport* – 'Warwick on Cheever' – and I *demand* to do 'Cheever on Warwick'!"

"Good morning, Eddie," I said. "I'm delighted to see you." And I was, for I always enjoyed Cheever's self-deprecating humour and unusual lucidity. These days he owns a company, Coyote, which builds Grand-Am cars, and it was a British customer, he said, who had alerted him to the Warwick piece. "He called me one day, and said, 'Are you mates with Derek?' I said yes. He said, 'Well, you ought to read this article…' I did – and it was typical Derek, tough but very humorous."

Trust me, I assured him, it was all said with affection.

"Oh, I know, I know. And I tell you what, when the GP Masters thing came up, of all the people I'd been around in racing, he was the guy I most looked forward to seeing. Of course, of the three races we did, the twit spun out of two of them…"

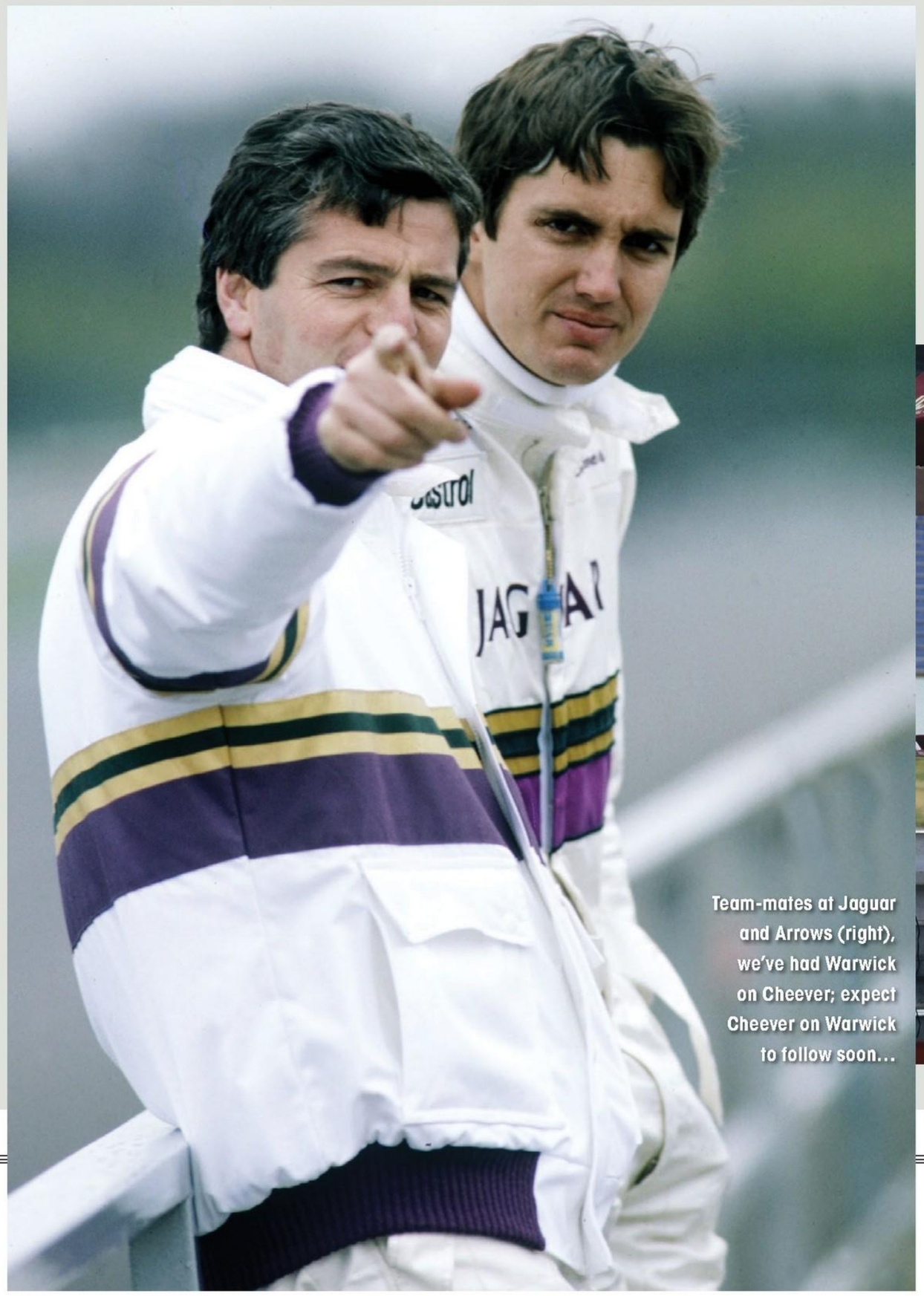
The professional lives of these two were very much intertwined at one period, for both drove for Tom Walkinshaw's Jaguar sports car team in 1986, and the following year began a three-year stint as team-mates at Arrows.

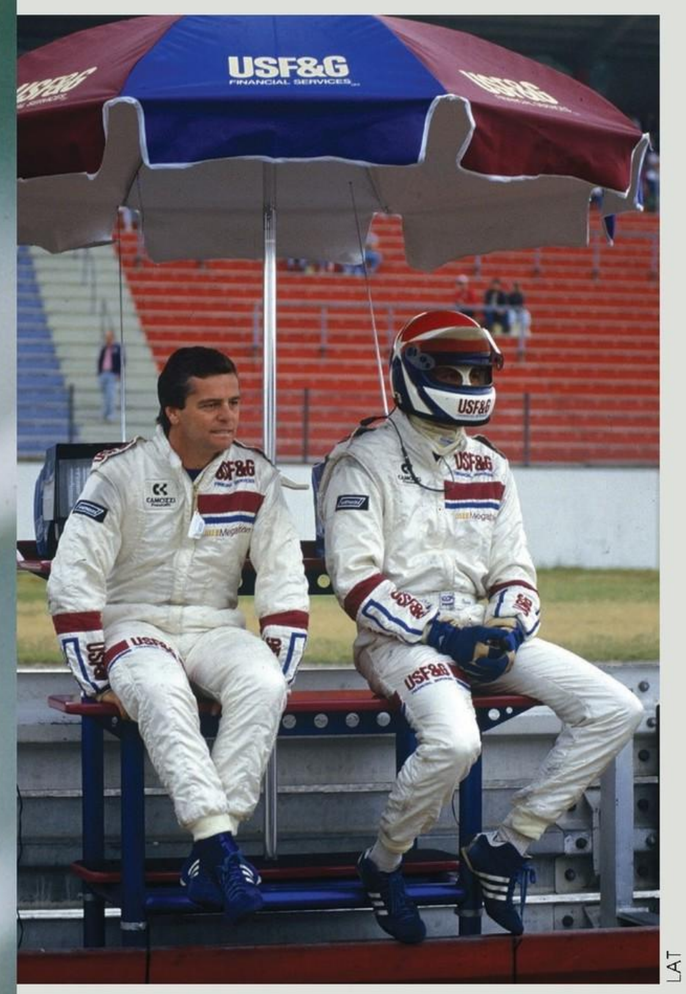
'Cheever on Warwick' will appear in a forthcoming issue of *Motor Sport*, but that morning Eddie got himself a cup of tea, and reminisced, too, about other aspects of his career in Europe, not least his time as Renault team-mate to Prost in 1983. He admits to being in some awe of Alain to this day.

"Being in a team with him was like walking into a food processor every day – I mean, if you had a good race, the next weekend it would be hell, because he'd have made sure that he'd taken a further step forward. Jeez, it was hard to keep pace with him…"

Was Cheever suggesting that Prost had behaved in an underhand sort of way?

"No, no, not at all. But, for example, all of his engines were built by one group of mechanics, whereas my engines – and the engines for Lotus – were built by a separate group, and we kept having alternators falling off, and throttle cables coming out, and so on. He didn't have that – and I commend him for it. I never in my life came across anyone as detail-orientated as Prost was. He was like a little general in the way he went about his job, and he was so *smart*:





Team-mates at Jaguar and Arrows (right), we've had Warwick on Cheever; expect Cheever on Warwick to follow soon…

LAT



Renault RE40s of Prost (right) and Cheever head the field at Paul Ricard in 1983. Prost won, Cheever was third

Renault

sometimes he'd put little obstacles around, and if you walked into one it would keep you busy for a couple of days, and your mind would be off somewhere else…"

Back in '83, I remembered, Cheever had told me of his mystification at Prost's driving style. It seemed to defy explanation, and Keke Rosberg, Alain's team-mate at McLaren in 1986, said much the same thing. Later, at Williams, Patrick Head would speak in wonder of the post-race condition of Prost's cars: "It was as if he didn't really use the brakes at all…"

In 1993, Alain's last season, his team-mate was Damon Hill, then a virtual rookie in Formula 1, and Adrian Newey pointed out that telemetry had helped Hill tremendously: "At the end of a Friday, Damon could look at his 'traces', and compare them with Alain's, and of course that was enormously beneficial to him for Saturday and Sunday."

Ten years earlier, it was a little different. "Prost," said Cheever, "was particularly unbelievable in slow turns. This was the turbo era, of course, and at Monaco I would lose three-tenths of a second to him just in the Loews hairpin! How he made up that time on me there I have no idea – and of course there was no telemetry.

> "Being in a team with Prost was like walking into a food processor every day"
>
> EDDIE CHEEVER

"Alain never used his front tyres! Now, how is that possible? When I drove the car the way it was set up for him, I was very uncomfortable – I couldn't get it to turn in. He was like a magician.

"If Prost's driving talent was a nine out of 10 – and maybe only Senna was possibly a 10 – I think his ability to take advantage of political situations, and to prepare himself for something that was going to happen six months down the road, was maybe 12 out of 10! He had an uncanny ability to see what was going to happen inside a team, and to position himself for when it did…

"You know, it wasn't until I'd gone to Indy, and run the 500 two or three times, that I started to understand how Alain had operated. In a stint at Indy, if the car wasn't handling well, you just had to hold on, and then start working towards a set-up goal at the end of the stint. Prost was phenomenal at getting a car to work properly."

Were you demoralised by him, I asked?

"Er, yes! But I had *complete* admiration for him – I was confounded by how he could do certain things with the race car, and over the whole length of a race. Without a shadow of doubt, Alain was by a *long* way the best driver I ever worked with, or was in a team with – and he was such great fun afterwards, that was the thing. I thought he was a really great guy, but when it came down to what we should be doing, as a team, I didn't have a role to play in that. Renault had built two cars, and my job was to fill that second spot.

"At Hockenheim that year I was asked to go to a meeting and sign a new contract, but my wife had recently been very sick, and I took her to that race, and was spending time with her – and also I just did not want to do the number two thing again, quite honestly – so I didn't go to the meeting. Of course, no one could

Nigel Roebuck

have predicted then that at the end of the year Renault would fire Prost, for an extra-curricular thing, so maybe I did just the wrong thing. Still, too late to worry about it now, isn't it?"

The Grand Prix driver, as we know, is a highly competitive animal, and that doesn't stop when he retires – or thinks he has. That much was reinforced in my mind three years ago when I went up to Silverstone one day to watch the inaugural test for the forthcoming GP Masters series.

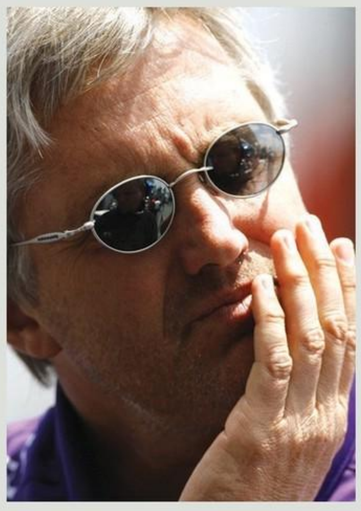
The notion was to create a sort of 'Seniors' Tour' for racing drivers, and when the helmets came off at the lunch break you couldn't help but notice that there was plenty of grey hair in evidence – and also, in some cases but not all, overalls cut rather more generously than their wearers had once required.

Still, these were pretty serious racing cars they were driving, in effect 1999 Reynard CART chassis, powered by Nicholson-prepared 3.4-litre normally-aspirated versions of the Cosworth XB V8, giving upwards of 600bhp.

On hand were such as Nigel Mansell, Emerson Fittipaldi, Patrick Tambay, Riccardo Patrese, Derek Warwick, Stefan Johansson, Andrea de Cesaris and Hans-Joachim Stuck. There was something of an old boys' reunion feel about the day, with a lot of people very happy again to be with former colleagues they hadn't seen in a long time. And happy, too, to be driving a racing car once more.

If the atmosphere was light, however, what couldn't be disguised was the abiding competitiveness that had made these people F1 drivers in the first place. "How's your neck, Riccardo?" I enquired of Patrese afterwards. "Fine!" he said, then, "Er, what are the other guys saying?" And of course they were saying pretty much the same thing. Probably the next morning it would have been painful for every one of them to lift, let alone turn, their heads, but there was no way any would admit to such a thing.

There were always doubts about GP Masters, it must be said – suggestions that it was insufficiently funded, and so on – and some drivers confided that they had their doubts they would ever actually race these cars. That proved wide of the mark – in fact, three races would be run, at Kyalami in 2005, Qatar and Silverstone in '06. But in the end, after endless events had been announced, then postponed, then cancelled, the whole thing petered out, and I, for one, was rather sorry.



"After 10 minutes of driving the car I was out of breath"

EDDIE CHEEVER

So, for that matter, was Cheever, who won the last race, at Silverstone. "The series didn't last long," he said, "but it was very enjoyable while it did.

"When we got together for the first race, at Kyalami, we did this TV show, and by the end of it Derek and Nigel and Emerson were saying, 'This is the real Formula 1 – these are the *real* cars…' I felt like going under the table, and saying, 'Don't you realise we're a bunch of old men – and you're comparing yourselves with Michael Schumacher?!'

"It was fun, seeing everybody getting so revved up about it, and soon it went right back to where it had been! I thought it was just going to be a jolly good time in Kyalami, but after 10 minutes of driving the car I was out of breath. Emerson, meanwhile, had spent the last six months training – here he was, fit as a rail, new, young wife…

"As for Derek, by the time we got to Qatar, he was *exactly* the same as before – it was like I'd never left Arrows! He's all growly in the morning, and glaring at everybody… It was great stuff, a jolt of youth, if you like.

"The thing is, here you were, racing against the same people you had raced against 20 years earlier. And after the cobwebs had been shaken off, it was as if we were all racing in a Grand Prix again! When I was talking to Mansell on his own, it was just Nigel



Cheever relished taking on old rivals in equal machinery in GP Masters, and won the final race at Silverstone

LAT

and me, but as soon as anyone else came into the room, the 'we' thing came out again – you know, 'We are not happy with the car…' What the hell's that all about? Does anyone know?"

That first race, at Kyalami, produced an amazing fight between Mansell and Fittipaldi. "I know," said Cheever, "that a lot of the drivers believed that Mansell had better equipment than anyone else, but actually I didn't. He and Emerson were just committed – it was a question of honour, and when you looked at the speed going into corners… Nigel was on the gas. OK, probably he'd done more testing than anyone else – but then Emerson turned up with a game plan! I know everyone thought that race was staged – but, trust me, it was *not* staged!

"We get to Kyalami, and here's Emerson, who's been on a macrobiotic diet, or whatever, and, OK, his face has aged, but he's like a whippet! He didn't go there, thinking, 'Oh, this is going to be fun, being with my mates again'. No, it was, 'I'm going to win this race – now how can I get more laps in?' Everyone was angry that this 60-year-old man was doing more laps than anyone else – but I completely took my hat off to him.

"I was *astonished* that Emerson could still drive that well, that fast. Mind you, he was a conniving bastard in Kyalami – I mean, he played the Emerson card perfectly! He tested for two days beforehand, because he kept telling them, 'My wife doesn't want me to race – I don't know if I can. Let me do another day, and I'll make a decision'. So he kept getting laps and laps – and the rest of us hadn't done anything! The morning before we had to qualify, Emerson said he still wasn't sure – 'OK, well, give him another set of tyres'. And he, in his mind, was lining everything up.

"You have to understand that many of us hadn't driven at all since we quit. My God, Jones came to the second day of practice, and his head was over at 45 degrees – I mean, for two weeks he could not lift his neck up.

"Now Jones is an animal, right? Jones is not a human being. Remember him at Las Vegas in '81, when he was team-mate to Reutemann, who I always thought was one of the fastest drivers I ever saw. But that track was the wrong way round, if you remember – anti-clockwise – and Carlos's head was just leaning against the cockpit side. Alan's head never moved.

"After Kyalami I went away and trained for two months – three hours a day – because I was so embarrassed by how badly I'd done. When we got to Qatar, everything had been bumped up by five levels – except that Jones never got in the car again. He was very straight about it, though – I've always had a lot of admiration for Alan."

At the final race, Silverstone, Cheever won consummately in the rain, making no mistakes when many of his rivals flew off the road. "It would have been a great race if Mansell hadn't spun. He said that 'the diff broke', but… I'm not really a technician, but I'm not quite sure how the diff broke, and he was still driving…

"It was slippery as hell that day, and the tyres were terrible, but if you put what we were trying to do in perspective, it was good fun. Actually, I was disappointed that Mansell spun – I'd like to have taken him on. I'd be lying if I said there wasn't anger some place in my head that I hadn't had the right cars at the right time in F1, and all that stuff. So it was great to get in the same car everyone else had, and to have no team managers to worry about.

"It was a pity that GP Masters didn't keep going – everyone got a bit carried away at the beginning, and I think the big mistake Scott Poulter made was not going to Bernie with it in the first place, and saying, 'Here it is. Tell me what bit of it you think I can do well, and let me do it, and then you do the rest'. Bernie likes Emerson, he likes Riccardo, he's fond of the drivers, and I think he might have found a place for it, but it wasn't to be. Pity…"

It's 30 years since we lost Ronnie, and when I think back now to Monza, that weekend of the Italian Grand Prix has almost a ghostly quality, some details inevitably gone for ever, others still vivid in my mind.

A few days before leaving for that race, I had agreed with Mario Andretti that we would do a book on what was almost certainly going to be his World Championship season, and therefore spent an unusual amount of time over the Monza weekend in the JPS Team Lotus motorhome, in those days nothing more than a glorified Winnebago.

At different times Mario and I discussed ideas for the book, but although he was unfailingly good-humoured there was a touch of weariness about him, and that was hardly surprising. Getting back to Pennsylvania after each race was a religion to him, and while his beloved Concorde eased the pain, it wasn't as though he was going home for a break until the next Grand Prix, for, unfathomable as it may seem today, Mario was also committed to as many USAC Championship (Indycar) races as the F1 schedule permitted. When he arrived at Monza in early September, already he had raced 15 times for Colin Chapman, half a dozen for Roger Penske.

After practice on the Friday he talked about that. "After this, we've got the Glen and Montréal – but I only remembered last night that I'm committed to Michigan and Trenton before them, and Phoenix afterwards. Dee Ann thinks I'm nuts…"

His wife, sitting across from him in the motorhome, smiled in a resigned sort of way, and Peterson said he was with her: "You *are* nuts! When are you going to leave those ovals alone?"

"I'm 38," replied Andretti, "and I'm not going to do this commuting thing forever. Gotta have something to go back to…"

His mood was light, for he and the Lotus 79 had been fastest that day, but Peterson's car had blown up in the morning, which had meant falling back on the old 78 for the afternoon. If he was fazed by it, he didn't show it too much, but then that was Ronnie.

Twenty-four hours on, Andretti had made sure of pole position, and was back in the motorhome, being interviewed by an American lady from a news magazine. What, she wanted to know, did he think of Jimmy Carter, then the President of the United States? Mario, not exactly a natural Democrat, rather stunned her with the directness of his reply, and then in came Ronnie: "Has anyone seen my sunglasses? Lightly tinted Ray-Bans…"

Nobody had, so he forgot about them, and I asked him about his day, which had not been good. In the morning he had had his 79 back, and the fresh engine was fine, but clutch and rear brake problems had hampered him all day, and he had slipped from second-fastest to fifth.

Nigel Roebuck

"As well as everything else, this lizard had somehow got into the car! I kept trying to reach it, to put it out, but it kept getting away from me – it was still there at the end of qualifying…"

After the American girl had left, conversation turned to the problems of just being at Monza. Members of his Swedish fan club, Ronnie said, had a competition every year and the winners got to come to the Italian Grand Prix, to be shown around the paddock by their hero. "But this time," he said, disgustedly, "I can't get any passes for them."

"Tell me about it," said Andretti. "I tried to get a couple from Ecclestone – Colin tried first, but didn't get anywhere, and I finally got *one*. The race is incidental in this place – what wears you out is getting a goddam pass! I go to Forest Hills, and Jimmy Connors snaps his fingers, and there's a box for me. Here I can't get my own family in…"

When Chapman told Andretti that Peterson would be his team-mate for 1978, initially Mario had not welcomed the idea: "Tell me where it's written we need two stars in this team". By and by, though, it ceased to be a problem, and in their few months of working together, their friendship became as firm as any I have known between drivers. Andretti admitted that he had reckoned without Ronnie's absolute honesty: "Something, let's face it, you don't encounter too often in this business…"

Undeniably, though, there was a certain tension at Monza. It wasn't that they were niggly with each other, or anything of the kind, more probably that each was preoccupied with thoughts of the race: one of them, after all, was going to be World Champion, and if the odds favoured Andretti, 12 points clear, nothing was set in stone. Apart from anything else, the Grand Prix car of 30 years ago was hardly the paragon of reliability we know today.

On race morning Andretti was at the track early, having driven with his wife down from *Villa d'Este*, his hotel by Lake Como, in a Corniche loaned by the Rolls-Royce agent in Milan. Peterson, on the other hand, was alone at Monza, for Barbro, recently unwell, had decided to stay at their apartment in Monte Carlo. Four years later, in exactly similar circumstances, Joann Villeneuve would do the same over the weekend of Zolder.



Brake problems consigned Ronnie to the Lotus 78 at Monza

LAT

> "It was a totally unjust penalty, but with Ronnie's accident I couldn't have cared less"
>
> MARIO ANDRETTI

In the morning warm-up, Andretti was again serenely free of problems, but Peterson had a big accident at the first chicane when his rear brakes – the source of so much trouble the day before – failed completely, and the 79 flattened four rows of catch fencing before coming to rest against a tree.

Somehow Ronnie escaped with only bruised legs, but for the race he would have to revert to the 78 once more. It wasn't the end of the world, Mario said, pointing out that he had won in a 78 the year before, and Ronnie allowed that the car had indeed felt pretty good on the Friday. He thought it capable of dealing with all but the 79.

They didn't talk much after that, the tension still there. In those days the Italian Grand Prix didn't start until 3.30, and there were four hours to while away. When Chapman came in to talk to Peterson about the morning shunt, I took my cue, and left for the press room.

By the time I went back to the Lotus motorhome, eight or so hours later, the world had changed. Andretti and Gilles Villeneuve, having qualified 1-2, had finished that way in the race, with no one near them, but in the late laps it had been announced that each was to receive a one-minute penalty for jumping the start, and thus the Brabham-Alfas of Niki Lauda and John Watson inherited first and second places. Chapman duly put in an official protest, but no one seemed to care too much.

"I felt it was a totally unjust penalty," said Andretti, "and in normal circumstances I swear to God I'd have turned Italy upside down the next day, but with Ronnie's accident I couldn't have cared less about anything else…"

The accident had occurred within seconds of the start, and involved 10 cars. Peterson's Lotus, which had made a poor start, was pitched left-to-right across the road, head on into a guardrail, and erupted into fire on impact. At once the race was stopped, but it was left to three drivers – James Hunt, Clay Regazzoni, Patrick Depailler – bravely to free Ronnie from the remains of his car. After that, it seemed an eternity before, conscious and rational, he was taken off to the Niguarda Hospital in Milan.

At first it seemed like a miraculous deliverance, for although the drivers were incensed that medical help had been so long in arriving, the word was that Peterson's injuries were confined to fractures in ➤➤➤

COYS PRESENT
THE SPIRIT OF MOTORING 2008
AT
Ascot

AN IMPORTANT AUCTION OF FINE HISTORIC AUTOMBILES AND ASSOCIATED COLLECTABLES, FINE, ANTIQUE AND SPORTING GUNS



ENTRIES INVITED OCTOBER 4TH



COYS LONDON
Manor Court, Lower
Mortlake Road, Richmond,
TW9 2LL, United Kingdom
Tel. +44 208 614 7888
Fax +44 208 614 7889
auctions@coys.co.uk
www.coys.co.uk

COYS EUROPE
Elisabethstr. 4,
D-68165 Mannheim,
Germany
Tel: +49/(0) 621 412004
Fax: +49/(0) 621 415551
europe@coys.co.uk

COYS ITALIA
Via dei Livello, 15
I-35139 Padova,
ITALY
Mob. +39 340 4068374
Tel. +39 049 8751768
italia@coys.co.uk
Stephen W. Griswold
+39 348 8401956

COYS
Founded 1919
LONDON

Nigel Roebuck

his legs. At that stage there was greater concern for Vittorio Brambilla, unconscious after receiving a huge blow to the head, probably from one of his own wheels.

Two hours passed before the race, now shortened from 52 laps to 40, was restarted. By the time it finished, seven o'clock was approaching, and in no time at all the paddock was inky black, a nightmare for the mechanics as they packed up and tried to keep everything from the *tifosi* who had broken in and were scavenging for souvenirs.

It was a surreal scene, and a scary one, too, with police everywhere, waving batons, struggling to control edgy Alsatians. Most team personnel had long since left, but the lights of the Lotus motorhome still burned.

Outside was the clamour of noisy fans; inside no one could settle to any kind of mood. Andretti, still in his white Simpson overalls, was slumped in a chair, hollow-eyed, smoking one of his rare cigarettes. On a shelf at his side were bottles of champagne, unopened. He had clinched the World Championship, achieved his life's ambition, yet hardly felt inclined to celebrate. Folk drifted in and out, offering congratulations, and he accepted them with a half-hearted smile, but there was a sense of suffocating poignancy as we sat around, making desultory conversation. The late lamented Bernard Cahier, I remember, kept telling Mario that Ronnie would be fine, that he should open the Moet, and raise a glass to his friend.

Then the phone rang. It was Sid Watkins at the hospital in Milan, and Andretti jumped up to take the call, returning a couple of minutes later, relieved beyond measure. "Ronnie's going to be OK! The professor says his legs are bad, and maybe he'll miss the start of next season, but all his vital signs are good. Thank God..."

Now it seemed right and proper to open the fizz, and Mario indeed toasted the recovery of his wounded buddy. After a couple of glasses, for me it was back to the press room, to my race report. A long night beckoned.

Or a short one. Next morning I was up at about five, and drove to Linate for my flight back to London. Everyone was pretty sleepy on the aeroplane, but conversation picked up as we waited for our bags. I collected mine, walked through customs, and on the other side ran into Colin Dryden, of *The Daily Telegraph*. He had just called his office, and he looked shocked: "Ronnie's died..."



LAT

"Ronnie was more uptight than I'd ever seen him... we never wished each other good luck"

MARIO ANDRETTI

But how – he only had leg injuries – could that be possible?

An embolism, apparently. During the night, following an operation to reset Peterson's legs, bone marrow had escaped into his bloodstream, and simply stopped his heart.

At the *Villa d'Este* Andretti took an early morning call from Emerson Fittipaldi. "He said there was a problem with Ronnie, that things didn't look so good. Dee Ann and I went to the hospital, and a friend of Ronnie's met us there, suggesting we didn't even get out of the car, because of all the journalists and crowds. He told us Ronnie had just died. I drove on down the road a little way, and then stopped. What was there to say? I just wanted to get out of Italy, get as far away from it as possible, go home, but I knew I'd be hounded by the press over there, so we tried to lose ourselves in Florence for a couple of days."

By the end of the week, though, Andretti was back in the States, and at the weekend duly raced his Penske at Michigan. Seven days after that, at Trenton, he won.

"In the weeks following," said Mario, "I thought a lot about Monza. At Zandvoort I'd been very uptight, worrying that the championship was going to slip away, but the race went well, and at Monza I was more relaxed again. Ronnie, on the other hand, was more uptight than I'd ever seen him. Before every other race he and I used to level with each other, talking and planning, but at Monza we never did that – never even wished each other good luck or shook hands, which we'd always done before.

"Exactly what was happening there between us, I don't know. I guess he was a little uptight about his position, and I was about mine. It was nothing bad, just something of the moment, but it bothered me at the time, and it did afterwards. The guy was so different that day, and the outcome was so disastrous. Just like there was something in the air..."

Andretti was the second American to win the World Championship. Seventeen years earlier, Phil Hill had clinched the title at Monza, and that same day Wolfgang von Trips, his team-mate, and only championship rival, lost his life. Coincidence can be a disquieting thing.

• *You can sign up for Nigel Roebuck's monthly e-mail newsletter by logging on to:* ***www.motorsportmagazine.co.uk***

COYS AUCTION

PADOVA 25 OTTOBRE 2008

ENTRIES INVITED

COYS ITALIA
Via dei Livello, 15
I-35139 Padova,
ITALY
Mob. +39 340 4068374
Tel. +39 049 8751768
italia@coys.co.uk
Stephen W. Griswold
+39 348 8401956

COYS LONDON
Manor Court, Lower
Mortlake Road, Richmond,
TW9 2LL, United Kingdom
Tel. +44 208 614 7888
Fax +44 208 614 7889
auctions@coys.co.uk
www.coys.co.uk

COYS EUROPE
Elisabethstr. 4,
D-68165 Mannheim,
Germany
Tel: +49/(0) 621 412004
Fax: +49/(0) 621 415551
europe@coys.co.uk

AUTO MOTO D'EPOCA
FIERA DI PADOVA

COYS
Founded 1919
ITALIA

B.R.M



Bernard Richards Manufacture

V12-44-BN



www.brm-manufacture.com

For stockist enquiries please telephone +33 (0)1 61 02 00 25

LONDON : DM 020 7318 3531 - Connolly 020 7439 2510

photos : Luc Virginius

Bernard Richards Manufacture

BTCC is winning back fans



THE BRITISH TOURING CAR CHAMPIONSHIP HAS seen a huge increase in spectator support and viewing figures on its new channel, ITV 4. The series reached a peak in the 1990s (above inset), with up to 30,000 spectators and three million people tuning in to watch highlights on *Grandstand*. At the turn of the century, however, viewing figures dropped dramatically and crowds diminished to an average below 10,000 for a race weekend.

Over the past few years numbers have increased again and series director Alan Gow (above right) says the growth has been "very visible".

"When I took over (again) in 2003 our crowds were probably less than 50 per cent of what we have now," he said. "We are seeing crowds of 30-35,00 sometimes. But our average is about 20-25,000, so it's a bit less than in the '90s."



"We are seeing crowds of 30-35,000 sometimes"
ALAN GOW

BTCC PR consultant Jonathan Gill believes the proliferation of the tin-top series is down to a strong movement towards reaching new fans, increased awareness of motor sport following Lewis Hamilton's F1 success and good value for money entertainment.

"A lot of the marketing has been towards families wanting entertainment at the weekend," he told *Motor Sport*. "I also think motor sport is more on the radar and Lewis is the halo on that."

Gow, who masterminded the '90s boom, expects the BTCC's popularity to keep growing despite the credit crunch. "People still enjoy themselves, even in bad times. They don't stay away from sporting events – it's their escapism from their real-life problems. In the early '90s when we had the last economic slowdown, we didn't see that issue at all."

Spurs in Superleague squad

TOTTENHAM HOTSPUR BECAME THE FIRST PREMIER LEAGUE club to sign up for the new Superleague Formula due to kick off at Donington Park on August 30/31.

According to organisers, the one-make single-seater series aims to combine "the passion of football with the thrill and excitement of motor racing". Spurs, which could be joined in the series by Liverpool, will go up against other top-line clubs from around the world including AC Milan, Roma, Scottish Premier League side Rangers and Beijing Guoan FC.

Its V12-engined Superleague Panoz chassis will take part in the six-race 2009 pilot series liveried in club colours (below). Drivers and race teams involved in the series include sometime Formula 1 driver Robert Doornbos and Fisichella Motor Sport.



Le Mans return for Jaguar?

JAGUAR'S NEW INDIAN OWNERS COULD TAKE THE MARQUE BACK to the Le Mans 24 Hours in the future. Le Mans was described as "the place we belong" by a senior Jaguar executive in August, while Jaguar owner Ratan Tata is known to have motor sport ambitions for his new acquisition. He is said to favour an LMP1 prototype programme at some undisclosed point in the future. Jaguar's first factory sports car campaign since the XJ220C in 1993 is some way off, however.

Van De Poele hits five at Spa

FORMER GRAND PRIX DRIVER Eric van de Poele notched up a record fifth victory in the Spa 24 Hours in August. The win, scored at the wheel of a Vitaphone Maserati MC12, means he now stands alone at the head of the all-time winners' table for the Belgian enduro.



Van de Poele, who previously shared the record with Jean-Michel Martin, said: "As a driver, you enjoy your victories, especially this one because it was so intense. The record is just a number in a book; it will probably mean more to me in years to come."

IN BRIEF

■ A race in the USA is one of Stephane Ratel's targets for the new-for-2010 World Championship for GT1 cars. Ratel said he is negotiating with a promoter to hold "a very special event" in America in year one or two of the series. Other countries on his target list include Singapore and Australia.



■ British F3 contender and Cambridge graduate Oliver Turvey, has been presented with the first Oxbridge Blue given in recognition of motor sport achievements. Turvey, who has a degree in engineering, received his blazer from Dr John Little, secretary of the Cambridge University Men's Blues Committee, at Silverstone in front of Damon Hill.

■ Paul Tracy, out of work since the IRL-Champ Car merger, made a one-off return to racing in the IndyCar Series event at Edmonton last month. The former Champ Car title winner finished fourth with Vision Racing.



■ Jimmy Dunham, the riding mechanic for Kelly Petillo when he won the 1935 Indianapolis 500, has died aged 96. The race was Dunham's sole event as a riding mechanic. He went on to become an engineer with Lockheed Aircraft.

■ The World Touring Car Championship is set to switch to a turbocharged formula in 2010. The move to 2-litre turbo petrol engines is designed to make it easier to balance performance with turbo-diesels.

■ The Brands Hatch Grand Prix circuit will return to the BTCC schedule next year. The 2.3-mile track will host the finale of the 10-date series on October 4.

■ The new Windshear wind tunnel has been officially opened in the US and has already been used by an undisclosed F1 team. It is 95 per cent booked up for this year and demand for test slots into '09 remains strong. The wind tunnel is the first commercially available, full-scale, 180mph rolling-road tunnel in the world.



McNish aims for home win

LE MANS 24 HOURS WINNER ALLAN McNish has vowed to take the fight to Peugeot in Britain's round of the Le Mans Series at Silverstone on September 14. Audi was outgunned by arch-rival Peugeot in the first four rounds of the LMS, but McNish believes the R10 TDI will give him a shot at a home victory.

The developments that allowed McNish and his team-mates Rinaldo Capello and Tom Kristensen to overcome the faster Peugeots at Le Mans will count in Audi's favour at Silverstone. "The characteristics of the circuit are more in line with our car than some of the other tracks we've been to," said McNish, who will drive with regular LMS partner Capello. "We've definitely closed the gap we saw at races early in the year.

"I'm not going to Silverstone for anything other than a victory; I'd be disappointed if we didn't finish the year with at least one LMS win," he added. "We expect to be right in the battle."

Another Brit hoping for home success is reigning American Le Mans Series GT1 champion Oliver Gavin, who drives a Luc Alphand Aventures Chevrolet Corvette C6.R.

Win a prize ride around Silverstone with Allan McNish

THE STARS AND CARS FROM THIS YEAR'S EPIC LE MANS 24 HOURS WILL BE MAKING their only UK appearance when the world's top sports car championship roars into Silverstone on Sunday September 14. Allan McNish (below) and his all-conquering Audi Sport outfit won in France, but arch-rival Peugeot is going for an LMS series whitewash in what's sure to be a thrilling conclusion to the 2008 season.



To celebrate McNish's victorious homecoming we're offering one lucky reader a 'money can't buy' passenger ride alongside Allan on the full Silverstone Grand Prix circuit in a high-performance Audi, plus a pair of VIP entrance tickets for the Silverstone 1000kms. We also have five pairs of race day tickets up for grabs.

Who shared the race-winning Audi R10 TDI with Allan McNish in this year's Le Mans 24 Hours race?

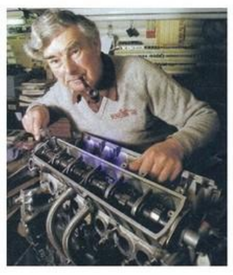
A) FRANK BIELA AND TOM KRISTENSEN
B) MARCO WERNER AND RINALDO CAPELLO
C) TOM KRISTENSEN AND RINALDO CAPELLO

To enter the draw send your answer to the question along with your contact details to info@motorsportmagazine.co.uk. If you're not lucky enough to win, tickets are available in advance from £20 with entry for children aged 16 and under free. For details call the ticket hotline on 08704 588272 or go to Silverstone.co.uk.

Obituary

Jim Whitehouse

Engine builder Jim Whitehouse, who has died aged 87, was the man behind the Arden name which through three decades achieved success with Minis and Toyotas. After racing Bentleys and his own Arden car in the '50s, Jim built Mini engines which brought victory for John Rhodes and Gordon Spice. Alec Poole won the 1969 British saloon title using Jim's Arden eight-port head, and there were wins for Chris Hodgetts in an Arden-powered Escort RS1600i, leading to a successful Toyota link. Jim built the Corolla engines for Per Eklund's all-conquering British Open Rally Championship season, and Celica units for David Llewellyn's GT4, as well as race engines for Win Percy and Barry Sheene. Jim never officially retired from Arden, but turned increasingly to restoring his own collection of cars.



Newsfeed

NASCAR Dario Franchitti's stock car career has been given a lifeline by Chip Ganassi Racing, despite the team dropping him from its full-time line-up . The Scot will alternate Nationwide drives with rookie Bryan Clauson. Franchitti has since scored his first Nationwide pole at Watkins Glen and went on to finish fifth. The race was won by Australian Marcos Ambrose – his first Nationwide victory. ■ Tony Stewart has announced that Stewart-Haas Racing will run No4 and AJ Foyt IV's No14 on its Chevrolets next season, with sponsorship from Office Depot and Old Spice. ■ Ron Fellows won NASCAR's first-ever points race held in the wet, at the Montréal Grand Prix track.

RoC Australians Mark Webber and Troy Bayliss have both been confirmed for the 2008 Race of Champions at Wembley on December 4. ■ World Rally Champion Sébastien Loeb has also said that he plans to make a return to the event.

IRL The series has announced next year's calendar with Long Beach and Toronto as additions to the schedule, along with a non-championship race at Surfers Paradise. ■ TV coverage for the IRL series will move from ESPN to cable channel Versus. ABC has renewed its deal to air five races a season, including the Indianapolis 500. ■ Infineon Raceway, formerly known as Sears Point, has extended its contract to host an IRL race until 2011.

WTCC N.Technology has announced that it will run a second Honda Accord in two of the season's five remaining races, with Yukinori Taniguchi driving alongside Honda regular James Thompson.

A1GP The new rules for the 2008/09 season have been published and there are a number of changes, including a new mandatory pitstop in the Sprint race between laps four and eight. ■ Top F3 team Carlin Motorsport will run a South Korean car in the next series.

MOTO GP Former World Champion Nicky Hayden missed the Czech GP in August after injuring his ankle on a Moto X bike in the X-Games extreme sports event in LA.



In 1963 the 911 changed the world of sports cars.

PORSCHE



Some things never change.

The new 911 Carrera.

With direct fuel injection (DFI) and new optional Porsche Doppelkupplung (PDK), the new 911 Carrera delivers 345 hp, 29.4 mpg and CO_2 emissions reduced by 16.6%. Technologies that prove optimum performance is a matter of efficiency.

Porsche recommends Mobil 1

New model featured is the 911 Carrera with Porsche Doppelkupplung (PDK). Fuel consumption figures in mpg (l/100km): Urban 19.6 (14.4); Extra Urban 40.4 (7.0); Combined 29.4 (9.6). CO_2 emissions (g/km) 225. Emissions reduced by 16.6% in comparison with the previous generation of 911 Carrera with Tiptronic S.



Find out more at porsche.co.uk/technology

PORSCHE

Gordon Kirby



All images LAT

THE US SCENE

A ROAD TRIP TO REMEMBER

The historic weekend at Road America in Wisconsin is one of my favourite events in the American racing season. It's known these days as the Kohler International Challenge with Brian Redman and this year there were celebrations of Lola's 50th anniversary, of Formula 5000's founding 40 years ago, and of the Scarab marque. A tremendous turnout of competitors helped attract a healthy crowd to the July event, and the now-traditional Friday evening drive by some competitors from the track into Elkhart Lake village for the *Road & Track concours d'elegance* draws the biggest crush of people the little Wisconsin vacation town sees all summer.

"I don't think there's anything like it in the country," says Road America's president George Bruggenthies. "There's a tremendous *esprit de corps* around this event. I think it's the best in the country. It's unique because we bring the racing cars back to the circuit where all this started in 1950, '51 and '52. In those days the races drew 100,000 people and I still can't fathom that because there were no grandstands or anything like that.

"I think we got about 30,000-35,000 people for the Friday evening concours event," Bruggenthies adds. "It's a little nervy for us because they are race cars and things can happen, so we pay special attention to keep it safe and have it continue. There were no problems at all this year. Everyone understands how important it is. This year it went off perfectly."

The four-mile Road America circuit in the Dell country of central Wisconsin is the US's longest and finest road course. It was laid out and constructed in 1955 by local builder Cliff Tufte who designed the circuit himself, basing most of the corners on turns in the local roads on which organised road racing began around and through Elkhart Lake village in 1950. Today, Road America's essential layout remains unchanged and unblemished by a single chicane, as it was when Tufte designed the track.

It's the perfect place therefore to properly exercise big-banger Can-Am and Formula 5000 cars, and there was a wide selection of these and many other types of big-bore sports cars from the '50s, '60s and '70s at Elkhart. The F5000 contingent included one of almost every type of said car, and everyone had a grand time driving around the fine old race track and trading stories well into the evenings.



Redman won three American F5000 titles in Haas/Hall Lolas

Three-time American F5000 champion Brian Redman is the grand marshal of the Elkhart weekend and he reminisced heartily about his years in F5000. Brian raced Ford GT40s for Peter Sutcliffe and John Wyer in 1966-'68, winning the Kyalami Nine Hours in '67 and the BOAC Six Hours at Brands Hatch and Spa 1000Kms in '68, all with Jacky Ickx. He joined Wyer's factory Porsche sports car team in 1969 and won five of 10 World Championship races, co-driving with Jo Siffert. In 1970, Redman won four more long-distance races with Porsche, driving the new 917K and a 908/3 in the Targa Florio which he won with Siffert. The following year Redman was badly burned in an accident on the Targa Florio aboard another 908/3. In 1972 and '73 he drove for Ferrari's sports car team, adding four more world sports car wins to his resume, co-driving primarily with Ickx.

But after running a handful of Grands Prix for a motley collection of teams between 1968-'71 and attempting a brief retirement in South Africa following his Targa accident, Brian was hankering after a good single-seater ride. Early in 1972 he asked Derek Bennett at Chevron if he could build a Formula 5000 car. Bennett said he could and Redman asked how long it would take and what the price would be.

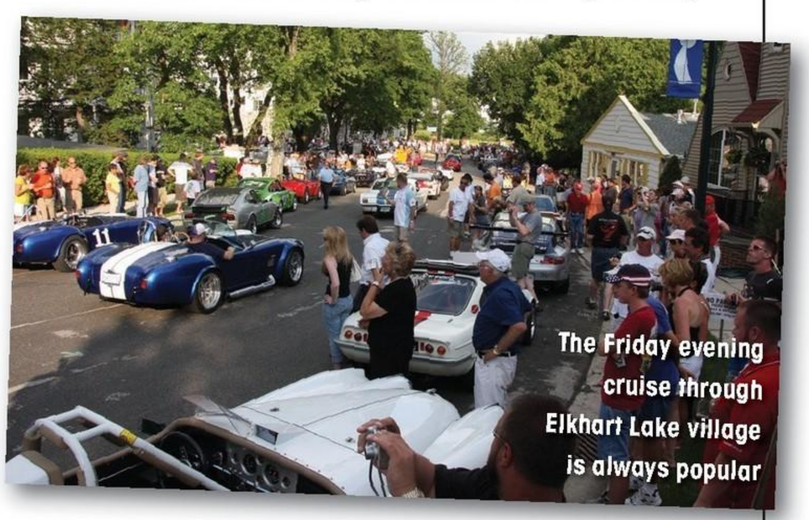
"Bennett said it'll take 10 weeks to build and whatever it costs me," Redman recalls. "So I bought that car for £3000 and Sid Taylor provided the engine and gearbox. The first time we took the car out it broke the Oulton Park track record which was quite typical of Chevron in those days. They were really quite fantastic."

Redman then took the prototype Chevron B24 to America. His first American F5000 race was at Watkins Glen where he won the first of two heats and led the second until he was stopped by a dead battery. "We had seen there was US$20,000 first place prize money at Watkins Glen,

so off we went," Brian grins. "We shipped it out on an open trailer to New York, bought a $500 station wagon and towed the car to Watkins Glen. I think it was a combination of two races and I had a pretty good lead but the battery went flat with five laps to go."

Brian finished second at Road Atlanta and Lime Rock before winning the season-closer at Riverside, where he met US Lola importer Carl Haas. "Carl said he was running an F5000 team with Jim Hall in 1973 and asked me if I'd be interested in driving for him. In many ways I felt bad about it because there I was instigating the production of the Chevron F5000 car and now I was turning away to go to Lola. But I couldn't refuse it. I knew that, obviously, it would be a great effort."

And it was indeed. Driving Haas/Hall Lolas, Redman won five American F5000 races in '73, but was beaten to the championship by Jody Scheckter after missing two races because of sports car commitments with Ferrari. But in 1974-'76, Redman won three straight F5000 championships, twice beating Mario Andretti to the title and taking his third championship



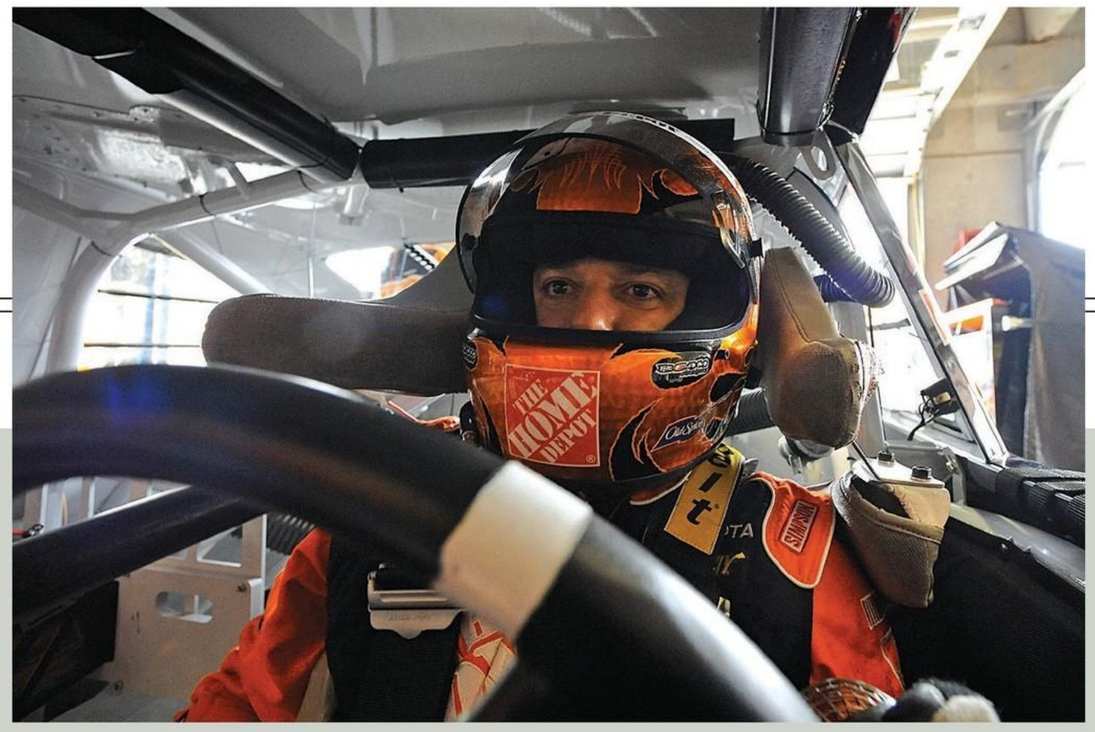
The Friday evening cruise through Elkhart Lake village is always popular

from Al Unser. Brian credits a superb team of mechanics and Jim Hall's genius and racing savvy for much of the success.

"Jim's knowledge and understanding of everything was extremely valuable. I remember at Mosport I hit a parked car in practice and did quite a bit of damage. In the heat race the handling was not good and after the race Jim asked me how it was. I told him what it was doing around the track and we played with the suspension. The car was actually not straight. I had bent the chassis in the accident so it was impossible to make it right.

"But Jim made changes to the suspension and in the final it was good. It handled beautifully! Not everybody can do that. We had some great times together."

Thanks Brian, for so many fine memories.



STEWART TURNS HIS BACK ON TOYOTA

Two-time NASCAR champion Tony Stewart announced in July that he will leave Joe Gibbs' Toyota team at the end of 2008 to become co-team owner of Haas CNC Racing, which will be rebranded as Stewart/Haas Racing. After one year of racing Toyotas for Gibbs, Stewart will return to the Chevrolet camp and attempt to transform the Haas team from grid-filler to serious contender. At mid-season, only one of the two Haas Chevrolets was in the top 35 in the points, and in six and a half years the team has had just one top-five finish.

Stewart was made an offer by Haas CNC's general manager Joe Custer to become a co-owner without a dime of investment. Custer runs the team for owner Gene Haas, who is serving a two-year prison term for federal tax evasion.

In 10 years at Gibbs – his NASCAR career to date – Stewart has won 32 races, all in Pontiacs or Chevrolets. Toyota's racing boss Lee White offered Stewart full backing for his own team, but Tony said no, making it quite clear that he's not a fan of Toyota.

Stewart's move comes as Toyota is starting to hit its stride. He's leaving one of the sport's most successful teams to join one of its most marginal. Many people are asking how long it will take Stewart to push his new team into contention, and has his patriotism got the better of him?



GM CUTBACKS A CAUSE FOR CONCERN

Also in July, General Motors CEO Rick Wagoner announced cutbacks totalling US$15 billion. GM faces the prospect of bankruptcy in the next few years and is cutting back on engineering, salaries, health care and pensions. All NASCAR event sponsorships and pace car programmes will be cancelled, while the Corvette GT1 ALMS programme will be reduced to the major endurance races in '09.

Ford and Dodge are also in trouble, and if Toyota thrashes the Detroit brands on the track, will their bean counters continue to spend money on NASCAR? As reported in this space last month, Toyota's immense financial and engineering resources are just starting to be unleashed on NASCAR. Its new chassis and aero development shop in North Carolina will come on stream later this year and should result in steady improvements in performance next year.

Neither GM, Ford, nor Dodge have the depth in money and engineering to compete with Toyota. What will NASCAR do about the coming sea change in the history of American stock car racing?

Andrew Frankel



ROAD CARS

MUST THE CAR SHOW GO ON?

Can you tell me what Ferrari has in common with Skoda, or Lamborghini with Volvo? And what links VW to Aston Martin and Maserati, or Audi, BMW and Porsche to Fiat? Simply this: every one of the above-mentioned car manufacturers elected not to attend this year's British Motorshow.

Despite being Europe's second-largest car market and one of the biggest in the world, for decades Britain has struggled and, without exception, failed to put on a motor show worthy of its standing in the industry. It's not because we have very little indigenous industry left and are used instead as a satellite facility by car manufacturers from around the world: the most important annual show of all takes place in Geneva, Switzerland, a country with as significant a record in car manufacturing as Iceland does in banana farming. Germany, France and Japan all have huge shows while in the US, New York, Chicago and Los Angeles are all vying to take over from the crumbling edifice that is Detroit as the most important show on that continent. But if we can't even persuade Aston Martin to travel less than 100 miles to its home show, what message does that send out to the rest of the world?

Certainly if I'd paid my £25 for a family ticket and schlepped down to Docklands with kids desperate to see the newest, sleekest and shiniest metal, I'd want to know why not a single mainstream supercar manufacturer bar Bentley could be bothered to turn up. Examples of their work was there, but you had to go to the 'Ultimate Collection' area where you'd be able to feast your eyes on everything from a Veyron to a Koenigsegg while being served champagne and canapés, but only in exchange for a £100-per-head ticket.

That's not to say those who did turn up didn't put on a good show. There were lots of different activities during the day and a good standard of live bands each evening but these are extras to a main event which, from what I saw of it, was not up to scratch.

I rang BMW and asked why it had failed to offer support to its second-largest export market and the answer was unambiguous to say the least, and more than a little surprising. Until now I did not appreciate that the cost of a decent presence at a show lasting two weeks is about the same as two to three years of normal promotional activity. Instead BMW held an 'Efficient Dynamics' weekend where punters were able to see how to drive and maintain their cars in the most efficient way; this led to about the same number of new customer leads as they'd expect from a motor show, at just one tenth of the cost. With some of the change, they erected a simple stand at the Goodwood Festival of Speed and again gained more prospects for a fraction of the money required to do a motor show properly.

All of which makes me wonder whether the whole motor show format is not simply tired, but moribund. The whole idea of going to a glorified warehouse just to look at stationary vehicles seems rooted in a time that has already passed. Back in the 1930s, people would flock to Olympia because if you wanted to see the latest cars in full Technicolor glory, there was no other way. Now you can not only see brochures and read magazines, you're never more than few clicks away from seeing them in action on TV or on line.

There aren't even any surprises at shows these days. Twenty years ago you could go to a show in the realistic hope of seeing something totally unexpected, but now cars aren't even unveiled at shows, they are drip fed in advance, teaser shot by teaser shot to a ravenous and always accommodating press so that by the time the covers actually come off at a show, you wonder why they bothered to put them on in the first place.

Ask yourself this: if you, or your car-crazy kids, wanted to go and see the greatest collection of road-going automotive exotica gathered together in one place, where would you head? It wouldn't be to Tokyo, Paris, Frankfurt, Geneva or Detroit, and it



Peter Burn

There's glitz, glamour and bundles of cash involved in staging today's motor shows...

certainly wouldn't be to the Docklands venue of the British Motorshow. Instead you'd simply buy tickets for the Goodwood Festival of Speed and spend as much time as you want getting as close as you like to the widest range of supercars ever assembled. And then, twice a day, you'd get to see every last one of them gunning up the hill, watching them move, hearing them roar, howl, snarl, shriek and bellow and, more often than not over the course of a weekend, seeing at least one overenthusiastic owner discover that the seemingly irresistible force at his disposal has come to an expensive halt against the immovable objects that are Goodwood's vast hay bales.



In fact I've long suspected that the real reason for motor shows has less to do with reaching customers than it does with upstaging your rivals. It's Jonesmanship on an industrial scale, where the manufacturer who spends the most on the biggest stand in the best hall is the one that gets to look smug and damn with faint praise the charmingly quaint efforts of its by now thoroughly cowed opponents.

I wonder, though, how important this muscle-flexing will be considered to be if the major developed markets in Europe and the US continue in their downhill spiral. It seems to me that the most important consideration among those charged with selling cars in this downturn is not showing off in public but selling cars, and it seems clear that the surgically sharp approach of smart and strategic targeting of key customer groups is more likely to achieve these ends than the old, imprecise and very blunt instrument that is the motor show. The world has changed but these shows have not. Now, perhaps, is the time for them to acknowledge the fact.



VOLKSWAGEN SCIROCCO

Always had a soft spot for Sciroccos, thanks to the father of a friend who let us use his to hone our teenage car skills. Drove the new one last month and was, if anything, more impressed. It has the same 200bhp 2-litre turbo engine as the Golf GTi, but with less weight, a lower centre of gravity, its own suspension settings and a wider track, it feels quicker, sharper and more engaging.

Just as importantly, VW is not taking the opportunity to cream cash off the top, pricing the car at £20,940. True, the looks are not to every taste but it is otherwise a remarkably complete car, with a smart and spacious interior, a well-judged ride and good refinement, even at high speed.

They'll make hay, particularly when it becomes available with a 170bhp diesel motor in '09. I've driven this engine in an Audi TT and was convinced not only by the usual economy and emissions advantages, but its sheer enthusiasm too. There's all the torque you'd expect, but it revs past 5000rpm and sounds good too. It hits 60mph in under 7.5sec and goes on to 140mph.

In these straitened times, the market is demanding good value cars that are affordable to run, fit into everyday life and resist depreciation. If that car also has sparkle, it is likely to prove very popular.



LOTUS EVORA

Good and bad news from Lotus. Its new 2+2 looks streets better in the flesh than on the page and its specification, including a 280bhp, 3.5-litre Toyota-derived V6 motor, seems well placed to provide Lotus-like performance. At 1350kg it seems rather heavy – that's over half a tonne more than an Elise and the same as a Porsche Cayman S – but perhaps that number will come down before sales start next summer. Lotus has confirmed a convertible version is on its way and an ultra-high performance model is under development. Standard Lotus practice would be to supercharge the V6 in which case an output of at least 400bhp should be expected.

My only concern is the name, which sounds like a tube of something you ask for at the chemist's counter when no-one else is in the queue. I'm not normally a fan of resurrecting old names but almost anything in general and Eclat and Excel in particular would have been better than this. Why not just give it a number? All Lotuses have always had type numbers applied to the racing cars. If all the good names have been taken, perhaps now is the time for the road cars to follow their lead.

Mat Oxley

MOTO GP

ITALY'S OTHER RED STAR

Ducati is a remarkable company. It builds just 40,000 bikes each year and yet it can humble the combined might of the Japanese industry in motorcycling's biggest race series. The little Italian marque's domination of last year's MotoGP World Championship was undoubtedly its greatest success in six decades of existence, cementing the legend that it is the 'Ferrari of motorcycling'.

Ducati Corse staff don't know whether to laugh or cry when the two brands are mentioned in the same breath. They enjoy the reflected glory but worry that fans might believe their race-winning secrets come from Maranello and not from their own race shop in Bologna.

But like it or not, the two companies are united by friendship, by a shared iconography and by common cliché; after all, they both produce scarlet, high-performance Italian thoroughbreds. They even shared the same logo for a while. Fabio Taglioni, the engineer who made Ducati great, painted Ferrari's prancing horse on Ducati fairings during the 1950s, paying tribute to Italian WWI flying ace and former cavalryman Francesco Baracca, who hailed from his home town. Ducati quietly retired the horse from its bodywork after a chat between Taglioni and Enzo Ferrari, who first met at Taglioni's father's workshop before WWII. Tazio Nuvolari, then European motorcycle champion, was there at the same time; must have been quite a meeting of minds.



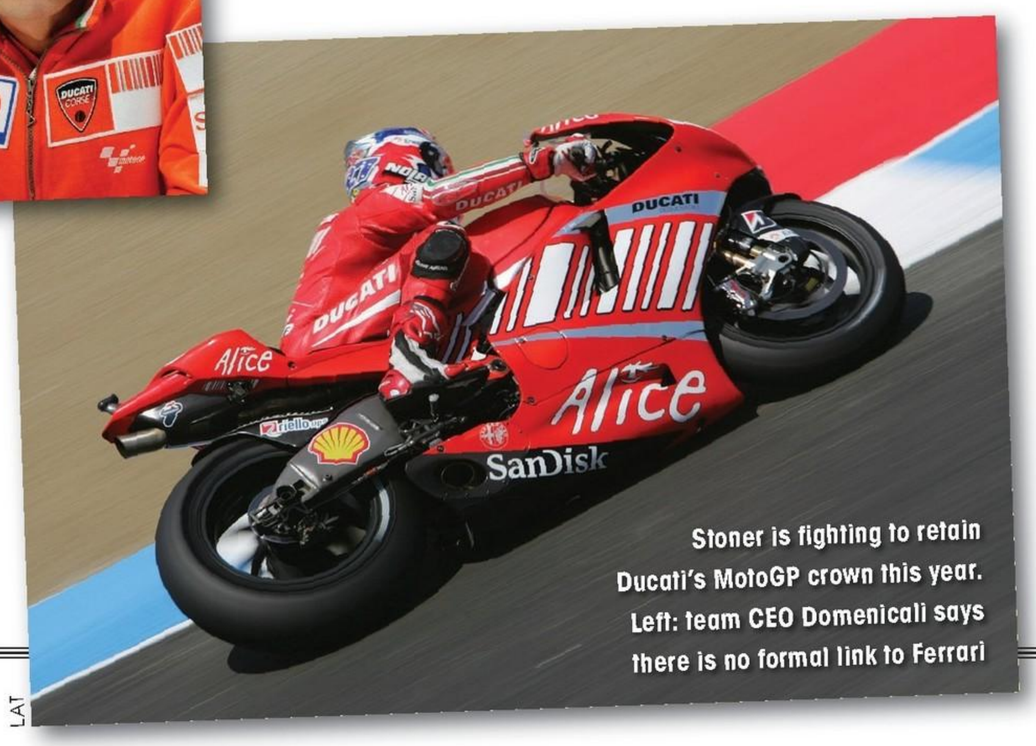
Ducati

Ducati's first desmo racer and GP winner carried the prancing horse on its fairing. Taglioni is at the back of the group, in white collared shirt

Enzo did everything he could to lure Taglioni away from Ducati (Ford also tried), but the independent-minded genius preferred creating complete racing motorcycles for Ducati to engineering smaller cogs within Ferrari's greater wheel. And anyway, he loved bikes, not cars.

Nevertheless, it seems that Taglioni's greatest achievement at Ducati was inspired by Enzo, who in the mid-'50s encouraged the youngster to master desmodromic valve technology. At that time Mercedes-Benz was already using desmo valve actuation in its Formula 1 cars, but Ducati was the only marque to stick with the technology, thanks to Taglioni's superior design. His first desmo racer, a triple-cam 125, made its debut at the 1956 Swedish Grand Prix and lapped the entire field. If fiscal woes hadn't forced Ducati out of racing soon after, it's possible the company might have made valve springs obsolete.





LAT

Stoner is fighting to retain Ducati's MotoGP crown this year. Left: team CEO Domenicali says there is no formal link to Ferrari

The desmodromic system opens and closes valves by cam for better valve control at higher revs and for higher lift, with benefits in power, torque and fuel consumption. The complex but highly efficient technology has become Ducati's trademark, featuring on all its road and race bikes. It is believed to be a crucial factor in the success of its Desmosedici MotoGP machine.

Legend has it that Enzo wanted Taglioni to make him a Ferrari desmo engine, but mostly the relationship has worked in the opposite direction. Half a century ago Taglioni was allowed to 'borrow' bits and pieces from nearby Maranello for his financially challenged masters. In the early '90s Ferrari built a carbon-fibre chassis for Ducati's sister brand Cagiva, the first of its kind in premier-class motorcycle racing. These days Ducati Corse insists it does it all without its four-wheel friends.

"We have no particular link with Ferrari, apart from the fact that we breathe the same air and have the same spirit," says Ducati Corse CEO Claudio Domenicali. "Of course, many people in both companies are good friends, so we do exchange opinions and information, but in a very informal way."

Even more so than the desmo engine, Ducati's biggest advantage in MotoGP comes from its sophisticated electronic control systems. Persistent paddock gossip suggests there's some kind of information superhighway between the electronics departments at Maranello and Bologna. But it's not quite like that, claims another Ducati Corse staffer: "We both work with Magneti Marelli, so this partnership helps us in terms of new concepts and new products, because Ferrari has the resources to push Marelli, which then helps us".

Perhaps the most intriguing connection between the two companies is their relationship with the mechanical engineering department at Bologna University. Ferrari's technical director Aldo Costa, Desmosedici creator Filippo Preziosi, Taglioni, Domenicali and many other Ferrari

and Ducati minds were forged at Europe's oldest university. Bologna also granted Enzo Ferrari an honorary degree in mechanical engineering. "There is a synergy between us," agrees Domenicali.

However, Ducati's greatest strengths come neither from Bologna University nor from Maranello, they come from inside the company. First, Ducati has a determination to do things its own way. Not only does the Desmosedici's valve system distinguish it from the rest of the MotoGP grid (the four Japanese factories all use pneumatic valves, Kawasaki and Suzuki having bought their know-how from former F1 engineer Osamu Goto), the bike's apparently old-fashioned steel trellis frame, another Taglioni brainwave, is a wholly different philosophy from the aluminium beam frames used by the Japanese manufacturers.

Second, Ducati takes racing very, very seriously. In reality, the company is a small factory attached to a large race department. One hundred of Ducati's 1000 staff work at Ducati Corse, while there are 125 engineers within Honda's bike racing arm, the Honda Racing Corporation, just 0.4 per cent of Honda's total workforce. Kawasaki has only 30 staff in its MotoGP race shop, Suzuki a similar number. In other words, Ducati's commitment to racing is far greater than that of the Japanese.

Ducati therefore lives and breathes on its racing successes. In the late '80s the company was again on the brink of bankruptcy when it was saved by the arrival of the World Superbike series, biking's WTCC. Ducati had just built its first eight-valve, liquid-cooled v-twin, which proved to be the perfect superbike, more than a match for the four-cylinder Japanese machines that dominated the grids. That v-twin, developed by Taglioni disciple Massimo Bordi, also used car technology, with Cosworth-inspired cylinder heads and 40-degree valve angles.

Ducati's 851cc v-twin begat the 888 which begat the 916 and its successors, which became the iconic Superbikes of the modern age, carrying Carl Fogarty, James Toseland and many others to World Superbike glory. These remarkable successes saved the company, made Ducati the über-cool brand name it is today and laid the foundations for the marque's phenomenal MotoGP triumphs. So, maybe now is the time for Ducati to do something for Ferrari, to belatedly fulfil Enzo's wishes and build a desmo F1 engine... Ⓜ



PA Emplcs

DOOHAN'S WARNING TO SCHUEY

Motorcycle Grand Prix legend Mick Doohan has told Michael Schumacher not to take bike racing too seriously. The five-time 500cc World Champion recently visited the seven-time F1 king in Switzerland, where they discussed Schumi's impressive, though recently crash-strewn, career on two wheels.

"He seemed quite excited about it but he's still at a very early stage of understanding what happens on a motorcycle," said Doohan, who dominated GP racing during the 1990s, winning 54 GPs for Honda. "He isn't yet at a level where he could understand what I was talking about. He's got a bit of learning to do and unfortunately the only way you learn in motorcycle racing is by making mistakes. It's great that he's got into it, I just hope he enjoys himself and doesn't start taking it too seriously to the point where he might get injured. You don't start racing motorcycles at 40!"

Schumacher – who has raced KTMs, Hondas, Triumphs and other machinery at low-key events – has also sought guidance from former GP winners Randy Mamola and Jeremy McWilliams.



LAT

HAYDEN EYES DREAM RIDE AT DUCATI

Former MotoGP champ Nicky Hayden looks set to join Casey Stoner at Marlboro Ducati in 2009. The deal will be a dream come true for the '06 title winner who looked unlikely to retain his Repsol Honda ride following two lacklustre seasons.

Ducati wants the 27-year-old American because it believes his all-attack style will suit its Desmosedici V4, the fastest and fieriest bike on the grid. Matching riding style to machine characteristics is vital in MotoGP, and Hayden grew up racing on dirt tracks, just like Stoner did in Australia. Racing on dirt ovals encourages a looser, more aggressive style which might be the key to unlocking the Ducati's performance. Hayden comes from a family steeped in dirt track heritage: his father and both brothers raced, even his mother and sister rode in so-called 'powder-puff' events.

Hayden's Honda ride is likely be taken by Italian rookie Andrea Dovizioso, while Stoner's '08 team-mate Marco Melandri is expected to join Kawasaki alongside John Hopkins. Valentino Rossi recently inked a two-year deal to stay at Yamaha.

Letters

Stacey's sock tactics

Sir,

Interviewed by Simon Taylor in July, Peter Warr mentioned Alan Stacey who had lost part of his right leg in a motorcycle accident.

One of my National Service pals, Dave Pearce, worked with Alan at de Havilland and recalled one of his favourite stunts. Before using an electric pistol drill near anyone unaware of the artificial limb he would say, "I'll just test this one first", plunge the bit through his sock, followed by, "yeah, that seems OK". The reaction of the second party, I gathered, was most rewarding.

Richard Wingett, Saltash, Cornwall.

The first Japanese GP

Sir,

One of the articles in *Motor Sport* that I truly enjoy is the Lunch With… series by Simon Taylor, and the piece featuring Peter Warr was no exception.

Mr Warr talked about winning the first Japanese Grand Prix in his earlier days with Lotus. I would like to point out that this race was held at Suzuka, not at Mount Fuji as stated. The Fuji International Speedway was yet to be constructed when the inaugural Japanese GP was held in May, 1963.

Until Soichiro Honda built the Suzuka track in the early '60s there had been no proper racing circuit in Japan. In more than one way the first Japanese GP was a historically significant event, not only for Japanese motor sport but also for the country's entire automobile industry.

I was a college student in Tokyo at the time and there was no way I could miss it. I managed to coax a friend into making his new Datsun Bluebird available and several of us piled into it to drive down to Suzuka.

The highlight of the race weekend was watching Peter Warr comfortably pull away from the entire field to win the main event in his little Lotus 23. The field was a mixture of sports, GT and production cars running in separate classes. I can still remember the sight of Peter's Lotus coming round the final sweeping corner leading on to the front straight (no Casio chicane back then) with hardly any roll.

Apparently I was not the only one who was struck by the Lotus' speed and beauty. Later, when the Japanese economy gained strength, it became possible for some people to import sporty vehicles and more than a few of my contemporaries became proud owners of the Lotus 23.

Many thanks to Peter Warr for a wonderful memory, and to Simon Taylor and *Motor Sport* for jogging the memory.

Taro Suzuki, Birmingham, Michigan, USA

Macklin didn't deserve blame

Sir,

I was aware of Lance Macklin's part in the 1955 Le Mans tragedy, but I never knew much about his life until I read your insightful article in the July issue. You painted a warm picture of a colourful, charismatic, talented and honourable racer who never deserved to be tainted by motor racing's greatest disaster.

In his brilliant book *Mon Ami Mate* Chris Nixon dissected the accident and laid responsibility, quite rightly, at the doorstep of Mike Hawthorn. Nixon argued very persuasively that Hawthorn and Fangio were caught up in a personal duel inappropriate to a 24-hour race. Knowing his team would ultimately lose to the Fangio/Moss duo, Hawthorn, absorbed in an attempt to win the battle if not the war, was determined to get into the pits first. This led to his decision to overtake Macklin, thereby setting in motion the tragic events that followed.

Mr Nixon mentions that after the race Fangio met with Macklin and suggested, for the good of racing, that Macklin not claim any one person was responsible for the disaster. Nixon never uses Fangio's appeal to support his conclusions of Hawthorn's responsibility, but it does make perfect sense. Why would Fangio have asked that of Macklin? Fangio was blameless. Acting probably more out of honour, concern and respect for Hawthorn, I am certain he must have felt the great racer should not have been made a scapegoat for what was, after all, a racing incident. A gallant gesture on Fangio's part.

Michael Amechi, Colchester, Essex

Hawthorn deserved to win

Sir,

I fully concur with the sentiments expressed by David Baxter in Letters, August. There was never a harder-charging driver than Mike Hawthorn, particularly considering his debilitating kidney disease. Of his many outstanding performances I witnessed, two stand out. At Spa in the 1952 European Grand Prix he was fourth to the Ferrari team of Ascari, Farina and Villoresi, and soon after in a mixed-formula event at Boreham he led the race in the same 2-litre Cooper-Bristol in the pouring rain, only for Villoresi and Landi to overtake in their 4½-litre Ferraris when it dried out.

Although one cannot dispute the logic that first past the post should be champion, it does little justice to those great drivers who strive to win in often inferior machinery. It is to Mike's credit that he drove with his head rather than his heart in 1958 to become Britain's first World Champion.

Ron Lea, Chairman, Hawthorn Memorial Appeal

Dam hooligans

Sir,

Your tribute to late Jim Clark in the May issue was very poignant as it coincided with the passing of Geoff Sakzewski, the son of the gentleman who built Lakeside in 1960. Geoff always looked forward to Jim's visits and told me the following story. Geoff and Jim Clark shared a passion for water skiing. On one particular hot and sunny afternoon after practice at Lakeside for an upcoming race, they decided that a spot of water skiing on one of the dams on the property was just the thing to cool down.

They had the skis and rope but no boat. Not a problem for these two! Geoff got the tractor out and attached the rope to it. Jim arranged himself at the water's edge. Geoff took the tractor up the hill, roared down the other side, across the dam wall and up again. Jim took up the slack at the right moment and proceeded to ski gracefully across the dam. Great fun!

This went on until Geoff's father Sid arrived after being alerted by a neighbour that a couple of 'hoons' were racing around and water skiing on the dam. Sid's anger subsided when he realised it was his son entertaining the current World Champion. Geoff reckoned if it had been anyone else he'd have been in for a bollocking. Instead there was laughter and more water skiing.

Lakeside was recently reopened to racing after a six-year battle with the local council. The circuit has a new promoter with a 30-year lease – good news for Australian motor sport fans. Hopefully there will be many more stories, though maybe not concerning water skiing!

Richard Croston, Australia

LETTERS TO THE EDITOR

Write to: Motor Sport, 38 Chelsea Wharf,
15 Lots Road, London SW10 0QJ
or e-mail: editorial@motorsportmagazine.co.uk
(please include your full name and postal area)



When you have to make pressure decisions, there's no substitute for experience. That's why you need the resources of one of the world's largest banks dedicated to helping you make it happen.

rbs.com

Make it happen™

RBS
The Royal Bank of Scotland Group

Letters

Tunnel vision

Sir,

Apologies for this late contribution to the correspondence about the Brands Hatch tunnel. As a follow-up to the letter from David Venables, and your subsequent digging, I can definitely confirm your suspicions. I was a "paddock kid" throughout the '50s for motorcycle racing as my father ran two bikes, and I remember there was a short tunnel from the then paddock entrance to the beginning of Paddock Bend.

I am sure this early tunnel did not cross the track, as the marshals used to queue the bikes up for their exit to allow the machines in from the last race. The tunnel therefore ran in only one direction at a time. It ran under the public access road for safety reasons, supposedly. I'm not sure exactly when it was built, but may have been when the Druids loop was added in the early 1950s.

Peter Calvert, Banstead, Surrey

My brother Cliff...

Sir,

In the August issue of *Motor Sport* you reviewed Graham Gauld's biography of my brother, Cliff Allison. Thank you for your kind words, but imagine my frustration to find that I am described as Tony Brunskill's sister, Pat. I hope Tony is not too offended. Cliff's family, me included, all helped Graham to take over the results of Tony's interviews with Cliff. Graham sorted out all the material, added his own research and has produced a very readable book. We are all pleased that the biography is finally in print.

Pat Smith (nee Allison), by e-mail

Now I know whom to blame

Sir,

I love watching motor sport on television. But if you live in America, and you aren't partial to NASCAR, it can be real tough. During the height of the racing season you can watch Cup races, Truck races, Outlaws… you name it.

The other great thing for the NASCAR fan is the programming. Recap shows, round tables, historical documentaries – it's all there.

But where is the programming for sports car racing? Or Formula 1? Or rallying? Not just the races, which are hard to find anyway, but where are the documentaries about legends like Jim Clark? The five greatest Le Mans cars? Best battles from the Rallye Monte Carlo? I feel like I'm the only one who wants this kind of coverage of the whole of motor sport. Kind of like a *Motor Sport* Magazine channel – now there's an idea! I know there are many people like me with the same concerns about race programming.

Who is to blame for this? Whose neck is available for the wringing? Who can I point the finger at and say, "it's your fault that I can't get my fix". Well, now I know. Thanks to Gordon Kirby's article in the July issue entitled 'Born of necessity, died of neglect', I finally know who is responsible for the overwhelming amount of programming relating to just one form of motor sport, and the equally overwhelming lack of programming relating to anything else.

Indy and CART drove a hundred miles an hour in opposite directions, creating a hole big enough for NASCAR to drive three-wide right up the middle. NASCAR became a marketing tour de force and little by little attracted the attention of big-money advertisers. Together, the advertisers and NASCAR have created somewhat of an airwave monopoly. Advertisers want to see their logos, networks get paid by advertisers. Pretty simple math really.

It only adds up one way. NASCAR gets hours and hours of airtime. And I sit on YouTube typing in things like, 'Best battles of the decade from the Rallye Monte Carlo'.

Wade Devers, Boston, Massachusetts

Le Mans 'Classic'?

Sir,

It must be the most evocative name in racing, up there with Indianapolis, Monaco and the 'Ring. So, travelling to the Le Mans Classic for the first time, my expectations were high. What were those expectations? Easy: great drivers, in great cars, on a great circuit. And so it was. But, only a few great drivers in a limited number of great cars.

Something is wrong.

Imagine: a Bugatti arrives at Arnage. Can there be anything more evocative? And then the driver, with both hands, holds up a three-foot cardboard banner saying 'hello' to friends in the crowd. This is not racing. It's a carnival. And the Bugatti driver should have his licence revoked, because he is risking the lives of those around him who are committing everything to compete.

One such is the driver of the Ferrari 'Breadvan', a unique and famous car, which is being driven with absolute determination. How we praise the owner and the driver that they should risk such a precious piece of motor racing history. But, at Indianapolis, the car runs wide and slams into the tyre wall. The appreciative crowd shouts 'hooray' and applauds.

I'm lost for words. One of the world's great cars will be that little bit less original, and the owner that little bit less likely to risk his car in front of such unappreciative party-goers.

Don't get me wrong. Le Mans should be a party. And Le Mans Classic should be a celebration respecting the achievements of our predecessors. But the rich owner's wife wobbling around at Tesco-car-park pace is a sham. How can a Porsche 935 be beaten by a BMW M1?

Hooray to the classic car heroes of today who raced on the edge throughout the weekend. Boohoo to the organisers who accept pitiful drivers and then charge the race-goers to view 'Classics' but instead offer weekend club racers.

Having said that, nothing can take away from the sight of the glowing headlights of the Talbot, Lagonda and Bentley as they battled through the night, nose to tail, contesting first place. That was 'classic'.

Tim Greenhill, Berkhamstead, Herts

Wrong slot

Sir,

On page 125 of the September issue of *Motor Sport* there is a caption error on the top-most photograph. The car featured is indeed Jean-François Piot in the 1967 Monte Carlo Rally, but his co-driver was not Jacob – it was M Karaky. Jacob was his co-driver in 1966.

Darren Galpin, Stoke Gifford, Bristol

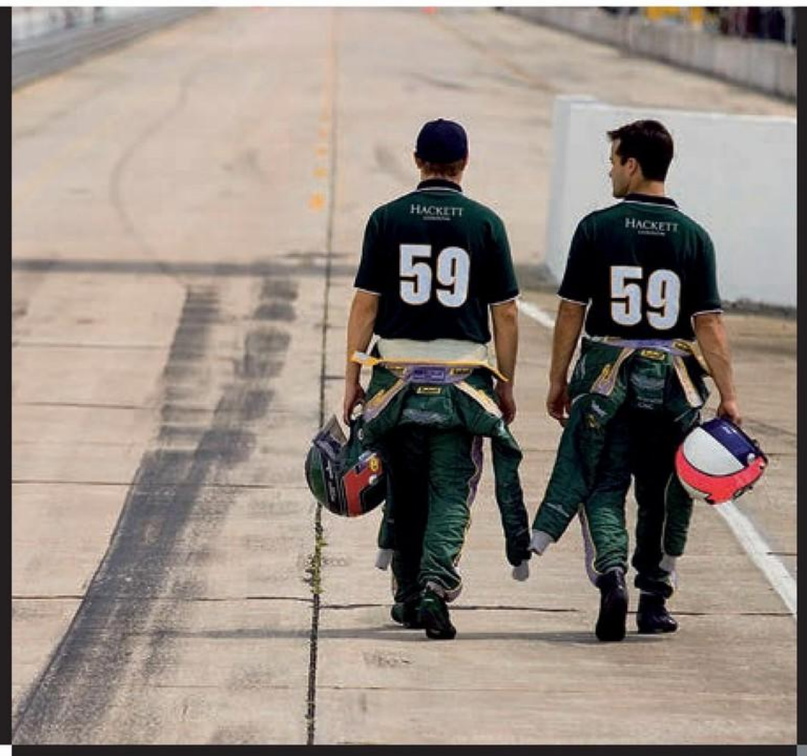
Raw deal for real F1 fans

Sir,

I have sympathy with both of last month's F1 enthusiasts, Sam Lever and Mark Winter. As a teenager in the '50s I crawled through holes in the perimeter fence at Silverstone to get a free view of my heroes. They raced on a track where the Armco was 50 gallon oil drums, filled with sand. Things, thank God, have moved on. As Sam says, however, real fans go to see racing, not book into a five-star hotel on the inside of the first corner, or sit in air-conditioned grandstands, being served fillet mignon. Mark's right – at the prices demanded in order to meet the requirements of 'the Bernie bank' and keep the track owners solvent, he should get top service.

The move of the British GP to Donington is undoubtedly the first step in eliminating it from the calendar. When the management realise it's impossible to break even, let alone make profit, Bernie bank can then move it to a more obscure, but profitable area. Cayman Isles GP anyone?

Barry Ashtont, by e-mail





ASTON MARTIN

ASTON MARTIN
RACING

OFFICIAL PARTNER







HACKETT
LONDON

hackett.com/sponsorships



Performance matters to us too





You expect your car to perform, so you should expect no less from your insurance company.

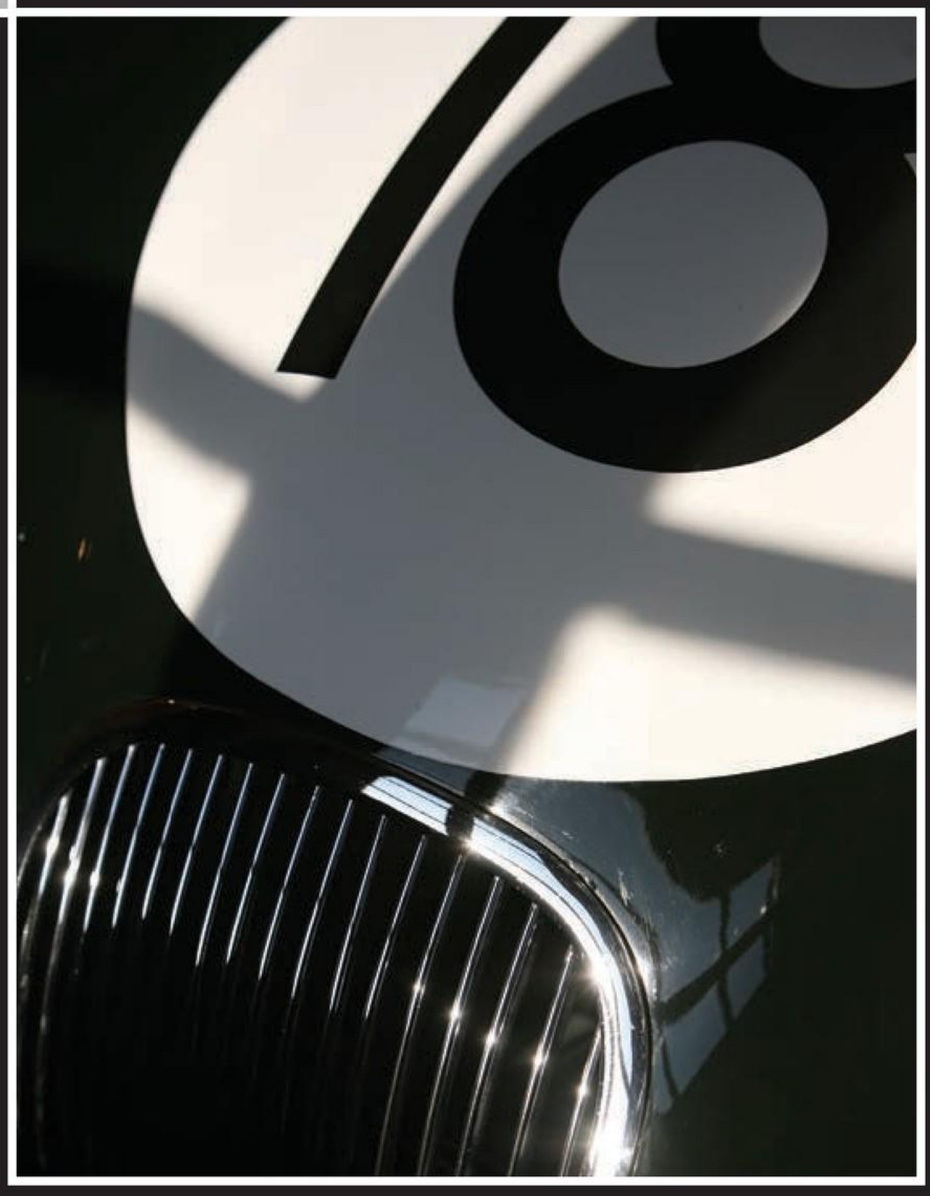
Whether you're covering a luxury, classic, sports or everyday car, our Client Managers will deliver a professional insurance solution that's tailored to your specific requirements.

The Aon Motorsport team is a highly specialist resource, providing cover for race teams, drivers, circuits, federations & associations.

- On track physical damage
- Premises and storage
- Transit
- Liabilities

To discuss your requirements further, please call us on:

Private motor: **0845 026 4385**
Motor sport: **0845 026 4408**



Specialist Cars • High Value Home • Investment Property • Holiday Home

Aon Limited is authorised and regulated by the Financial Services Authority in respect of insurance mediation activities only.
Telephone calls may be recorded or monitored. FP4611.04.08

GOODWOOD REVIVAL

2008 PREVIEW



With two anniversaries to celebrate – 60 years since the track was opened and 10 years since the Revival was started – the 2008 event promises to be better than ever. Get ready for the likes of Sir Stirling Moss, Jochen Mass, Derek Bell, Richard Attwood, Frank Sytner and Jean-Marc Gounon, not to mention one of the greatest spreads of important historic racing cars ever to be gathered in one place. What else can rival the Goodwood Revival?

LAT

September 18, 1948: stubble, haystacks and RAF buildings make Goodwood's airfield origins plain



HOW IT ALL BEGAN

In 1938 the Secretary of State for Air, Sir Kingsley Wood, asked 'Freddie', Duke of Richmond and Gordon (left), grandfather of the current Earl of March, whether part of his estate could be used as an airfield to help with the war effort. The Earl accepted and in late 1940 a draughtsman designed runways and a perimeter road that helped move fuel tankers to and from the planes.

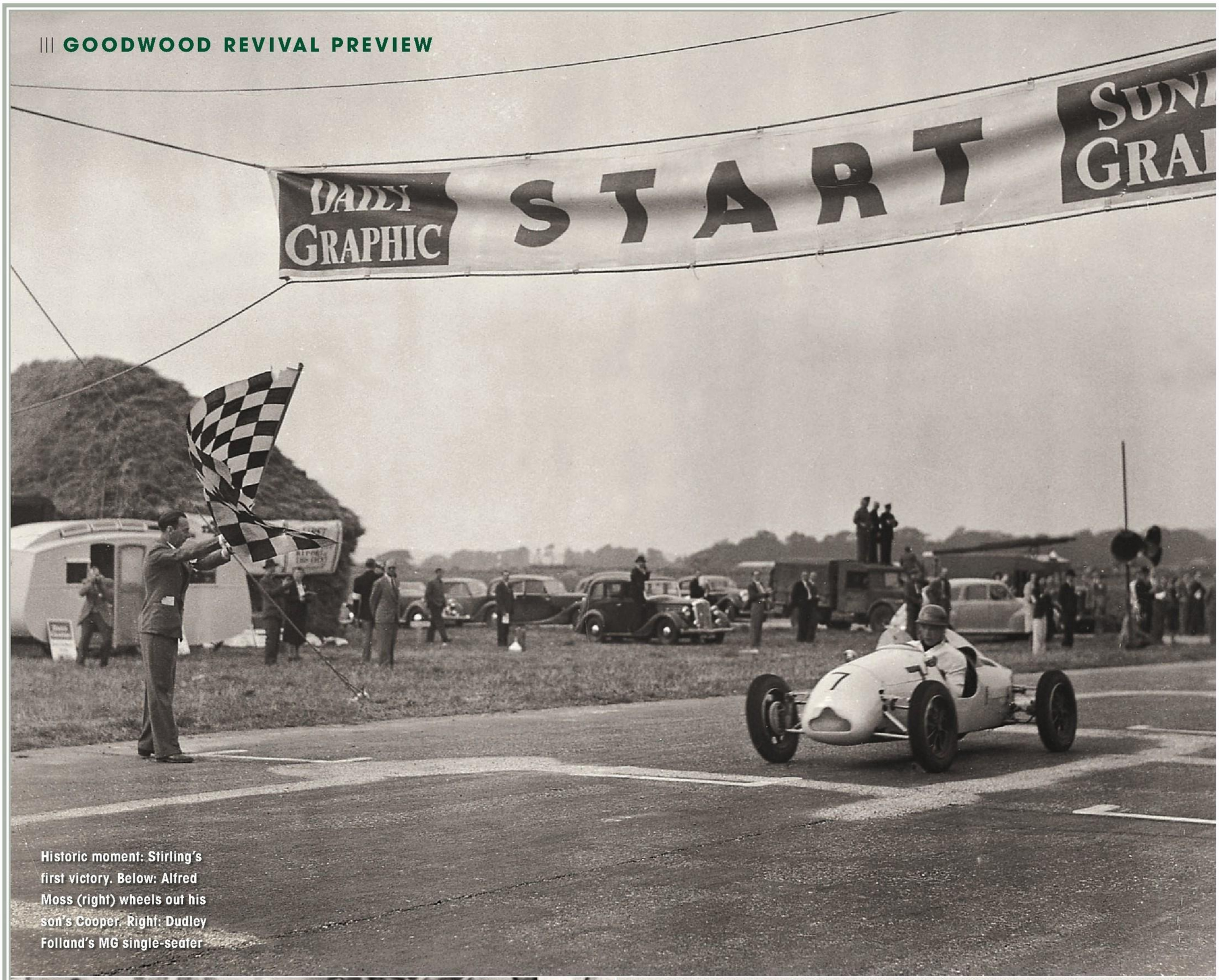
Once the war ended the perimeter road became one of the UK's most famous motor racing circuits – the draughtsman of the original layout certainly had no idea that he had inadvertently designed one of the fastest and most thrilling double-apex right-handers on any race track when he penned the shape of Madgwick.

The clearing of the circuit started amid food and fuel rationing in 1947 and, amazingly, it was ready to hold its first race meeting on September 18, 1948. Even though grids were limited to 12 cars per race due to the length of the circuit, the day was a great success. Indeed, a certain Stirling Moss made his race debut and even after his mechanic held a pit board out asking him to slow down, he won the 500cc event by 25.8 seconds.

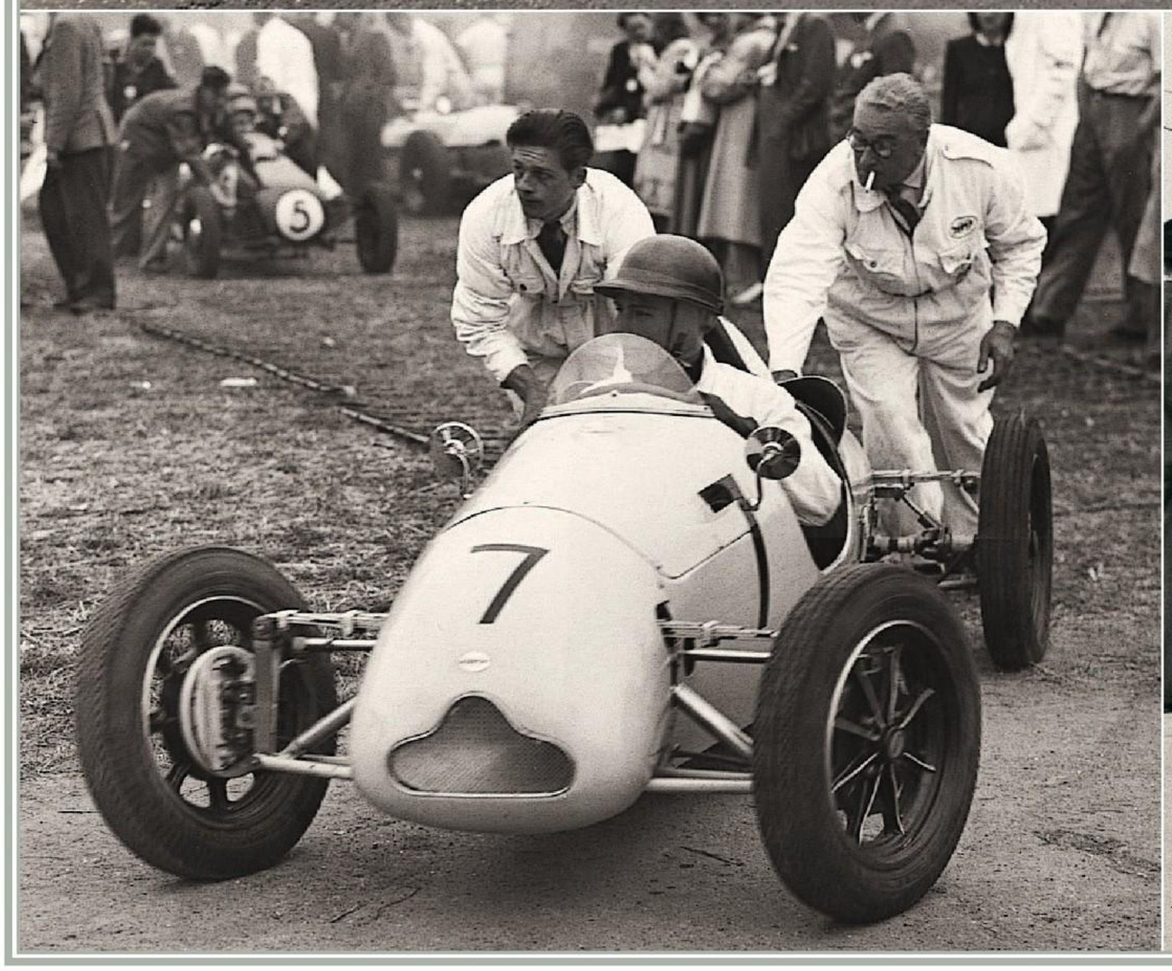
The meeting netted a sizeable £1000 and the Duke poured this into track improvements, sealing the future of a circuit which would become everyone's favourite.

BARC Archive


17
18



Historic moment: Stirling's first victory. Below: Alfred Moss (right) wheels out his son's Cooper. Right: Dudley Folland's MG single-seater



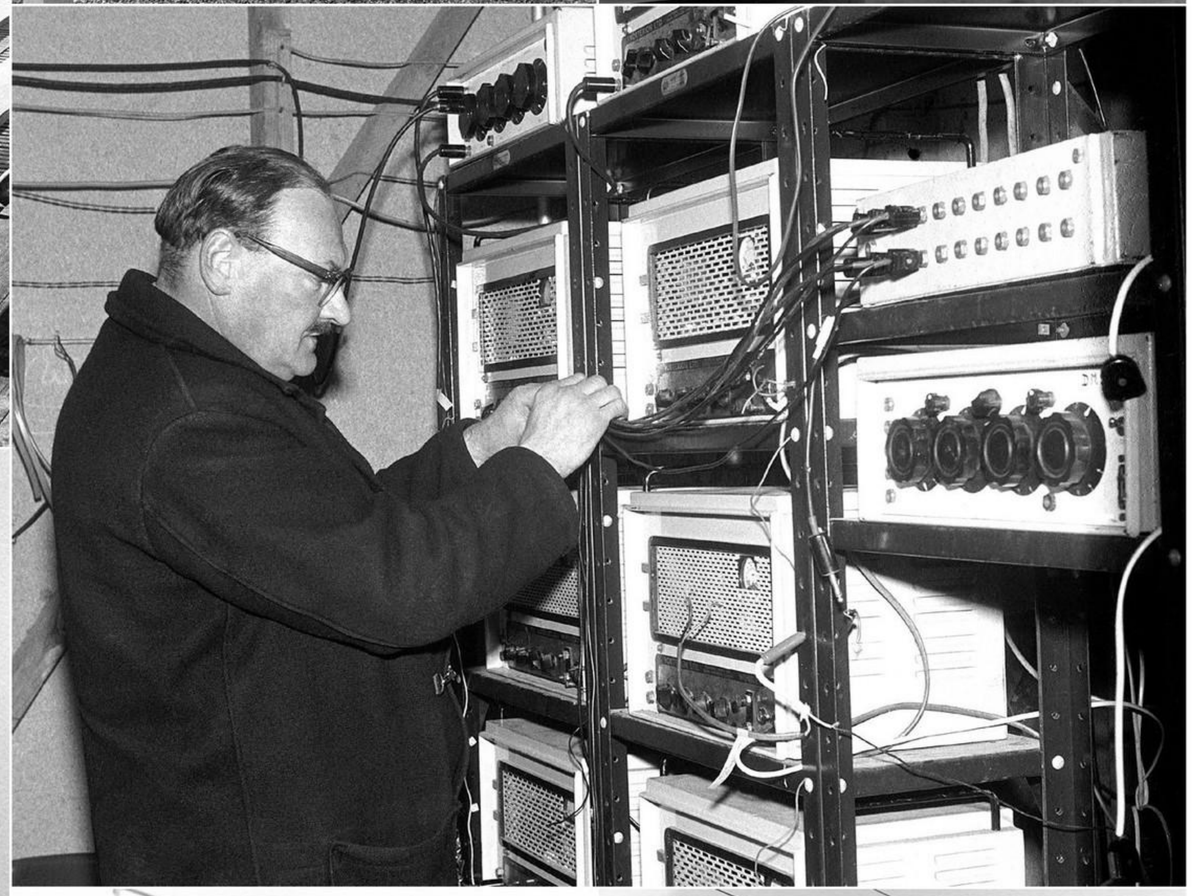


BARC Archive

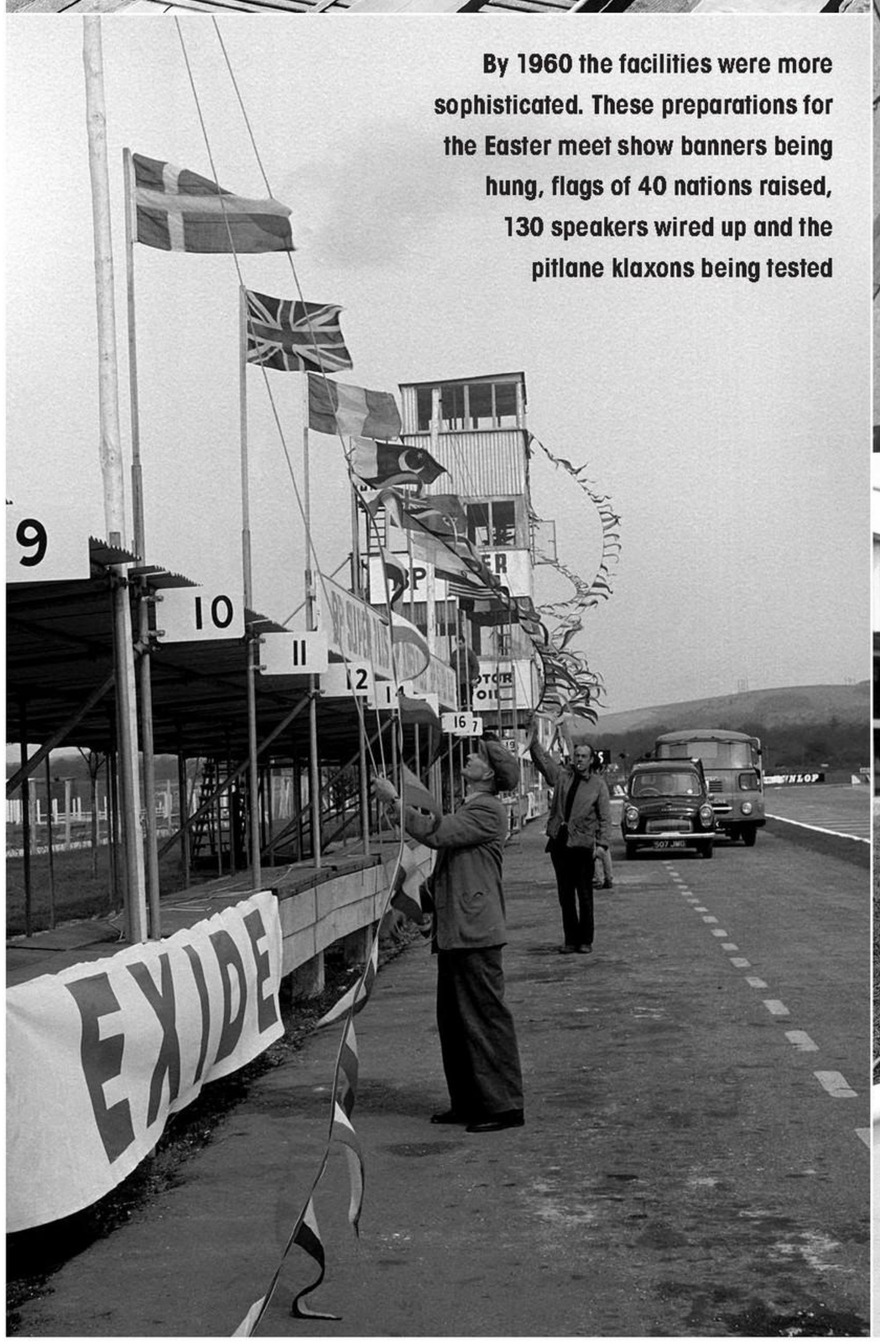








By 1960 the facilities were more sophisticated. These preparations for the Easter meet show banners being hung, flags of 40 nations raised, 130 speakers wired up and the pitlane klaxons being tested







LAT

RACE LIST

GOODWOOD TROPHY
Grand Prix, Formula 2 and Voiturette cars of a type that raced between 1930 and 1950
ONES TO WATCH: 1948 Ex-Fangio Alfa Romeo 159 Alfetta – Carlo Vogele • 1936 ERA B-type R5B 'Remus' – Ludovic Lindsay • 1936 ERA A-type R3A – Mark Gillies • 1932 Maserati 4CM – Stefan Schollwoeck

EARL OF MARCH TROPHY
500cc Formula 3 cars of a type that raced between 1948 and 1959
ONES TO WATCH: 1949 Petty-Norton – David Lecoq • 1950 Trimax *(unique monocoque 500 that looks like a mini Auto Union)* – Duncan Rabagliati • 1952 Arnott-JAP – Sir John Chisholm

MADGWICK CUP
Sports racing cars under 3-litres of a type that raced between 1960 and 1966
ONES TO WATCH: 1963 Elva-Ford Mk7 – Roger Wills • 1965 Elva-BMW Mk8 – Paul Knapfield • 1966 Ferrari 206SP Dino – Carlos Monteverde • 1966 Ex-Innes Ireland Willment-BRM – Anthony Taylor

BARRY SHEENE MEMORIAL TROPHY
Two races for motorcycles (1951-1954) in the spirit of the original 'Goodwood Saturday' meeting
ONES TO WATCH: 1954 MV Agusta 500 – Lawrence Auriana • 1954 BSA Goldstar – Wayne Gardner/Mark Sharrock • 1950 Vincent Black Shadow – Robert Lusk *(biggest engined bike – 1000cc – to race at Goodwood)*

SUSSEX TROPHY
World Championship sports cars and production sports-racing cars of a type that raced between 1955 and 1960
ONES TO WATCH: 1955 Jaguar D-type longnose *('55 Le Mans winner)* – Gary Pearson • 1957 Aston Martin DBR1 *(1958 & '59 TT winner)* – Peter Hardman • 1956 Maserati 450S – Willi Balz

ST MARY'S TROPHY
Production-based saloon cars of a type that raced between 1950 and 1959
ONES TO WATCH: 1958 Austin A35 – Rae Davis • 1959 Jaguar Mk1 – Grant Williams • 1959 Volvo PV544S – Shaun Rainford

CHICHESTER CUP
Rear-engined Formula Juniors, using disc brakes, of a type that raced between 1960 and 1963
ONES TO WATCH: 1961 Lotus-Ford 20 – Michael Lyons • 1963 Brabham BT6 – Emanuele Benedini • 1962 Lotus-Ford 22 – Edwin Jowsey • 1963 Lotus-Ford 27 – Michael Hibberd

FREDDIE MARCH MEMORIAL TROPHY
Cars in the spirit of the Goodwood nine-hour races, from between 1952 and 1955, the first twilight race since 2002
ONES TO WATCH: 1952 Aston Martin DB3 *(ex-Lance Macklin, 1952 Goodwood Nine Hours winner)* – Martin Melling • 1952 Jaguar C-type *(ex-Duncan Hamilton)* – Nigel Webb/Gary Pearson • 1953 Austin Healey 100S – Stuart Graham/Emanuele Pirro

RICHMOND & GORDON TROPHIES
Inter-Continental Formula and Formula 1 cars of a type that raced between 1954 and 1961
ONES TO WATCH: 1956-type Lancia-Ferrari D50A – Jochen Mass • 1957 BRM Type 25 – Gary Pearson • 1960 Lotus-Climax 18 – Roy Walzer • 1961 Ferguson-Climax Project 99 *(unique four-wheel drive car)* – Barrie Williams

FORDWATER TROPHY
Production-based sports cars in the spirit of the early Members' meetings, from between 1948 and 1954
ONES TO WATCH: 1948 Healey Elliott *(took part in first ever race at Goodwood)* – Warren Kennedy • 1951 Jaguar XK120 – Guy Broad • 1952 Aston Martin DB2 – Tom Alexander • 1953 Fiat 8V Berlinetta – Roger Earl

ROYAL AUTOMOBILE CLUB TT CELEBRATION
Closed-cockpit GT cars in the spirit of the RAC TT races, from between 1960 and 1964
ONES TO WATCH: 1962 Ferrari 250 GT 'Breadvan' – Klaus Werner • 1962 Aston Martin Project 212 – Wolfgang Friedrichs • 1963 Aston Martin Project 214 – Simon Draper • 1963 Ferrari 250 GTO 62 *(64 shape)* – Stephane Ortelli/Jean-Marc Gounon • 1963 Jaguar E-type lightweight – Ludovic Lindsay/Derek Bell • 1964 Shelby Cobra Daytona coupé – Christian Glasel

GLOVER TROPHY
1.5-litre Formula 1 and Tasman cars of a type that raced between 1961 and 1965
ONES TO WATCH: 1961 BRM P578 – Rick Hall • 1962 ATS Tipo 100 GP – Jason Wright • 1962 Lotus-Climax 24 – Frank Sytner • 1964 Brabham-Climax BT11 – Duncan Dayton

WHITSUN TROPHY
Sports-racing prototypes of a type that raced between 1963 and 1966
ONES TO WATCH: 1964 Ferrari 250LM – Christian Glasel • 1965 Ford GT40 – Shaun Lynn • 1966 Lola-Chevrolet T70 Spyder – Jon Minshaw



BARC Archive

Watch the Goodwood Trophy to see Maseratis race ERAs, as Reg Parnell and Bob Gerard did in '48



OTHER ATTRACTIONS

It isn't just the racing that has helped to make the Revival so famous over the past decade; indeed the event is sometimes best remembered for its dress code. Last year more than 116,000 people attended the Revival, many dressing – some more successfully than others – in 1950s and '60s period attire.

Other attractions include the Revival Market within the Chicane Paddock area, Bonhams' late summer sale held on the Friday evening, the Revival Car Show which features around 1000 classic cars owned by spectators and guests, and live music from the 1940s, '50s and '60s.

New for this year is the Earls Court Motor Show which will include 'Cars of the Future'. This may seem a little bizarre given the strict rules forbidding post-1966 cars at the Revival; however the show is a clever way to allow the display of some stunning 'future' cars of the 1960s.

TIMETABLE

FRIDAY SEPTEMBER 19
7.30am Gates open
9.00am Official practice begins (in race order)
5.30pm Bonhams auction
6.40pm Official practice ends and track closes

SATURDAY SEPTEMBER 20
7.30am Gates open
10.00am Racing begins
Race 1 Goodwood Trophy
Race 2 Earl of March Trophy
Race 3 Madgwick Cup
Race 4 Barry Sheene Memorial Trophy (Part 1)
Race 5 Sussex Trophy
Race 6 St Mary's Trophy (Part 1)
Race 7 Chichester Cup
Race 8 Freddie March Memorial Trophy
7.15pm Racing ends and track closes
There will also be air displays and track parades throughout the day.

SUNDAY SEPTEMBER 21
7.30am Gates open
10.00am Racing begins
Race 9 Fordwater Trophy
Race 10 Richmond & Gordon Trophies
Race 11 Barry Sheene Memorial Trophy (Part 2)
Race 12 St Mary's Trophy (Part 2)
Race 14 Royal Automobile Club TT Celebration
Race 15 Glover Trophy
Race 16 Whitsun Trophy
5.20pm Racing ends
5.30pm Prize-giving
As with Saturday there will also be air displays and track parades throughout the day.

The timetable is provisional and was correct at the time that Motor Sport went to press.

THE GOODWOOD REVIVAL IS A TICKET-ONLY EVENT. TO ORDER, CALL 01243 755055 OR E-MAIL BOOKINGS@GOODWOOD.CO.UK

EAMES OFFICE

I am often asked if it's hard to tell an
authentic Eames design from a copy.
It's not. You just look at the label.
In Europe, if it says Vitra, it's authentic.
For 50 years the Eames Office and Vitra
have been working together to guarantee you
get the original design experience envisioned
by Charles and Ray Eames.

If it is not Vitra,
it is not Eames, period.

Eames Demetrios,
Grandson of Char es Eames
Director of the E ames Office



vitra.

The Authorised Original

Vitra Ltd. 30 Clerkenwell Road, London EC1M 5PG
Tel. 020 7608 6200 - www.vitra.com



Does he have what it takes?

No-one doubts that Felipe Massa can display brilliance. Yet it doesn't happen at every race. Now the title is within reach, we ask whether he has gained the skills required to be champion

BY DAVID TREMAYNE

He won in Bahrain, Turkey and Magny-Cours, and for a while his consistency made him a hot tip in this year's World Championship. Then came that embarrassing disaster – and five spins – in the rain at Silverstone, and a lukewarm run at Hockenheim, and all the old questions about Felipe Massa started to re-emerge. In Hungary, however, his stunning performance ended three laps too soon, thanks to a cruel engine failure in a race that he had covered from the start.

So the question remains apposite: is Massa ready to be World Champion?

He has always been popular. In his Sauber Petronas days he was known affectionately within the team as Little Brazilian Bastard, the natural successor to another sunny boy, Johnny Herbert, who had been Little British Bastard.

Massa is a guy whom it is impossible to dislike. He has the sort of bouncy, jokey disposition that is rare by modern Formula 1 standards. Without question he is the most charismatic fellow on the grid, bursting with the sort of fire that made Pedro Rodriguez so beguiling. ›››



DRIVE TO WIN.*



*GRAND SILVERSTONE WOODCOTE RED GOLD,
CARBON FIBER AND BLACK TOP COATING
HAND-CRAFTED IN SWITZERLAND
www.graham-london.com Limited edition of 250 Ref. 2GSIUBR.B04A.K07B

GRAHAM
LONDON

But... In those far-off Sauber days people liked to joke that he never used the same line twice on consecutive laps. He was always quick, but he never seemed to know why. Where Kimi Räikkönen had been the inch-perfect Iceman rookie there the previous year, Massa was seen by some to have less ultimate potential.

But not by Rob Smedley, his Middlesbrough-born engineer at Ferrari who was back then working for Jordan.

"He has always been extremely quick," he says. "I told Eddie Jordan he should have a look at him. But he was obviously not complete."

Massa himself puts forward what sounds like a reasonable explanation, for a guy who came up through the unconventional route of Euro F3000. "First of all I had a difficult car to drive, for my driving style. Second, I had zero experience. I was too young. It could have been much better to start as a Ferrari test driver than a race driver, because in one year at Ferrari I learned a lot. In 2002 I did not do many tests, and I started racing already. I always had the speed, but I didn't have the other things, so [as a test driver in 2003] I learnt to keep up a good speed but also work on the other areas. I grew up a lot, and worked on what was missing."

> "It could have been much better to start as a test driver than a race driver"
>
> FELIPE MASSA



Massa relies on support from data man Salvi, team boss Domenicali and engineer Smedley

He impressed in 2006 as team-mate to Michael Schumacher and won well in Turkey and Brazil. Last year he was a title contender until Monza, when a revolutionary damper let him down. This year, as champion team-mate Räikkönen blows hot and cold, he has emerged as Ferrari's de facto prime contender. The first two races were pointless, then his three victories boosted him to the title leadership prior to the fated British Grand Prix.

"Silverstone was Silverstone," he says with a philosophical shrug. It was just one of those horrible days. The only positive is that it's almost certain to be his worst weekend of the year.

Even after that debacle, he shared 48 points with Lewis Hamilton and Räikkönen, but refused to be over-impressed by that feat.

"You see that you are first," he says with a smile, "but we are still barely in the middle of the championship. So we don't win anything at the moment, we just win some races; we know that things change quickly.

"So the approach is the same as before; if you see that you are in a position to win a race, you need to do everything you can to win. But if you see that you are in the position to finish second or third, you need to take the best points you can. When you have a clear idea towards the end of the championship, two races, one race to go, or maybe just in the last stint of the last race, that is the way you need to think."

He concedes that this approach has made him calmer in 2008.

"In a way, yes. But take Canada. I was last, but I needed the points so you need to race to get them. I managed to finish fifth so I brought some points home. It depends on how the race is going: if you are second and you see that you can pass the guy ahead if you take a massive risk, maybe you think about it. But is it necessary to risk that much for two points?"

His move on Rubens Barrichello and Heikki Kovalainen in the hairpin at Montréal was one of the passes of the season (together with passing Hamilton at the start in Hungary), a bit of naked opportunism that started a long way back and came off beautifully.

"Yeah, but I needed the points! To be honest, I didn't expect to get them both. I saw Heikki trying with Rubens, but in that corner it was really dirty outside the line. So I said, 'If they brake slightly later, they are going to the dirty side, and then maybe I can try.' I see both getting to the corner but not completely inside the apex, so I try, and we see what's happened." He admits that he was laughing in the cockpit when he exited the corner.

He is also happy to admit that he learned a huge amount when he worked alongside Schumacher, and to be fair that showed often in 2006. "I learned in many areas. How to work with the team, with the engineers, how to be a leader and to say, 'I want the car like that, because I am not comfortable.' How to make sure the car is good straight away. If you do everything right, when you sit in the car you should have the pace to improve. But the base work you do before, in testing, to get the right set-up to start the weekend.

"Michael had the incredible view about the race, about what is happening lap by lap, corner by corner, so you need to work on that. Michael used to talk a lot on the radio. I don't talk like him, but I ask my engineer to tell me what is happening. You can learn much more."

The cynics might laugh, but he adds: "You need to think like that, you need to be consistent. Many things can happen. That's why the approach should be what we did until now, but I will tell you at the end of the season whether it was right or not!"

He has analysed the highs and lows of 2008, but says: "Last year was pretty competitive too. But McLaren were very consistent. This year we both had some problems and made mistakes. So it is more open now. Consistency is the key for the championship."

Some people have suggested that there has been a new Felipe Massa at Ferrari this year, but he disagrees.

"A new Felipe? No. Maybe with these years in F1 I am more experienced, more mature. Every year you learn different things. You learn by victories, you learn also with the mistakes. More mature for sure, but not a new Felipe."

OK, but is he a better driver?

"I don't think so. Last year I was the driver who did most pole positions, so I was very quick. I won three races, so I was competitive during the whole championship. But after Monza where I had a problem in the car and I didn't finish, the championship was too far away.

"To be champion you need to be quick and consistent, you need to work well with the team, and you need to be lucky. If you are missing one of these parts maybe you cannot make it. Last year something was missing.

"The only changes I have made to the way I drive is for the rules, how to drive the car without traction control, the change in the electronics."

Two keys to his current situation are his relationships with Räikkönen and Smedley. He has a reputation for always getting along with his team-mates: Nick Heidfeld and Jacques Villeneuve at Sauber, Schumacher and Räikkönen at Ferrari.

"I get along very well with Kimi," he says. "We respect each other and we work very well on the professional side. We are both correct and loyal, there is no playing games. And, of course, we both want to win."

And Smedley?

"Rob is like an older brother to me. We get along very well, even in personal life. He is good on psychology, to talk to me and give me the comfortable approach. And he knows me well as a driver, what I need to be quick, how I like the car. My data guy, Guiliano Salvi, is great too."

Smedley reciprocates, and you don't talk with him for long before it becomes obvious that the mutual appreciation is wholly genuine.

"Felipe has matured. He can cope with more diverse situations. At Sauber he was young and prone to accidents. He just wasn't experienced enough, but step by step he has moulded himself and he is now very, very competent."

Can he be Latin in temperament?

"A little, and that's why we try to manage the car and take away everything but the driving from him. We make all the major decisions on the car to open him up to dealing just with the pressures of driving.

"Mentally he is very strong. It's easy for a driver to let his head go down, when there is self doubt. But he's not done that. A great example was after the first two races. He was strong, he knew he was quick and he won in Bahrain."

After Hungary, Massa said: "The confidence is there. After the race, even with the bad result, what we did still counts. We showed great performance, great pace and great teamwork. That is good for the next races. But when things look finished and then you hear something and have a strange feeling in the car as the engine breaks down, for sure it is not a great feeling. I feel really bad for what has happened."

When things go wrong for him Massa is rarely down for long, and that alone is a major strength in a potential champion. He and Smedley have long adopted the philosophy that you cannot win every race. "We are here to win the title," the Englishman says. "That's our target, and to win that you don't have to win every race. We understand that Lewis and Kimi can be quick, and on those days we have to be consistent. On other days Felipe can be untouchable. So we just have to keep scoring points."

"The Make it Happen moment of the race – maybe of the entire championship – was Massa's engine failure," Jackie Stewart says. "He'd made a great start and run a good race, and he was three laps from winning when it happened. He'll put it behind him, though. Every top racing driver has been disappointed by a mechanical failure at one time or another. You just have to take it philosophically. Massa will be upset for a day or so, but he knows an F1 car is a mechanical device with around 5000 components, and failures are not unknown. You just have to say, 'That was not a good day.' There's no point screaming and shouting."

The latter, as anyone who has worked with him will attest, isn't Massa's style.

"I enjoy working with him immensely," Smedley says. "We complement each other. He's easy to work with, a good lad, he has no airs and graces and he does his job."

Massa has his feet firmly on the ground in his private life, too.

"I have not won anything yet," he says. "I've won some races, but there's a long way to go. First of all in life you have to be happy in what you do. I love to race, I love what I do.



In '06 an improved Massa ended the season with a memorable win at home

"It's easy for a driver to let his head get down, but Felipe's not done that"

ROB SMEDLEY

"I still have the same friends, I still go to the same places, I'm the same guy.

"You have to target what you want, and I want to win. But you need an open mind and to put it together step by step."

So is he ready to be champion? More people in the paddock are coming round to the view that he is, especially after Hungary, and Räikkönen's often lacklustre runs. But Massa simply flashes his dark smile.

"I think I have the characteristics, but you need to put everything together to be World Champion. If I do that, I can make it. But that is a long way in front of us."

The Motor Sport Business Forum

...the business of global teamwork





> **The Forum is one of the few places where people can freely discuss all aspects of the sport.**
>
> *Nick Fry, CEO, Honda Racing*

> **This Forum is both unique and very desirable from a sponsors point of view.**
>
> *Vijay Mallya, Chairman and Managing Director, Force India F1*

> **The credibility of the Forum is well and truly established.**
>
> *Christian Horner, Team Principal, Red Bull Racing*

The Motor Sport Business Forum is the world's leading business event for the global motor sport industry. There is no better return on investment for industry professionals and no better place to make new contacts, shape new business AND get the inside-track on the future of the motor sport industry.

Wherever you are in the world, if you're in the business of motor sport you NEED to be at these events. For full details contact Simon Berger on 00351 919172287

MOTOR SPORT™ BUSINESS FORUM
10-11 DECEMBER 2008 | MONACO

MOTOR SPORT™ BUSINESS FORUM ASIA PACIFIC
31 MARCH - 1 APRIL 2009

MOTOR SPORT™ BUSINESS FORUM MIDDLE EAST
10-11 NOVEMBER 2009

FOR INFORMATION ABOUT SPONSORSHIP, EXHIBITING OR ATTENDING AS A DELEGATE: www.msbforum.com

One for the pros

Procar involved some stunning BMW M1s and a bunch of F1 drivers who were let loose on the track before a Grand Prix. No wonder they wanted a reunion

BY ADAM COOPER

BMW celebrated the 30th anniversary of the M1 in style by running a pair of demonstration Procar races at the German Grand Prix meeting. Ten of the Group 4 racers, both privately owned and from the company museum, recalled the legendary Formula 1 support series of 1979-'80.

Also gathered was a collection of drivers who took part in the original series, including Niki Lauda, Marc Surer, Christian Danner, Dieter Quester, Helmut Kelleners and Harald Grohs, while former BMW motor sport boss Jochen Neerpasch – the man behind the Procar series – drove the legendary Andy Warhol art car. Current BMW drivers Christian Klien and Jörg Müller also took part.

Neerpasch, with Warhol contemporary Frank Stella sitting alongside him in the passenger seat, was supposed to pace the field for the demonstrations. Alas, at the start of the Saturday morning event he had a clutch problem, so mayhem ensued as everyone else went past and the supposed parade quickly developed into a race. "It was fun because Neerpasch didn't start and I just took off and did my own thing," grinned Lauda. "There was no restriction!"

"I think we made a good show," said Surer. "We didn't really race hard – but it ended up like a race! I went into the lead on the second lap, but it was better for the show if Lauda won, so I backed off on the last lap and let him past again..."

For the Sunday lunchtime run (held just before the Grand Prix) a rolling start avoided any embarrassment, and this time everyone duly followed Neerpasch around. "My co-pilot was so happy," said Jochen. "He said, 'this is one of the great moments in my life'! They think the Warhol car is worth between 20-30 million euros, so it was not easy for me. But I forgot about all of this when I was driving."

The Procar series, which supported European GPs, is fondly remembered for its unique format. Regular drivers fielded by teams such as Osella, TWR, Sauber and Schnitzer were joined at each race by works cars for the top five drivers from Friday F1 practice, although even in those days tyre contract clashes meant that the Ferrari and Renault guys were not allowed to participate. But the list of those who did take part is an extraordinary one, and it includes Mario Andretti, Patrick Depailler, Emerson Fittipaldi, Jean-Pierre Jarier, Alan Jones, Jacques Laffite, Nelson Piquet, Didier Pironi, Alain Prost, Clay Regazzoni, Carlos Reutemann and John Watson. In addition the likes of Lauda, Surer, Hans Stuck, Bruno Giacomelli, Arturo Merzario, Eddie Cheever, Jan Lammers and Elio de Angelis appeared in private entries.

The series came about because BMW had nowhere else to race the 3.5-litre machine after the original plan to build it at Lamborghini fell apart. Munich was unable to take up the slack, and could not produce the car fast enough to homologate it. "It was quite complicated because we could only build 200 a year," says Neerpasch. "And before you could race in Group 4, you needed to make 400. So we produced a racing car without the possibility to race, and that's why we thought about Procar."

Bernie Ecclestone agreed that a Formula 1 support series was a good way to go, and his FOCA partner Max Mosley – close to BMW from his March F2 days – agreed to help push the idea along. "The first race was at Zolder," recalls Neerpasch. "And people didn't believe that we could have five F1 drivers in the Saturday race. Max was there with a case of money. I'll never forget this. He was in front of Mario Andretti and he took 1000, 2000, 3000 – I don't know exactly what currency it was – and then finally Mario agreed, and all the others came! After that it was automatic. The F1 drivers liked Procar and they could make money by winning it."

"We drivers had fun," says Lauda, who won the title in 1979. "We were always there, hitting each other, which we couldn't do in F1. And we earned good money."

"It was good racing," says Surer, who was reunited with his ex-BMW Switzerland entry at Hockenheim. "In the first year you could really



Procar provided an outlet for the 3.5-litre M1s, with regular drivers lining up alongside the F1 stars

All images BMW



Warhol art car never actually raced in Procar. Right: Neerpasch (left) and Stella



see an advantage with the factory cars, but by the second year everyone knew how to do it."

Surer knows more than most about the M1. A works F2 and sports car driver when it was being developed, he has owned a road-going version ever since, although his original 100,000kms car had to be replaced a decade ago after someone crashed into it. He has no doubts about the M1's qualities – and its faults. "I did a lot of testing with the road car, but it wasn't handling well," he says. "It was too high, and so on. My own car has a different set-up, and I have a wing that Dave Wass of Arrows made for me. Now you have cars which have 600bhp for the road, but they are all heavy, they don't have the direct steering, they don't have the same feeling. With this car, it's a real driving machine. In modern cars you have all the electronics, and more power, but you never have the same feeling…"



"We were always hitting each other, which we couldn't do in F1"

NIKI LAUDA

The Hockenheim demo run was an eye-opener for Peugeot Le Mans racer Klien, born long after the original series. "I was surprised," he said. "The car is 30 years old, but it had really good handling, it was really well balanced. You had to drive it with the throttle, but what was amazing for those times was the power. You can rev it up to 11,000rpm."

Sadly after Neerpasch left BMW the M1 project was effectively canned, in essence because the company's racing philosophy switched to F1 and turbos. Outside Procar the M1 had limited success in Group 4 guise, while a Group 5 version – which owed little to the original – was also seen. A total of 455 road and racing cars were built between 1978-'81, and the Giugaro-styled M1 remains a stunning machine that does not look out of place today. Indeed, in April BMW unveiled the 'Homage' concept car (left), which may yet form the basis of a revival. "You never know," says Neerpasch, who has contributed to a book about the 30th anniversary. "They are so enthusiastic, maybe sooner or later it will come to production. It's a fantastic design – it's an M1 for nowadays."

Perhaps the lasting legacy of the Procar series is the head start it gave Ron Dennis prior to his takeover of McLaren. His Project 4 team built many of the customer cars on BMW's behalf, and then ran Lauda to the inaugural title. He extended his ties with Marlboro owner Philip Morris, and built a rapport with the Austrian that was to prove invaluable. "I have fond memories of the series because it made us a lot of money and that allowed us to build MP4/1," says Dennis. "We were able to fulfil the objectives of BMW as regards car production. It was very profitable. It created the opportunity to talk about F1 – it was definitely beneficial to be present at Grands Prix at a time when we were trying to find a way in. And the relationship I built with Niki was the catalyst to being able to speak to him about coming back to F1."



The reunion 'demo run' soon turned into a race. Right: inaugural champ Lauda joined in the fun



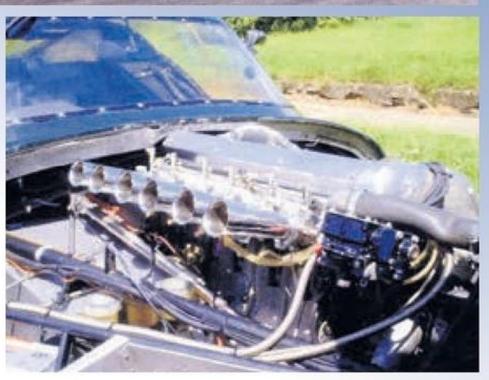
TENDER

IMPORTANT LE MANS CARS

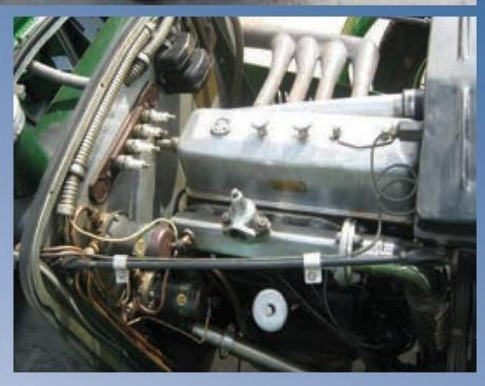












The ex Peter Sargent / Peter Lumsden

1963 Lister Jaguar GT Prototype

The only Lister not to utilise a ladder frame chassis, this unique 'Spaceframe' car was designed in conjunction with Frank Costin. Sold into private hands after the Works' 1959 disbandment, it has the further distinction of being the last Lister to compete at the Le Mans 24 hours. Reconfigured for the 1963 race as a GT Prototype complete with fuel-injected Jaguar 3.8 litre engine, it also ran during the following year's ADAC Nürburgring 1000km. Publicly acknowledged to have existed in its current form since 1963, this milestone Lister is eligible for some of the world's most prestigious historic racing events.

The ex John Ludovic Ford / Maurice Baumer

1931 MG C-Type 'Montlhéry' Midget

Arguably one of the most important pre-WW2 MG racing cars, chassis number CO291 achieved the marque's first ever (and second highest) finish at the Le Mans 24-hours when it took sixth place overall in 1933. Not content with their resounding class win at Le Sarthe, John Ludovic Ford and Maurice Baumer drove the supercharged two-seater to a fine third overall at the Mannin Beg Grand Prix and ran strongly during the Ards Tourist Trophy before being forced into retirement. Repatriated to the UK in 2001 after a period of long-term Antipodean ownership, this historic C-type's most recent outing was at the 2008 Historic Le Mans.

Interested parties should contact **H&H** for a full information pack which includes photographs, history and tender documents.

Tender offers close 30th September 2008

H&H has a proven track record for selling important track and road cars by tender. Contact us now and we'll do the hard work for you.

H&H Sales Limited, Auction Division,
The Motor House, Lyncastle Road,
Appleton, Warrington, Cheshire WA4 4SN

Phone: +44 (0)8458 334455
Fax: +44 (0)8458 334433
Email: info@handh.co.uk

For our full auction details visit:
www.handh.co.uk

RACY LADIES

Proud Sponsors of the VSCC

CHANGE OF DATE
NOW SUNDAY 12TH OCTOBER

AN AUCTION OF FINE COLLECTORS' CARS, MOTORCYCLES, BICYCLES AND AUTOMOBILIA

SUNDAY 12TH OCTOBER
HAYNES INTERNATIONAL MOTOR MUSEUM,
SPARKFORD, SOMERSET


1955 Lancia Aurelia B24 Spider



1955 AC Ace



1937 Aston Martin 15/98 'Short Chassis' Tourer



1937 Frazer Nash-BMW 328 Roadster

With over 350 motorcars and motorcycles on display, the Haynes International Motor Museum is the largest of its kind in Britain. Located at Sparkford just off the main A303 London to Exeter road and less than a two hour drive from the Capital, the museum is also readily accessible via Bristol airport and the Paddington-Penzance railway line.

For further information and entries please call: **08458 334455**

MOTORCARS
Marcus Ross Email: marcus.ross@handh.co.uk
Damian Jones Email: damian.jones@handh.co.uk
Simon Hope Email: simon.hope@handh.co.uk

MOTORCYCLES
George Beale Email: george.beale@handh.co.uk

AUTOMOBILIA
Adam Sykes Email: adam.sykes@handh.co.uk

H&H Sales Limited, Auction Division,
The Motor House, Lyncastle Road,
Appleton, Warrington, Cheshire WA4 4SN

Phone: +44 (0)8458 334455
Fax: +44 (0)8458 334433
Email: info@handh.co.uk

For our full auction details visit:
www.handh.co.uk

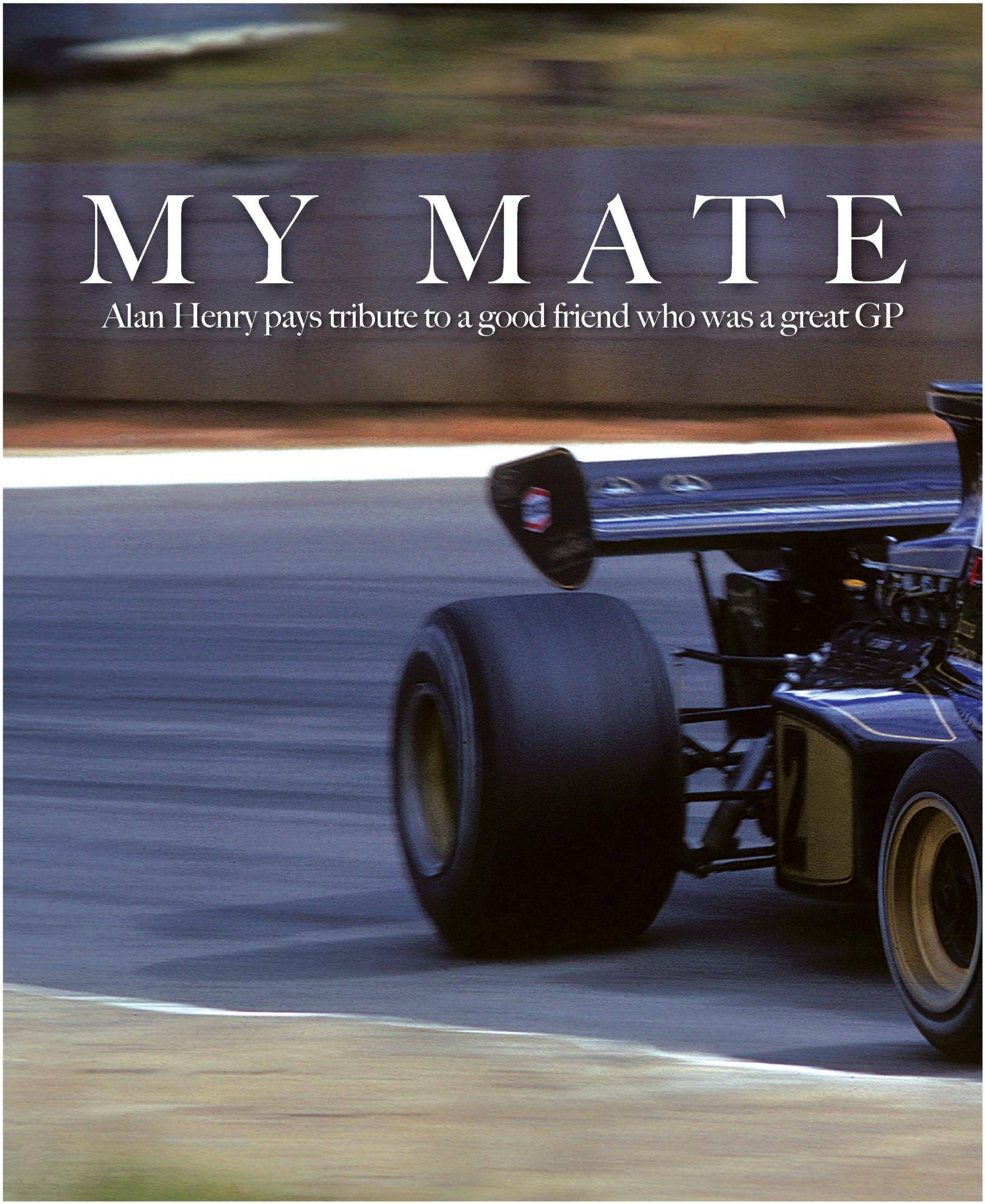
HAYNES INTERNATIONAL MOTOR MUSEUM

ENTRIES NOW INVITED

Proud Sponsors of the VSCC

MY MATE

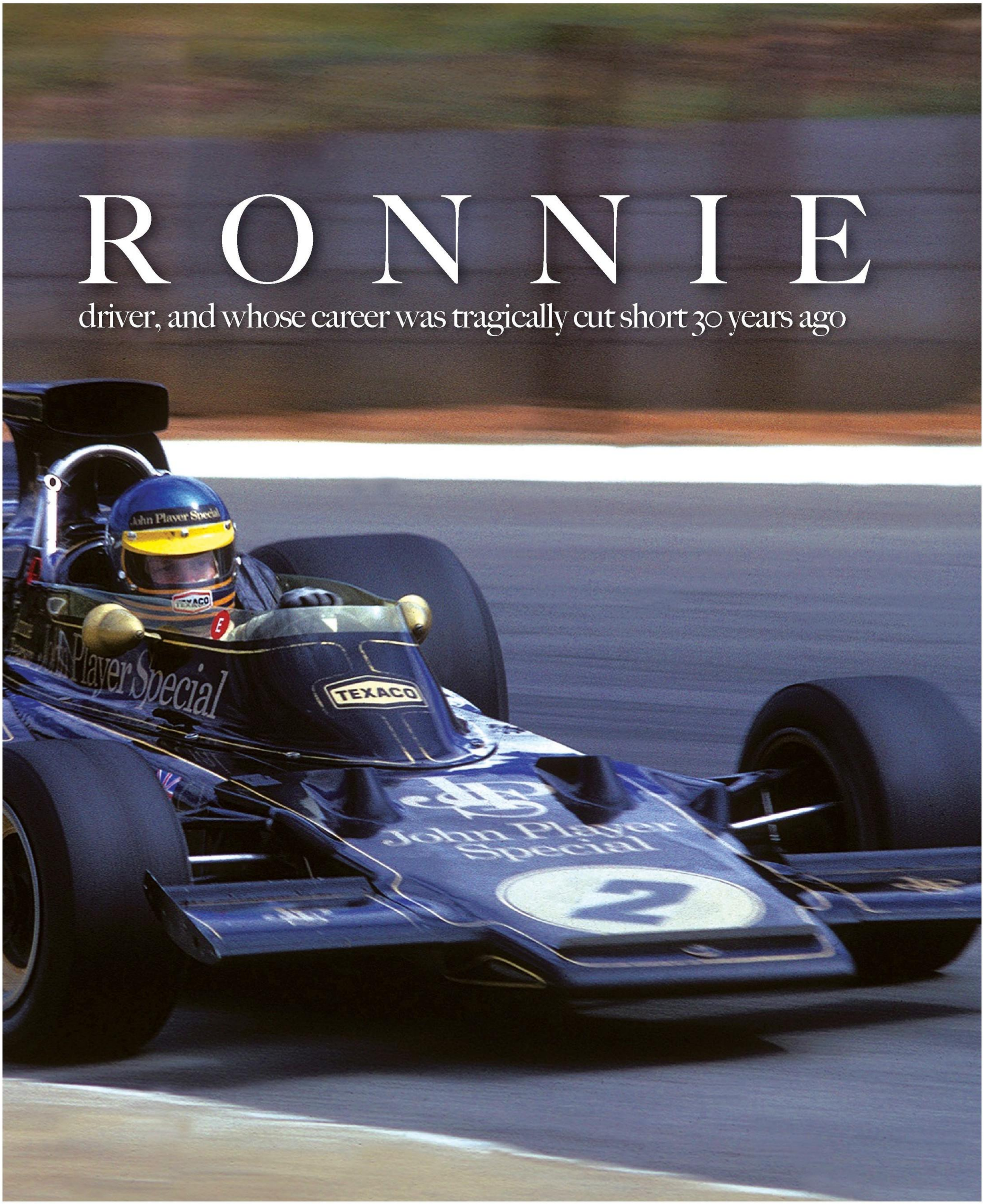
Alan Henry pays tribute to a good friend who was a great GP



\Wri2

RONNIE

driver, and whose career was tragically cut short 30 years ago





Peterson at Monza '78, his final qualifying session. Right: back at Lotus with Chapman, Ronnie was a loyal No2 to Andretti. Previous page: classic Ronnie, drifting 72D at Kyalami in '73

LAT

Many of you, I'm certain, will remember him, head tilted slightly forwards, in the cockpit of that elegant gold pin-striped jet black JPS Lotus 72. Rear tyres chirping audibly as he slammed through Woodcote during practice for the 1973 British Grand Prix. Or perhaps skimming the barriers in the blood red STP March 711 on his way to second place behind Jackie Stewart in the 1971 Monaco Grand Prix. Or winning at Monza '76 with the March 761, slightly against the odds, perhaps, but a great victory nonetheless.

The expression 'going for it' could have been coined for Ronnie Peterson, but for me the most vivid memories of this motor sporting giant are rooted in the rough-and-tumble of early 1970s Formula 2, that split-second cauldron of frenzied competition.

Ironically Max Mosley was the man who indirectly gave Ronnie Peterson the crucial final leg-up – and stop tittering at the back, if you don't mind – which guaranteed that 'SuperSwede' would be in a position to vault straight into Formula 1 at the start of the 1970 season. No, I'm not talking about Mosley in his role as a director of March Engineering – although that would later be a crucial component in the Peterson story – but Max the failed future World Champion.

The occasion was the Albi F2 international in south west France in early September, 1969. Winkelmann Racing – then the McLaren of the '60s second division, if you like – fielded a third car for Peterson. It was the Lotus 59 previously driven by Mosley – as modestly paced a racing driver as he was brilliant as a barrister – which had lain vacant since its driver retired from racing following a spill at the Nürburgring earlier in the year.

Ronnie finished fifth, but it was his performance in practice which really marked him out as something special in the eyes of Winkelmann team manager Alan Rees. "I simply couldn't believe it," he told me. "Ronnie happened to go out of the pits during a rain shower in practice and came up onto the tail of Jackie Stewart's Matra and kept up with him for five laps on a soaking track.

"You could see Stewart glancing in his mirrors, trying to work out who was chasing him. He could see it was one of our Lotuses, but it wasn't Graham Hill or Jochen Rindt driving it. That's a real test of a driver, the wet, and Stewart had to come into the pits to get rid of him. I was 100 per cent sure that Ronnie would win Grands Prix on the strength of those five laps. It wasn't speculation, it was obvious."

Thus were laid the foundations of a career which would last for 123 Grands Prix across nine seasons, yielding 10 wins, 14 pole positions and runner-up status in the World Championship on two occasions. More significantly, Ronnie left a special legacy in that he was one of the very few drivers about whom I never heard a catty or vindictive remark. Even those who wanted to be annoyed with him found their resolve melting in the face of his sheepish, self-deprecating – and often guilty – grin.

I still find it hard to believe that 30 years have passed since that horrifying startline shunt at Monza left this fine man with legs so badly shattered that, within hours, a bone marrow embolism escaped into his bloodstream and killed him. It will come as no surprise, I'm sure, that I can still remember the precise place in the paddock where I last chatted with him.

"Morning, Albatross," he said cheerfully. He'd called me that ever since the March F2 lads had introduced him and Niki Lauda to the zany, off-beat humour of *Monty Python's Flying Circus* during his European Trophy-winning '71 season. Looking back, quite how we explained to a baker's boy from rural Sweden and a well-heeled banker's son from Vienna precisely why shouting "Stormy Petrel on a stick" seemed so uproariously amusing is lost in the mists of time. But both Ronnie and Niki joined in and laughed politely. They must have thought we were barking.

I had first met Ronnie on a bright, breezy and very cold day at Silverstone. It was late January 1970. It was the launch of the March 701 and there was a media scrum the like of which you've rarely seen, even in today's high profile world of intensely televised international sport. From one pit reigning World Champion Jackie Stewart, wearing an unusual tinted visor helicopter pilot's helmet, was having his first run in the Tyrrell team's dark blue 701. Further along, Chris Amon was getting to grips with the power and punch of a Cosworth DFV for the first time in his career, having turned his back on the Ferrari team the previous year after three largely fruitless seasons.

At the epicentre of all this activity were March directors Max Mosley and Robin Herd, both masters of the polished sales spiel, who spent their day 'bigging up' this latest commercial venture in their own uniquely compelling style.

Mingling in this crowd of racing personalities was a tall and curiously youthful-looking

"I was 100 per cent sure that Ronnie would win Grands Prix. It was obvious"

ALAN REES



LAT

Yes

I WOULD LIKE TO ORDER THE MOTOR SPORT DIGITAL ARCHIVE COLLECTION

1950 to 1959 *(120 ISSUES)*
..... NUMBER OF COPIES @ £39.99

1960 to 1969 *(120 ISSUES)*
..... NUMBER OF COPIES @ £39.99

1970 to 1979 *(120 ISSUES)*
..... NUMBER OF COPIES @ £39.99

1980 to 1989 *(120 ISSUES)*
..... NUMBER OF COPIES @ £39.99
US and Canada $79.99 per copy

1957 ..... NUMBER OF COPIES @ £14.99
1967 ..... NUMBER OF COPIES @ £14.99
1976 ..... NUMBER OF COPIES @ £14.99
1986 ..... NUMBER OF COPIES @ £14.99
US and Canada $29.99 per copy

Prices include VAT, post and packing.

TOTAL £ .....

NAME .....

ADDRESS .....

.....

.....

POSTCODE .....

COUNTRY .....

☐ I ENCLOSE A CHEQUE MADE PAYABLE TO MOTOR SPORT FOR .....

PLEASE CHARGE MY CREDIT CARD:
☐ VISA ☐ MASTERCARD ☐ AMEX

CARD NUMBER:
☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

EXPIRY DATE: .....

Post to: Motor Sport Digital Archive Collection, 38 Chelsea Wharf, 15 Lots Road, London SW10 0QJ

M810

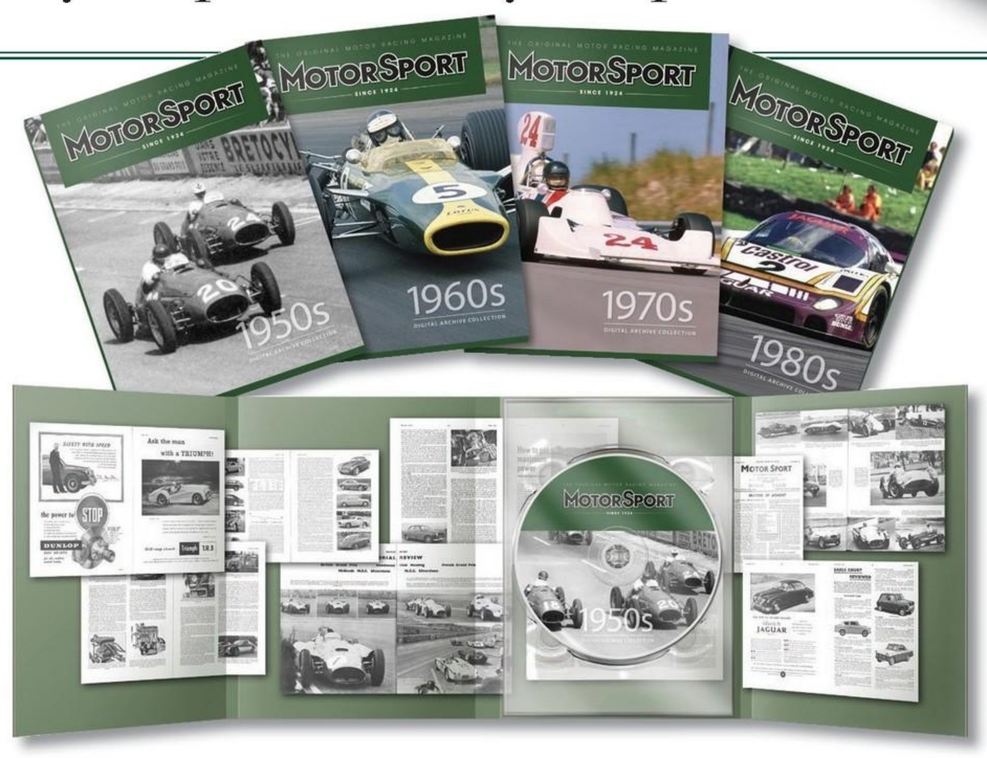
The Golden Age of Motor Sport

History at your fingertips

THE MOTOR SPORT DIGITAL ARCHIVE COLLECTION

NEW FOR THE FIRST TIME!

- Special search facility
- View every page issue by issue
- Zoom and print your own pages
- Easy to operate on any computer



Reliving the golden age of *Motor Sport* has never been easier. *Motor Sport* is legendary for the great writing of Denis Jenkinson and Bill Boddy, and you can now revisit their work again. Whether you are researching the history of a car or driver or just reminiscing about the good old days, the *Motor Sport* Digital Archive is for you – an easy to use, comprehensive collation of every page, every race report, every advertisement published in *Motor Sport*.

To start with, we are releasing discs covering four decades – the 1950s, '60s, '70s and '80s.

Each computer disc includes digital images of every page as it originally appeared, including colour where used. Navigate using the simple search facility, zoom in to read and print any page you like.

Alternatively, choose a disc celebrating single years especially momentous in racing history (see right).

Each decade is available at £39.99 and selected years at £14.99. Prices include VAT, postage and packing. Enquiries: phone 020 7349 8484.

SINGLE YEAR MOTOR SPORT DIGITAL ARCHIVE

Specially selected discs are also available at £14.99 each. These years celebrate significant moments in British motor sport.

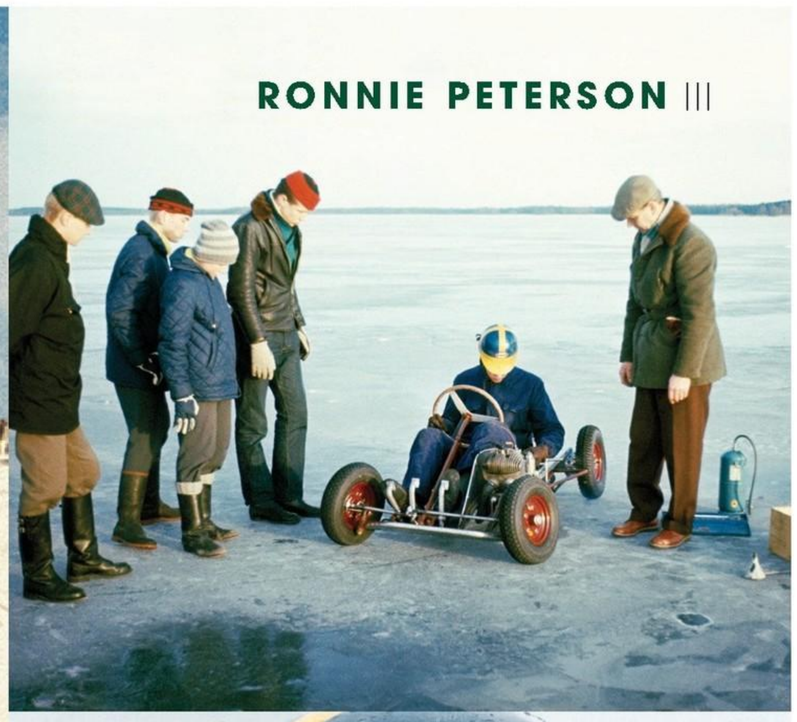
The first championship GP win for a British car in **1957**, the debut of the ground-breaking Ford Cosworth DFV in **1967**, James Hunt's World Championship year in **1976** and possibly the best ever F1 season in **1986**.

Each disc contains 12 issues of *Motor Sport* for that year and is packaged in a card sleeve. Other years will be available soon.

TO ORDER ONLINE: **www.motorsportmagazine.co.uk**
BY PHONE: **+44 (0)20 7349 8484**



Peterson began karting as a teenager, winning Swedish titles in 1963 and '64 and finishing third in the world class A series in '66





Ronnie Peterson Museum

blond Swede wearing an ankle-length fur coat complete with an astrakhan collar. Both his wrists bore horrifying scarlet burns, the legacy of a frightening accident at the wheel of the prototype F3 March 693 the previous year at the Montlhéry circuit near Paris. He looked much younger than his 27 years.

Outwardly he was a mild-mannered fellow who projected a cautiously unruffled charm. But when the visor on the front of that helmet snapped down, Peterson was transformed into a dazzlingly spectacular automotive acrobat.

The cut-and-thrust of Formula 3 would deliver the defining moment of Ronnie's emergent career. Now equipped with one of the legendary, short wheelbase, kart-derived Tecno F3 cars, he journeyed to Monaco in 1969 to compete in the prestigious Grand Prix support race. Added piquancy was given to the battle by the fact that Ronnie would be going head-to-head with his arch-rival Reine Wisell, who was driving the works Chevron. Ronnie came home the clear winner.

Throughout his three-year F1 contract with the March team, Mosley was impressed with his loyalty. "He was the only driver I ever met who appreciated just what a risk we were taking offering him a three-year contract," he confessed to me. "We paid him £2000 in 1970, £5000 in 1971 and £10,000 in 1972. He was totally loyal and would never have dreamed of breaking that commitment."

Yet when that March contract expired, the lure of Lotus proved irresistible. Highly motivated, Ronnie could see that a very real possibility of challenging for the World Championship was now beckoning. Even though moving to Lotus was calculated to put sitting tenant Emerson Fittipaldi's nose out of joint – he was the reigning title holder, after all – Ronnie grabbed the chance.

Fittipaldi won three races in 1973, Peterson four. But the two Lotus pace-setters spent much of the year inevitably taking points off each other. It allowed Jackie Stewart to dodge through to win his third championship, although the possibility of Fittipaldi retaining his crown remained on the cards right up to the Italian GP at Monza where he shadowed Ronnie for the entire distance, waiting for him to relinquish the lead as his own title bid was now over.

> "My relationship with Ronnie was fine; it wasn't the same with Colin"
>
> EMERSON FITTIPALDI

It says much for Peterson's endearing character and infectious good nature that Fittipaldi attached no blame to Ronnie for his failure to concede the race: "My relationship with Ronnie remained absolutely fine, but it was never quite the same with Colin [Chapman] and, after that, I think it became clear to me that I would have to leave Lotus at the end of the season."

Yet like so many great drivers, it is not simply the races he won which stand out in the memory. Watching at the Nürburgring in '74, you could see that Ronnie still had the spark as he threw himself into a four-way fight with Jacky Ickx in the other Lotus, Mike Hailwood's McLaren and local hero Jochen Mass. After 11 laps Mass's superb drive in front of his home crowd came to an end when the engine in his Surtees TS16 suddenly failed. That left the two Lotus drivers fighting it out with Mike the Bike and I recall at the time thinking the whole thing seemed luridly precarious…

Disastrously, Mike's McLaren landed slightly askew after leaping over the crest at Pflanzgarten. It speared right into the guard rail with a ferocious impact which left Hailwood with a badly broken ankle and out of racing for the rest of the season. In fact, Mike the Bike never raced again on four wheels through to his untimely death in 1981.

This led to suggestions – admittedly only from the sport's wilder fringe – that Ronnie had been driving erratically in the heat of their battle, and that Mike's injuries were somehow the by-product of the Swede's recklessness.

When I mentioned this to Hailwood he sprang to Ronnie's defence. "No, not at all," he told me years after the accident. "I just can't imagine that anybody could say such a terrible thing about that lovely guy. There was absolutely no way that Ronnie drove improperly. He never put a wheel wrong that I could remember." Mike may have nicknamed him 'Mad Ronald' but I always got the impression that Hailwood, another real gentleman in every sense of the word, loved him like a brother.

Tim Schenken, who drove with Ronnie in the Ferrari sports car team throughout 1972, echoes Hailwood's sentiments more than half a lifetime later. One of the handful of surviving 'old guard' from Peterson's early days in F3 and F2, the genial Australian remembers his old friend with genuine pleasure and affection.



Ronnie went one better in F2, claiming the 1971 European Trophy

LAT

"Ronnie never changed from our F3 days to when he died"

TIM SCHENKEN

"Ronnie was a lovely guy who never changed from the moment I met him during our F3 days through to the time he died, by which time he was a world title contender," recalls Schenken, now clerk of the course for the Australian GP in Melbourne.

Still as fit and trim as he was when he partnered Peterson at Ferrari 36 years ago, Schenken confesses that just talking about Ronnie brings a lump to his throat. "I must be getting old and sentimental, but Ronnie was totally uncomplicated with a really gentle side to his character.

"I first met him at Brands Hatch when we were racing in F3 in 1969. I used to guard all the details of my car's technical set-up really closely, particularly the gear ratios, but when Ronnie innocently inquired 'can you help me with the gear ratios?' all my rules went out the window and I gave him all the help he needed."

In 1971 his star quality was brilliantly underscored by his victory in the European F2 Trophy series. His sheer speed at the wheel of the March 712M was almost baffling to behold. There were several such cars contesting the championship, but Ronnie wrapped his around his little finger like a kart. It literally danced around the circuits of Europe, carrying its intrepid young driver to his greatest success as an aspiring star.

All of us in the close-knit F2 community regarded Ronnie as being let out of our sight on licence on alternate Sundays to compete in GPs. He was *ours* and we didn't like sharing him with the snooty F1 brigade. And Ronnie seemed to understand that, even identify with it. He and his long-time girlfriend Barboro Edvardsson were our pitlane royalty and we jealously guarded our friendships with them both.

Clearly by now he was ready to win Grands Prix, but not until he switched to Lotus in 1973 would he be in the right place at the right time.

Determined to prove he was still a World Championship contender, Ronnie gambled on rejoining Colin Chapman's team in 1978 – but accepting number two status to Mario Andretti, freely acknowledging that the American's great talent at test and development work had been responsible for making the new ground-effect Lotus 79 into the race-winning tool it was developed into.

It didn't take long for the old Peterson to re-emerge; fast, focused and fitter than he had been before in his career. He was honourable enough to abide by his agreement to defer to Andretti, but by the same token he would make Mario work as hard as he could for every ounce of his well-deserved success.

Then came Monza and the brutal severing of the story line for thousands of F1 fans across the world. And for the writer, the end of a warm friendship with a man who, it always struck me, radiated genuine iconic status. Has there been anybody else like him? Perhaps. Two decades later, as I watched Mika Häkkinen really getting stuck in on a good day with his McLaren, I was aware of a certain familiarity resonating across the years. And in my mind's eye I was back at Vallelunga, Brands Hatch or Mantorp Park.

Watching a yellow March F2 car, driven by my great hero, flying on the wings of the wind. Making the impossible seem possible again. Ⓜ

Next month: don't miss our tribute to another great Swede, Gunnar Nilsson, written by his friend and former racing journalist Chris Witty



LAT

COMMENT

DSJ ON...

A classic drive through the field by a 'very determined' Peterson

The South African GP was a remarkable race, with five different drivers leading in turn and the winner leading for the last half a lap. Even more remarkable was the fact that Peterson won the race from the sixth row of the grid; the whole affair a classic example of how unpredictable F1 can be and a good indication that a driver should never give up hope. Peterson's performance was exemplary. He lost most of the first day of practice doing development driving with the Lotus-Getrag gearbox, and on the second day the wind and track were against him so that though he made a good time it did not compare with the first day's times. This was why he was back in row six on the grid.

In the race he found his Lotus was lacking in top speed compared to the Williams, the Ligier, the Ferraris and the Renault, but it was handling beautifully round the corners. So what he made up on the bends the others pulled back on the straight, which is why he took so long to break away from the midfield bunch. On that final exciting lap he used the Lotus's handling to the full in his chase of Depailler's Tyrrell, and was happy to take corners on the wrong line and 'sit-it-out' with the Tyrrell. As the two cars went into the right-hand Sunset bend side by side, Hector Rebaque's Lotus 78 was ahead and it seemed he was going to be in the way, but Peterson never caught the private Lotus. This was not because the Mexican pulled out a phenomenally fast lap, but because Peterson and Depailler were going relatively slowly in their wheel-to-wheel dice. It was exciting stuff to watch, but it was being done at the pace of the slowest cars. This does not detract from Peterson's performance – it was heroic stuff and I wouldn't have missed it for anything. Afterwards Depailler said: "Ronnie was very determined..."

It had been a memorable race and one that few people will forget in a hurry, with anguish and heartbreak for an incredible number of drivers, but the closing laps were 'vintage' Ronnie Peterson; something we have been lacking for too long. *April 1978*

HiQ

MSA BRITISH TOURING CAR CHAMPIONSHIP

FINAL ROUND!
BRANDS HATCH
SUN 21 SEPT

SAVE £6 – BOOK ONLINE NOW*

Raceday (online) ■ Sun 21 Sept*	£22
Raceday (gate) ■ Sun 21 Sept	£28
Weekend (online) ■ 20/21 Sept*	£27
Camping (online) ■ 20/21 Sept*	£15
Children 12 & under	FREE

0870 950 9000
www.brandshatch.co.uk

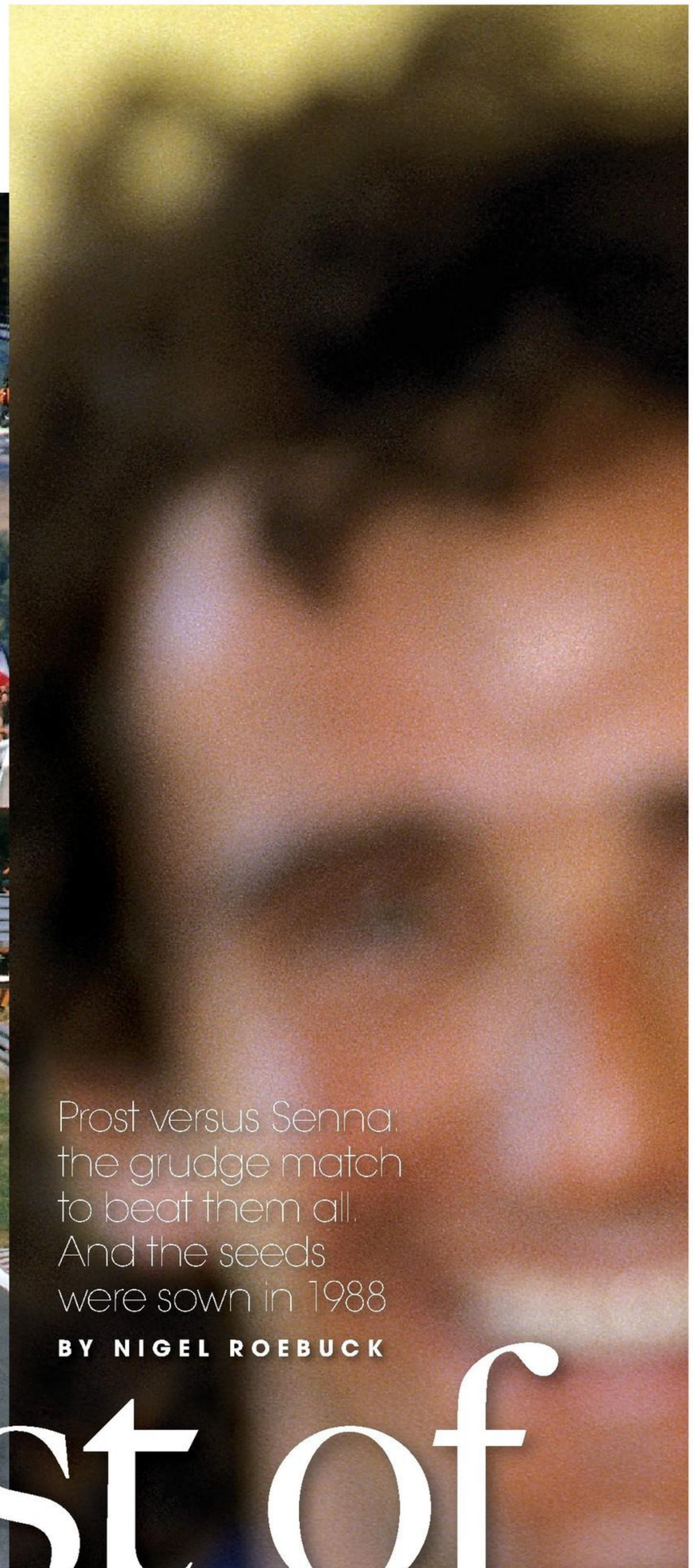
* Advance tickets available until midday Wednesday 17 Sept. Postage fee applies.

HiQ MSA BRITISH TOURING CAR CHAMPIONSHIP

50 YEARS BTCC

BrandsHatch





Prost versus Senna: the grudge match to beat them all. And the seeds were sown in 1988

BY NIGEL ROEBUCK

The best of

If 'charisma' is an overused word in today's world, so also is 'feud'. As a shuddering glance at any soap or reality TV show will confirm, there is apparently a thirst for controversy and dissension which can barely be slaked, and in sport, too, we appear to thrive on it. Any show of irritation is hyped up, and we are fed an endless diet of rubbishy slogans like, 'This time it's personal'.

It's amusing to hear folk speak darkly of a 'feud' whenever a couple of racing drivers have words. They said it of Michael Schumacher and Damon Hill, of Lewis Hamilton and Fernando Alonso. Anyone who was around in the era of Alain Prost and Ayrton Senna knows a *real* feud when they see it. They saw the beginnings of it 20 years ago, in that unforgettable season of 1988.

If we expected that McLaren-Honda would dominate, the only imponderable was the relationship between the drivers. Senna was coming from Lotus, which he'd made *his* team, and where he had grown accustomed to getting his own way. He'd done it with a blend of natural arrogance, intensity and sheer will, and now he was venturing into someone else's domain. McLaren had long revolved around Prost.

So here we had the two best drivers in the world as team-mates, and at this level egos bruised like peaches, and persecution complexes were apt to ferment. Would Ron Dennis be able to maintain equilibrium? From the outset Ron said there would be no team orders: he had that much faith in his drivers.

Well, sure. But hadn't Frank said something similar when Piquet joined Mansell at Williams? And look how well that turned out...

It said much for Prost's *sang froid* that he raised no objection when Dennis declared his intention to sign Senna. "When we went to Japan, to meet the Honda people, I said Ron should take Ayrton, rather than Piquet, because he was the more talented driver, and I wouldn't have minded if I was champion or not. I'm telling the truth. For me the team came first.

"The problem was I never had the relationship with Honda that Senna did. They came to McLaren at the same time, but Ayrton had

LAT



enemies

already established a rapport with Honda during his Lotus days."

Senna did indeed have an almost mystical relationship with Honda, and only rarely, during their two seasons as team-mates, did Prost feel he got a fair shake from the company.

Still, it said much for Alain's self-confidence that he entertained no fears of comparison with the man widely regarded as the fastest of all. If anything niggled him, it was perhaps the thought that going racing with Senna – after working with Niki Lauda, Keke Rosberg and Stefan Johansson – might not be a barrel of laughs.

No-one expected Ayrton to arrive at McLaren with a bunch of shrinking violets, and he didn't. 'Banco Nacional', his personal sponsor, was plastered across his supposedly virginal McLaren overalls. For years company policy had been for the drivers' generous retainers in part to compensate them for the loss of personal sponsorship: overalls were to bear the logos only of the team's sponsors, and that rule remains.

Not for Ayrton, though. Dennis relented, and that, Prost admitted, infuriated him. For years he had been turning personal sponsors away.

There never was much doubt that McLaren would clean up in 1988. We might have guessed from the way the team went about preparing for the season, and after testing we knew. Some, though, still questioned that a turbo would be the thing to have in this final year of its eligibility: boost was down from 4 bar to 2.5 (horsepower from, say, 1000 to 670), and fuel from 195 to 150 litres. The non-turbo brigade, by contrast, was not restricted on fuel, and, with a minimum weight of 500, were allowed to run 40 kilos lighter than the turbos. This 'transition year', the FIA had intended, would favour the 'atmospherics'. It didn't work out that way.

The big question was how Dennis would cope with two drivers of such ability and ambition. Was Frank Williams right in his belief that, 'You can't put two bulls in one field'?

"Alain and Ayrton will fight like hell," said Piquet, "and they'll have a difficult year, just as I did with Mansell in '86 and '87. They might win the championship, but they'll develop all year, and then they'll divide..."

DPPI

THE ORIGINAL MOTOR RACING MAGAZINE
MOTOR SPORT
SINCE 1924

SPECIAL SUBSCRIPTION OFFER

FREE DIGITAL ARCHIVE

Subscribe to *Motor Sport* this month and we'll send you a free gift worth up to £39.99. Choose a disc from our new digital archive to revisit *Motor Sport* issues from the past, while enjoying the exciting new-look magazine of today.

OFFER 1

24 ISSUES FOR £84

(USUALLY £132)

PLUS CHOOSE YOUR FREE DECADE ARCHIVE CD WORTH £39.99

Each disc contains every page of every issue. Choose your favourite decade, from the 1950s, '60s, '70s or '80s. Simple to use, with a quick and easy search facility.





OFFER 2

12 ISSUES FOR £46

(USUALLY £66)

PLUS CHOOSE YOUR FREE SINGLE YEAR ARCHIVE CD WORTH £14.99

Subscribe for one year and receive a disc containing every page of every issue from either 1957, 1967, 1976 or 1986.

	UK	REST OF THE WORLD	USA
2 years (24 issues)	£84 **SAVE £48** *(usually £132)* PLUS FREE GIFT worth £39.99	£120 **SAVE £48** *(usually £168)* PLUS FREE GIFT worth £39.99	$150 **SAVE $90** *(usually $240)* PLUS FREE GIFT worth £39.99
1 year (12 issues)	£46 **SAVE £20** *(usually £66)* PLUS FREE GIFT worth £14.99	£64 **SAVE £20** *(usually £84)* PLUS FREE GIFT worth £14.99	$75 **SAVE $45** *(usually $120)* PLUS FREE GIFT worth £14.99

By phone: UK 01858 438764 (QUOTING U810)
USA: Toll-free 1-888-321-6378 (QUOTING T098) REST OF THE WORLD: +44 1858 438764 (QUOTING U810)
Online: www.motorsportmagazine.co.uk/U810

During pre-season testing at Rio Prost, not impressed with Senna's attempts at autocracy, decided to have some fun. They were sharing a car, and the plan was for Alain to run through the afternoon, then turn the car over to Ayrton, who would 'go for a time' on new tyres.

In came Prost, and on went the tyres. Senna stood by, but his team-mate stayed put. Only after noting Ayrton's agitation, hearing him say, "It's not fair!" (a complaint etched in the minds of all who had known him in F3), did Alain, shaking with laughter, alight.

At first, therefore, the relationship between the two men was a little wary, with Senna feeling his way, and coming to recognise that at McLaren they liked Prost not only for the number of races he had won for them: they also *liked* him.

In the opening race at Rio it was first blood to Prost, who led all the way after Senna, having switched cars after suffering a gearshift problem on the parade laps, was disqualified. At Imola, though, Ayrton won his first race in a McLaren-Honda, with his team-mate a couple of seconds behind – and everyone else lapped.

The pair of them had qualified *three seconds* faster than the Lotus – also with Honda turbo power – of Piquet.

On to Monaco, and in qualifying Senna was staggering, a second and a half faster than Prost – who was himself more than a second up on anyone else. Ayrton later admitted that the experience had deeply unsettled him.

"In the last session I was already on pole, but I kept going faster. First I was just on pole, then by half a second, then one second, and still I kept going. Suddenly, I was nearly two seconds faster than anybody else – and I realised I was no longer driving the car consciously.

"I was driving by instinct, only I was in a different dimension. It was like the whole circuit in a tunnel, and I was just going and going – way over the limit, but still able to find more. Then, something just kicked me. I woke up, and realised I was in a different atmosphere than you normally are. Immediately my reaction was to back off. I drove slowly back to the pits, and I didn't want to go out any more.

"It frightened me because I was well beyond my conscious understanding. It happens rarely, but I keep these experiences alive in me, because it is important for self-preservation…"

Prost, already a three-time winner at Monaco, shrugged in disbelief. On race day, while Senna disappeared into the distance, he got stuck behind Berger's Ferrari, and by the time he was through into second, there were only 24 laps left, and Ayrton was 50 seconds up the road.

No harm in having a little fun, thought Alain, and he proceeded to set a series of fastest laps. Senna couldn't help himself, and responded with a new lap record of his own before finally heeding Dennis's advice that he back off.

It was the undoing of him. Down from his high, Senna lost concentration, and hit the wall at Portier 11 laps from the flag. As Prost went on to victory, Ayrton disappeared to his apartment.

Having committed one of the great 'unforced errors', he was beyond disconsolate. "He made no contact with the team," said McLaren's Jo Ramirez. "We rang and rang his number. *Nothing*! At 9pm the phone was answered by a Brazilian girl, who looked after the apartment, and she kept saying no, he's not here.

"Finally, she admitted he was there. I persuaded her to get him to the phone. Five hours later, he was still crying about it. *That* is how intense the guy was, how much it meant…"

Prost, meantime, was annoyed with his ⋙



DPPI

boss. "At the evening gala I made a small speech, and thought I was very nice about Ayrton, but there was only so far I could go. Then Ron came up to speak… and he was stupid, but sometimes that's Ron. Inside he is a sensitive man, but he wanted to help Ayrton – too much. He went on about how fantastic Ayrton was, and for sure he had a problem with the car because he couldn't have crashed as the result of a mistake, and things like that. It wasn't necessary. What I had said was enough – that Ayrton had pole, that it was his race, but it was part of the game. But Ron had to go further. He made me feel like nothing…"



LAT

At the end of May, in Mexico City, Prost beat Senna fair and square, and now had a convincing championship lead, 33 points to 15, but in Montréal it was Ayrton's turn to head the McLaren-Honda 1-2, and a week later he did it again. Now it was 45 to 33.

"Everyone keeps asking me," said Dennis, "who's going to win the title – Alain or Ayrton? Well, it's your best 11 scores, and the way things are going, second places are of no use to either of them. The guy who wins the title will be the one who gets nearest to 11 wins..."

Dennis was on the mark, but Prost was wide of it when he said, "It could be boring for the spectators, and I'm sorry for that – but McLaren cannot be less competitive, just to make people happy! We're trying to win the championship. The others must catch up…"

How could it have been boring when the two best drivers were going at it weekend after weekend? This was no Schumacher era.

At Paul Ricard Prost beat Senna, and in most untypical style, aggressively chopping past after boxing Ayrton in behind a backmarker. It was the kind of move Senna had believed patented to him, and it made him think.

A week later, in appalling conditions at Silverstone, he won consummately – and this time Prost did not score, for he judged the lack of visibility unacceptable, and withdrew before half-distance. "It was my decision," he said, "and either you respect it or you don't…"

At Hockenheim Senna and Prost were 1-2 yet again, and now Ayrton was three points behind, and in a cheery frame of mind. "My relationship with Alain is good – better than earlier in the year. It gets better as we get to know each other technically, professionally and personally. We've developed a high level of mutual respect."

It was Senna-Prost at the Hungaroring, with half a second between them – and again at Spa. Now Ayrton led by three points, and Alain was moved to say, "Realistically, the championship is over. I congratulate Ayrton – he's been the best driver, and he deserves it". Psychology at work here? We wondered.

Monza was McLaren's one dud of the season, for Prost retired with engine failure, and Senna, low on fuel and being hauled in by Berger's Ferrari, impatiently tried to lap Jean-Louis Schlesser's Williams at the first chicane, tripping over it in the process.

> "Ron wanted to help Ayrton – too much. He made me feel like nothing…"
>
> ALAIN PROST

Now there were four races to go – and the complexion of the championship began to change. In Portugal Prost annihilated Senna in qualifying, and although Ayrton led at the start, Alain had him lined up as they came down the pit straight at the end of lap one.

It is an indication of how ethics in motor racing have changed that we were so shocked by what happened next. As Prost began to draw alongside, Senna swerved towards him. By now Alain was committed to the move, and couldn't lift, but so close to the pitwall was he obliged to go that Ian Phillips, holding out a board to third-place man Ivan Capelli, had to pull it back.

Prost went on to win easily, with Senna a distant sixth. Afterwards Alain made clear his displeasure at Ayrton's move – in those days virtually unknown, traditionally regarded as unsporting and unacceptable. "If we had touched – with the entire pack behind us – it would have been like a plane crash. I knew how much Senna wanted to be champion, but I hadn't realised he was prepared to die for it. If he wants it that badly, he can have it…"

A year on, by which time their relationship had become venomously unravelled, we were inclined to trace its beginnings back to that day.

For now, though, there was still the 1988 title to be resolved, and in Jerez there was more of the same: Prost led from start to finish; Senna, concerned about his fuel level, was fourth. Only the Japanese and Australian races remained, and Prost led on points, 84 to 79.

"Senna may clinch it at Suzuka," said Eddie Cheever, "but if it goes to Adelaide, I'll give you a hundred to one on Prost..."

In Japan Senna took pole, but almost stalled at the start. By the end of lap one he was eighth, while Prost sprinted away, and although he climbed to second, it seemed unlikely he would catch the other McLaren.

Then Prost began to experience gearshift problems, and the gap came down, this accelerated by the arrival of rain, always manna for Ayrton. Shortly after half-distance he took the lead, and held on to win by seven seconds.

It was Senna's eighth win, and it made him World Champion on the 'best 11 scores rule'. He was ahead of Prost, 87 to 84. With a three-point advantage – the difference between first and second – and only Adelaide to come, he couldn't be beaten. In defeat Alain was magnanimous: "Ayrton has achieved his ambition, and I congratulate him – he deserves it."

In Australia Prost was not to be beaten, and finished more than half a minute ahead of Senna. "OK," said Ramirez, "everyone knew a McLaren was going to win – but which one? I don't think we made it boring. These were the two best drivers, battling in the same cars. And the fact that, out of 16 races, one won eight, and the other seven, shows how even they were.

"Of course, if the championship had been the way it is now, Alain would've won – by 105 points to 94. He had seven wins and seven seconds, to Ayrton's eight wins and three seconds…"

"In my mind," said Jackie Stewart at season's end, "Senna is the fastest driver in the world. But Prost is still the more complete of the two."

"I wanted Alain to win – and I'm sure Ayrton knew that, too," said Ramirez. "Often I'd say to him, 'You're the new guy, the young guy, you're going to race longer than Alain, you've got time…' If Alain had been champion in '88, it would've been better for their relationship – I don't think it would have been destroyed so soon. In '89, of course, it became civil war…"





ME.

THIS IS SEIKO SPORTURA.

THE CHOICE OF JENSON BUTTON. ALARM CHRONOGRAPH. OIL-RESISTANT URETHANE STRAP AND ANTI-REFLECTIVE SAPPHIRE CRYSTAL. DESIGNED SPECIFICALLY FOR THE HONDA RACING F1 TEAM.

IS IT YOU?

F1 Honda Racing Team
WATCH PARTNER



"Ferrari have trusted us and we intend to deliver"

With the prancing horse saddled up in support, A1GP is ready to enter its fourth season with its sights set firmly on long-term success

BY ROB WIDDOWS

The launch of a new racing car comes in many manifestations. Some are revealed with loud music, bright lights, smoke and mirrors. Others appear from under a cloth, like a rabbit from a hat. A few are rolled out, fired up and driven round an empty race track.

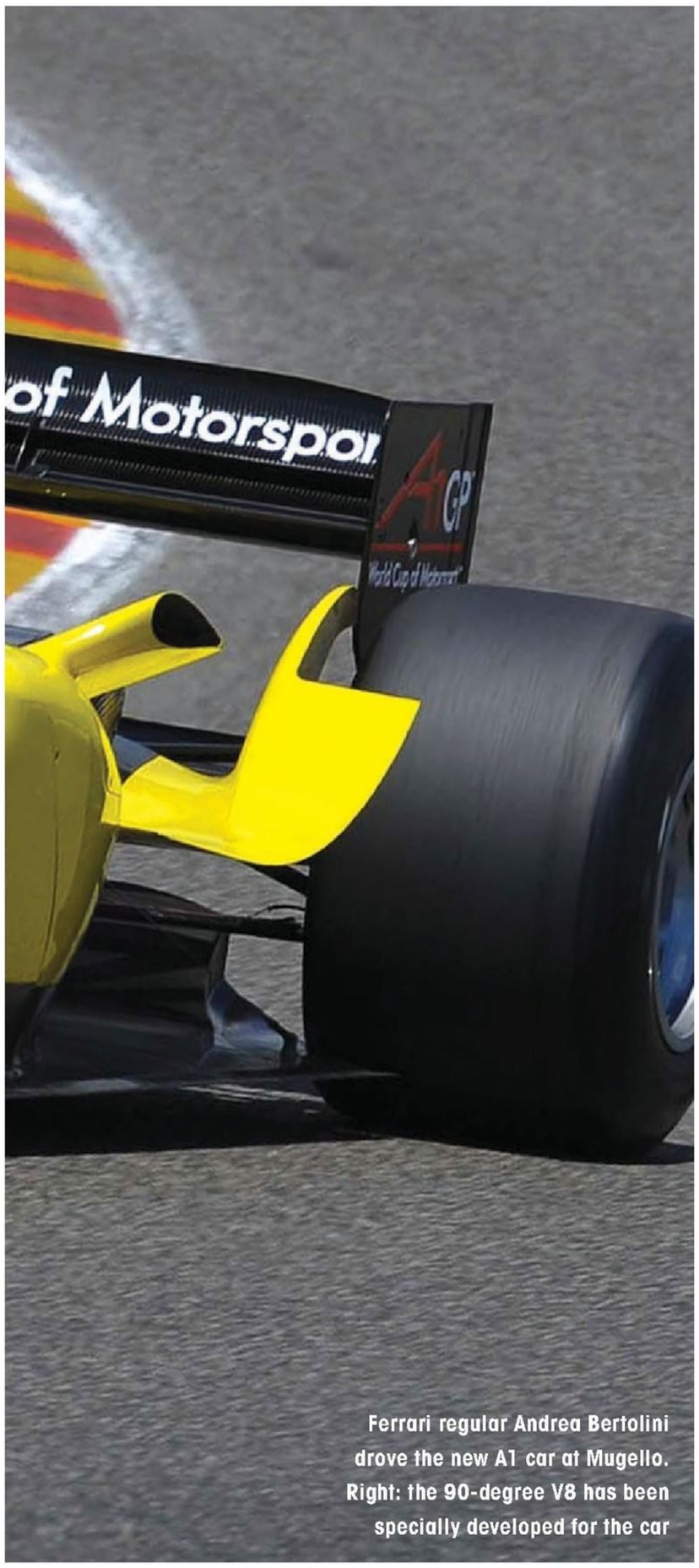
A1GP chose the latter. After all, the new powered-by-Ferrari chassis had already completed several thousand kilometres of testing and the prancing horse had, as it were, already bolted. As with all things A1GP, it was done with style. The Italian connections made the owned-by-Ferrari Mugello circuit a natural location for the launch.

And so it was that we gathered in the sunshine of Tuscany to see the car upon which A1GP is pinning its hopes. And it was by no means a disappointment. The Scuderia sent one of its top men down from Maranello, engineers in red shirts tended the engine and Piercarlo Ghinzani revealed Team Italy's car for the new season which starts at Mugello in September. Not long to go then, and a few mechanical matters still to be tidied up.

"We have some small vibration problems with the 90-degree V8 engine that we have specially developed for this car," says Mario Almondo, Operations Director Gestione Sportiva at Maranello, "but that is normal for a new project and we will be testing at Magny-Cours and Silverstone before the season starts. We are very pleased with the power from the engine and we have made a big investment in its development. This is an important step for Ferrari – it is the first time we have allowed our engines to be used in a series like this. The idea is to expose the Ferrari brand, which has been built up over 60 years, in countries where we are still not so well known and where there are new markets for our road cars. We will be in places where we are not exposed in Formula 1."

The car has been designed by John Travis, with input from former Ferrari F1 designer Rory Byrne, and was built in Bognor Regis where the highly-rated URT Composites took charge of the chassis. The gearbox comes from X-Trac, the running gear from Pankl and the whole package runs on Michelin rubber, the French company having replaced Cooper-Avon as the series supplier. This is a striking racing car, reminiscent of Byrne's 2005 Grand Prix Ferrari and deliberately so, the man himself having been lent to the project as a consultant by Ferrari.

Tony Texeira, the larger-than-life man behind the colourful A1GP concept, looks satisfied as he paces among the movers and shakers from Maranello. "We have really grown up now, and there is no bigger name in motor racing than Ferrari," he says. "They have trusted us with a



Ferrari regular Andrea Bertolini drove the new A1 car at Mugello. Right: the 90-degree V8 has been specially developed for the car



precious brand and we intend to deliver. I'm aware of the doubters and the cynics but now we are powered by Ferrari, we have an exclusive six-year licensing agreement and this will add significant value to A1GP. There is simply no better partner to progress the series and we have many exciting opportunities to look forward to. Ferrari has protected its brand and now they are allowing us to use it so we must reward that trust. There was nothing wrong with the old cars but we needed a big, famous manufacturer to help us expand. We're taking A1GP to Kyalami, hopefully to Brazil and I have some big plans for other races which I can't tell you about today. We have new teams from Korea and Spain, and there's even talk of [MotoGP star] Valentino Rossi having a race in the Team Italy car. We've grown up alright, and there are still some surprises in store."

Texeira is a showman, yes, but he also tends to deliver on his promises.

In the paddock at Mugello there was plenty of excited chatter and the customary swapping of gossip and rumour. It was suggested that Michael Schumacher might try his hand. Now that really is the silliest story of the year so far. The Russians are said to be keen on fielding a team, as they did in the first season of A1GP. Maybe they will. Both Giancarlo Minardi and Enzo Coloni were taking a look at the car, while team principals Emerson Fittipaldi (Team Brazil), Ghinzani (Team Italy) and Mike Earle (Team India) watched with interest as Andrea Bertolini put it through its paces, the hills echoing to 9000 revs of V8 Ferrari.

"It's a great car, no question," says Fittipaldi. "It's a muscle car, powerful but driveable, no electronic controls, more than 600 horsepower – the kind of racing car I'd like to drive. It's like the dream Formula 1 car for the future – all mechanical controls and not so expensive. To see 20 of these on the grid here at Mugello will be a fantastic spectacle. I hope we can have a race at Interlagos some time next year – I am confident the deal will be done. These are the kind of tracks we want to race on, where there is excitement for the drivers and spectators.

"I'm thinking about putting a 17-year-old Brazilian in the car for the first race – he's very quick in karts – and we'll see how he goes. The young Fittipaldis are still too young, but A1GP is great experience for youngsters looking at a way to the top. And I want to put Brazil back where it belongs – at the top of the sport."



"It's the first time we've allowed our engines to be used like this"

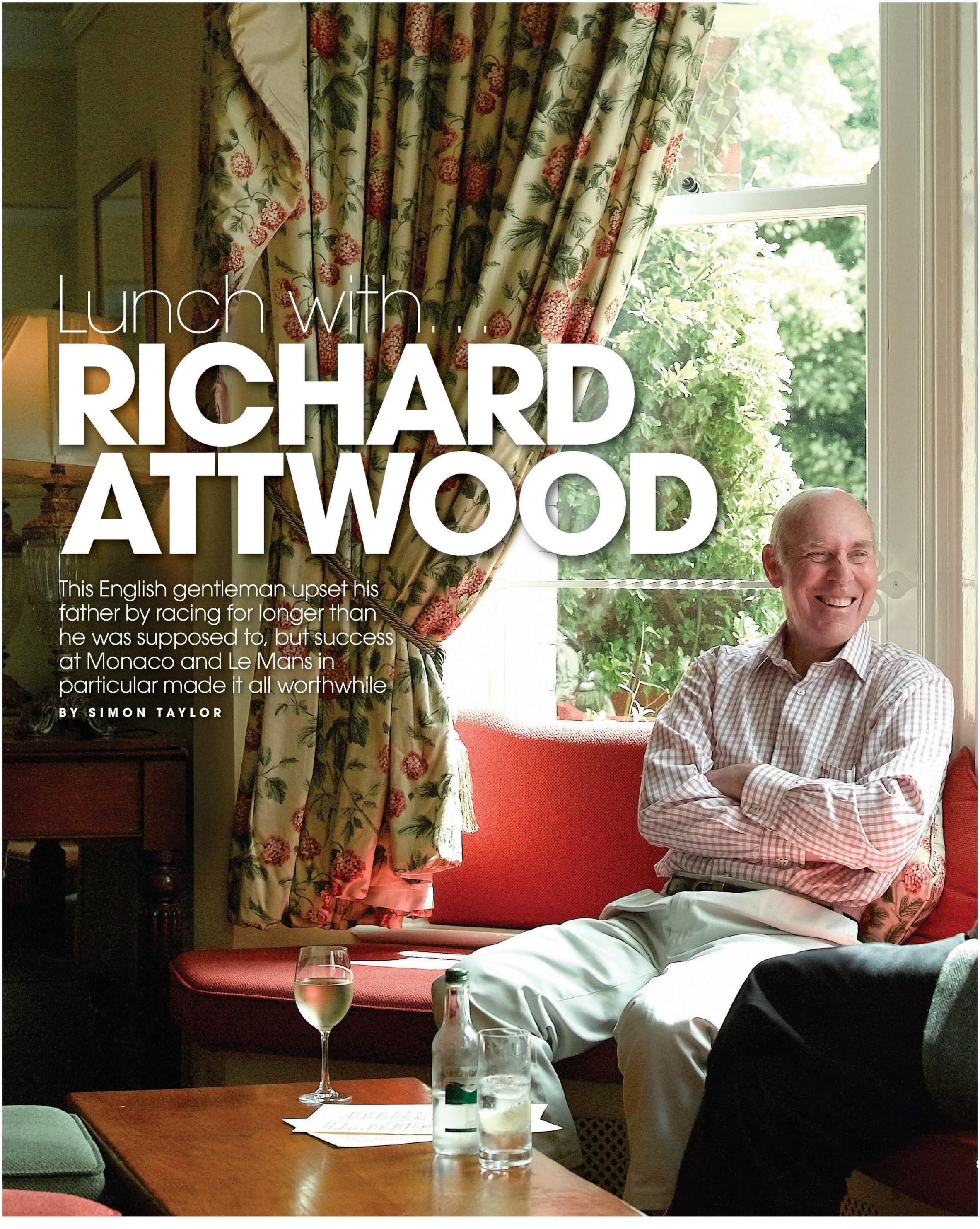
MARIO ALMONDO

Earle, who will again run Narain Karthikeyan in the Team India car, is impressed with the new car. "It looks like a great package," he says, "nicely made, quick enough to be a challenge, a lot like the F1 cars of a few years back. I think we've done enough to silence the doubters. They said the marriage with Ferrari would never work – but it's already looking like a great partnership. The schedule is tight and getting all the cars sorted for Mugello will be demanding, but we'll get there."

Texeira calls this new phase of the 'World Cup of Motorsport' step two. Step one took three years and was not without its tremors. No doubt this next step, more of a quantum leap with the Scuderia on board, will have its challenges. But Texeira likes to jump a few high bars – he says it keeps him on his toes.

"I always have to put in the extra mile and we've come a long way. Nobody believed in us but now we have the best, we can't do better than Ferrari. But we have to think about what's happening in the world. We need to reduce our [carbon] footprint, work towards greener fuels, lessen our load on the environment. If we don't all do that, people will switch off from motor racing. We have to be up with what's happening – the recession, the oil prices, environmental pressures – and make sure we are in step with all that. Then we'll be around in 10, 20 years time. You think about that."

I'm thinking about it. And I'll be watching as A1GP, now hitched to the *cavallino rampante*, moves from a canter to a gallop.



Lunch with. . .

RICHARD ATTWOOD

This English gentleman upset his father by racing for longer than he was supposed to, but success at Monaco and Le Mans in particular made it all worthwhile

BY SIMON TAYLOR



James Mitchell

Richard Attwood could never be anything but English. Scion of a prosperous Midlands family with links to the motor car that go back three generations, he was educated at Harrow, and served his apprenticeship at Jaguar in the British Racing Green days of Lofty England. His courteous, relaxed demeanour, his good manners, and his faintly sardonic sense of humour are all definitely old school. And every one of his Formula 1 races was in British machinery – BRM and Lotus.

Yet his finest hour came at the wheel of a German car, scoring Porsche's first-ever win at Le Mans in 1970 with the fearsome 917. His brilliant works Grand Prix debut at Monaco in 1968, when his BRM finished second to Graham Hill's Lotus 49, has ensured his place in the F1 record books. But, in a professional career that lasted only seven seasons, he was most in demand as a long-distance sports car driver: one who could always be trusted to combine competitive speed with smooth finesse and a willingness to look after his machinery.



We meet at The Old Vicarage at Worfield, an excellent restaurant not far from Richard's home on the Shropshire/Staffordshire borders. He chooses asparagus panna cotta and halibut.

"The family firm in Wolverhampton had agencies for Rolls, Bentley, Aston Martin, Daimler, Vauxhall and Standard-Triumph, so I grew up in a motoring atmosphere. My father raced a bit at Brooklands, so it was unfinished business for him, and at first he was keener on my going racing than I was. My first car at 17 was a Standard 10, and I did a race at Goodwood in it, if you can imagine that. Then I got a Triumph TR3A and did a year of club racing. It was totally standard, up against cars with Webers and glassfibre panels, but I did win a race at Oulton Park when it was wet. For 1961 I wanted to modify the TR to make it competitive, but my father said, 'Don't bother with that. You want a single-seater. We'll get one of those Formula Juniors.' I didn't really know what he was talking about, but he saw it was the way to go. Without him I wouldn't have done a damn thing.

"He got me a Cooper, probably because it was available. A handful of other locals were doing FJ – Bill Bradley, Jeremy Cottrell, David Baker and Alan Evans, who ran a car for John Rhodes – so we called ourselves the Midland Racing Partnership. But each of us owned his own car and employed his own mechanic. At the time I was doing my Jaguar apprenticeship. Having been competitions manager there, Lofty was now assistant managing director. He kept a close eye on all the apprentices, and he rather liked it if one or two of them went racing. Sometimes when I was meant to be at work and wasn't, because of my racing, I'd find I had been magically clocked in."

During 1962 Richard ventured to Monaco, and immediately got himself noticed in the Formula Junior race supporting the Grand Prix. His privateer Cooper finished second in its heat to Peter Arundell's works Lotus, and in the final he was running second to Arundell when the engine failed. Monaco was to run like a thread through his single-seater career.

"We knew MRP was never going to get much recognition unless we ran as a works team, so for 1963 we pooled our resources. David Baker negotiated a deal with Eric Broadley to buy three Lola Juniors at a big discount and run them for Bill Bradley, David Hobbs and me. And I won the Monaco FJ race. That really put me on the map, because people realised I hadn't got the best car, or the best engine." He had to get past the Brabhams of Frank Gardner and Jo Schlesser to do it, but his smooth, accurate pace around Monaco proved unbeatable.

But at Albi in September, battling with Peter Revson, he crashed, breaking a leg. With typical honesty he blamed himself. "I was focusing on the back of Peter's car instead of the track, »»»

and I ran wide on a fast right-hander. I reckon it took me my first four years in racing to learn completely the art of total concentration."

Meanwhile Richard had had his introduction to Le Mans. "Eric Broadley had just done his Lola GT, which I think was an absolutely iconic car, more so than the GT40 itself. It was so small, so cute, and for its time so clever.

"Le Mans was very last-minute. Two Lolas were entered for John Mecom's team, but when Mecom realised the cars were unlikely to be ready he pulled out. But Eric was still determined to run. So he called on his FJ drivers, Attwood and Hobbs, because they were going to cost him virtually nothing. There was a frantic struggle to get the car finished in time. It was driven down by Eric, with a mechanic in the passenger seat with his toolbox on his knees. They worked on it on the ferry, and I think it broke down a couple of times on the way through France.

"The final straw was that, although the Lola had wing mirrors, the scrutineers said it had to have an effective inside mirror, and that just gave you a view of the air intake to the carburettor. Eric had been without sleep for days and he was ready to throw in the towel, but Peter Jackson of Specialised Mouldings was there and they hacked away at this lovely car until the scrutineers let it through. We went well in the race, but we had gear selection problems – dirt got into the cable-operated mechanism going down the centre of the car. We managed to cope with it until, early on Sunday morning, David arrived at the Esses in neutral and crashed."

At the end of 1963 Richard earned the premier Grovewood Award as Britain's most promising young driver. Through his Lola contacts there was a well-paid Ford sports car contract in the offing, and BRM had been in touch too. "That was when my father said, 'Right, lad, you've had a good time, you've earned your colours. Now you can come back into the business.' He was an autocrat, and he expected me to say, OK Dad. But my prospects in racing were looking good, so I decided to keep at it for a while longer. It soured our relationship, and when I did stop racing and joined him in the early 1970s he never gave me any real authority. He was still working when he died in 1981, and in order to distribute the family shareholdings the whole business was sold. It was very sad.

"When I got the Grovewood Award, Raymond Mays offered me a BRM test contract. I did hardly any testing, but they did let me drive in the Easter Monday Goodwood race. There were a lot of retirements, and I finished fourth. As it was a Monday [BRM owner] Sir Alfred Owen was there – he never went to Sunday races because of his religious beliefs – and afterwards he shook my hand and said, 'You drove a great race. Would you like to do some more?' But it was the only race I did. I practised the four-wheel-drive BRM for the British Grand Prix, but 4WD never worked even with 3-litre F1 cars, so it didn't have a hope with the 1500cc F1.



"I was flat out on the Mulsanne Straight when I saw flames in my mirror"

"The first race of my Ford contract was in a Shelby Cobra in the Nürburgring 1000 Kms, driving with Jo Schlesser. A Cobra round the bumpy old Nürburgring – it was a ridiculous car. All the Cobras crashed or fell to pieces, and we had various stops to repair things that had broken. Eventually Carroll Shelby said to me, 'Please, just finish.' We did, in 23rd place behind a couple of Abarths – but we won the class and earned Ford the points.

"Jo Schlesser was a wonderful guy, very funny. He made jokes about everybody and everything, and could take off all the important people in motor sport. He was like the Graham Hill of French motor sport. His death at Rouen in the air-cooled Honda in 1968 should never have happened. That car was totally unsorted and I'm sure he was out of his depth. But as a Frenchman he wanted to drive it in the French Grand Prix.

"At Le Mans I had my first race in a Ford GT, again with Jo. I was flat out on the Mulsanne Straight when I saw flames in my mirror. I kept the throttle fully open in case it sucked the flames back in and put the fire out, but that didn't work, so I stopped by the signalling pits and got out. I thought I ought to do something, and I'd just started to open the bonnet catches when there was a whoof and I thought, 'Maybe I'll leave it'. So I stood by and watched it burn."

For 1964 MRP had been promised a monocoque Lola for the new 1-litre Formula 2, but until it was ready the old FJ Lolas were converted to F2 spec. In the space of four weeks Richard was second to Jim Clark at Pau and again at the Nürburgring, and won at Aspern. But as other new F2 cars came on stream the Lola became progressively less competitive. When the monocoque car finally arrived, well into the 1965 season, Attwood and his South African MRP team-mate Tony Maggs finished 1-2 in the Rome Grand Prix at Vallelunga, beating F2 king Jochen Rindt into third place.

"Formula 2 was a wonderful system to teach the younger drivers how to run with the established guys, because most of the F1 stars did F2 too. You knew everybody and it was very friendly. In fact, MRP had a little Christmas party in a pub in Wolverhampton, and just for fun we invited Jim Clark and Graham Hill. We never thought they'd come – but they both did! Imagine that happening today with Lewis Hamilton and Jenson Button. Actually Jim Clark's long-time girlfriend Sally Stokes was originally from Wolverhampton: it may well be that Jimmy met her at our party.

"Tony Maggs was one of the two nicest people I met in motor racing. Lucien Bianchi was the other. In 1965 Tony had an accident during a race at Pietermaritzburg. Something broke on the car, and a child watching in a prohibited area was killed by the wreckage. Tony was distraught, and decided to retire there and then. He'd been driving in sports car races with David Piper, and he suggested me as a replacement. One of the first races I did for Pipes was in his old 275LM in the Reims 12 Hours, with Lucien as co-driver. The car was absolutely singing. Lucien was the ideal co-driver: as fast as me, always looked after the car, and you knew if anything was going to go wrong it wouldn't be his fault. I was really cut up when he was killed at the Le Mans test weekend in 1969.

"At the end of 1964 I told Ray Mays my contract with BRM was a waste of time: I'd »»»

Clockwise from above: Attwood works his magic at Monaco '68 in ageing BRM; Lola supplied cars to Midland Racing Partnership for F2. This is Rouen '66; Monaco FJ win was career turning point; scoring historic win for Porsche at Le Mans in 1970; discussing 917 handling with Brian Redman; in the fast but unreliable Alan Mann Ford F3L during the '68 Nürburgring 1000 Kms

All images LAT

done one F1 race and not much testing. He didn't want to let me go, so he came up with a proposal to lend a works-spec BRM V8 engine to Tim Parnell for one his Lotus 25s so I could go F1 racing. Well, for someone who'd barely done F1 that sounded pretty good. The other driver in the Parnell team was Mike Hailwood, about whom I knew nothing except that he was a bike man.

"I went down to the Parnell place at Hounslow to sit in the car before it went off to the first round at Monaco. It had the usual little tape labels under the switches to say Fuel Pump and Ignition and so on. But by the gear lever there was a label saying Gear Lever, and on the steering wheel there was a label saying Steering Wheel. That was Mike taking the piss. I was coming in with a works BRM engine, and he had the bog standard engine and was paying for his drive. He probably thought I was a jammy rich bastard and a public school poof.

"We got to Monaco and he was very off-hand with me. We both retired in the race, but we went to the prize-giving and started getting a few down us, and we just hit it off. We were still going at 5.30am, by now with a couple of girls. Mike always liked the ladies. Turned out he was born two days before me, and his upbringing was very similar to mine, so we had a lot in common. He was such a talented racer: as well as being the best on two wheels, he definitely had enough ability to make it to the top on four. He was multi-talented: he could pick up any musical instrument and play it, he mastered water skiing straight away, he always seemed to be able to do anything. We were close friends for the rest of his life. One evening in 1981 he went out in his Rover with his two young children to collect some fish and chips, and a truck did an illegal U-turn in front of him. Mike and his daughter were killed, his son survived. The truck driver was fined £100.

"I did eight championship Grands Prix with the Parnell Lotus-BRM, but it was never competitive. At Spa in the rain I had a big off. I was just trying too hard in a car that was three years old. On the Masta Straight I hit a river of water running across the road, went sideways for about 400 metres and then hit a telegraph pole. The pole stoved in the monocoque and wedged me into the cockpit, and I'd hit it with my head, but fortunately I was conscious. But I couldn't get out of the car, I couldn't move.

"There were no marshals, nobody around except a couple of spectators watching the race in the rain. I gesticulated to them frantically and they came over and lifted the car away from the pole, but the front of the car had collapsed around my feet, which were totally jammed beyond the remains of the pedals. I wriggled and strained but I just couldn't get out. Then, whoof, the car went on fire, and suddenly, somehow, I'd got myself out of it. I was burned a bit – we had those two-piece Les Leston overalls then, and the fire got me around the join. The car burned for 20 minutes. With nobody around, I would have died quite quickly.

"Colonel Ronnie Hoare, who ran Maranello Concessionaires, the British Ferrari agents, was an old-fashioned chap, a sort of unconscious snob. I'd done Le Mans with Piper in his P2 in 1966, but for the '67 race he thought he had the perfect team, me and Piers Courage, because Piers had gone to Eton and I'd gone to Harrow. I always had a stripe in the Harrow colours painted down my helmet, so Piers decided he might as well do the same with the Eton colours. Piers was just a lovely man. We drove down to Le Mans in his Porsche 911T and I still remember that induction roar from the carburettors, so much better than fuel injection. In the race the Colonel's P3/4 lasted 15 hours before the oil pump went. I finally finished Le Mans for the first time in 1968, seventh place with David Piper in his trusty green 275LM – he's still got that car, and he's still racing it.

"Also in 1968 I drove the Ford F3L sports car for Alan Mann. I know Frank Gardner didn't like the F3L, but with that DFV engine it was a dynamic car, way ahead of its time. The day Chris Irwin had his accident at the Nürburgring, Frank and I were paired in the other one. Alan Mann says to this day there were bits of a rabbit embedded in the front of Irwin's car which might have caused the accident, but I just think Chris got into this fantastic thing and started driving it like a Formula 2 car, and you couldn't do that. Frank and I knew the score, we were going to bring it home. But on the first lap I was coming down to Adenau Bridge and I heard clunkety-clunk underneath the car. David Hobbs was following me in a JW GT40 and he saw something bouncing past him. For some reason I guessed what it was: the brake pads on the right front had fallen out. I nursed the car back to the pits without touching the brake pedal – fortunately there was so much torque reversal with the DFV you could use the engine braking – and I got new pads fitted and was off again. But it was in vain: later on the electrics died.

"I'm not saying the F3L was easy to drive, but it was so fast you could make time to nurse it through the corners. I put it on pole for the Tourist Trophy at Oulton Park, and I was 10 seconds in the lead on lap 10 when the differential failed. Funnily enough, David Piper had nominated me as reserve driver for his Ferrari that day, so when the F3L stopped I took over the Ferrari and finished second, about 10 seconds behind Denny Hulme's Lola T70.

"I'd done no more F1 apart from a drive in a Cooper-Maserati in the Canadian GP in 1967. I'd been doing a lot of tyre testing for Coopers at Goodwood, so that was a sort of thank you. Then in May 1968 Mike Spence, who was in the BRM F1 team with Pedro Rodriguez, was killed at Indianapolis. I knew him better than most. His wife Lyn was the sister of Tony Maggs' wife Gail, and I'd spent a lot of time with them all.

"I got the call on the Tuesday before Monaco. I think it was Tony Rudd who rang me. At Nice Airport I bumped into Louis Stanley, who was married to Alfred Owen's sister and reckoned he held great sway over the BRM team. 'What are you doing here?' he said. I replied, 'I've come to drive your car in the Monaco Grand Prix.' He was absolutely incensed, because he hadn't been told. I guess he didn't think I was good enough to drive the car. The works BRMs were meant to be numbered four and five, but Pedro had No 4 and I was No 15, along with Piers at No 16 in the Parnell BRM. That was a Stanley snub, because he didn't want people to think I was a works driver.



"Mike Hailwood thought I was a jammy public school poof"

"Pedro had the new P133, I was in the old P126, but I qualified sixth and he qualified ninth. Monaco was very bumpy then, so I worked away with [BRM mechanic] Alan 'Dobbin' Challis and softened my car up, put the tyre pressures right down and got it handling how I wanted. I was second by lap 17, and by the end of the 80-lap race I was 2.2 seconds behind Graham Hill's Lotus 49. On the last lap he was already waving to the crowd, and he caught sight of me out of the corner of his eye at one of the hairpins and had to get going again. He'd paced the whole race, winning at the lowest possible speed like you should, but he was ➤➤➤

CHRONOGRAPHE SUISSE CIE®

Manufactured in Switzerland

MANGUSTA SUPERMECCANICA

PURE BLOCKBUSTER OF 51,40 MM BLACK STEEL



Heiress "sport chic" of the Mangusta created in 1979

Exclusively in the world famous Watchmakers and Jewellers

www.chronographesuisse.ch

Black 6250£, steel 5500£ and pink gold 19700£

info + 41 32 967 95 85

www.chronographesuisse.ch

a bit pissed off not to get fastest lap." Richard's 1min 28.1sec in the old BRM was a new lap record.

It was a storybook drive for a stand-in driver, and he was duly retained as BRM No2. "But Monaco had disguised the power disadvantage of the old BRM V12 against the DFVs. As the season went on the car got less and less competitive, despite various development tweaks, different nose shapes and so on. Louis Stanley decreed there was nothing wrong with the car and it was all the drivers' fault. So he fired me and put Bobby Unser in the car, because he'd won Indianapolis that year. Shows the brain the man had. Unser did one race, qualified 19th, blew up two engines and crashed. Not a very good choice. Louis Stanley was a buffoon.

"But I did do Monaco the next year, for Lotus as a one-off. The rear wings had fallen off Hill's and Rindt's 49s at Barcelona, and Jochen was hurt, so I suppose Colin Chapman thought, that Attwood seems to be quite good at Monaco, better get him in the car. That's when I realised how bad the BRM had been. The 49 was a racing car, it was alive, made the BRM feel like a lumbering old thing. And the power of the DFV was like an electric shock in comparison.

"During the race the gear knob fell off and was rolling about in the cockpit. I thought I'd better retrieve it in case it got jammed up with the pedals, and also the thread on the gearlever was shredding my hand. It took several laps. I could only reach it under hard acceleration, when it rolled back towards the seat. Finally I managed to grab it and screwed it back on again. I finished fourth. I also did the German Grand Prix that year in an F2 car: Frank Williams' Brabham BT30. Frank didn't really want to run it, but the organisers paid him some serious cash, and he paid me quite well. I finished sixth overall, although I wasn't allowed to claim championship points.

"For 1969 I had two good sports car offers. John Wyer wanted me in his team of Gulf GT40s: we'd always got on well, and I was going to be paired with Hailwood, which would have been huge fun. But Porsche was embarking on a massive programme. I was really torn. The money was more or less the same, but the GT40 was basically six years old, and I knew Porsche was the future, so I took that.



Attwood only raced professionally for seven seasons before the family business beckoned

"We were leading by six laps when the gearbox broke. I couldn't have cared less"

"I was second with Vic Elford in the BOAC 500 in the 3-litre 908, but by then Porsche had come up with the big flat-12 917. As everybody knows, in its early unsorted form it was just dreadful, but Vic was desperate to drive it at Le Mans. And he asked for me as his co-driver. I could have killed him. In the race the car needed refuelling every 50 minutes, and we did double stints from the start. It had four exhausts, two out the back, one under each side, level with your ears. I was deaf and had a blinding headache for the entire race. My neck ached because the thing was so fast, nothing at Le Mans had ever had that sort of power, and I had to drive resting my head against the rear bulkhead. On the Mulsanne Straight it was wandering about all over the place, airborne at the back, then airborne at the front. When you got to the Kink you had to come off the throttle to get it back down on the ground, then you had to turn the steering a bit to get it to lean on its outside tyres. It was a nightmare. In the night we did triple stints, two and a half hours, to give each other some rest time. I was drained.

"With 20 of the 24 hours done, we were leading by six laps. Then the gearbox broke. We knew it was coming: it was getting more and more difficult to get gears. The casing had cracked and the gearbox was sagging down, and it was leaking oil as well. But I didn't feel disappointed. I couldn't have cared less. I was just delighted to get out of the car.

"In the debrief we told the factory the aerodynamics were all wrong, but they didn't believe us. They changed everything else on the car, but they didn't change the shape. Brian Redman tested the car and told John Horsman of JW it was just as bad, and John said, 'Let's take off the tail section.' Brian went out with the back end of the car naked, and immediately it was better. That's when they finally got the message.

"Next February Porsche rang and said, 'Herr Attwood, what configuration do you want for Le Mans this year?' They had the new 5-litre engine by then, but I asked for the 4.5 because I thought it would be less strain on the transmission, and short-tail bodywork because I reckoned it would be more predictable. My choice of co-driver was Hans Herrmann. I didn't speak German and Hans didn't speak English, so we had to communicate in sign language, but that was fine. At Le Mans you didn't want the fastest co-driver, you wanted somebody who was reliable, and I knew he was that. What I didn't realise was how much he wanted to win Le Mans, having lost it by a few feet the year before in the closest finish ever.

"That year it rained a hell of a lot. Choosing the 4.5-litre engine was a mistake, because the 5-litre had so much more torque. We only had a four-speed gearbox instead of the five-speeder on the 1969 car. And we weren't allowed to use first gear for the two slow corners, »»

X.S. BAGGAGE CO.



Mulsanne and Arnage, only for getting out of the pits, because they didn't want us to strain the transmission. We had to go from 25mph to 230mph using three gears, and we were losing 6sec a lap to the 5-litre cars. I knew we hadn't a chance – but we won. Well, we didn't so much win as everybody else lost." Six of the eight 917s retired, and nine of the 11 Ferrari 512s. The Attwood/Herrmann 917 was in the lead by 2am, and stayed in front for 14 hours to the flag.



"Steve McQueen liked kippers, so I brought him some from home"

What Richard forgot to mention, until I reminded him, was that he was very unwell that year. "Oh, yes. Sore throat, swollen glands, and I couldn't eat or drink anything because I couldn't swallow. All I had throughout the race was some milk. Afterwards I couldn't face the victory celebrations and crawled away to bed. I got home and saw the quack, and he found I had mumps.

"That year Steve McQueen was making his movie *Le Mans*. I was hired to work on it for $150 a day, although we got double when the shooting involved something dangerous, like nudging another car to move a lever that triggered an on-board camera to pan as you went by. I was in a 917, doubling for Steve, and Mike Parkes doubled for the Ferrari actor in a 512. We were still there in November. They changed scriptwriters, they changed directors, it all went hugely over schedule and over budget, and it was all a bit of a lash-up.

"Early on we were all having a bit of a lairy go for the cameras, out of Mulsanne and up the straight towards Arnage, and Steve in another of the 917s was keeping up with us – until he missed a gear and blew the engine. The only available replacement was a brand new one from Porsche at huge dollars, so the film company made an insurance claim. The insurers asked how it had happened and found out that Steve had been driving. They didn't realise the star was actually doing the stunts, and of course if he'd been injured the film would have been scuppered. So he wasn't allowed to drive any more. He was really upset about that.

"Parkes and I used to eat with Steve in that restaurant in the trees off the Mulsanne Straight. He didn't want to talk about movies, just about racing. He was a genuine, knowledgeable racing buff. He respected us because of what we did, and we respected him because he could make huge money and we couldn't. He liked kippers, so I brought him some from England. He also asked me to find him a JAP-engined Morgan three-wheeler. He ended up with a couple of them, I think. Great fellow, but very American, of course. Different language to us.

"When we did those shots with the 917s and the 512s it was at pretty much full racing speeds, so there was always a risk. You had to be on it from the moment you started, and with all the hanging about there was a concentration problem. When it was time for a shot and I got my helmet on I would get myself mentally fixed, like I was going into a race. One morning I was in the lead car, Mike Parkes was chasing me and David Piper was chasing him. We did our run up to White House, got to the end, and Mike said, 'Where's David?' He'd gone off on the left, the barrier had folded back and he went straight over it. The car disintegrated, with him still strapped into the cockpit. He was flown straight back to England, but they couldn't save his leg.

"In 1971 I did fewer races, weaning myself off it. I'd got married in 1969, my wife and I wanted kids, and I wasn't going to have children until I'd stopped racing. Most drivers, when they stop, don't have anything to do, but I had the family business to go to – not realising I'd left it seven or eight years too late for my father. But John Wyer asked me to drive a JW 917 at Le Mans, with Herbie Muller as my co-driver. I knew he was a wild boy, but I got him to understand what Le Mans was all about, and he did an impeccable job. We were leading at half-distance when a synchro cone fell off and the car jammed in gear. I got it back to the pits and it took them ages to sort it out. The Marko/van Lennep 917 had the same problem about three hours later, but by then they knew how to mend it and it took them half the time. So we were second.

"My other sports car race that year was the Österreichring 1000 Kms, but Pedro Rodriguez did almost the whole race. I just filled in. I'd driven with Pedro quite a lot: he was a funny little guy, but what a constitution he had. The race was 170 laps, and he did 157 of them. After he'd done three hours they brought him in, put me in the car, he had a pee and a drink, rested for a few minutes and then he said, 'I'm ready to get back in now.' So they brought me in, and he drove to the end. We won by two laps.

"I was only given about five laps of practice for that race. That year I wasn't in a car every weekend, and if you're slower than your team-mate you feel pressure, because you feel you're going to let him down, or let your team down. You're more likely to throw it off the track if you're struggling to get up to the other bloke's speed. And the old Zeltweg was a scary place. Past the pits and uphill through that adverse camber right, with the barrier on the left – no way could I take that flat in the 917. I said to Pedro, 'You've got to help me on this. How do you take that corner flat?' 'Easy', he said, 'You just take eet flat.' That was the only help I was going to get from him! Pedro had such faith in that car, he'd driven it such a lot, and he had it set up with the minimum of downforce to take that corner flat and still maintain the speed around the circuit. So when the IN board was shown I risked John Wyer's wrath by staying out for another lap, and managed to get within a couple of seconds of Pedro's time. Then I relaxed: I was happy with that.

"Then I retired. I divorced myself from motor racing completely and worked for my father – earning one-sixth of what I'd been getting as a driver. But in 1984 Michael Salmon persuaded me to do Le Mans with him for the Aston Martin Nimrod team. It was a disaster. In the other car were Ray Mallock, who was very quick, and the American Drake Olson. At around 9pm John Sheldon was in our car: Michael and I had both done our first double stints and we were together in the pits, on a high because it was going really well. Suddenly everything went quiet. When that happens at Le Mans you know it's something bad, but you don't expect it to be your car. Sheldon had gone off at the Mulsanne kink. Very big accident, destroyed the car, caught fire. And this fellow Olson drove straight into the wreckage. Both Astons out in the same accident."

Today, an energetic 68, Richard is much in demand as a historic racer. He has taken part in every Goodwood Revival, in others' cars as well as his own BRM P261. Most weekdays he is working for Porsche, Ferrari or Audi, giving demonstrations and track-day tuition, and the day before our lunch he'd been lapping MIRA in an R8 with the Minister of Transport aboard. He has sold his own Porsche 917 after 22 years of ownership, but still has an Aston Martin DB2/4 in his garage. His professional career ended more than 35 years ago, but cars still play a major part in the life of this English gentleman. He's evidently happy about that.

racing

Porsche Club Speed Championship Winner for two years running and aiming for a third!
If you would like to make your car even faster than the race winning RSR, then ask the ninemeister on 01925 242342.

- Motec upgrade for Porsche 911 models
- New 9m free flow stainless exhaust systems for 964 and 993
- 9m race billet cylinder head conversions
- Toyo R888 road legal track tyres
- Bespoke engine rebuilds
- Dyno power testing

technic

From a simple routine service to a complete engine rebuild on 996 models, 9m Technic has all the facilities to look after your Porsche.

- Servicing from 911, 964 through to 997 and Cayenne
- Computerised 4 wheel alignment for all models
- Fault diagnosis and repair
- 996 and Boxster engine replacements
- KW Suspension upgrades
- Carbonetic carbon clutches and diffs

9m has over 80 years of combined experience with Porsche models from 356 to Cayenne, we now have full diagnostic equipment for 997 and Cayman models.

Don't get left behind... contact ninemeister on 01925 242342.



ninemeister

w www.ninemeister.com
t +44 (0)1925 242342 e ask@ninemeister.com
units 21 - 26 bank quay trading estate, warrington, cheshire WA1 1PJ UK



KTM takes a bow

The bike company's first ever car is an impressive if somewhat pricey track tool. It's just a shame the Audi motor isn't firing on all cylinders

BY ANDREW FRANKEL

There can scarcely be an enthusiast who hasn't dreamt of designing their own race track, and the only difference between us and Klaus Zwaart is that he actually has. Ten years ago he bought a valley near Ronda in southern Spain. Then he mapped out the track of his dreams. Here he'd put a flavour of Silverstone's Copse corner, there a taste of Spa's Eau Rouge. A homage to Laguna Seca's infamous corkscrew would be included and the banking from Daytona too. When he'd built it, the result was longer than Silverstone in full GP configuration and, with 26 corners, more sinuous than any circuit used in F1 today. But no-one would ever race there – the Ascari Resort was and remains a private playground for club members and favoured corporate guests.

Today, something that wouldn't look out of place in the next Alien film is buzzing its way around its length. Its name is spelt X-Bow, pronounced 'crossbow', and it is the first car ever produced by KTM, Europe's second-largest motorcycle constructor after BMW. It exists because bike sales are falling across Europe and KTM needed another string to its, ahem, bow. So it built 'a bike with four wheels'.

Doesn't sound promising, does it? It's a feeling that grows when you learn that this astonishingly ugly car will cost £43,329 in basic form and £45,218 when you add the essential performance equipment (such as adjustable shock absorbers and a limited slip differential), without which the car can't realise its full potential.

To understand its point and place, you need to look closer. Then you will see the tell-tale weave in its exposed structure and realise that every last bit of it is made from carbon fibre, light and strong but so expensive to produce that carbon road cars are phenomenally rare – Ferrari, for instance, doesn't build one. KTM does.

Look a little closer and what strikes you next is how extraordinarily well built the X-Bow is. The chassis was designed by Dallara and is built to a standard that would not shame the badge of the only other current car firm I can think of to start life in Austria: Porsche.

But it is Audi, not Porsche, which provides the X-Bow with its considerable urge, thanks to a 240bhp turbo 2-litre motor mounted transversely and amidships behind the driver, and powering the rear wheels through a six-speed gearbox.

The detailing is interesting: there's no windscreen, let alone a roof, revealing its natural habitat to be more race track than open road. The seat is fixed, doesn't move an inch in any direction, but the steering wheel and pedals do – allowing the car to fit itself around you rather than the other way around.

Ascari takes a lot of learning. Like all the best tracks, corners come in tricky combinations where the exit from one doubles as the entry to another, forcing you to compromise your lines and brake in something other than a straight line. Herr Zwaart is also clearly confident of his abilities to keep on the asphalt because in some places he has taken a frighteningly minimalistic approach to run-off areas.

But the X-Bow is the perfect trainer for such a track. Weighing just 790kg (an impressive 50kg less than the lightest Lotus Elise), it gathers speed relentlessly in the lower gears but its responses are entirely benign. When designing his track Zwaart clearly felt that time spent anywhere other than on the limit was time wasted, so even the one apparent straight has a couple of marginal flat kinks taken at around 125mph; but in this most testing of environments, the X-Bow offers the constant reassurance that the only scary thing about it is the way it looks.

Yet there are problems here. However impressive the numbers look on paper (62mph in just 3.8sec, 100mph in 8.5sec), the Audi engine is so characterless it manages to suck a sizeable chunk of the sense of occasion from the experience. It offers a featureless, atonal noise that merely gets a little less quiet as the revs rise. You'll never fear a noise test at a track day again, but once you're out of the pitlane you'll crave



KTM X-BOW

ENGINE: Audi TFSI, Turbo-charged, 4-cylinder, direct fuel injection, 1984cc, petrol
POWER/TORQUE: 237bhp at 5500rpm, 229lb/ft at 2000-5500rpm
GEARBOX: 6-speed manual
TYRES: f: 205/40, r: 235/40
FUEL/CO_2: 36.2mpg, 185g/km
ACCELERATION: 0-62mph: 3.8sec; 0-100mph: 8.5sec
SUSPENSION: f: double wishbones with twin push rod-operated coil spring/dampers, anti-roll bar; r: double wishbones with coil spring/dampers, anti-roll bar
BRAKES: f: Brembo 305mm ventilated discs, r: Brembo 262mm solid discs
PRICE: £43,329 - £45,218
TOP SPEED: 137mph

some aural drama to accompany your progress, and the X-Bow will fail to deliver. Also, although its throttle response is impressive for a turbo motor, when you compare it to the normally aspirated and supercharged options offered by rivals such as the Lotus Exige and 211 and Ariel Atom, it's nowhere. And in a car like this, you don't want to be waiting even a fraction of a second for it to answer your call.

More positively, the bits that KTM was responsible for are uniformly impressive. If you only ever used your X-Bow on the track you'd want to change the springs, dampers and bars to suit (all provided by KTM to those with the requisite readies) because it's quite rightly set up softly as a road and track hybrid. You'd be aiming for more bite from the nose to get it into slower corners but without compromising its reassuring composure in fast curves, nor the deliciously neutral stance it adopts readily when you start squeezing the throttle at the exit.

Perhaps most impressive of all is that the X-Bow is an entirely analogue car: there's no power steering, traction or stability control and no anti-lock brakes. The car gained its name because, in the middle ages, the crossbow was the most highly evolved mechanical weapon of all. As a result, and critically, it feels wonderfully alive.

How effective is it? KTM says the X-Bow is substantially quicker around Ascari than a Lotus 211, which surprises me for the Lotus is more powerful, lighter and, well, a Lotus. But even if it's no more than broadly comparable with a 211, that makes it a mightily rapid machine.



"Most impressive of all is that the X-Bow is an entirely analogue car"

Even so, its greatest appeal is a largely practical one, which is an odd thing to say about a car that doesn't have doors. Unlike many others of its genre, it is a car that suggests there is no challenge it won't be able to cope with ably. You could drive it from home to the Nürburgring, do a couple of days on the Nordschleife, pop in at Spa on your way back and know it would feel just as good on the last lap as the first. And if you threw it into the scenery my guess is that the carbon-fibre body would offer a degree of protection several streets beyond that of, say, a steel spaceframe or even an extruded aluminium tub. What it might cost to repair is another matter.

In short, the X-Bow is an engine away from brilliance. Its present means of propulsion is too uninterested and uninteresting to match the promise created by its looks and the thrill of its handling. But even as it is, I'd rate it as a welcome addition to the small but swelling ranks of purpose-built road and track racers: yes it's expensive and, no, it's not got a name to conjure with like Lotus, but if you're lucky enough to see it in detail and then drive it on a facility that can do justice to its abilities you, like me, would struggle to say it's not worth it.

F1 NON-CHAMPIONSHIP RACES
PART THREE: THE '70s & '80s

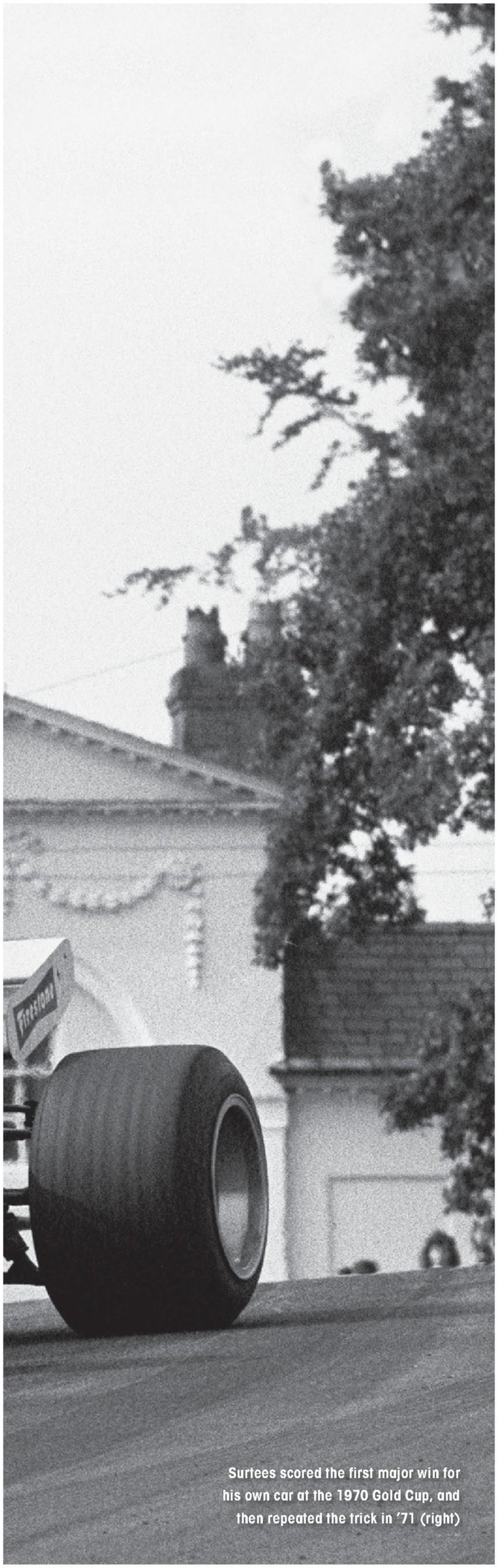
EVER DECREASING CIRCLES

As the demands of F1 grew in the 1970s and '80s, so the number of non-championship races shrank. Yet right to the end, such events still provided an important opportunity for rookies and aces

BY PAUL FEARNLEY



All images LAT



Surtees scored the first major win for his own car at the 1970 Gold Cup, and then repeated the trick in '71 (right)

1970 & 1971 OULTON PARK GOLD CUPS

JOCHEN Rindt parked the victorious Lotus 72C at Old Hall Corner, grabbed the suitcase he'd placed at the marshals' post during the F3 support race, dashed to his plane, used the circuit as a runway, and was winging to Vienna while John Surtees, runner-up in the second heat but the winner on aggregate, was still on his slowing-down lap. It's fair to say that this race meant more to the Englishman than it did to F1's man of the moment.

These had been tough times for Surtees: Honda had pulled the rug out at the end of 1968, and BRM had proved disastrous in 1969. "Surtees the team was born of frustration," Surtees the man admits. "I'd decided to be my own boss rather than be at the mercy of other peoples' actions."



Despite a reputation for being a prickly taskmaster, Surtees drove no one harder than himself. But lacking the nut-brown thick skin and zinc-tub constitution of Jack Brabham and the laid-back, follow-me ease of Bruce McLaren, the Sisyphean toil of start-from-scratch DIY F1 would eventually make *'Il Grande John'* ill.

"The pressure fell fully on my shoulders: sponsorship-procurer, general manager, part-designer, driver and test driver. It was stressful. And it became more stressful when we had a court case (in 1978) over (missing) sponsorship payments." This, combined with lingering complications caused by the blood transfusions he'd had in the aftermath of his Lola T70 shunt at Mosport in 1965, put him in a hospital bed – and out of F1.

Matters had looked rosier in 1970: "I established a workshop at Edenbridge and we designed a car as efficiently as we could within our capabilities. We didn't farm things out to subcontractors. We made the tub, the suspension, everything."

TS7 made its debut at the British GP, where John might have had a top-six finish but for the plunging oil pressure of a tired DFV. Engine problems also halted his runs in Germany and Austria. He was, however, on pole at Oulton Park, sagely banging in a lap just as rain curtailed the second session.

"Oulton was somewhere that always gave me a lot of pleasure," he says. "It was a teaser on bikes and in cars. There's a lot of variation within it that provides a real challenge, and you must have a car working nicely if you want to be quick."

He'd not been on pole in F1 since Monza 1968 – but racers like Surtees don't forget: he bolted into Old Hall and led the opening 20-lapper throughout, finishing 6.6sec ahead of Jackie Oliver's BRM P153 and the clutch-less Rindt. But with the latter item repaired and a taller top gear fitted for the second heat, Rindt moved swiftly to the front. Surtees, tucked up behind Oliver, could see his win slipping away, which is why he made a move around the outside at Cascades.

Rindt needed a 12.8sec advantage to win on aggregate. He looked like getting it, too, for Surtees was struggling with a DFV that cut out above 9500rpm – "fuel starvation" – and a badly vibrating crown wheel and pinion. The Austrian was 10sec ahead entering the final lap. But it was Surtees who put in a Monaco-last-lap effort, clawing back six-tenths to win by 3.4sec: a brilliant effort in a hobbled car. At only his fourth attempt he had become the third man to win in F1 aboard a car bearing his own name.

And he would win here again in 1971. This also involved a major Heat Two effort in a down-on-power car: seven cylinders on this occasion. His TS9 having finished third in the first heat, he overturned a 5.8sec deficit to beat Howden Ganley's BRM P153.

"I thought, `All I have to do is keep John in sight and I could win this'," says Ganley. "But he took off like a scalded cat." And won by 11.4sec.

Surtees: "Those wins would have been nicer had they been GPs, but they were proud occasions. Just about every car I'd sat in – from the 1962 F1 Lola we did with Eric Broadley – had part of me in it because I'd been so involved. But to have my name on the front made these wins special."



Pryce fails to capitalise on pole position as Ickx (6) and Scheckter get away

1975 RACE OF CHAMPIONS

WE SHOULD be thankful that the shy guy who could never quite believe he was where he was, doing what he was doing, won an F1 race. His talent was obvious and it seemed only a matter of time. But time, as it turned out, was not on Thomas Maldwyn Pryce's side. And potential is an intangible. A win's a win. Indelible.

Shadow had potential, too. Designer Tony Southgate's new DN5 had in 'Jumper' Jarier's hands – only one car was yet available – set a hot pace in sultry South America for the first two GPs of the season. But his pole positions came to nought points.

"Bringing the car home was always the most difficult thing for us. We were not renowned for reliability," admits Southgate. "But DN5 was instantly quick. It was the first car to be developed on the rolling-road wind tunnel at Imperial College. That became our much-mumbled-about secret weapon. With a rolling-road tunnel you can get data that's 10-20 per cent different from a normal wind tunnel, and the biggest difference we saw concerned the centre of pressure: it was much more to the rear than we'd envisioned. That meant we had to get the front to work more efficiently. So we made the nose very low and flat, and it had a small air intake (for an oil cooler) that also acted as a downforce-producer. We had more aero load than the opposition. We struggled on the faster circuits. But Brands was perfect for us."

As it was for Pryce: he'd learned his trade here; lived just down the road in West Kingsdown; and now it became the first track he'd visited twice in an F1 car. It poured in practice and he was brilliant, out-Ronnie-ing Peterson, the man Shadow had almost traded him for at the start of the season, to qualify on pole by a second. On the dirty side of the track, however, he fluffed his start and was baulked by the Lotus 72s of Peterson and Jacky Ickx while the Tyrrell 007 of Jody Scheckter cleared off.

The gap was 10sec by the time Pryce wriggled free of the JPSs on lap four. But from quarter-distance down it came: 8.2, 6.9, 5.0, 4.5, 3.7, 3.4. Then suddenly, as traffic loomed (in the shape of World Champion Fittipaldi's McLaren), Tom was right with Jody.

"Tom was very inexperienced when he arrived (in 1974)," says Southgate. "He had bags of enthusiasm, though, and was part of the team to such an extent that we had trouble getting rid of him at the end of each day. There had been some real eye-opening performances from him in 1974, but although he had bags of natural talent he had to work at it a bit more than Jean-Pierre. (But) if you're prepared to learn from your experiences, it can only help.

"I was used to rookie-type drivers, so having Tom in contention for this win was not unduly troubling. He was very press-on, very brave, but he wasn't a win-at-any-costs bloke. If he'd been unable to make a move on Jody he would have been happy to bring the car home in his wheel tracks. Equally he was just as capable of making that move."

But he didn't have to. Scheckter's DFV went bang with 13 laps left. All Pryce had to do was bring it home. The hard bit.



1974 PRESIDENT EMILIO MEDICI GP

WHAT is it with right-wing hardliners and F1? Brazil's 31st president had little over a month remaining of his term when half the Brazilian GP field was persuaded to fly 1000km to the middle of nowhere. Well, it would have been in the middle of nowhere had not his country's capital city, political machinery and chicanery been relocated to Brasilia – think *Thunderbirds* backdrop – in 1960.

All that was missing from this futuristic cornucopia of concrete – viewed from the air the city makes the shape of a swept-wing aircraft – was a circuit. So they built one – a 12-turn 3.4-miler – in the crook of one of the wings and within sight of the centre's tower blocks, semi-spheres and hyperboloids. It cost $3.5 million and took two years to construct.

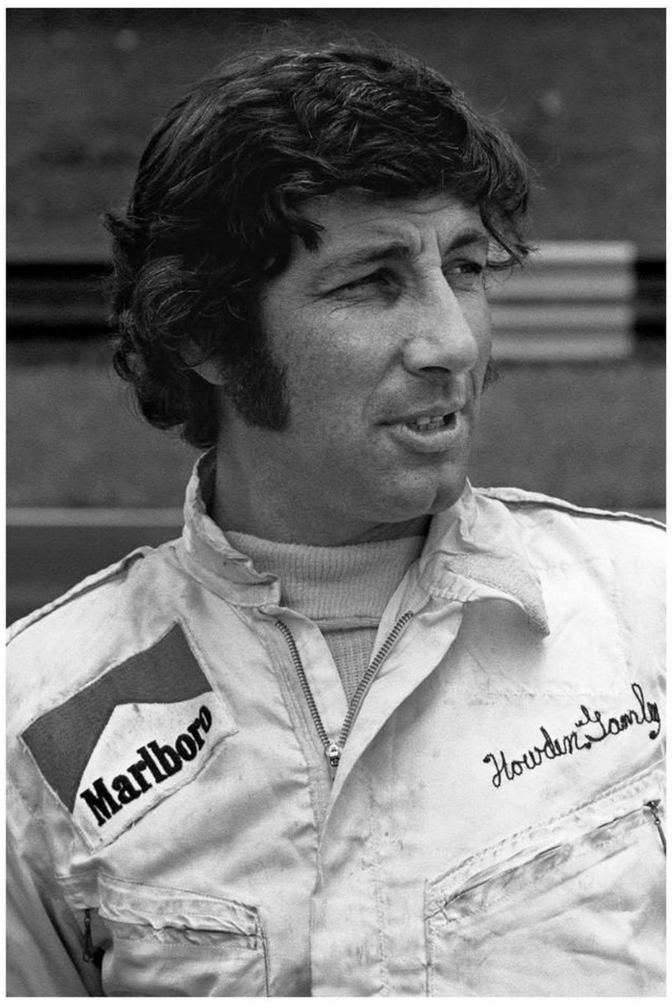
"Actually they were still building it when we got there," says Howden Ganley, who was scheduled to drive a works March 741. "The track was a bit 'Scalextric' and there was this fine red dust that got everywhere. I thought it looked a bit rough."

Howden, however, felt even rougher: "I was ill and asked to be taken to the hotel. It was very isolated. Everything was so spread out you couldn't walk anywhere. Not that I was in any fit state. I put on every bit of clothing I had – including my Nomex underwear, both sets – and climbed into bed to sweat it out. I lay there dying for a couple of days. I managed to do the minimum amount of laps in order to qualify, but the team had a reserve driver on standby for the race. Anyway I decided to start – and by the end of it (he finished sixth, one lap down, after wrestling with a bothersome gear linkage) I felt fine. I'd finally sweated it out."

To the fans' delight, local-ish hero Emerson Fittipaldi dominated the 40-lap race once his McLaren M23 had passed the Brabham BT44 of Carlos Reutemann for the lead on lap seven.

"It was a strange race in a strange place. I've never been back," says Ganley. "Is the circuit still going?"

Yep, it's now called the Autodromo Nelson Piquet. But F1 hasn't been back either.



1972 REPUBLIC OF ITALY GP

ONLY seven cars were on the grid yet, no doubt after a protracted and hearty lunch, the organisers contrived to line them up incorrectly.

"Did they?" asks Howden Ganley. "All I knew was that I was on the front row."

Scheduled for a relaxed 5pm start, this Marlboro-showcase 80-lapper at Vallelunga eventually got under way 40 minutes late. Shrug. No matter.

"Some local dignitary was there to drop the flag," says Ganley, "and I always reckoned you could panic these guys. When his flag was in the air I dropped the clutch. Sure enough, he reacted and dropped the flag. That's how I got the jump on 'Emmo'."

But the torquey DFV in Fittipaldi's pole-sitting Lotus 72 saw him beat Ganley's V12 BRM P160B into the first corner, from where, despite losing an endplate and half a spoiler from his rear wing, the in-form Brazilian led to the end.

"I'd got angry in practice," says Ganley. "I'd been saying for weeks that we needed a proper airbox, and finally it turned up. The idea was for me to share it with Peter Gethin (in the other P160B). But (team manager) Tim Parnell said I couldn't use it. I got in the car and hung 12,000 revs on it as I left the pits. Tim's theory was that I drove faster when he wound me up. This time it worked. I don't think it was red mist, but I did cane the engine. Vallelunga's great if you can ignore/avoid the rock faces. It's that kind of track."

He found 1.42sec but was still a second off Fittipaldi's pace. The performance deficit in the race was half a second per lap.

"I was running around on my own in second when the car spun right round at the long right-hander before the pits: a bottom clevis pin had broken. I drove into the pits and the guys fitted a new one." The repair cost seven laps.

"Then, blow me, about 20 laps later the wheel bearings in a rear hub collapsed. I pitted again and got the guys to fit a new one. My idea was to go out to see if I could set fastest lap. The team reckoned I had, but the timekeepers must have got bored and gone home. It was that kind of event."





The Sunday Times **ingear** and **timesonline.co.uk/driving** offers news, reviews and in-depth views from the motoring world

THE SUNDAY TIMES
TIMESONLINE

1978 INTERNATIONAL TROPHY

IT WASN'T plain sailing – the conditions at Silverstone were too Roaring Forties for that – but Dubliner Derek Daly certainly appeared charmed. It had been giant leaps all the way since his stock car days: 1975 Irish Formula Ford champion; 1976 Formula Ford Festival winner; 1977 BP F3 champion, and a fifth and fastest lap on his F2 debut. Now for F1. Naturally.

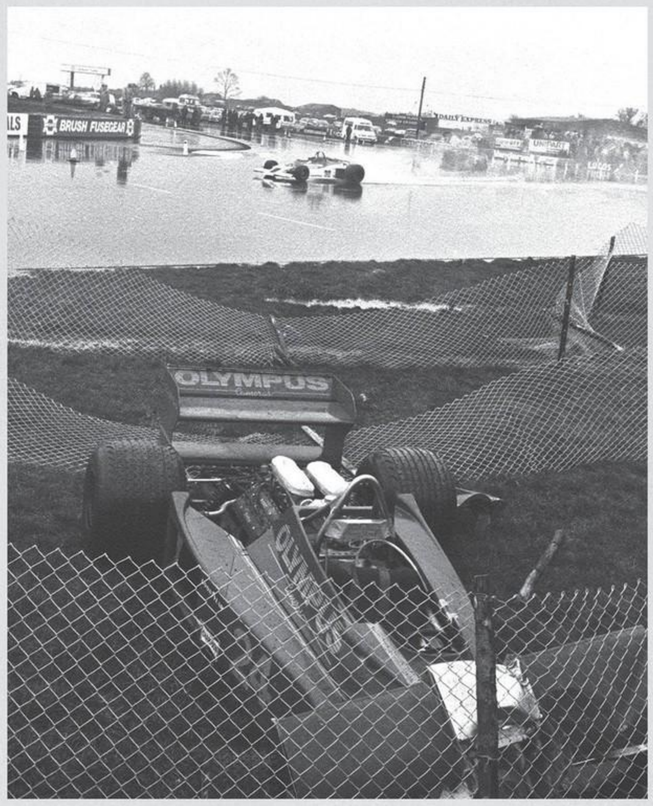
Guy Edwards, his manager, had done a deal with waning Hesketh, who were thrilled by Derek's uncomplaining competence in its unloved 308E. "It was a reasonably balanced car," says Daly. "It was just too heavy. (Co-designer) Frank Dernie told me it was about 150lb over the limit."

He qualified ninth for his F1 debut and nobody was surprised. What was unexpected was that he was up to second before diving into Copse for the first time.

"I was always good at starts: instinct, reflex, go! This one was so good that I was tempted to continue overtaking through Copse. But James Hunt was to my left and suddenly there was a flash of red-and-white as he chopped across, at which point a wall of water hit me. I decided to sit back." Until Maggotts! "I went around the outside of him. I was young and brave, and that's what we did in F3."

It was at this point that Daly started to question himself: do they know something I don't?

Perhaps. A vast lake at Abbey skimmed him across the boggy infield. But then again perhaps not: Hunt went off, too; as did Clay Regazzoni; but not before Patrick Depailler and Keke Rosberg had spun at Becketts; and not before Ronnie Peterson and Niki Lauda had slithered off during the morning warm-up. On lap two Jacky Ickx, the greatest wet-weather driver, aquaplaned off at Chapel. And on lap three Mario Andretti, one of the more astute drivers, rotated at Abbey and thudded his lovely new Lotus 79 into Regga's plugged Shadow DN9.



Daly had emerged from that quagmire and was now second and closing on Hans Stuck's misfiring Shadow. He passed the Austrian, as did the Theodore TR1 of Rosberg (in his second F1 start) on lap seven, but on lap eight he spun at Abbey, as did Rosberg. At which point even Keke, Captain Car Control, plumped for discretion. But Derek didn't let up. Why?

"Those old Bell helmets had two nylon studs over which the visor was clipped. My left-hand stud had pulled out of the helmet. I'd never had that problem before. Typical. The left side of my visor was hanging down and I was blinking a lot because the rain was hitting my face at 150mph. I couldn't hold the visor in place because I needed both hands on the wheel to catch all the slides. But there was no way I was going to stop. All I could do was hope the rain eased up.

"I didn't know the race situation apart from the fact I was leading. All I thought about was going as fast as I could. I guess it was inevitable I was going to come unglued. It got away from me at Woodcote (on lap 13). I couldn't see enough to read the puddles."

Still it was a performance that might have set him up for F1 life. It didn't. He stayed with Hesketh and promptly DNQ-ed at Long Beach, Monaco and Zolder, after which the team withdrew. Thereafter he flitted from Ensign (1978-79) to Tyrrell (1979-80), to March ('81) and Theodore ('82). And when Williams came calling in 1982, after the sudden retirement of Reutemann, it was too much, too late. New team-mate – and 1978 International Trophy winner – Rosberg seized the moment to become World Champion. Daly underperformed.

"I didn't take full advantage," he says. "I had some personal issues that affected my driving, and when Frank (Williams) let me go at the end of the season he was right. But that's okay. To have come from where I did and reach F1… I'd lived the dream for a while."

The 'Daly Express' stopped that amazing day at Silverstone.

Daly heads pit-wards – note lack of helmet visor. Above: race winner and future team-mate Rosberg passes Daly's stricken Hesketh

THE ORIGINAL MOTOR RACING MAGAZINE

MOTOR SPORT

SINCE 1924

Do you restore cars? Call Victoria Newell on 020 7349 8475

RESTORATION SPECIALISTS

ROYLE & CO

www.david-royle.co.uk
01833 660452

Since 1956 David Royle and his team have restored over 830 classic vehicles of all types. They specialise in body restoration and repair, paintwork, upholstery, mechanical and electrical work. Everything from minor improvements to major rebuilds, no job is too big or too small; originality is a priority with no compromise on quality.



THE OLD SCHOOL, STAINDROP, NR DARLINGTON, DL2 3NH ENQUIRIES@DAVID-ROYLE.CO.UK

HIGHTONE RESTORATIONS

www.hightone.co.uk
01869 349003

Hightone complete restorations, servicing and repair of vintage, thoroughbred and classic cars, including panel making, painting, trimming, ash framing, re-wiring, mechanical rebuilding and servicing. All their work is carried out to the highest of standards and their service is second to none. They also have vehicle storage facilities.



HOPCROFTS HOLT, STEEPLE ASTON, NR BICESTER, OXON, OX25 5QQ RESTORATIONS@HIGHTONE.CO.UK



WREN CLASSICS LIMITED

www.wrenclassics.com
01747 852899

Wren Classics Ltd was established in 1993 by Steve Farthing, who started out in the ultra-competitive world of motor sport, racing and preparing cars to the very highest of standards. The company specialises in Aston Martin Lagondas, but has vast experience in all marques of distinction including Formula single-seaters and sports-racing cars. They have achieved many race and Concours wins, proving the high standard of their workmanship. They can also upgrade any part of your car, doing bespoke work on engines, gearbox, suspension, interiors and exteriors. You will find all their staff knowledgeable, friendly, enthusiastic and ready to deal with any new project you may wish them to undertake. They pride themselves on their service and attention to detail. Contact Steve Farthing or Barry Orman.

KNIGHTS BARN FARM, HIGHER COOMBE, DONHEAD ST MARY, SHAFTESBURY, DORSET, SP7 9LS ENQUIRIES@WRENCLASSICS.COM

TT WORKSHOPS LTD

www.ttworkshops.co.uk
01373 823603

TT Workshops are not only one of the world's leading specialists in the restoration of BMW and Bristol-powered cars, but they also offer full preparation and support for historic race and sports cars of all types. Many of these historic cars have even seen them win numerous concourse competitions. TT also provides all spares for the BMW and Bristol 2-litre engines including a full range of forged pistons, as well as a large range of spares for BMW, AC and Bristol chassis including new Alfin brake drums, wheel cylinders and shock absorber housings. Everyday maintenance work can also be carried out to the very highest standard. TT Workshops congratulate Lord Cholmondeley and his team and sponsors on the breathtaking success of the inaugural Chomondeley Pageant of Power.







127 ENGINEER ROAD, WEST WILTS TRADING ESTATE, WESTBURY, WILTSHIRE, BA13 4JW TTWORKSHOPS@TALK21.COM



R&J SIMPSON ENGINEERING LTD

01827 67898

Set up by Bob Simpson, with over 30 years experience in the motor sport industry, R&J Simpson Engineering Ltd are well equipped for their work on historic racing cars of all ages and specification, right up to current F1 cars, sports cars and world rally cars. Their in-house expertise covers full reconstruction of damaged components from drawings, and repairing or refurbishing monocoques and spaceframes. Suspension components can also be rebuilt including uprights, axles, driveshafts and wishbones. There is also a full CNC machining facility and specialist welders on site.

UNIT 3-4 MARINER, LICHFIELD ROAD IND EST, TAMWORTH, STAFFS, B79 7UL BOB@RANDJSIMPSON.F9.CO.UK

IK CLASSICS

www.ikclassicsandracing.co.uk
01484 688678

IK Classics was established in 1998 by Ian Kellett after 25 years in the motor trade. His CV includes extensive engineering experience and reflects his time spent working with quality marques such as Porsche, BMW, Aston Martin, Ferrari and Lotus. IK Classics can handle all aspects of classic motoring and racing providing full servicing and MoT preparation, tyre sales, fitting and balancing, electrical work, rolling engine diagnostics and tuning, race preparation, recovery and transportation. IK can also rebuild classic cars to the highest of standards and can turn 'barn finds' into fully prepared racers. See three of their cars competing in the St Marys Trophy at the Goodwood Revival in September, including what is thought to be the oldest racing Morris Minor in the world.

BOTTOM YARD, DOBROYD MILLS, JACKSON BRIDGE, HOLMFIRTH, HUDDERSFIELD, W YORKS, HD9 1AH SALES@IKCLASSICSANDRACING.CO.UK









FIENNES RESTORATION

www.fiennes.co.uk
01367 810438

Fiennes offers a complete restoration and refurbishment service for all Rolls-Royce and Derby Bentley vehicles built before 1940. Established 26 years ago, they can draw upon many years of accumulated experience, which is supported by an unrivalled resource of technical information. In addition to this they carry a large inventory of new parts, both mechanical and coachwork, to keep pre-war cars on the road. The Bentley depicted is an example of a Fiennes restoration. This car, new in 1936, was the sole transport of its first owner, who ran it until he passed away in 2002. The total mileage was of the order of 700,000 miles. It has now been totally restored and is back on the road. Located in a rural setting 18 miles west of Oxford, convenient for both the M4 and M40.

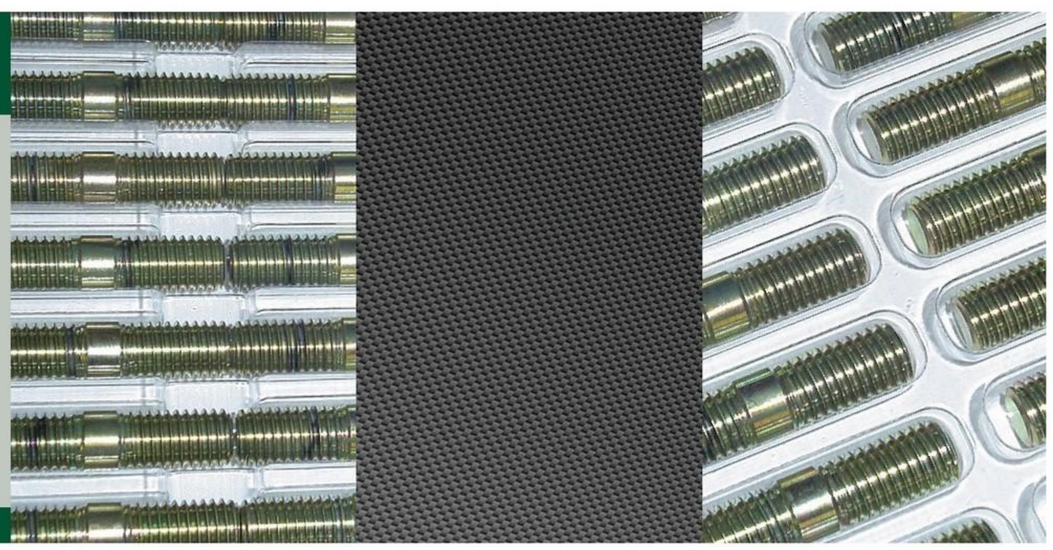
CLANFIELD MILL, LITTLE CLANFIELD, BAMPTON, OXON OX18 2RX ENQUIRIES@FIENNES.CO.UK

T&K PRECISION

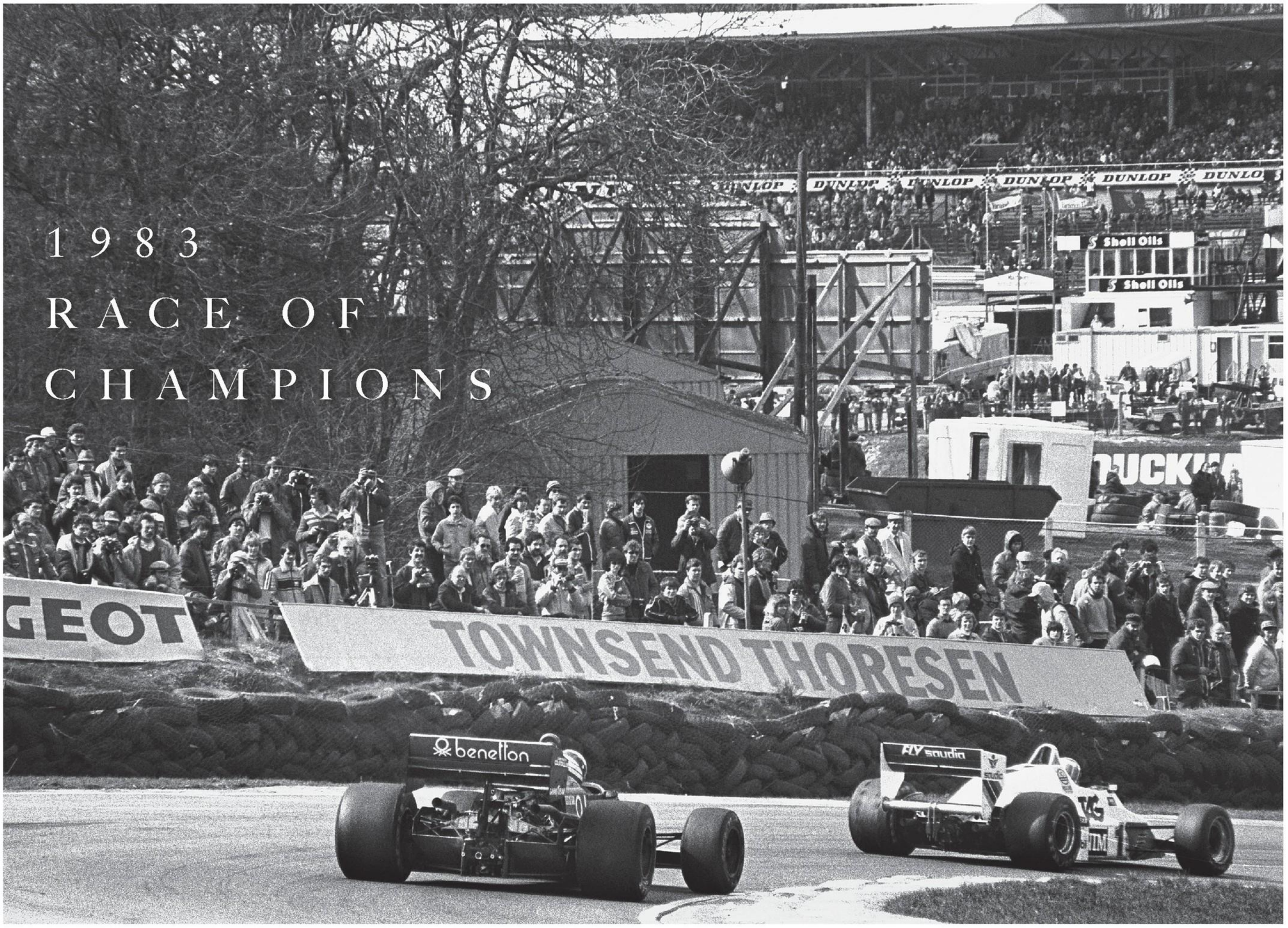
www.tkprecision.com
01604 493101

T&K Precision Ltd, family owned and run since 1961, are specialist manufacturers to the motor racing industry. Clients include most major Formula 1 teams and several IndyCar Series motor manufacturers. T&K offer a nationwide customer service for custom-made, high-tolerance thread rolled studs and fixings. Superior product quality is guaranteed and they have a first-class reputation for exceptionally efficient turnarounds. Their plant is ISO 9001-2000 accredited and their fully computerised production systems and procedures ensure lot traceability. All of their bought-in material can be traced through manufacture and beyond, for a 10-year duration, which meets the demands of the most fastidious of customers. Company brochure on request.

9-10 GATELODGE CLOSE, ROUND SPINNEY, NORTHAMPTON, NN3 8RJ SALES@TKPRECISION.COM



1983 RACE OF CHAMPIONS



THE LAST ONE. Ever. Full stop. There wasn't the time or will to fit any more such races into the calendar. The World Championship was becoming all-encompassing and just 13 cars arrived at Brands Hatch. The rest were at Paul Ricard testing prior to the French Grand Prix.

Tyrrell had an extra snafu. Michele Alboreto, Uncle Ken's No1, had a prior engagement at Monza with Lancia's World Endurance Championship squad.

"I got a call at the eleventh hour from Ken," says Danny Sullivan, the team's No2 and an F1 rookie. "It was an unusual situation because Tyrrell was one of the better-organised teams I drove for. I was in LA and told Ken I'd get the first flight. Even so I didn't arrive at Brands until the Thursday. There was a bit of jetlag involved, which was hardly ideal, but I was grateful for the extra seat time."

He qualified sixth, albeit 2.6sec slower than Keke Rosberg's pole-sitting Williams FW08C. But a demon start saw his 011 up to third by Druids behind René Arnoux's turbo-charging Ferrari 126C2B and Rosberg and ahead of Alan Jones, making the first of his comebacks, in an Arrows A6.

"Everybody thought I'd made a brilliant move – which I had! – around the outside at Paddock. What they didn't know was that I'd been punted up the back. I did go around the outside of Jones, but that was more about missing him than overtaking him."

It was a cold day yet Arnoux's tyres were cooked after just seven laps – Ferrari would eventually run out of slicks after three such stops – and by mid-distance Rosberg's left-rear, despite it being a harder B compound, looked as if somebody had attacked it with a Stanley knife and a blowtorch. Sullivan, who had used the unusually long morning warm-up to carefully scrub in a set of softer Cs, was poised to attack by lap 25 of 40.

"I don't recall doing anything special with the tyres," he says. "We just followed our usual procedure. Ken was adamant about how we treated our tyres: no lock-ups, no wheelspins, look after them! Keke might have had a harder tyre on his left rear, but it wasn't that which gave me an advantage. You have to remember how Keke drove; I'm not being derogatory, he was just one of those guys who pitched the car in.

"When I saw his tyre I thought, 'Great, I've got him.' But then I thought, 'Damn, how come I'm not closing faster?' I knew he wasn't going to give it up. Brands Hatch was a great circuit but it didn't lend itself to overtaking in an F1. I knew that pressuring him into a mistake was my best chance. I couldn't afford to sit back because that would have enabled him to nurse his tyres.

"It came down to the last lap. I went around the outside of him at Druids. We were wheel to wheel but he just drove it wide towards the grass, and I had to back off. I caught him up over the rest of that lap and hoped to go underneath him on the front straight, but the gap was too big. He came over to me after the race and said, 'Hey, I'm sorry. I had to do that.' I told him I would've done the same thing in his position."

Although denied a win by Rosberg's skill and determination, second was a huge confidence boost for a driver in only his fourth F1 race. It proved to be, however, the highlight of Sullivan's F1 career.

"I would have preferred some better results – the team was good but the car was rarely a front-runner against the turbos – but I felt it had been a good rookie season. Certainly Ken seemed pleased. But when he lost the Benetton sponsorship at the end of the season he told me he might not be able to honour the rest of my contract. We waited and waited for news, but eventually I had to make a decision." Sullivan joined Doug Shierson's CART team. "I had a fantastic career in America and have no regrets, but I would have liked to do more F1. If a team had called me after my Indy win in 1985, even the day after, to offer me that chance, I'd have been there in a heartbeat."

New Cars Now Available:
Porsche GT3 RS, GT3 Cup, and Clio 197s cups in Right-Hand-Drive. See www.RSRNurburg.com for details.

75 experience

We teach advanced driving at The Nurburgring Nordschleife have fun and be safe and fast

"You smell that? Do you smell that? Racing oil, son. Nothing else in the world smells like that. I love the smell of racing oil in the morning." Race instructor Ron Simons

Boss Ron Simons clocks on an amazing 1200 laps a year so he knows this track backwards and a single lap beside him in an Alfa 75TS will shave seconds from the lap time of someone who already knows the track very well.
John Barker, Chief Editor Evo Magazine UK

I've had some exhilarating laps in my time (Ayrton Senna, Stirling Moss, Roger Clark) but a Ron's (75Experience) 14 mile on-the-limit power slide beats them all.
Steve Bennet, Editor Circuit Driving Magazine

After racing in many professional series for twenty years and for the past twelve in historic Formula 1 and 2, I can say that the two days spent with Ron Simons at the Nurburgring are at the very top of my list of rewarding and exciting experiences. With Ron's unique and confidence building coaching, not only is it gratifying to begin to come to grips with this awesome circuit, but it is very good value.
James King, Director, Historic Grand Prix Inc

The 75 experience is an excellent way to learn possibly the most difficult track in the world, Ron's knowledge and teaching abilities combined with some sharp handling cars taught me more in one day than in my 3 previous trips to the 'ring. Winning the Top Hat race (and 6th overall) in the Marathon a few weeks later must be testament enough!
James Diffey UK

- **New race car rental!**
- **Classroom & instruction while on track**
- **Run all year round on weekdays and weekends**
- **Group and private instruction**
- **Exclusive and public days**
- **Prepared cars included**
- **Professional team of international instructors**
- **Full Arrive & Drive package**

75experience GmbH • Tel: 0049 2691931952 • Mob Germany: 0049 178 3952534
website: RSRNurburg.com • email: sales@RSRNurburg.com • Antoniusweg 1a, Nürburg





The 75 Experience has a fleet of Alfas for paying punters to drive around the 'Ring





Company boss Ron Simons hands out advice. He averages 1500 laps a year of the Nordschleife

THE BUSINESS

Anyone with a licence and a few spare euros can drive the legendary Nordschleife.

Consider this: the ADAC Eifelrennen races – held during the early 1920s on public roads around the Eifel Mountains – were thought to be so dangerous that a sanitised race track was needed. The result was the Nordschleife, or the old Nürburgring, which is now considered one of the most dangerous circuits in the world.

After two years of construction (the building was prolonged so that jobs in the area could be kept going for longer) the circuit was finished in 1927 and staged the first World Cycling Championship race in June that year. A month later the 'Ring hosted the first German Grand Prix, but that wasn't all. As soon as the track was finished it was opened to the public during the evenings as a one-way, adrenaline-filled toll road of driving nirvana.

To many the *Touristenfahrt* (or tourist drive) is the most famous aspect of the circuit, and also the most dangerous. Nearby residents and regular users of the 'Ring are understandably cagey when it comes to saying how many people are injured or lose their lives on the graffitied asphalt each year, but by all accounts it's a significant number. It's also fair to say that if the Nordschleife was based in Britain, the place would have been closed down many years ago after a predictable and extremely boring intervention by Health and Safety.

For those of you who haven't been there – and I fully recommend it to you if you haven't – let me explain the problem. Anybody can pay 21 euros and drive round the 22.81km of track, which has just under 100 turns and is bordered by Armco which is only a metre from the track in most places.

Add to this the different types of asphalt and concrete surface, track altitude varying 300 metres and almost every corner being blind, with camber that changes more quickly than a 60-year-old undergoing plastic surgery. Oh, and there's also the fact that everything from scooters (provided they can do 50mph) to buses are allowed on track at the same time. As long as you have an MOT and a licence, even if you are to driving what Cilla Black was to singing, you can get your ticket stamped, put your helmet on and drive your little heart out. This, of course, creates a situation that is far from ideal.

To find out exactly how the 'Ring has been kept alive and just how hard it is to drive I joined up with the 75 Experience, which is owned and run by Ron Simons. Ron does an average of 1500 laps a year and is considered to be one of the authorities on the Nordschleife. He teaches customers using the biggest fleet of Alfa Romeo 75s I've ever seen. "I was racing for 10, 15 years. I had a professional career, I had my own team," says Ron when asked about how he ended up teaching. "When you are racing, you need sponsors, but they want something back for their money, right?

"You can supply a barbecue at races for a couple of years, but then they want more. They want to sit in and do some demonstration laps. And then they want to drive themselves. You don't want to put them in a Radical series race car, then they get killed and you lose the sponsor and the car. It's a little stupid, and it's not the way to go. So we bought a few Alfas and took the sponsors to the 'Ring. And that's how it all started."

While waiting for Ron I had a chat with Dale Lomas, one of the instructors at the 75 Experience, and discovered the 'driving force'







OF PLEASURE

It's a scary prospect, but it's also big business for the local economy

BY ED FOSTER

behind the *Touristenfahrt*. "It's a political animal; the Nordschleife is owned by the State and run by the county," he says.

"It's run by elected officials. They are interesting characters, but the good thing is that because it's politically favourable to bring industry to this region and because they are a political party that's running it (the SPD, or *Sozialdemokratische Partei Deutschlands*, Germany's oldest political party), it's beneficial to have the Nürburgring running the *Touristenfahrt*, because *Touristenfahrt* means that anybody and everybody can drive.

"You've got five barriers and a car passing through every eight to 10 seconds at 21 euros a time. It's ka-ching, ka-ching. It's something like 25,000 euros an hour. And there is no other industry here. So the Nordschleife, in *Touristenfahrt*, in racing, in industry driving makes s***loads of money, and if the government was to say, 'well, no more *Touristenfahrt*', there would be less attraction for the racing, and there would be less reason for the manufacturers to be testing here. As it drops off the radar for the public, it drops off the radar for the industry."

So the SPD is happy, and everyone hammering round the track seems quite content, so what am I doing wasting time with a lesson? Surely the hire car would suffice after my handful of laps on the PlayStation?

Ron isn't convinced. "You can have a very fluent lap after maybe 50 laps, and be safe and on the move," he explains. "But if you want to really, *really* learn it, in the dry, you need 100 or 200 laps. To know where it's going and to feel where the bumps are, again it's difficult. I'm talking dry now. In the wet, it's 10 times as difficult."

The fact that a current Formula 1 driver managed to career into the Armco, backwards, while learning the track is brought up. Blimey.

I'm not such a fan of having a professional sitting next to me in the car – it usually ends up as an opportunity for them to remind me how many bad driving habits I have and how many more lessons I need. But for once, I was secretly looking forward to having Ron there telling me what to do and where to go. This is of course a race track, which are historically quite hard to get lost on, but when you come to a blind crest nudging 80mph, even the most experienced driver likes to know which way the road dives afterwards.

I'm finally on the track, and I realise just what an unforgiving place this is. After a few laps I still have no idea where the track goes, let alone where the apexes are on all the corners. With a constant stream of information coming from Ron, I manage to emerge on the other side with little more than a trickle of sweat on my forehead and a tear of fear running down my cheek. This is, without doubt, the most awesome and at the same time amazingly scary track in the world.

Yes, the Alfas are old, and not the most beautiful cars in the world, but as Ron puts it, "they create a huge amount of fun, without the excessive cost of a 911. You learn much more in a slower car, you learn to carry speed right." And most importantly you don't have to explain to the hire car company why the Ford Fiesta you rented a day earlier only has three wheels left and no front end... Ⓜ

For further information on the 75 Experience e-mail info@75experience.co.uk or phone +49 2691 931 952. Prices start at 200 euros.

Macrae-Smith's Austin Healey 3000, Saw Kim Thiat's Lotus 11 Climax and Bernard Arnold's Warrior Bristol at the Circus Hairpin in 1961

Racing was a huge draw – these fans are on their way to the track for the 1963 Malaysian GP

Dick Clinkcard's Jaguar is chased down by eventual winner Bill Wyllie's Lotus Cortina in the 1964 Saloon and Tourers event

National Archives of Singapore

Dancing with the devil



With corners called Devils and Snakes, it's safe to assume that the original Singapore Grand Prix was not for the faint-hearted – so it's just as well it wasn't run at night

BY STEVE SLATER

The Singapore Grand Prix is without doubt one of the most dramatic additions to the Formula 1 calendar in recent years. Its spectacular city skyline and night-time floodlighting set it apart, but what is less well known is that this year's race is far from being the first Singapore GP.

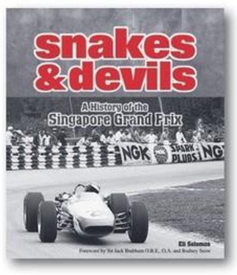
Between 1961 and 1973, a challenging road course hosted races carrying the Grand Prix title. They were regarded among the region's prime sporting and social occasions, and attracted drivers from both Europe and the southern hemisphere. The racing, the socialising and the track itself equally fulfilled the description 'fast and furious'.

Singapore-based historian, author and antiquarian bookshop owner Eli Solomon has spent over a decade researching the history of the race. His book *Snakes & Devils* is named after two of the corners on the Upper Thomson Road course. In his introduction, Eli describes the track as, "a one-of-a kind. Flanked by monsoon drains, lined with lamp posts and often accompanied by the wettest of weather, the narrow track was by no means intended for the faint-hearted racer". It was a track that clearly had to be explored. The question is what would be left after 35 years of inactivity?

The island state of Singapore is, at its longest and widest points, around 20 miles by 10, about the same size as the Isle of Man. But it has a population of over 4.5 million so you might expect any surplus land to have been built on years ago. Surprisingly, once you get away from the ultra-modern, high-rise city centre, larger and larger areas of greenery appear. By the time you reach Upper Thomson Road, lush equatorial foliage prevails. The road is now a main highway leading north from the city, towards Seletar where the former RAF airfield is itself another amazing survivor, still with its veranda-fronted houses and streets named Piccadilly and Pall Mall.

The first stop was a trackside rendezvous with Solomon for a typically Singaporean breakfast of *roti prata*, spicy curry on a dough bread washed down with *teh tarik*, a sweet tea with condensed milk. Joining us was David Chan and his pristine 1959 Austin Healey Sprite. Both car and owner have direct links to the Upper Thomson Road circuit. David was presented with the car on his 18th birthday and has never been parted from it. He drove the Sprite in sprint events at the track in the early '70s, while both his father and uncle were closely involved with the Grand Prix from its outset.

David's father had inherited the family business Eastern Autos, one of Singapore's first car dealers, established in 1920. From 1961, the advent of the GP led to Eastern Autos acquiring a steadily more exotic selection of Aston Martins, Lotuses and Lolas, driven by David's uncle, Chan Lye Choon, who went on to become one of Singapore's first home-grown heroes.



SNAKES & DEVILS
A HISTORY OF THE SINGAPORE GRAND PRIX

Published by
Marshall Cavendish
ISBN: 978 981 261 584 8 (S$85)
www.snakes-devils.com

Dancing with the devil



With corners called Devils and Snakes, it's safe to assume that the original Singapore Grand Prix was not for the faint-hearted – so it's just as well it wasn't run at night

BY STEVE SLATER

The Singapore Grand Prix is without doubt one of the most dramatic additions to the Formula 1 calendar in recent years. Its spectacular city skyline and night-time floodlighting set it apart, but what is less well known is that this year's race is far from being the first Singapore GP.

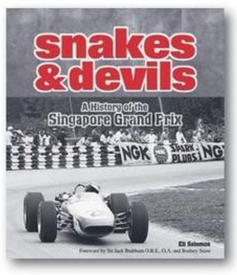
Between 1961 and 1973, a challenging road course hosted races carrying the Grand Prix title. They were regarded among the region's prime sporting and social occasions, and attracted drivers from both Europe and the southern hemisphere. The racing, the socialising and the track itself equally fulfilled the description 'fast and furious'.

Singapore-based historian, author and antiquarian bookshop owner Eli Solomon has spent over a decade researching the history of the race. His book *Snakes & Devils* is named after two of the corners on the Upper Thomson Road course. In his introduction, Eli describes the track as, "a one-of-a-kind. Flanked by monsoon drains, lined with lamp posts and often accompanied by the wettest of weather, the narrow track was by no means intended for the faint-hearted racer". It was a track that clearly had to be explored. The question is what would be left after 35 years of inactivity?

The island state of Singapore is, at its longest and widest points, around 20 miles by 10, about the same size as the Isle of Man. But it has a population of over 4.5 million so you might expect any surplus land to have been built on years ago. Surprisingly, once you get away from the ultra-modern, high-rise city centre, larger and larger areas of greenery appear. By the time you reach Upper Thomson Road, lush equatorial foliage prevails. The road is now a main highway leading north from the city, towards Seletar where the former RAF airfield is itself another amazing survivor, still with its veranda-fronted houses and streets named Piccadilly and Pall Mall.

The first stop was a trackside rendezvous with Solomon for a typically Singaporean breakfast of *roti prata*, spicy curry on a dough bread washed down with *teh tarik*, a sweet tea with condensed milk. Joining us was David Chan and his pristine 1959 Austin Healey Sprite. Both car and owner have direct links to the Upper Thomson Road circuit. David was presented with the car on his 18th birthday and has never been parted from it. He drove the Sprite in sprint events at the track in the early '70s, while both his father and uncle were closely involved with the Grand Prix from its outset.

David's father had inherited the family business Eastern Autos, one of Singapore's first car dealers, established in 1920. From 1961, the advent of the GP led to Eastern Autos acquiring a steadily more exotic selection of Aston Martins, Lotuses and Lolas, driven by David's uncle, Chan Lye Choon, who went on to become one of Singapore's first home-grown heroes.



SNAKES & DEVILS
A HISTORY OF THE SINGAPORE GRAND PRIX

Published by
Marshall Cavendish
ISBN: 978 981 261 584 8 (S$85)
www.snakes-devils.com

THE FIRST SINGAPORE GP

Sadly, David's family had to cope with the tragedy as well as the triumphs of the Singapore GP. His cousin Lionel Chan made his racing debut in the 1967 motorcycle Grand Prix and rapidly made his way through the ranks of saloon car racing into single-seaters. In 1971 he took part in 'the Main Race' for the first time in a Brabham BT16, powered by a Lotus twin-cam engine. The next year he was back in the same car, but he crashed at the entrance to the Long Loop, the fastest part of the track. The Brabham was not fitted with seat belts and even a helicopter airlift from the track couldn't save Lionel from his head injuries. One small consolation is that following the accident, the Singapore government made seat belts compulsory for road cars.



Brian Stock's Lola Mk1 rounds the infamous Devil's Bend in 1965

Eli Solomon

On that sombre note, it was time to climb aboard David's Sprite – which I noticed was not fitted with belts – for some laps of the track. While such as the grandstands and paddock facilities were always temporary and have long gone, the track itself remains largely intact – and as daunting as ever. We join at a busy road junction known as Sembawang Hills Circus. It was effectively turn one, the Circus Hairpin at the end of the long start-finish straight. As we accelerate towards it, David says, "Welcome to the Murder Mile". I can see his point. Even in a 948cc Sprite the track is fast and the infamous storm drains, three feet wide and two feet deep, line both sides of the road. Jump those and you'd be exploring dense jungle.

A gentle rise into a fast left-hander would have been taken in fourth gear in a Formula car, then the road sweeps right, then left, then repeats the reversals in a stupendous series of esses known as The Snakes. Already we're dropping back downhill into a tight semi-hairpin known as Devil's Bend. You need to brake through the final part of the Snakes to get properly set up for Devils. I can see why it had a reputation for spills that made it a favourite with spectators. Fortunately at our speed we're safely through, but we encounter another hazard. The track runs from Devils through two left-handed kinks, then into the right-hander of the Long Loop, all of which would have been taken at well over 100mph. Today we're brought to a standstill – by monkeys. I guess the big fella, about the size of an Alsatian dog, is called by naturalists 'the Alpha Male'. We call him a lot of other things as he and his extended family stage a sit-down protest in the middle of the road.

"They're waiting for food," says Colin. "They won't move unless they get something and they've learned that we run out of patience before they do." Fortunately another member of the troop appears, having robbed a nearby rubbish bin, and they climb onto a sign saying 'Do not feed the monkeys' to sort the spoils.

The Long Loop was where the TV and radio stations usually parked, with a view of the downhill left-hander at Peak Bend and the entrance to the pits. From there, another tight hairpin takes you back onto the main Upper Thomson Road highway. Today the junction is controlled by traffic lights and the main road is now dual carriageway, but Colin remembers watching the faster single-seaters deliberately "lighting up their tyres" to keep their engines on cam through the slowest corner on the track.

The final section of the 3.02-mile lap, the undulating Thomson Mile, was a flat-out blast. A few hundred yards after the Range Hairpin, the cars were already pulling hard across the start-finish line and were at maximum speed as they crested a combined brow and kink known as The Hump at which many cars became airborne. Combine Spa's Masta Kink and the Nürburgring's Flugplatz on a kerb-lined road and you'll get some idea. One can only imagine the speed at which the Australian Frank Matich lost control of his McLaren M10 Chevrolet Formula 5000 car in practice for the 1970 GP. The resultant altercation with a bus stop was described as "ruining his weekend".

Lap speeds were high from the outset and rose every year. The first lap record, set at the 1961 Orient Year Grand Prix as Chan Lye Choon's Lola-Climax vainly chased the winning Aston Martin DB3S of Ian Barnwell, was 2min 47sec, at an average of over 65mph. The final lap record was set in 1973 by Leo Geoghegan in an Australian-built Birrana Formula 2 car at a mighty 1min 54.9sec, 94.7mph. Such were the speeds approaching the Circus Hairpin that a bus stop chicane constructed from sandbags was part of the circuit until '69. Its supposed purpose was to prevent errant cars reaching VIPs and members of the Singapore government sitting in the adjacent grandstands. One wonders whether its removal for the final four Grands Prix was prompted by political or racing considerations.

The presence of such luminaries as the President is a sign of the status that the event commanded. From the outset, the GP weekend was one of the top events in the Far Eastern social calendar – and a massive hit with local fans who, contrary to Western perceptions, were well versed in motor racing. "The area has a history of motor sport extending back to the 1920s," says Solomon, pointing to events held in the neighbouring Malayan state of Johore, where the ruling Sultan was a keen supporter. The first GP was held in Johore in 1940, called The War Effort Grand Prix. Even after the privations of conflict in the region, Malaya's first post-war GP was held as soon as 1949, as the Singapore Motor Club Johore Grand Prix and Road Races.

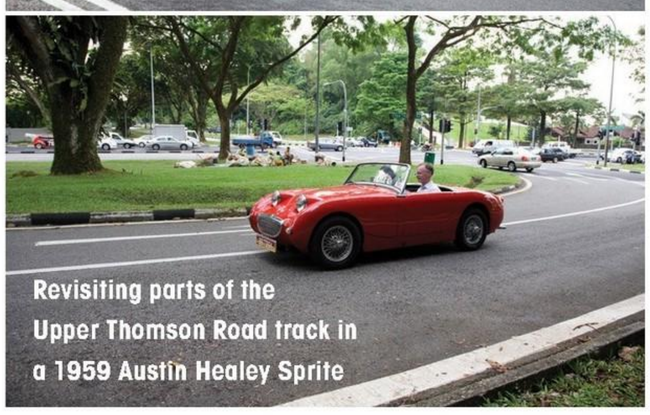
By 1959 the Singapore Motor Club's eclectic mix of native Singaporeans, British residents and servicemen numbered over 350 members and the club was running at least one event a month. In '61, as part of the region's celebration of the Year of the Orient, a GP was planned on the Upper Thomson Road track. Its date would be September 15-17, two months after the Johore event and two months ahead of the Macau GP, allowing time for drivers to prepare and transport their cars. The GP weekend was about much more than the headline event. There were nine races, four of which were for motorcycles, with additional events for vintage, saloon and touring cars, sports and GT cars. The event was a huge success, with an estimated 100,000 attendees.

"The grandstand tickets cost a hefty $9, more than a week's wages, and general access cost $1," says Solomon. "Yet there were so many people trying to get in that at some places the corrugated fencing around the track was forced down, and at two corners the police moved in to stop any more tickets being sold – that was an hour after the first two races had begun."

From 1962-65 the race was called Malaysian Grand Prix to distinguish it from the Johore event. Then in September 1965, Singapore achieved its independence from Malaysia. From 1966 all subsequent races would be called the Singapore Grand Prix. "Privateers made up the entire grid of the 1961 race and prize money was negligible," says Solomon. "By '73 there were works motorcycle and saloon car teams from Japan, the GP winner's prize money had burgeoned to $10,000, and a large percentage of the grid were not only invited from overseas, they were fully sponsored and paid 'start money' by the organisers. By then it was part of an unofficial season linking the Tasman series in Australia with events in Asia, culminating in the Macau GP. The first races were run to Formula Libre rules, which meant almost anything with four wheels and an engine could compete."







Revisiting parts of the Upper Thomson Road track in a 1959 Austin Healey Sprite

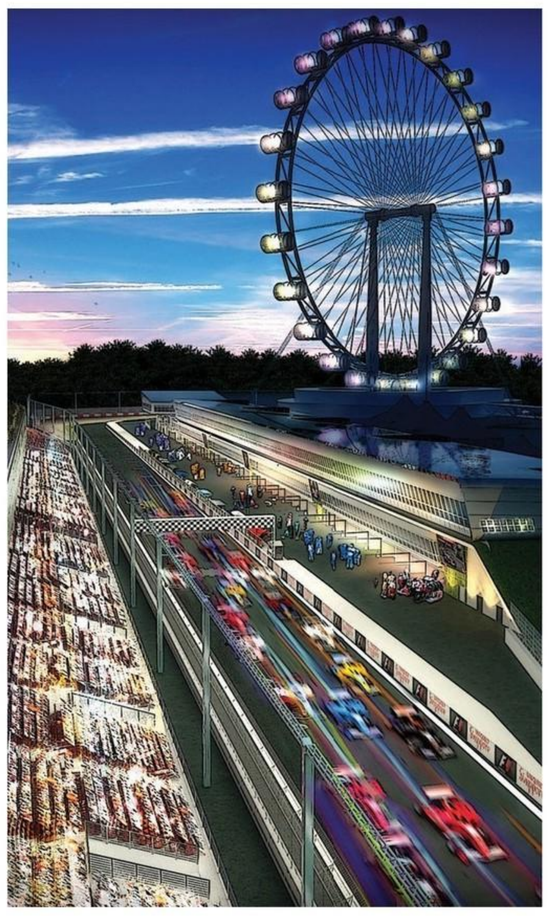
"Police moved in to stop tickets being sold – an hour after the races began"

Solomon points to the variety of cars entered for the '61 race as a clear illustration. They included a Cooper single-seater, a Warrior-Bristol, streamlined Lola-Climax, an ex-works Lotus 11 Le Mans car, with front bodywork removed to aid cooling, a 1955 Ferrari Monza, Aston Martin DB2/4 and DB3S, and the 'Feratus', a Lotus 15 fitted with a four-cylinder Ferrari Mondial engine. Vern Schuppan was the winner of the final 'old' Singapore GP in 1973. Solomon believes, however, that the golden era of the event was during the battles of a few years earlier, between Hong Kong-based Englishman John Macdonald and the New Zealand champion Graeme Lawrence. Solomon rates Macdonald as Asia's finest racer, the winner of 18 top-level events in the Phillipines, Malaysia, Macau and Hong Kong, on both two wheels and four. But victory in the Singapore GP would always elude him (MacD did win the 20-lap preliminary race in 1971, the year Jack Brabham was a guest).

In contrast Lawrence won the race an unprecedented three times in succession. His 1969 debut was in an F2 McLaren M4A powered by a Cosworth FVA engine. As a McLaren mechanic Lawrence had helped build the car, but it was regarded by its European drivers as an ill-handling beast. Lawrence's painstaking development paid off when he dominated a wet race. In 1970 he returned with perhaps the most charismatic car to race in the GP, the Ferrari Dino 246T which had been used that winter by Chris Amon to win the Tasman series. It took Lawrence to his second win, ahead of Macdonald's Brabham.

In 1971, new regulations restricted engine capacity to 1½ litres, so Lawrence entered a brand-new Brabham BT30 Twin Cam. He was third on the grid, however, after Macdonald won the qualifying race in his venerable BT10, known as 'Costin's Mule' because it had originally been used to develop the Cosworth FVA engine. In the 40-lap feature race Lawrence took his third win ahead of Australian John Walker. Macdonald, heavily bandaged after a motorcycle crash in Macau, was third. He'd been foiled again, but it didn't diminish his love of the race.

"Dangerous? In those days it was no more than expected and certainly safer by far than Macau," Macdonald told Solomon. "Monsoon drains? Yes. Bus stops? One after that lovely curve on the straight, and a few lamp posts. But none of these things got in the way and I certainly did not go looking for them!" Ⓜ



INSIGHT

THE DAWN OF ANOTHER GRAND PRIX

Thomson Road racer Colin Syn has strived to bring F1 to Singapore

Some 35 years have passed since the last race on the Upper Thomson Road track, but there remains a direct link between the old and new Singapore Grand Prix races. Colin Syn, one of the team who have created the modern night race, was a participant in the touring car races of the early 1970s.

Colin, who today is vice-chairman of Singapore Grand Prix Limited, made his first start in the Clubmans event at the 1970 race, and competed in the final event in 1973 at the wheel of a BMW 2002 Coupé. "In the intervening years I was one of many members of the Singapore Motor Sports Federation who lobbied long and hard to bring back the Grand Prix, but Singapore, probably rightly, had other priorities," he says.

In the late '80s, after positive discussions with Bernie Ecclestone, he came close to the possibility of running a GP on a permanent track. "Sadly it came to nothing, but looking back, it may be a blessing in disguise and we continued to chase our dream." The perseverance paid off in May 2007, when the Singapore GP team completed negotiations with Formula One Management to stage the 2008 SingTel Singapore Grand Prix. "I could never have thought back in 1973 that the next drivers to race BMWs on a Singapore track would be Nick Heidfeld and Robert Kubica," says Colin. "It shows you should never give up on your dreams."

GOODWOOD REVIVAL

Classic Racing on a Classic Circuit • 10 years of the Goodwood Revival

Fabulous Evening Race on Saturday • Freddie March 'Spirit of Aviation' concours d'elegance

Tribute to legendary driver Tony Brooks • Saturday is Ladies Day

"A magical step back in time"

60TH ANNIVERSARY 2008 REVIVAL



19·20·21 SEPTEMBER 2008

Admission strictly by advance ticket only – Call +44 (0)1243 755055 or book online at

www.goodwood.co.uk

Photo ©The Klemantaski Collection

THE GALLERY

PRESENTING THE FINEST IMAGES FROM THE BEST PHOTOGRAPHERS

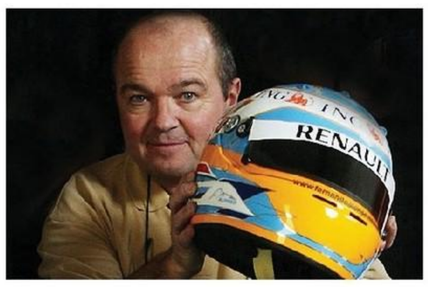


LAST TIME INTO LA RASCASSE

MONTE CARLO, MONACO – MAY 24, 2008

"It is good to introduce The Gallery with David Coulthard in the Red Bull as this gentleman driver will retire this year. I always look to show speed in my pictures, and here at La Rascasse the proximity of the marshal helps to give the impression of speed. The wide angle and the light both help to emphasise the movement."

Canon EOS-1DS, zoom 24-70mm lens. Speed 1/15sec at f20



BERNARD ASSET

In July 1973, as he was riding his Honda 125cc from Paris to Silverstone to see his first Grand Prix, 18-year-old photographic student Bernard Asset did not imagine he would become a recognised photographer in motor sport. F1 really started for him in 1979, when newly created magazine *Grand Prix International* took him on as a staff photographer. Before that Bernard spent three years covering French motor sport events for *Autohebdo*. After *GPI* ended in '84, Bernard went freelance, working in fashion for a time and covering the 1992 Olympics. These days he follows most of the GPs while working on the digitisation of his archives for his website, www.bernardasset.com

THE GALLERY



HARD TIMES FOR ALONSO
MONTREAL, CANADA - JUNE 8, 2008

"I think this photo reflects quite well the difficult time Alonso is having at Renault, but the Spaniard is a fighter and never gives up. This kind of picture is not easy to take because engine heat from the surrounding cars often creates a haze which is even worse than you get with asphalt heat. I was lucky because it was cloudy and at that moment there was no heat haze between Alonso and my lens. The use of a long telephoto lens intensifies the pack effect."

Canon EOS-1D Mark III, 500mm lens. Speed 1/800sec at f8



PEOPLE AND PLACES
BARCELONA, SPAIN - APRIL 27, 2008

"I like to show more than just the cars, which is the tendency nowadays. When you look at pictures from the '50s and '60s, there were no long lenses at that time, and it was nice to see the surroundings and how people were dressed. I try to think about how my pictures will be viewed in 40 years' time, and showing the marshals, other photographers and the fans is important. The marshals deserve respect for volunteering their time."

Canon EOS-1DS, zoom 70-200mm lens. Speed 1/640sec at f6.3



ON BOARD WITH BOURDAIS

MAGNY-COURS, FRANCE – JUNE 21, 2008

"I always like the possibilities with onboard cameras… I think I was the first to have one sitting on the engine cover of Alain Prost's Renault turbo at Dijon Prenois in 1982. I don't know why, but at that time we did not think about cheating! For this simulation of a garage exit, the mechanics just pushed the car, and the slow shutter speed gave the high-speed effect. The camera is fastened on the car, thanks to the cooperation of the Toro Rosso team."

Canon EOS-5D, 14mm lens. Speed 1.6sec at f20



EYE OF THE HURRICANE

BUDAPEST, HUNGARY – AUGUST 3, 2008

"Once again thanks to the Renault team for permitting me to have a remote-controlled camera on the pitstop crossbar. This kind of picture just requires time for preparation and set-up. After, when the car arrives, you just cross your fingers that the remote radio will work fine and that sun heat will not damage the electronics!"

Canon EOS-5D, 14mm lens. 1/500sec at f7


elf
RENAULT
ING
Pepe Jeans
ChronoTech
"MM" MUTUA MADRILEÑA
Bridgestone





Stingray RV is dedicated to supplying luxurious American motorhomes to a varied range of clients for any event, anywhere in Europe.

It doesn't matter if you need a motorhome for a 2 day race weekend at Silverstone, a week at Le Mans or an entire season, we have the right package for you.

The concept is simple! We prepare and deliver the motorhome of your choice wherever it is required. It comes fuelled, fully equipped and it is set up for your stay. When you have finished with the motorhome, you simply go home leaving it to be picked up by one of our drivers.

We have a new fleet of 2008 motorhomes and we are currently taking bookings for all British and European Motorsport events for this year and for 2009.

For more information or to hire a 'home from home' visit:
www.stingray*RV*.com or call **0870 241 5614**

WE ALSO HAVE NUMEROUS OTHER MOTORHOMES FOR SALE ON OUR WEBSITE

FOR SALE **FINANCE AVAILABLE**







2007 36' Damon Daybreak
3276 Bunkhouse.
£50,000 plus VAT

FOR SALE **FINANCE AVAI**



2007 Monaco Cayman XL quad slide, cream leather, diesel pusher 'as new'. **£79,950** plus VAT



stingray RV

the uk's leader in luxury
motorhome rental & sales







FOR SALE **FINANCE AVAILABLE**







New 2008 39' Fleetwood Discovery.
Full Wall Triple Slide, SAT TV, Plasmas etc.
1st in the country. **£136,500** plus VAT

www.stingrayRV.com

ARE YOU BEING ROBBED BY YOUR INSURERS?



You could make significant savings on your current premium and improve your cover by changing from a standard policy to a specialist High Net Worth insurance policy. High Net Worth policies can offer the following benefits:

- Worldwide cover for all your possessions
- "New for old" replacement
- Accidental damage
- Restoration & depreciation cover for antiques & fine art
- Complimentary appraisals
- Cover for second homes
- Annual travel cover
- Prompt claims handling
- No burdensome security conditions
- Significant discounts

At SmithGreenfield we understand that you don't want to deal with call-centres and insurance small-print. As members of the "Plain English" campaign our approach is uncomplicated and jargon-free. We will provide you with an experienced account handler who will manage all your insurance matters in a professional and friendly manner. High Net Worth insurers only deal with experienced brokers such as SmithGreenfield, giving you access to first-class products together with impartial advice.

If your home has a sum insured for buildings in excess of £250,000 or contents of £50,000 then contact us for further information, independent advice or a no-obligation quotation.

CALL US NOW ON 0844 873 3919 or visit:
www.smithgreenfield.co.uk

SMITHGREENFIELD
INSURANCE...*simple and secure*

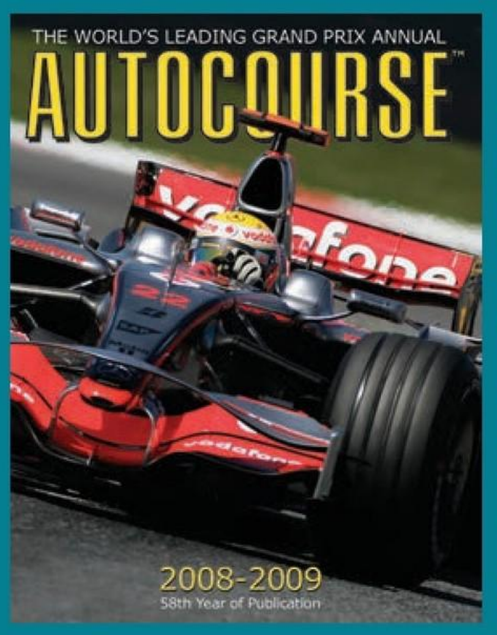
Offices in London, Surrey, Norfolk and Hampshire

Corporate member of Plain English Campaign 397
Committed to clearer communication

SmithGreenfield Services Plc is an Independent Insurance Intermediary authorised and regulated by the Financial Services Authority. Register Number: 300546. Member of the British Insurance Brokers' Association.

SPECIAL PRE-PUBLICATION OFFER 50% OFF *

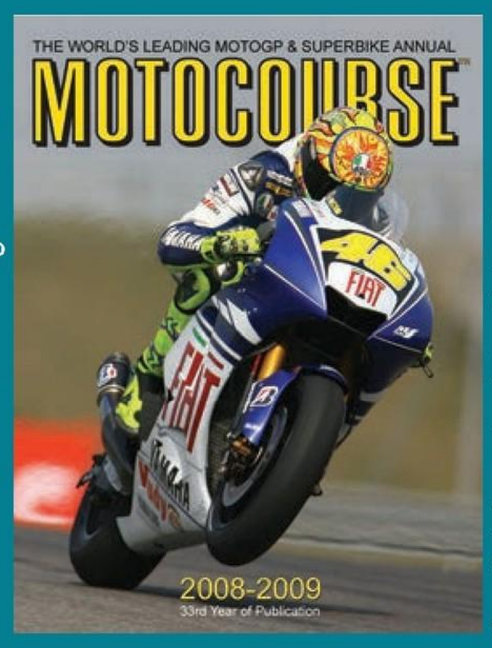
MOTOR SPORT READER OFFER



Now in its 58th year, AUTOCOURSE provides the definitive account of the Formula 1 season, backed by a comprehensive review of the other major motor racing categories across the globe.
Long-established as a genuine collector's item, AUTOCOURSE has an unrivalled heritage which is recognised by the entire motorsport community.

£20 *PLUS £5.00 Postage and Packing

MOTOCOURSE goes from strength to strength as the popularity of sport worldwide continues to flourish.
MOTOCOURSE is not simply a lavish record of the MotoGP and Superbike seasons, it is a highly collectable resource that has sold out for each of the past four years.
For more than three decades MOTCOURSE has been recognised as the leading annual of this exciting sport.



Cover illustrations and contents subject to change

£17.50 *PLUS £5.00 Postage and Packing

To order and view our other titles, including the exciting range of 2009 calendars go ONLINE to:
www.autocourse.com
When ordering please enter promo code: MSPT
Prices quoted are for UK mainland delivery only. For details on pricing and deliveries on overseas orders, please contact us by email: books@crash.net

Crash Media Group Ltd.
The Innovation Centre, Silverstone Circuit,
Silverstone, Northants, United Kingdom. NN12 8GX.
Telephone: 0870 350 5044

THE ORIGINAL MOTOR RACING MAGAZINE

MOTOR SPORT

SINCE 1924

CALENDAR 2009

GRAND PRIX REVOLUTION – 1958 TO 1962

FROM THE LAT ARCHIVE

EXCLUSIVE LIMITED EDITION CALENDAR

JANUARY 2009

FEBRUARY 2009

The **2009 *Motor Sport* Calendar** celebrates the last of the front-engined Grand Prix cars and the first of the rear-engined revolution, spearheaded by the great British marques of Lotus and Cooper. The collection has been specially selected from the LAT Archive to convey this period of unprecedented change in the history of motor racing, with many of the photographs previously unpublished. The images combine to form a superb present, and the photographs are suitable for framing. The calendar is printed on 250gsm fine art paper, measures 594 x 420mm, and is a strictly limited edition of only 1200 copies.

ONLY £29.95 +p&p

ORDER YOUR *MOTOR SPORT* CALENDAR 2009 NOW

By phone: 0207 349 8484 By fax: 0207 349 8494

By post: *Motor Sport* Calendar, 38 Chelsea Wharf, 15 Lots Road, London SW10 0QJ

Online: www.motorsportmagazine.co.uk/calendar

Please send me _____ copies of the *Motor Sport* Calendar 2009 at £29.95 plus postage: UK add £5, Europe add £10, rest of the world add £15

Name _____

Address _____

Postcode _____

Country _____ Telephone No _____

E-mail address _____

Calendars will be despatched at the beginning of December

I enclose a cheque/postal order for £_____ payable to *Motor Sport*

Please debit my credit card the sum of £_____

Visa ☐ Mastercard ☐ American Express ☐

Card number ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Expiry date ☐☐☐☐ Security number ___

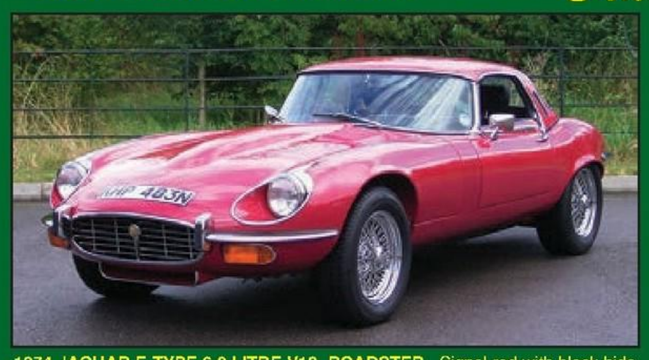
Signature _____

Sherwood Restorations Ltd.

Established 1966

Upton Fields Garage, Upton Road, Southwell, Nottingham NG25 0QB
Telephone: (01636) 812655/812682/812700 Fax: (01636) 816830

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



1974 JAGUAR E-TYPE 6.0 LITRE V12 ROADSTER. Signal red with black hide and weather equipment. Colour coded `works` hard top. Restored and uprated by M & C Wilkinson at a cost in excess of £165,000 ! Fuel injected 6.0 litre. Close ratio gear box. High ratio axle. Uprated brakes and suspension. 16`` Chrome wire wheels. TT stainless extractor exhaust. 380 BHP. Twin Kenlowe fans etc. etc. Road tested by Jaguar Enthusiast Magazine. This is without a doubt one of the finest restorations we have ever seen. Developed as Jaguar should have done ! The ultimate incarnation .....**RHD - £99,995**



1956 E.J.S. CLIMAX SPORTS RACING CAR – 1100cc. Dessigned and built by a close colleague of Colin Chapman – Edwin Snusher - as a wager that he could build a lighter and faster car than Chapman ! The E.J.S. weighs in at 440KG ! Powered by a 130bhp Whitehurst engine. It really does fly ! In board rear brakes, Alfin drums, Close ratio, Straight Cut gear box. De Dion rear suspension. Raced in period at Goodwood, Brands Hatch, Silverstone etc. Also Goodwood 2004. Just totally rebuilt. On the button and ready to go. Road registered. A full history file from new. Complete with FIA papers. A likely entry to Goodwood 2009. UNIQUE .....**RHD - £69,995**



1954 JAGUAR XK 140 `C` ROADSTER. Signal red with black hide. `C` Type head. 2`` carbs. Ground up restoration to the `ultimate` standard. Uprated with disc brakes. Chrome wire wheels. Dual exhaust. Motalita wood rimmed steering wheel. Koni shocks. Multi blade fan. Wind wings etc. Perfect panel gaps. This is as good as they get ! Would cost to replicate today, well in excess of £100,000 .....**RHD - £69,995**



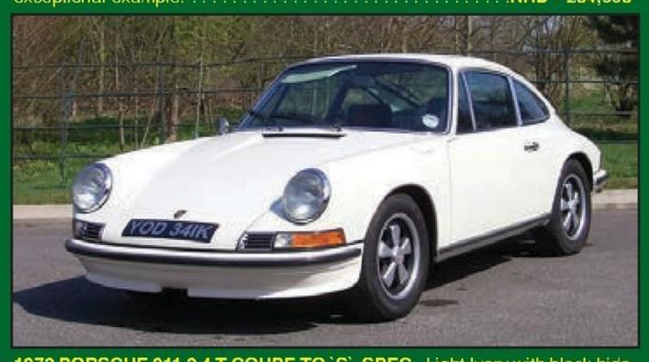
1962 JAGUAR 3.8 MK2. Opelescent silver blue with dark blue hide. A UK example, equipped with, Stage 3 engine, 2`` SU`s, 6 branch big bore exhaust, uprated cooling system, all synchro, overdrive gearbox. Harvey bailey handling kit. Poly bushed suspension. Chrome wire wheels. Coombes rear spats. Power steering. Uprated brakes. Reclining seats. Radio. Motalita steering wheel etc. Total restoration to a most exacting standard. An exceptional example. .....**RHD - £34,995**



1959 JAGUAR XK 150 FHC to `S` SPEC – (VAS 1070-9). Old English White with Blood red hide. Total ground up restoration by Marque Specialists at a cost in excess of £90,000 ! A UK example uprated to 3.8 spec when nearly new. Equipped with Overdrive, CWW, PAS, Uprated suspension, Kenlow fan, Alternator, Driving lamps etc. An example that would more than satisfy the `perfectionist` ! So good that I am tempted to keep it !! .....**RHD - £49,995**



1961 DAIMLER DART SP250 B SPEC. Ice blue metallic with grey hide piped blue. Dark blue Mohair hood and tonneau cover. Total ground up, professional restoration to a most exacting standard. Unleaded heads. Electronic ignition. Kenlow fan. Stainless steel exhaust. Motalita steering wheel. Halogen headlamps etc. an outstanding example that would cost to replicate, to this standard, well in excess of £45,000. Will not disappoint the most fussy of buyers. .....**RHD - £26,995**



1972 PORSCHE 911 2.4 T COUPE TO `S` SPEC. Light Ivory with black hide. A UK example, supplied by AFN. Low ownership and only 108,000 miles with documented service history. Bought upto `S` spec by Oaktree Garage in 2000 at a cost of £6,800. Equipped with electric windows, sunroof, S alloys, radio etc. Porsche owners club concours winner. Impeccable condition. Rarely do examples of this quality ever come onto the open market. . . .**RHD - £34,995**



1990 PORSCHE 911 (964) CARRERA 2. Metallic Diamond Blue with blue and cream hide. 3 owners. 70,000 miles. FSH. Extremely high spec. including – Turbo brakes, Turbo wheels and mirrors. Air Con, Electric sunroof, Full music system, Electric seats, Cruise control, Porsche alarm and immobiliser, Front fogs etc. Recent service and new tyres. Outstanding, unabused condition .....**RHD - £17,995**



1986 PORSCHE 3.2 SC SPORT. Grand Prix Wihte with Wine Red Hide. 100k miles with total service history. Equipped with Sunroof, Electric mirrors and ariel, Momo steering wheel, Hi-Fi system etc. An outstanding unmolested example with an impeccable history .....**RHD - £14,995**



1961 TRIUMPH TR4, Chassis No CT666. Finished in Signal red with black trim piped cream. Overdrive, wire wheels, brake servo, rev lights, unleaded head etc. etc. This is the benchmark car featured in Bill Piggots book `The Original TR`. Major concours winner and correct in every detail. One for the perfectionist ! .....**RHD - £22,995**



1975 TRIUMPH STAG AUTO. French blue with black trim and black mohair hood. A total ground up restoration to a most exacting standard, carried out some years ago and still perfect. Less than 10,000 miles since. Equipped with Power Assisted Steering, Electric Windows, Oil Cooler, Electronic Ignition, Kenlow Fan, Stainless Steel Exhaust, Polished Alloy Wheels, Period radio etc. An exceptional example detailed to perfection. As clean on the underside as it is on top .....**RHD - £14,995**



1979 MG MIDGET 1500. Damask red with black vinyl trim. 3 owners from new. A total ground up restoration to the ultimate standard, culminating in an Autoglym concours win (the `highest` accolade). Bills for, in excess of £10,000. Equipped with unleaded head, Oil cooler, extra instrumentation, Overtaking mirrors, Radio, Head restraints, Spot lamps etc. This has to be the finest example available today. .....**RHD - £6,995**

-WANTED-

CARS URGENTLY REQUIRED - SIMILAR TO ABOVE

HIGHEST PRICES PAID - INSTANT DECISION GIVEN

EXTENSIVE FUNDS AVAILIABLE FOR A SINGLE CAR TO AN ENTIRE COLLECTION



Expect to see lots more of this at next year's Silverstone Classic, when festivities will centre around the XK120

Jaguar to star in '09 Classic

JAGUAR WILL TAKE CENTRE stage at the 2009 Silverstone Classic when the event will mark the 60th anniversary of the first win for the XK120. It was in 1949 that the marque entered events with the new XK120 and the car's first race at Silverstone brought a debut victory.

Displays, demonstrations and races dedicated to Jaguars are all in the early stages of planning for the event, which will again run in the last weekend of July for three days from July 24-26.

Other changes to the event will include a shuffle of race categories, and the organisers intend to run a new race for the Super Touring cars of the mid-90s, which will be for the David Leslie Memorial Trophy.

"We want to capture the great days of the BTCC and we will be targeting at least 30 cars to take part, with as many original drivers as possible," said event director Roger Etcell from Motion Works.

On the back of the success of the 2008 event, which drew 57,000 visitors across three days, Etcell is aiming at a total crowd of at least 65,000 in '09. More live music and air displays will feature alongside a full weekend of racing.

Nordschleife demo planned for Historic Formula One cars

CLASSIC 3-LITRE FORMULA 1 CARS OF THE 1970s WILL RETURN to the full Nordschleife circuit at the Nürburgring on Saturday September 20 when cars from the FIA Historic Formula One Championship have a 30-minute demonstration session on the famous 14-mile track.



"It will be a little bit special," said Oli McCrudden, who has organised the session on the weekend that the cars are racing on the modern Grand Prix circuit. "A lot of our guys will not have driven round the Nordschleife before and they will be out behind a pace car. We're hoping for about 25 cars and they should do three laps."

Many of the cars in the Historic Formula One field raced on the full circuit in period. The last Grand Prix at the track was in 1976, when the accident that nearly claimed the life of Niki Lauda heralded the end of the circuit's life as an F1 venue.

Injured McRae scores Manx win

Jimmy McRae scored a resounding win on the Isle of Man Historic Rally in his first event since a major accident in Kielder forest in April.

Back at the wheel of the Prepfab-entered Porsche 911RS, McRae shrugged off the after-effects of a broken wrist to score yet another win on the island's challenging closed public roads.

McRae, partnered by Andy Richardson, led from early on. When asked how his wrist had stood up to the rally, he said: "It's nothing that a bag of frozen peas won't sort out."

Evening race returns to Revival

TO MARK THE 60th ANNIVERSARY OF RACING AT GOODWOOD and the 10th anniversary of the Revival meeting, there will be an evening race at Goodwood in September. For only the second time, the Freddie March Memorial Trophy will be a 90-minute race into the dusk of Saturday September 20.

The race will feature cars in the spirit of the original Nine Hours event, including Jaguar C-type, Aston Martin DB3S and Ferrari 750 Monza. "I'm excited by the prospect of staging this race," said Lord March. "Since 2002, it has been an ambition of mine to see racing of this sort return to Goodwood."

• *Turn to page 41 for our Goodwood Revival preview*

IN BRIEF

■ The Brabham BT8 of American racer Jeff Lewis has been put back into period livery as raced by Peter Revson when new in 1965. The 2.5-litre Coventry Climax-powered car is with preparation experts Hall and Hall in Lincolnshire.

■ The Group C season will conclude at Donington Park on October 4/5. There had been the possibility of a race at Jarama in Spain at the end of the month, but the series will now be confined to four race weekends in a bid to strengthen entries. Over 30 cars were entered for the Silverstone Classic.

■ The March 761 driven to victory in the 1976 Italian GP by Ronnie Peterson has been put up for sale by his family. The Swede bought the car in period and it has been owned by his family ever since. It recently underwent a major restoration.

■ After a six-year break from racing, former GT racer Geoff Lister has returned to the track in the ex-Terry Croker Lola T210. Lister acquired the Lola from Sweden and, after restoration by Chris Fox, gave it its first race in over 20 years during the Silverstone Classic.



■ The ex-Patrick Tambay Beatrice Lola-Hart owned by Richard Meins is set to take part in recent-generation F1 demonstrations. The 1985 car, one of six built, has been returned to its original livery and is in race-ready trim following an extensive rebuild.

■ Sir Stirling Moss will be the guest of honour at the Grand Prix of Malta on November 1/2. A dozen Bugatti Type 35s are promised to be among the 100-car entry for the event, which will include a series of demos, a sprint and a concours d'elegance on a circuit made up around the Valletta ring road.

■ Former World Rally Champions Björn Waldegård (1979), Ari Vatanen (1981), Hannu Mikkola (1983) and Stig Blomqvist (1984) will contest the McRae Stages on September 27 in a tribute to Colin McRae. The legends will all drive Ford Escorts on the Perth-based rally.

Historic Racing News



Jim Houlgrave

Six Hours gets bigger

WITH AROUND 600 CARS IN ACTION across three days, the Spa Classic Six Hours meeting at the end of September is one of the biggest historic race meetings of the season.

Headlined by the stunning six-hour event, which traditionally runs through to midnight on Saturday, the weekend is crammed with quality races including Grand Prix Masters, World Sportscar Masters, Sports Racing Masters and Gentleman Drivers.

For older cars the Woodcote Trophy, Pre-War Sports and BRDC Historic Sports Car series are on the schedule, but it is the six-hour contest that tops the bill.

Heavily over-subscribed once more, the Six Hours looks set to be a battle between Ford GT40s, Jaguar E-types and AC Cobras, and a quartet of GT40s should make the running. The combination of Christian Glasel and Aaron Hsu is very strong, while Richard Meins and Shaun Lynn had not confirmed second drivers at the time of writing.

In the Cobra pack father and son Grahame and Oliver Bryant are major contenders, while another father and son team, that of Chris Chiles Senior and Junior, is joined by Paul Ingram in their rapid Cobra.

Heading a gaggle of at least 10 E-types are the Minshaw brothers Jon, Jason and Guy, but the combination of Juan Barazi and Michael Vergers is also very potent.

Porsches head the Tour Britannia pack

THE BEST ENTRY YET FOR TOUR BRITANNIA will contest the 2008 event, which starts from the Imperial War Museum at Duxford on Tuesday September 2.

With the '07-winning Chevron B16 of John Grant not entered, Porsches should set the pace and Howard Redhouse and Sean Lockyear should feature prominently along with the Lotus Elan of John Sheldon. Other top entries include Chris Chiles (AC Cobra) and John Clark (Jaguar E-type).

Racing will take place at Snetterton, Mallory Park, Silverstone and Oulton Park. Selected rally stages complete the route.

Angoulême plans 30th celebrations

THE 30th ANNIVERSARY OF THE REVIVED Circuit des Remparts at Angoulême will run on Sunday September 21 with a day of racing on the tight street circuit in the historic French town.

The circuit remains unchanged since it was first used in 1939 and then brought back into use in 1978.

Seven races will be topped by the annual contest for pre-war GP Bugattis, while other races are for MG T-types, vintage cars and 1950s-60s sports cars. There will also be demo runs, with several Matras and an F1 Tyrrell promised.



Alesi in Fangio Merc at Reims

JEAN ALESI AT THE WHEEL OF the Mercedes-Benz W196 raced by Juan Manuel Fangio to his third Formula 1 crown in 1955 will be the star attraction at the second 'Weekend of Automobile Excellence in Reims' on September 12/14.

Over 200 pre-69 race cars and 40,000 spectators are expected for the demonstration event which celebrates the GP heritage of the daunting road circuit, which last hosted the French Grand Prix in 1966.

Around 70 entries from Britain include the Stovebolt Special of *Motor Sport's* Simon Taylor as well as Jaguar D and E-types.



Hill's Shadow back on track

THE SILVERSTONE CLASSIC marked the return to racing of the Shadow DN1 that Graham Hill used during the 1973 season. The car had stood un-raced for 35 years until Daryl Taylor rebuilt it and took it back to the grid.

"We bought it towards the end of last year in America and it's been quite a project," said Somerset-based Taylor. It had been stored in the States and, apart from a few demonstration runs, hadn't been used since Hill raced it in 1973.

"I'm the first person other than Graham Hill to race the car. It is quite an honour," said Taylor.

IN BRIEF

■ The legacy of the Australian Repco engine will be marked during the Tasman Revival meeting at Eastern Creek Raceway in late November. A collection of Repco-powered Brabhams will be in action to celebrate the V8 engine that powered Jack Brabham and Dennis Hulme to world titles in 1966 and '67.

■ The Brooklands Museum Trust has announced that the Brooklands Club and the Association of Friends of Brooklands Museum, its separate supporting organisations, have been united to form a single body that will be known as Brooklands Trust Members.

HISTORIC RACING DIARY

SEP 2-4 TOUR BRITANNIA, the classic race and rally tour. *www.tourbritannia.com*

SEP 6/7 CSCC, CADWELL PARK. Admission £12. *www.motorsportvision.co.uk*

SEP 13 HSCC, BRANDS HATCH. Admission £12. *www.motorsportvision.co.uk*

SEP 13 AMOC, OULTON PARK. Admission £12. *www.motorsportvision.co.uk*

SEP 13/14 CLASSIC ENDURANCE RACE (LE MANS SERIES SUPPORT), SILVERSTONE. Admission £25. *www.silverstone.co.uk*

SEP 13/14 BHRC, FLANDERS (B). Round seven of the MSA rally series. Admission FOC. *www.hrcr.co.uk*

SEP 19-21 GOODWOOD REVIVAL, WEST SUSSEX. Admission £47 in advance only. *www.goodwood.co.uk*

SEP 19-21 HISTORIC FORMULA ONE CHAMPIONSHIP, BRNO (CZ). *www.historicformulaone.com*

SEP 20/21 CIRCUIT DES REMPARTS, ANGOULÊME (F). *www.circuit-des-remparts.com*

SEP 26-28 SPA SIX HOURS, SPA-FRANCORCHAMPS (B). *www.motorclassic.com*

SEP 27 BHRC, PICKERING. Final round of the MSA championship. *www.rallyyorkshire.co.uk*

SEP 28 TOP HAT RACEDAY, MALLORY PARK. Admission £12. *www.mallorypark.co.uk*

CHRONOGRAPH RACING IV

From
£ 800



www.classic-time.co.uk

LuBois 1785
DUBOIS&FILS®
Oldest Swiss Watch Factory

Tel: 01189-482674

Ronnie Peterson Museum





Welcome to the

Ronnie Peterson Museum

Opening Hours
Tuesday – Sunday
12.00 – 17.00
Mondays closed

Storgatan 19 | Örebro | Sweden

www.ronniepetersonmuseum.se
info@ronniepetersonmuseum.se

FISKENS
FINE HISTORIC AUTOMOBILES



1964 Austin Healey 3000 Works

BRX 852B was prepared by the works for Timo Makinen and Paul Easter for the 1964 season, partaking in the gruelling Leige-Rome-Leige rally, after which it achieved its best result of 2nd overall on the RAC Rally. It was then purchased by two brothers from Ireland who owned the Healey for 30 years until eventually joining the current owner's stable. BRX has recently been used for historic rallying, taking part in the 2001 Classic Marathon where she finished 4th overall & 1st in class as well as stretching its legs at this years Goodwood Festival of Speed. Regarded by marque experts as an extremely original works car with an unquestionable provenance, BRX is ready to be campaigned in the growing number of events that these cars are eligible for.

CURRENT STOCK

1964 Austin Healey 3000 ex Works 'BRX 852B'
1964 Austin Mini Cooper ex Works 'DJB 93B'
1964 AC Cobra Mk II
1971 Chevron B16
1926 Bentley 3 – 4 ? Litre
1959 Ferrari 250 GT 'California Spyder'
1965 Ferrari 275 GTB/2
1966 Ferrari 275 GTB 'NART' Spyder
1966 Ferrari 275 GTB/C
1969 Ferrari 365 GTC
1939 Jaguar SS100
1961 Jaguar E-Type 'Lightweight'
1939 Lagonda V12 Drophead Coupe
1973 Porsche 911RS 2.7 Touring
1972 Porsche 911 S/RSR 3 Litre
1964 Porsche 904

FISKENS, 14 QUEENS GATE PLACE MEWS
LONDON SW7 5BQ
Tel: +44 (0)20 7584 3503 Fax: +44 (0)20 7584 7403
Email: cars@fiskens.com **www.fiskens.com**



THE MAKINGS OF A CLASSIC

With growing participation and attendance, the Silverstone Classic is clearly gaining in stature

BY PAUL LAWRENCE

It's not every Saturday evening that you can watch a pack of Lola T70 Mk3Bs thundering through Woodcote, headlights piercing the dusk after the sun has set behind the Silverstone grandstands.

This magical spectacle came in the closing stages of the World Sportscar Masters race at the 2008 Silverstone Classic, just one of many memorable sights and sounds as the circuit's return to the forefront of classic and historic racing stepped up a gear.

Running under new management for the first time, the Silverstone Classic can be judged a great success. Huge grids across a 21-race programme, an infield packed full of displays, live music and air displays all made for a special weekend as Motion Works UK took the helm.



Silverstone's once proud place at the forefront of the historic racing season had been wantonly squandered in the dark years when Octagon ran the venue. Back in the 1990s, the Coys International Historic Festival drew a crowd of 90,000 visitors across three days, and it is that level of attendance which event organiser Roger Etcell wants to achieve again in the future.

Sure, there were some teething problems with the 2008 event, but Etcell and his team have achieved a huge amount in barely six months. He has already pledged that 2009 will be better still, given a full year of planning.

It was a bold move by Silverstone-based Motion Works to take over the total rights to the event, but any doubters will have been silenced by an event that had atmosphere, spectacle and a whole raft of side attractions.

As the 44-car field for the headline WSM race formed up ahead of a monstrous rolling start, Etcell took a few moments to reflect on the progress of the meeting. "Hopefully we've brought a festival atmosphere to the event," he said. "The competitors have been fantastic in supporting us in all the things we're trying to do," he added, well aware that winning the



Justin Law/Andy Wallace Jaguar XJR8 was second in Group C, ahead of Andy Purdie Nissan R90-CK (right)



GT and Sports Endurance Masters received strong entry





Andrew Wareing (26), Brian Jolliffe (47) and Tony Ditheridge in HGPCA action


Hall AC Cobra chased by Grainger/Norman 911 in GT race



Peter Sowerby was a winner in the Historic F1 races in Williams FW07C-14



Grand Prix Masters race went to Michael Fitzgerald in March 761B



Nick Wigley (7) dices with Nigel Bancroft in HGPCA pre-66 GP


US muscle aplenty in Top Hat Masters Pre-66 Saloons. This is the Wyndham/Salvage Falcon

All images LAT

support of drivers, teams and car owners is central to the future success of the Classic.

From the participants' point of view, the paddock layout had a mixed reaction. Keeping all race trucks out of the main paddock was a great move for the fans, who had easy access to the star cars and drivers. But managing such a move is not the work of a moment, and this is an area that will be refined for 2009.

But these are details. The overriding result was an event with a weekend attendance of 57,000, which was well over the 49,000 target. Already plans are being hatched for a bigger and better event in 2009, when Jaguar will be the featured marque and a headline race for Super Touring cars of the 1990s is likely as the race content is shaken up.

On track, four races for 3-litre F1 cars topped the action as the FIA Historic Formula One Championship and Grand Prix Masters shared the stage in a rare double billing.

Joaquin Folch bagged one HF1 win in his Brabham BT49, while US visitor Michael Fitzgerald twice fended off Peter Williams in a battle of the March 761s in Grand Prix Masters.

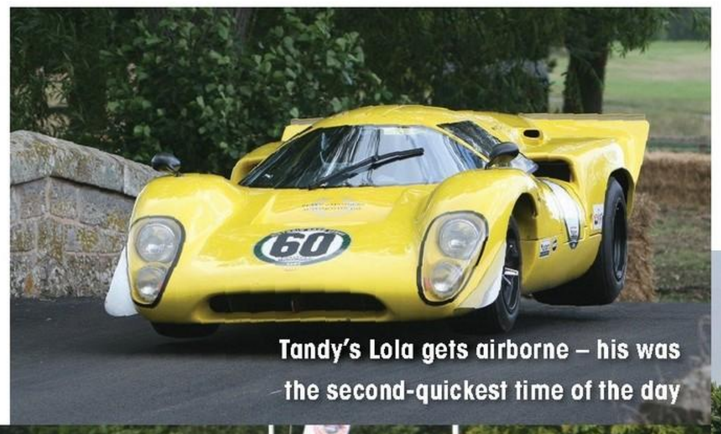
Peter Sowerby was in fine form, winning in his Williams FW07C in the other Historic F1 race and then sharing his Nissan RC90K to Group C victory with Calum Lockie at the end of Sunday's programme.

The 90-minute Group C enduro ran for the David Leslie Memorial Trophy and Lockie was clearly moved at winning the race named in honour of his friend and fellow Scot. "800bhp and an oily track made for some interesting moments," said Lockie, who had the Nissan nudging 190mph before braking for Stowe.

Unfortunately, a couple of nasty shunts marred the racing, although thankfully without major physical harm. Rob Sherrard's damaged Sauber Mercedes, after a first-lap tangle in the Group C race, was one of the saddest sights of the weekend, while Rupert Whyte's Widi sports-racing car was badly damaged against the wall at Woodcote after finding an XK120 sump-full of oil.

Meanwhile the stunning WSM race, which opened with a relaxed and informal grid gathering for the teams and drivers in glorious evening sunshine, was an absolute highlight.

The pack of Lola T70s, accompanied by the sublime Ford F3L of John Young, the Ferrari 512M of David Hart and three GT40s could not counter the pace of the little Lola T212 of father and son Anthony and Ollie Hancock. "Fabulous! There was a great atmosphere going into the dark," said an elated Hancock Sr. The race may have gone into the dark, but the Silverstone Classic has clearly come into the light. Ⓜ


Tandy's Lola gets airborne – his was the second-quickest time of the day


The Lola was pipped by Ingram's spectacular Ford RS200


Cholmondeley Castle provided an impressive backdrop to proceedings

CHOLMONDELEY WARMER

The north-west has a new motor sport attraction following the success of the first Pageant of Power

BY PAUL LAWRENCE

With around 15,000 visitors, action on the track, on the water and in the air, and a tremendous response from the drivers, the first Cholmondeley Pageant of Power can be judged a runaway success.

The plan to run a weekend festival in the extensive grounds of Cholmondeley Castle in Cheshire, bringing together three strands of powered entertainment, was bold and ambitious, but the event delivered on all fronts and planning for the 2009 edition is already underway.

"The feedback from the competitors has been excellent," said event director James Hall. "They've enjoyed the atmosphere and they've enjoyed the course. It's been a huge success. I've been talking to the public as they've been leaving and the response is that they loved it."

The action on the newly constructed 1.2-mile sprint course centred on 80 classic cars and 40 motorbikes, and each had four timed runs through Sunday. Although tight in sections, the course was widely enjoyed, and top speeds of 115mph were recorded as the pace increased steadily during Sunday's better conditions.

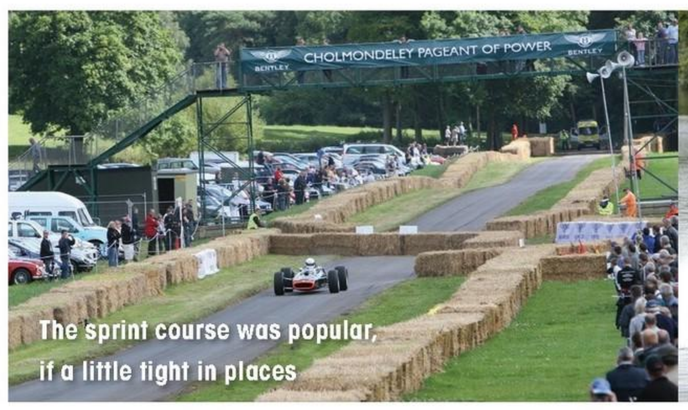
The tightness of some corners made it tricky for the biggest and newest race cars, but Derek Bell successfully demonstrated the Le Mans-winning Bentley Speed 8 as the Cheshire-based marque played a major role in the event. "It's an idyllic setting and the atmosphere is tremendous," said the five-time Le Mans winner.

Other drivers echoed Bell's comments. Willie Green drove an Aston Martin DB3S and a Ferrari Testa Rossa. "It's gone better than any of us dared hope," said Green. "The venue is terrific and the ambience has been sensational. Maybe some of the corners just need to be opened up."

In the competition, the Ford RS200 former Group B rally car of Kingsley Ingram clinched fastest time of the day, but the local driver had to dig deep on his final run to push the Lola T70 Mk3B of Steve Tandy back to second. The winning margin was less than 0.25 seconds.

Into a mighty third, and showing that the Cholmondeley course rewards skill and bravado as well as all-out power, went the 1960 Cooper T51 of Nigel Bancroft: "It was jumping out of gear, so it was a case of holding the oversteer with one hand and the gear lever with the other."

But the big winner was the region, with the birth of a new event that will quickly become a must-do on the calendar. There was little to fault during the first running of the Pageant of Power and given the scale of achievement, it is only going to get better in future years. Ⓜ



The sprint course was popular, if a little tight in places


Water-borne racing was a novel draw

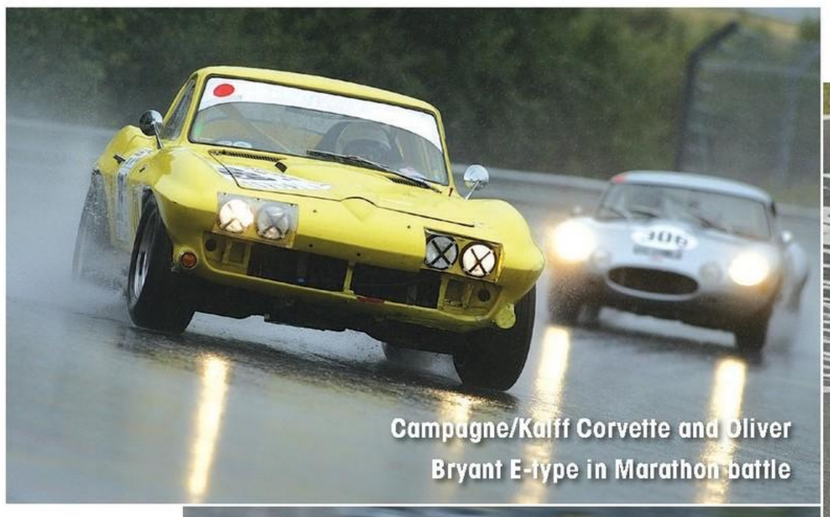
50th Anniversary
Moto-Lita®
THE CLASSIC BRITISH STEERING WHEEL

Moto-Lita
Thruxton Racing Circuit, Hampshire, England
Tel: +44(0)1264 772811 Email: info@moto-lita.co.uk
Website: www.moto-lita.co.uk
AIR CHUTES IRVIN
AVIATION LEATHERCRAFT MOTO-LITA LTD

Aviation Leathercraft
DESIGNERS AND SUPPLIERS OF FLIGHT CLOTHING TO HER MAJESTY'S FORCES
AIR CHUTES IRVIN
Call for a free colour catalogue on 01264 772811 or visit us
Mon-Thurs 9-4pm
Fri 9-12.30pm
New Website
WWW.FLYING-JACKET.COM
Gift vouchers available
MoD approved supplier to the RAF
Aviation Leathercraft a Division of Moto-Lita Ltd. Thruxton Industrial Estate, Hampshire, SP11 8PW, England

1ST + 2ND NOV
VALLETTA, MALTA
GRAND PRIX DE MALTE CLASSIC 2008
GRAND PRIX DE
MALTE
CLASSIC
Come for a last burst of summer sun,
last swim
and some thrilling
road racing!!

HOTEL PHOENICIA MALTA
MALTA GOZO COMINO
airmalta.com
www.grand-prix-de-malte.com
www.phoeniciamalta.com



Campagne/Kalff Corvette and Oliver Bryant E-type in Marathon battle



Hadfield took his Matra to fourth against newer cars in GP Masters



The Laidlaw/Hadfield Porsche dives inside the Chiles/Ingram AC Cobra in the Historic Marathon



Bob Brooks (Lola T212) leads Sandy Watson (Chevron B19) in the SuperSports Cup



Michael Hinderer (ex-Regazzoni BMW M1) races Christopher Stahl (Porsche 934-5)

Herbert Steves (heppypress)

Marathon weekend

A venture onto the Nordschleife and a night race added variety to Germany's big historic meet

BY PAUL PARKER

The AvD Oldtimer Grand Prix meeting is a pleasing mixture of old and fairly new, together with totally unhindered traffic access (British circuits please note). Since last year the construction of a new leisure complex has begun at the Nürburgring that will include a casino and apparently a rollercoaster, so it is currently 'crane city'.

For the 2008 Marathon they used the Nordschleife – motor racing's equivalent of climbing the north face of the Eiger – and the modern track combined, over 16 miles in total. The weather was wet and grey for the 95 starters, led by the Richard Meins/Julian Rouse Ford GT40. Unsurprisingly it was considerably faster than the rest but it faded, giving the lead to the Michel Campagne/Allard Kalff Chevrolet Corvette pursued by Martin Stretton in George Huber's Jaguar E-type and the Gotcha Racing E-type of Marcus von Oeynhausen. Ultimately the rapid Corvette seemed to develop braking problems and Stretton took the lead. They were followed by the Irvine Laidlaw/Simon Hadfield Porsche 904/6 that crossed the line first after the Stretton/Huber E-type stopped with a broken gearbox. But because the race was then red-flagged the results were taken from the previous lap, giving the win to the Jaguar from the Porsche with von Oeynhausen third.

The Nürburgring Trophy on the Nordschleife was won by the Porsche 911S of Michael Roock/Claudia Hürtgen, while the rest of the meeting included what resembled a timed regularity run for pre-1940 cars rather than the former races. Instead we had the odd sight of a few pre-war racers and a lot of touring cars driving around at varying velocities.

Happily Grand Prix Masters provided an exciting show with Jean-Michel Martin's Ensign N177 winning both races and Simon Hadfield, who gave a virtuoso performance in the 1969 Matra MS80, finishing fourth. Ron Maydon enjoyed his ever more competitive Amon F101, James Hanson's ex-Ickx Ferrari 312B2 sounded magnificent, while James Wood drove the unique Cooper-Alfa T86C tested in period by Lucien Bianchi and, allegedly, Denny Hulme. Another welcome addition was a 1967 works Brabham-Repco BT24 for Mark Linstone.

There were pre-1960 GP cars, FJs and assorted GT and prototype/sports car races featuring everything from 1950s Allards to Can-Am McLarens and Porsche 935s. Peter Hoffman won one race with his McLaren M8F, which he used in endurance racing in 1976 and '77.

An atmospheric night race was included and this featured Otto Reedtz-Thott's ex-UDT-Laystall Lotus 19, raced by Innes Ireland in America. It won the night-time event and finished second in the Sunday race behind Jamie McIntyre's bellowing Lister-Chevrolet.

As I stood watching the derring-do on the Nordschleife and later the inevitable remains of over-enthusiastic driving, I was reminded of the huge draw of this place – and how it can cause people to over-reach themselves.

The Auto Collections

LAS VEGAS NEVADA

The World's Largest Classic Car Showroom

Join us for our 10th Anniversary Celebration
at the Imperial Palace Hotel & Casino
October 14-20, 2008
We will be bringing in our best cars from
our locations in Danville, Ca. and Los Angeles, Ca.
to celebrate 10 years of buying and selling
some of the World's best classic cars.
Over 350 of the World's greatest classic cars
will be available for sale.
Everyone is invited.

The Auto Collections
3535 Las Vegas Blvd. South Las Vegas, Nevada 89109
Ph. 702-794-3174 Fax 702-369-7430
www.autocollections.com e-mail info@autocollections.com

Show and sell

In America, car auctions are high-octane events

It may surprise you to hear that RM Auctions has only ever held three sales in Europe during its 17-year history, and yet claims to have sold over £68 *million* worth of machinery in those three sales. That's several million pounds in commission alone.

So why aren't more American auction houses frantically paddling across the Atlantic to get a slice of the action? Well, *Motor Sport* travelled to Monterey for the Pebble Beach concours and auction weekend to ask David Gooding, president and CEO of Gooding and Company, about the US auction scene and RM's success across the pond.



"We'll do a car auction in Europe when we feel the time is right"

DAVID GOODING

"I wouldn't rule out [coming to Europe]," he says, "but we are very intent on wanting to offer the market something different. If we feel there is a niche to fill and the market will respond to us, then we'll fill it.

"Perhaps in the future it's something we will consider. We'll do a car auction when we feel the time is right."

What is certain is that, with the publicised success of RM, other houses will be speeding up the rate at which they consider such a move.

One thing the American houses do particularly well is the show surrounding the event. Indeed, RM got a name for itself in Europe for making an auction exactly that – an event. It's no different here in Monterey, with music, videos and lights accompanying the lots up for sale. "I think it's important and we can add value to the cars," says David. "It's not just about adding explosions and fireworks – if we present a car in a really exciting manner, we translate it in a way that gets it across to a client, that adds value.

"You know you can take that Ferrari over there," he turns, pointing to a 1950 166 MM Berlinetta Le Mans, "and just roll it onto a stage and present it as a 'beautiful Ferrari'. Or you can have lights, music and a video of it roaring down a track and screaming through the turns. Then all of a sudden you feel like you're in the car. You can feel the *g*-forces and the revs, and that gets your blood pumping. That can make the difference between a million dollar bid and a two million dollar bid."

However much RM and Gooding and Company's competitors dislike such an approach, it certainly seems to work when it's applied in the right way at the right auction. You only need to look at past results to see how well some cars are selling. The four auction houses that hosted sales over the Monterey ➤➤➤



Show time: Gooding and Co sells its star lot, a Bugatti Type 57SC, in Monterey

AUCTION DIARY

Our pick of the upcoming sales and the items you can't afford to miss

AUGUST 30 THE WORLD WIDE GROUP, Fine Collector Cars, Auburn, Indiana, USA, Tel: 001 866 273 6394

SEPTEMBER 12 OLDTIMER GALERIE, Collectors' Motor Cars, Toffen, Switzerland, Tel: +41 (0) 318 196 161

SEPTEMBER 13 BONHAMS, Collectors' Motor Cars, Motorcycles and Automobilia, Beaulieu National Motor Museum, Hampshire, Tel: 020 7468 5801



STAR LOT
1964 PORSCHE 904 GT3, ESTIMATE: $400-600,000

SEPTEMBER 19 BONHAMS, Goodwood Revival, Important Sports, Competition and Collectors' Motor Cars and Fine Automobilia, Chichester, Sussex, Tel: 020 7468 5801

SEPTEMBER 25 DORSET VINTAGE & CLASSIC AUCTIONS, The Gartell Light Railway, Common Lane, Yenston, Somerset, Tel: 01963 363353

OCTOBER 4 BONHAMS, Vintage New England, Collectors' Motor Cars, Larz Anderson Auto Museum, Brookline, MA, USA, Tel: 020 7468 5801

OCTOBER 16-18 BARRATT AND JACKSON, Collector Cars, Las Vegas, Nevada, USA, Tel: 001 480 421 6694

OCTOBER 20/21 BARONS, Classic Collectors and Historic Cars, Esher Hall, Surrey, Tel: 02380 668413



STAR LOT
1955 LANCIA AURELIA B24S, ESTIMATE: $220-260,000

OCTOBER 22 H&H, Haynes International Motor Museum, Sparkford, Yeovil, Somerset, Tel: 08458 334455

OCTOBER 22 BRIGHTWELLS, Classic Cars, Leominster, Herts, Tel: 01568 611122

OCTOBER 24-26 RM AUCTIONS, Classic Cars, International Centre, Airport Road, Mississauga, Ontario, Canada, Tel: 001 519 352 4575



STAR LOT
EX-JIM CLARK & RICHARD ATTWOOD, 1963 FORMULA 1 CHAMPIONSHIP-WINNING 1962 LOTUS 25, ESTIMATE: $535-860,000

OCTOBER 29 RM AUCTIONS, Classic Cars and Automobilia, Battersea Evolution, Battersea Park, London, Tel: 020 7293 6336

NOVEMBER 16 BONHAMS & GOODMAN, Collection of the late Hon John Dawson-Damer of Historic Lotus Race Cars, Sydney, Australia, Tel: +61 (0) 38 530 3905

weekend (Bonhams and Butterfields, Russo and Steele, RM Auctions and Gooding and Company) all produced extremely successful sales and attracted some fascinating cars.

Without doubt one of the highlights was the 1960 Jaguar E2A that Bonhams sold at Quail Lodge on August 15. The hammer finally dropped at an impressive £2,672,700, but this came as no surprise to the many who were familiar with its history. The car, widely considered to be one of the most significant surviving prototypes ever to come to auction, was driven by none other than Sir Jack Brabham, Bruce McLaren, Dan Gurney and Walt Hansgen during its racing years, which included the 1960 Le Mans 24 Hours.

It was built by Jaguar as the 'link' between the D and the E-types, and housed a fuel-injected 3-litre motor which sadly failed six



Jaguar E2A sold for £2.6m at Quail Lodge

hours into the race at La Sarthe (the head seal had gone and a piston burned). The Jag had spent the 40 years prior to the auction in one family's ownership – let's hope the new owner continues to let us see it at events such as the Festival of Speed.

Down the road, and only a couple of days later, Gooding and Company showed us that its approach does seem to work. As David suggested, giving the cars some 'life' as they went under the hammer worked well, with the company managing to sell over £16m worth of cars in two days. However, some interesting cars failed to reach their estimates (the 1932 Bugatti Type 46 Sport Saloon sold for a mere £200,000), while others from Dr Peter and Susan Williamson's collection of Bugattis sold for record-breaking prices.

The star of the show was without doubt the 1937 Bugatti Type 57SC Atalante Coupé which sold for £4,239,000. This rare machine is from the Williamson Bugatti Collection and has a very comprehensive history, starting with Robert Eonnet in 1936 (the date he ordered it from the factory), who happened to be a sportsman, a bobsledder and a member of the French ski team, and ending with the Williamsons who have owned it since 1974. Ⓜ

AROUND THE DEALERS

Competition cars currently for sale here and abroad



BRABHAM BT28 FORMULA 2

This BT28 was first raced in an F2 event at Thruxton on August 23, 1970, finishing 11th. At the end of the season the car was exported to Kenya where it was converted to Formula Atlantic trim, initially without wings and with a twin-cam engine. In 1971 it was fitted with a BDA engine and wings, and the car is currently in this trim. It was returned to Britain in 1986 by its current owner and has a recently refreshed Cosworth BDA and Hewland FT200 gearbox.

£51,000, www.vdvgrant.be, Tel: +32 (0) 2770 7292



1959 COOPER MONACO

CM4/59 was delivered new to John Coombs in 1959 and driven with success by Jack Brabham and Bruce McLaren at Silverstone, Aintree and Goodwood. This is a well-documented car with an exciting provenance. It is immaculately prepared with a fresh Coventry Climax FPF engine.

POA, www.legendsracing.co.uk, Tel: 01451 821611



1979 BMW M1 PROCAR

Chassis number 4301 076 was Procar production number 29 and was built in 1979 by Project 4 for Peter Sauber. The car was raced regularly by Swiss driver Walter Nussbaumer with a best result of seventh overall in the final round of the *Deutsche Renn Meisterschaft* at Hockenheim.

£390,000, www.grabersportgarage.ch, Tel: +41 (0) 31 819 4841



1958 HEALEY SPRITE

One of the most historically significant Austin Healey Sprites in existence, chassis 8145 was shipped to the USA for the 1959 Sebring 12 Hours. The car, driven by Ed Leavens and 'Doc' Kunz, led until the final pitstop when it suffered gearbox problems. It recovered to finish second.

POA, www.speedmastercars.com, Tel: 01274 623 210

SALESROOM CORRESPONDENT – LOUISA SKIPPER Highlighting all that's best in salesrooms and private collections today. Contact: louisa.skipper@motorsportmagazine.co.uk. Tel: 020 7349 3174

Auction results

What happened to the latest classic cars to go under the hammer

JULY 23 H&H
- 'Ecurie Bullfrog' 1955/57 Lister Sports Racer: £126,500

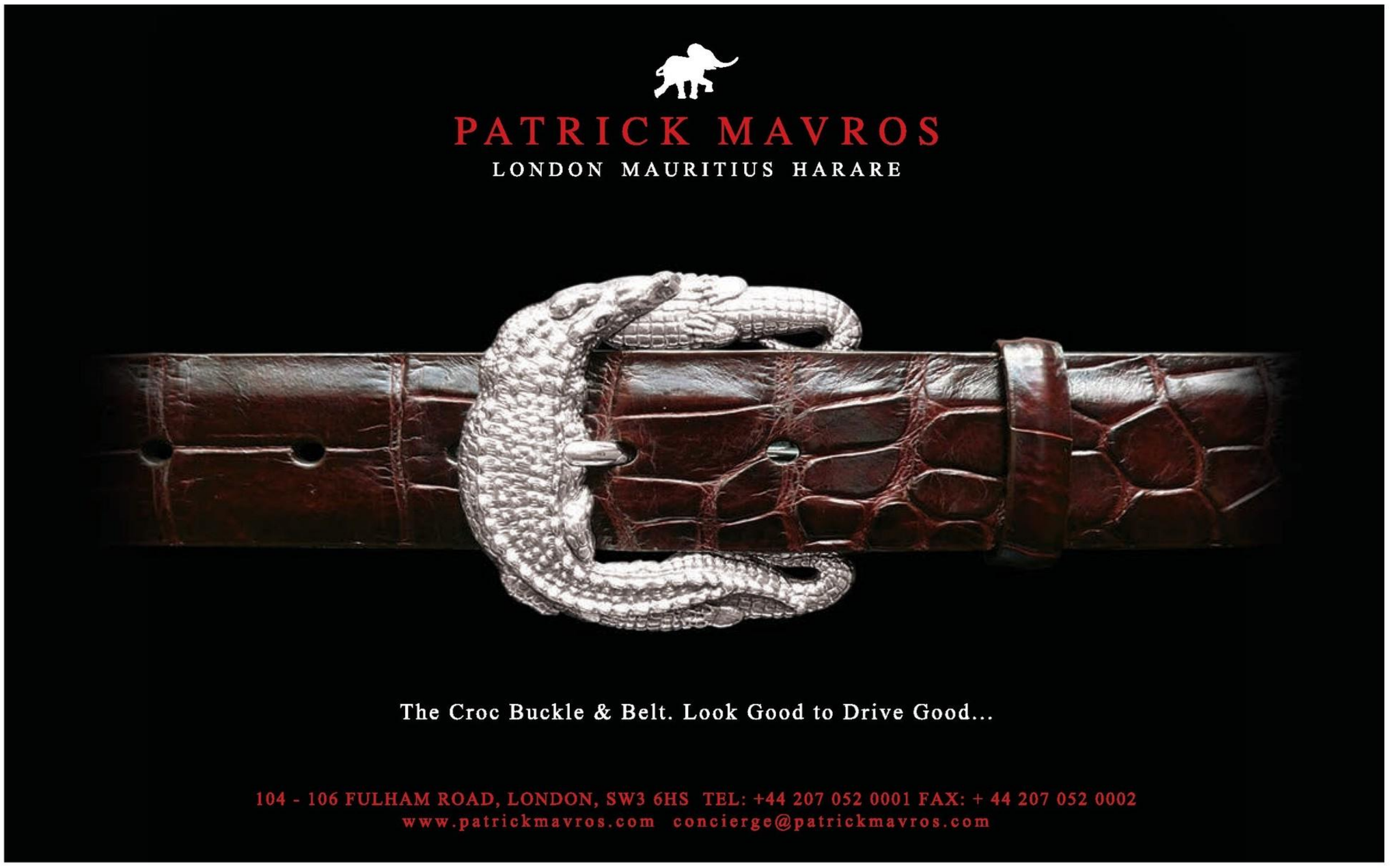
AUGUST 9 COYS
- Ex-Jim Clark and Innes Ireland 1960 Lotus 18: unsold at auction, currently under offer for £142,000

AUGUST 14-16 RUSSO AND STEELE
- 1966 Bizzarrini Strada 5300: £337,305
- 1964 Shelby Cobra CSX 7000 Series FIA aluminium body: £60,365
- 1962 MGB Lightweight Sebring Race Car: unsold
- 1967 Chevrolet Corvette Race Car: £53,009

AUGUST 15 BONHAMS AND BUTTERFIELDS
- 1939 Ecurie Nice Talbot-Lago T150 C SS: £2,594,000
- Ex-Gurney, Hansgen, Brabham and McLaren, 1960 Jaguar E2A Le Mans Sports-Racing Two-Seater Prototype: £2,672,700

AUGUST 15/16 RM AUCTIONS
- 1962 Chaparral Sports Car: £295,600
- 1956 Ferrari 250 GT Tour de France Berlinetta: £2,086,800

AUGUST 16/17 GOODING AND COMPANY
- 1901 Packard Model C Dos-à-Dos Runabout: £114,786
- 1914 Stutz Series E Bearcat: £735,747
- 1937 Bugatti GP Type 35B: £779,805
- 1932 Bugatti Type 55 "Jean Bugatti Roadster": £856,000


PATRICK MAVROS
LONDON MAURITIUS HARARE
The Croc Buckle & Belt. Look Good to Drive Good...
104 - 106 FULHAM ROAD, LONDON, SW3 6HS TEL: +44 207 052 0001 FAX: + 44 207 052 0002
www.patrickmavros.com concierge@patrickmavros.com


THE 14th ANNUAL
Amelia Island
Concours d'Elegance
March 13-15, 2009
The Ritz-Carlton, Amelia Island, Florida
The Golf Club of Amelia Island at Summer Beach
HONORING
David Hobbs
FEATURING
Cars of Bohman & Schwartz
CELEBRATING
50th ANNIVERSARIES
Indy Cars at Daytona
F1 at Sebring
1938 Phantom Corsair
National Automobile Museum
The Harrah Collection • Reno, NV
RM AUCTIONS INC.
Vintage Motor Cars at Amelia Island, March 14
www.ameliaconcours.org

Ginetta G12

First in a new series: a British marque celebrates its half-century by reintroducing the car that was a smash hit in the '60s

BY RICHARD HESELTINE



Chris Meek in a G12 in '67. Today, the car runs in series like the HSCC Guards Trophy. Below: Jim Chapman at Cadwell Park in '07. Right: Ted Williams at Pembrey this year

Same old, same new. For the last 50 years, Ginetta has been as much a staple of the average British national race meeting as listeria burgers and biohazard porta-potties. Somehow the marque has weathered the vagaries and machinations that claimed so many rivals, be it the imposition of VAT, the three-day working week, more than one fuel crisis, as many recessions or generally falling foul of fashion. It gamely hangs on in there, winning in every conceivable discipline from 10-lappers to hillclimbing, endurance rallying to autotests. And now this resurgent – and for once well-funded – brand is enjoying a conspicuous renaissance thanks to a bewildering array of one-make series and is gunning for international GT glory.

And how are the new keepers celebrating the marque's Big 5-0? By reintroducing the last Ginetta ever to succeed as a GT – the G12. But then you could argue that it never really went away. For a brief period in the mid-to-late '60s, this delicious little sports-racer won as it pleased, then enjoyed a secondary career in historics, only to return as a road car – more than once. And this autumn, you'll once again be able to land one: this hardy perennial is making a comeback under the Ginetta Heritage moniker. Now *that's* staying power.

What is remarkable is that Ginetta progressed so quickly in period. Famously established by the four Walklett brothers, the firm was one of several that emerged out of the '50s 'specials' boom. Unlike a great many others, it survived the following decade by straddling the road and race car markets, the G4 in particular acting as a bedrock as the Witham minnow embarked on a raft of new models – everything from Formula 3 single-seaters to Cobra-inspired muscle cars. The G12 simply picked up from where the G4 left off.

"It was a natural progression," claims designer Ivor Walklett. "I was interested in the racing side and we'd already done well with the G4, especially with our works driver Chris Meek. Of course all racing drivers want more power, want to go faster, but it became increasingly difficult to get the power down. G4s don't weigh very much, and we tried to solve the problem of gaining greater traction by going over to independent rear suspension. That worked, the G4R proving to be very successful, but it was obvious that there was only so far we could take it. If we were going to carry on winning, we really needed to take the design in a different direction."

Widely touted as the first-ever British mid-engined GT car to be produced in volume (Chris Lawrence got there first with the Deep Sanderson 301...), the G12 arrived in 1966. Bearing more than a little family resemblance to its siblings, Ginetta's brave new world featured a tubular steel spaceframe with



Charlie Wooding



LAT

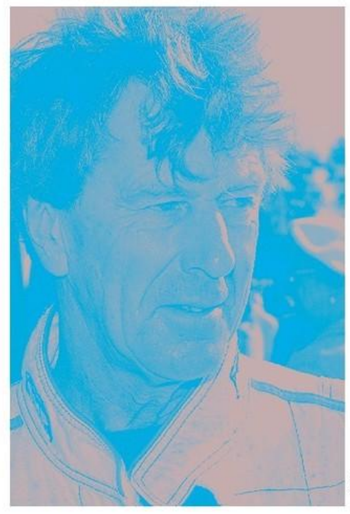


Charlie Wooding

centre body/cockpit section bonded to it for extra strength, with removable one-piece sections front and rear. The front suspension comprised proven Triumph-derived uprights and double wishbones (with camber adjustment courtesy of rose-joints on the upper items) and coil springs. Out back, the rear end featured the classic arrangement of single upper transverse links with lower reversed wishbones (again with rose-joints) and radius arms, and coil springs. Anti-roll bars were fitted fore and aft with Triumph Spitfire-sourced Girling disc brakes being mounted outboard on all four wheels – usually 6in or 7in Minilites. Steering was by rack and pinion. Nothing too remarkable to its make-up, then. Its immediate success trackside, however, was anything other than ordinary.

"For a brief period this delicious sports-racer won as it pleased"

"It was magic right from the start," says Walklett. "We did a bit of testing and it



LAT

"I RACED ONE"

WILLIE GREEN

Though remembered more for his exploits in historics, Green was an accomplished GT racer back in the '60s. Especially when armed with a G12

"The Ginetta helped create a reputation, no doubt about it. It was a nice little car although it frightens me to recall that I first raced one 42 years ago! I was just 23 years old when I bought mine.

"Originally I'd placed an order for a Lola T70 but then decided against it. Instead of having my deposit returned, I received a 1-litre Cosworth SCA 'screamer'. I then took that to the Walkletts and asked them to build me an F2 car. That never materialised but instead I got a nice little sports-prototype.

"I did my first race in September 1966 at Silverstone and wiped the floor clean with everything in the 1150cc class. I did 23 races in that car and won 21 outright. I remember doing one race at Snetterton when Bob Bernard was out in his 7-litre AC Cobra: he couldn't believe that I could stay with him on the straights!

"Ultimately, the G12 was never as good when fitted with the Lotus twin-cam engine. I think that extra power exposed the chassis' weaknesses. It flexed quite a bit and the Chevrons simply moved things on. In 1-litre trim, though, it was great fun and very quick: I never changed the gear ratios from the day I bought it to the day I sold it. I didn't need to."

was obvious we had something special. When we first started on the project, we hadn't really thought about what was going to power the G12, and it was Willie Green who instigated using the 1-litre single overhead-cam Cosworth SCA 'screamer' [see column, p127]. Larger engines could be fitted [John Burton managed to shoehorn in a Martin V8], but we really were incredibly successful with that little 'four'."

He's not wrong, Green and Meek in particular winning more often than not in the latter half of 1966 and into '67. Hitherto victorious Divas and Lotus Elans 26Rs were beaten hollow, *Motoring News* going as far as to enter its own championship with a car for editor Mike Twite and *Motor Sport* proprietor's son Ian Tee. The Worcester Racing Association also fielded three cars, John Bamford famously surviving an epic accident at Oulton Park in August '67 by the expedient of 'doing a Masten Gregory' and departing through the roof – while the car was still moving. At the end of the season, Paul Ridgeway had claimed the 1150cc class of the MN series, with seven G12s divvying up the 1150cc-1650cc category, while Peter Creasey claimed the big-capacity prize in his 2-litre Coventry Climax-equipped example. Overseas, a number of G12s found success, and not always on the circuits, Walter Fluckiger being the scourge of Italian exotica on Continental hillclimbs aboard his unique G12 *barchetta*.

But it couldn't last. Chevron's B6 soon got the upper hand, and Lotus fought back with the intermittently triumphant 47. "You have to remember what racing was like back then," says Walklett. "Development was rapid; incredibly so. It seemed like tyres were getting wider each month and everyone was playing around with aerodynamics."

Ginetta responded midway through '68 but the G16 never repeated the G12's winning ways. Essentially a larger, stiffer development of the outgoing car, with a much lower overall frontal area, the works car was the bane of Ivor Walklett's life: "John Burton had the first one and put in a 1.6-litre Cosworth FVA F2 engine which was an absolute gem: he held lap records at Snetterton and the Silverstone Club circuit and we ought to have followed his lead. Instead BRM's 'Wilkie' Wilkinson convinced us that we should buy his 2-litre V8 for the same money. On paper it sounded great but the tolerances were wrong and we had a constant misfire: it never ran on all eight cylinders. We lost a lot of time trying to sort it and that hurt development. The G16 was criticised for not being as good as the Chevron but by that time we were pushing on with the G15 road car and racing was becoming a distraction." Just eight G16s were made. Ginetta historian and author Trevor Pyman estimates 28 G12s were built in period, infinitely more since the model returned in 1989. And by then it was aimed squarely at voracious Japanese collectors with racing being of secondary importance. "Oh, those cars were much better made," laughs Walklett. "I can still remember being asked to put in adjustable seat runners. I was a bit incredulous!"

Fast-forward to the present, and both models are tempting propositions for historics. Marque stalwart Spadge Hopkins thinks so, having competed in Cloth Cap events in the ex-Burton chassis number one: "It's great fun if not as flattering as a G4 although it's quicker in the right hands. The G12 is ideally suited to the Ginetta Heritage series and the newly-formed UK Historic Sports Racing & Prototypes one-hour races. I expect cars powered by Lotus engines will go well in Orwell Supersports, which has a new twin-cam class. As for the G16, the factory's efforts were diverted in period but the likes of Ted Williams are putting that right these days." The Bristolian veteran won July's HSCC Guards Trophy at Pembrey.

"Of course there aren't that many cars to go around but I'd expect to pay at least £50,000 for a G12 with history, and £75,000 for a G16." And parts supply? As the co-founder of Ginetta Heritage, the answer isn't too great a surprise. "We can supply one hundred per cent of a G12, and that includes chassis, suspension and panels. Just don't expect a detailed parts list or an off-the-shelf service quite yet!"

Ultimately, either Ginetta would be a left-field choice, but the appeal is obvious. The new regime is making huge strides in establishing the marque as a global player – a week doesn't go by without at least half a dozen Ginetta-related stories being splashed in the motor racing weeklies – but it's also making an appropriate fuss of a sometimes glorious past. If it were us, we'd love a G12 in Gold Leaf colours: the factory had reputedly tapped the coffin nail manufacturer to sponsor a three-car Le Mans bid in 1967. The gig headed south when a certain Anthony Bruce Colin Chapman gazumped the deal... Ⓜ

ONE TO BUY

GINETTA G12 – £69,000

From: Ginetta Heritage 07831 843922 www.ginettaheritage.co.uk



Currently in Japan but being advertised in the UK, this represents top money for a G12, but it's quite a car and the price includes shipping and import taxes. Chassis 19 was raced originally by one Mr A Anderson and rebuilt as a road car in 1974, gaining that distinctive G16-style T-bar roof in the process. Restored again in the mid-80s at a cost of a then eye-watering £20,000, it's reputedly in concours condition, although the current Cosworth BDR four-banger isn't period correct.

OTHERS TO CONSIDER



CHEVRON B6
Sensational looks, great handling and excellent spares back-up



CROSSLÉ 9S
Beautiful, quick with BMW power, and parts available off-the-shelf



COSTIN-NATHAN
Timber construction is strange, but a prolific winner in period

GINETTA SPECIALISTS

GINETTA CARS 08452 105050 www.ginettacars.com
GINETTA HERITAGE LTD 07831 843922 www.ginettaheritage.co.uk
PAUL STEPHENS LTD 01440 714884 www.paul-stephens.com
FEREDAY CARS 01276 21007 www.fereday cars.co.uk
GINETTA OWNERS' CLUB www.ginetta.org

Under the High Patronage of His Serene Highness Prince Albert II of Monaco

MONACOYACHTSHOW 18

exclusive

24
27
September
2008

Port Hercules
Principality of Monaco

is

CarbonNeutral®
since 2005



design : www.cameleons.com - photos © Pierre Petravino

Official Sponsors

www.monacoyachtshow.com

Abu Dhabi

BLANCPAIN
MANUFACTURE DE HAUTE HORLOGERIE

BMW

CMB
Compagnie Monégasque de Banque

Van Cleef & Arpels

THE ORIGINAL MOTOR RACING MAGAZINE
MOTOR SPORT
SINCE 1924

To advertise here contact Matt Rayner on 0207 349 8474

THE MOTOR SPORT GARAGE

Traditional Oak Framed Buildings



Traditional Oak Framed Buildings, Garages, Garden Rooms and Gazebos. Swimming Pool Covers, Stabling, Stores and Porches.

Curved brackets, morticed & double pegged in the time honoured way. Excellent value, high specification. Complete Nationwide Service.

HAMLET

For a brochure & price list call

0800 085 9699

or visit **www.hamletbuildings.co.uk**

BESPOKE GARAGES *for the* CAR ENTHUSIAST

INDIVIDUALLY DESIGNED GARAGES AND OUTBUILDINGS



Offering inspiration and manufacturing expertise to create the ideal home for your cherished motor vehicle.

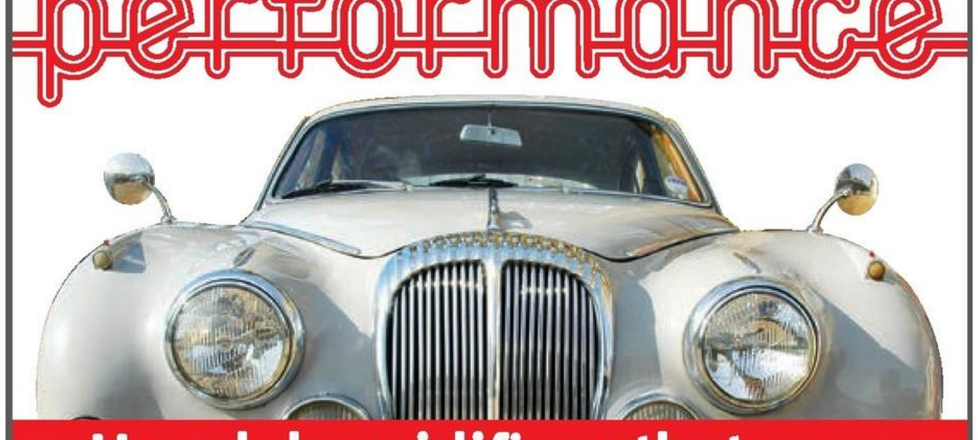
To request a Scotts Timber Garages and Outbuildings brochure, call

01832 732366

Scotts OF THRAPSTON

www.scottsofthrapston.co.uk

Classic performance



Use dehumidifiers that you can trust to stop rust

- Eliminates condensation and prevents corrosion
- Dries quicker than heating and uses 75% less energy & carbon
- Environmentally friendly, simple to install and operate

Call Our Advice Team NOW!

01621 856611

www.calorex.com/dehumidifiers

calorex®

30yrs Manufacturing, Sales & Service

FINEST QUALITY NEW ZEALAND CHAMOIS LEATHERS

THERE'S NOTHING LIKE THE REAL THING!



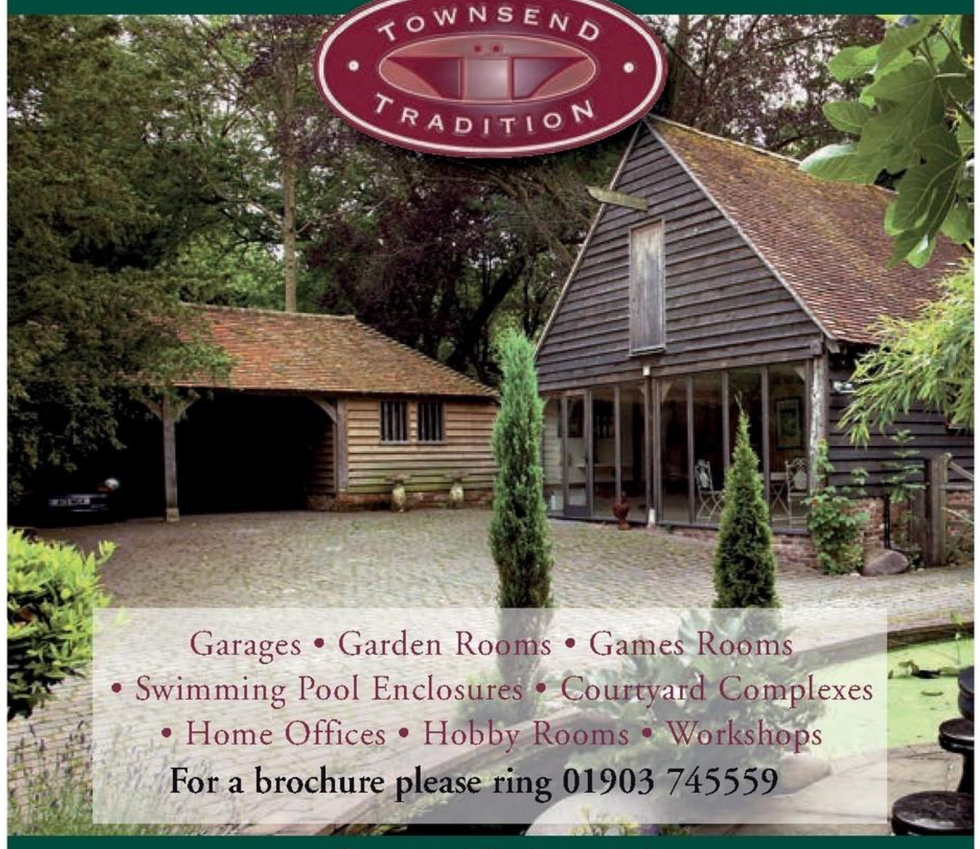
Grove Mill Chamois Leathers are made from the finest quality New Zealand raw material, traditionally cod oil tanned with no holes or imperfections.

Full Skin Chamois Leather £14.99 + £1.00 P+P

Tel: 01923 442230
01923 463910
www.grovemillchamois.com

SPECIALIST BARN BUILDING
IN PRIME ENGLISH OAK

TOWNSEND TRADITION



Garages • Garden Rooms • Games Rooms
• Swimming Pool Enclosures • Courtyard Complexes
• Home Offices • Hobby Rooms • Workshops
For a brochure please ring 01903 745559

Townsend Tradition Ltd
Parham Park • Pulborough • West Sussex • RH20 4HS
www.townsendtradition.com

Traditional Oak Buildings

Oak craft

Quality Timber Products
since the 1880's

Holmsley Mill
Holmsley
Burley
Hampshire
Tel: 01425 402507

Pangbourne
Berkshire



See our website for our current Special Offers

For a free colour brochure telephone
or email: m.sport@oakcraft.co.uk
www.oakcraft.co.uk





Oak Buildings hand crafted solely to order from a sustainable forest harvest

Founder member of the New Forest Trust, supporting the flora, fauna and commoning practices of the New Forest
THE NEW FOREST TRUST

PORTABLE car lift
FREE STANDING, PERFECT FOR CAR ENTHUSIASTS
SAVE PARKING SPACE

£1,620.=
Inc VAT & Delivery



2.66 mtr Width
4.20 mtr Runwaylength
1.90 mtr Lifting height
Power Unit electric/hydraulic 220V

Whether you need extra parking-space,
Or to maintain your Classic .

3.6 T Capacity (3600 kg)
Safety locks on all post for added safety
Single point lock release
3 x Free oil dripping trays
1 x Free jack tray
Free caster kit for moving the lift
Complete cover under runways to protect your vehicle

make more room !!!

available colors: BLACK
BLUE
SILVER-GREY

Intern
Intern BV, Overveld 13,
3848 BT Harderwijk. NL.
Tel:. 00-31-341-430114
WWW.GARAGE-APPARATUUR.COM

HIGH TECH & CLASSIC





Now available in Ireland and the USA

- BESPOKE OR STANDARD SPECIFICATION FOR ROUND THE CORNER, OVERHEAD AND SIDE SECTIONAL DOORS
- WE MANUFACTURE THE DOOR AND SLIDING GEAR AS ONE PACKAGE.
- NO NEED FOR U-CHANNELS
- MANUFACTURED FROM QUALITY TIMBER, ALUMINIUM OR STEEL
- MANUAL OR UNIQUE REMOTE OPERATION
- ALL DOORS MADE TO MEASURE

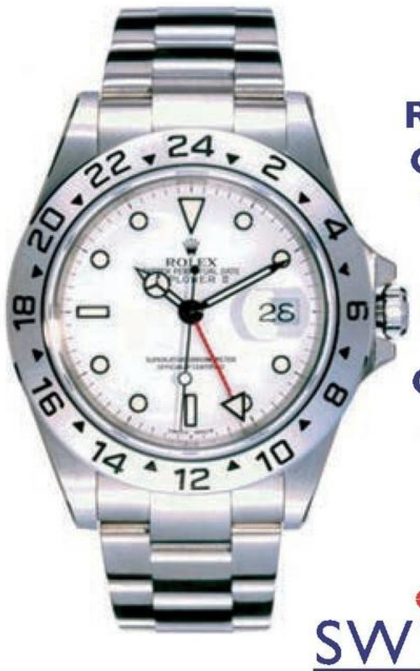
RUNDUM meir

RUNDUM MEIR, 1 TROUTBECK ROAD, LIVERPOOL L18 3LF
T: 0151 280 6626 • F: 0151 737 2504
E: INFO@RUNDUM.CO.UK W: WWW.RUNDUM.CO.UK

SWISSTEC

A DIVISION OF SWISS TIME SERVICES

WATCH REPAIRERS OF ALL MODERN AND CLASSIC QUALITY BRANDS.



FROM BATTERY REPLACEMENT TESTING OF WATER-RESISTANCY TO FULL SERVICE AND RESTORATION WORK

ONE YEAR GUARANTEE

ALL ESTIMATES ARE FREE

SWISSTEC

CANEWDON HOUSE, LOCKS HILL
ROCHFORD, ESSEX, SS4 1BB
TEL: 01702 543800
FAX: 01702 543900
E-MAIL: INFO@SWISSTEC.ORG
WWW.SWISSTEC.ORG

Arundel Autograph Gallery

Suppliers of quality autographs and documents for pleasure and investment portfolios from all fields of interest.



Established 1998, Collectors since 1985

UACC Registered Dealer

Contact us via email at **sales@autographs.co.uk**
See our inventory at **www.autographs.co.uk**
Telephone **+61 416 029161** (Australia)

PLATYPUS

EYEWEAR BY DIAMOND SWITZERLAND



PRECIOUS, CLEVER, SMART.

SMART GLASSES IN A HARD CASE.

For the long-sighted who want to see also the small writing.



The ultra-light glasses unfold from their credit-card-size case and can be stowed away again just as rapidly. Great design and high-tech quality.

Well protected in their hard case and small enough to fit into every pocket.
The ideal accessory, if you feel the world looks too small.

DIAMONDS

BY DIAMOND SWITZERLAND

via dei Patrizi 5 · CH-6616 Losone
tel. +41 91 785 45 46 · fax +41 91 785 45 33
info@bydiamond.com

www.bydiamond.com

Desirables



1



2



3



4



5



6



7

1 CASIO EXILIM PRO EX-F1
The Ex-F1 allows you to take up to 60 hi-res images a second and has the ability to record high-definition videos with up to 1200 frames per second for the "speediest of subjects".
£749.99 Tel: 020 8208 9567
www.casio.com

2 GRAHAM CHRONOFIGHTER
Featuring a fast action chronograph trigger with automatic movement, the British racing green GMT Big Date is the latest and greatest from Graham.
£5600 Tel: 0800 123 400
www.selfridges.com

3 MASERATI CIGAR BOX
There's no point buying cigars if they are just going to dry out. This box will keep them at the right humidity and look pretty good at the same time.
£593 Tel: 0800 064 6468
www.maserati.com

4 SHELL BROWN OVERALLS
You won't get into the pits at the Goodwood Revival unless you look the part. These 'true to period' pitlane mechanic's overalls come complete with vintage Shell logos and branding.
£199 Tel: 01908 487527
www.magicofmotoring.com

5 OLD TRACK CLASSICS
These sculptures have been carefully chosen to capture the magic of the '60s and promise to be "doing 100 miles an hour while standing still".
£17-50 Tel: 01228 404022
www.speedfreaks-studio.com

6 SPEEDWAY SUNGLASSES
The Kimi Räikkönen Speedway sunglasses feature a lightweight alloy frame and polarised lenses that offer outstanding visual precision.
£202-277 Tel: +33 384 346 911
www.tagheuer.com/eyewear

7 FERRARI 1/8TH SECOND WATCH
Pannerai-Ferrari has something for everyone, from the '10 Days GMT' at £8900 to the 1/8th Second (left), and the range-topping Ferrari Chronograph at £28,300.
£10,400 Tel: 020 7312 6894
www.panerai.com

Desirables

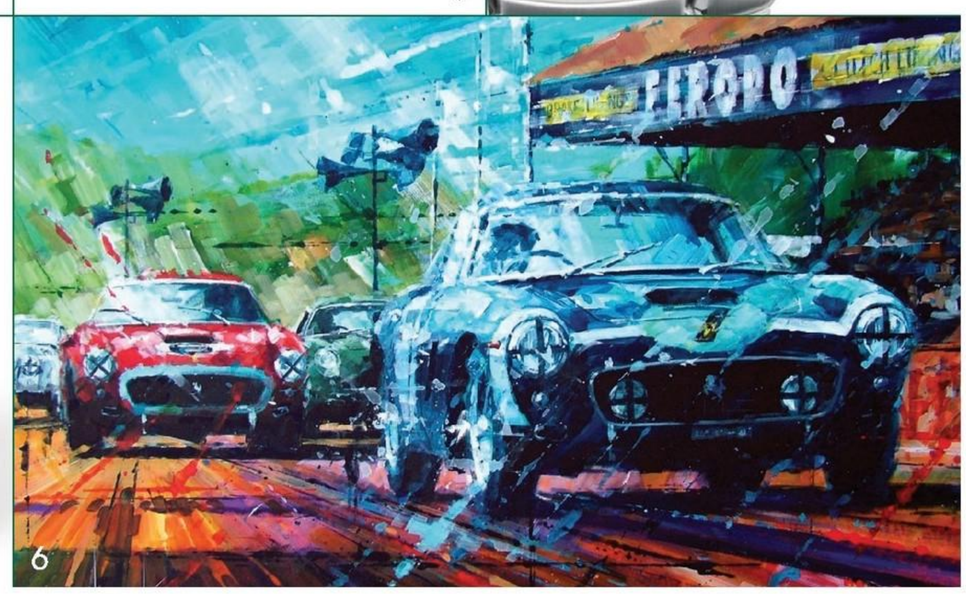












1 JACKIE STEWART PRINTS
Entitled Tension, Timing and Triumph, these three prints have been created by renowned artist Jack Vettriano in celebration of Jackie Stewart's third victory at Monaco in 1971. The run has been limited to 500 editions.
£595-795 Tel: 01425 655576
www.collierdobson.com

2 MERCEDES-BENZ RACING BIKE
This carbon-fibre racing bike from Mercedes-Benz weighs just 7kg and is manufactured using cutting-edge tube-to-tube processing. Never be overtaken en route to the office again.
£2750 Tel: 0808 1565 635
www.mercedes-benz.co.uk

3 AARON BASHA CUFFLINKS
Aaron Basha is at the cutting edge of the jewellery market, which his family has been involved in since the 1950s. These cufflinks are 18 karat yellow gold and black 'No1' buggy cars.
£2115 Tel: 0870 732 1234
www.harrods.com

4 PETTER SOLBERG SEKONDA
This limited edition Sekonda watch is signed by Petter Solberg – and *Motor Sport* has one to give away! Send your answer to the question below along with your contact details to info@motorsportmagazine.co.uk. *In what year did Petter Solberg win the WRC?*
£75 Tel: 0870 850 8200
www.sekonda.co.uk

5 LAVERSTOKE PARK ALE
Organic ale from Jody Scheckter's 2500-acre biodynamic farm. A few bottles were kindly sent to *Motor Sport* and we can report they are very drinkable. Just excuse any copy errors this month; they are five per cent.
£1.99 Tel: 01256 772800
www.laverstokepark.co.uk

6 "PERFECT DAY" ACRYLIC
Acrylic on canvas of Sir Stirling Moss winning the 1961 Goodwood Tourist Trophy in a Ferrari 250 GT SWB. Behind him is Mike Parkes (250 GT SWB), Jim Clark (DB4 GT Zagato) and Chris Lawrence (Morgan Plus 4).
£2350 Tel: 01332 694538
www.historiccarart.net

THE WATCH AGENCY

National Delivery Service Available

New and Pre Owned watches available from under half price:

ROLEX, CARTIER, PATEK, PHILIPPE, JAEGER LE COULTRE, FRANK MULLER, JACOB AND OTHERS



Large selection of Sports Rolex in Stock

Gents 18ct Rolex Day-Date with Diamond Set Bezel, Dial, Shoulders and Bracelet New Price £40,720 .....As New £12995

Ladies 18ct Rolex Datejust with Diamond Set Bezel, Dial, Shoulders and Bracelet New Price £27,920 .....As New £8995

Rolex Gents and Ladies Steel and Gold New £4500/£3,670 .....As New £1695/£1595

Ladies 18ct Rolex Datejust diamond bezel and dial New £14,000 .....As New £5995

Ladys 18ct Pearlmaster Mother of Pearl Diamond Dial Full Diamond Bezel New £19,960 ..... As New £12,500

Cartier Diamond set Ladies Tank Francaise In White Gold £12950 .....In Steel £3995

Gents Cartier Diamond set Santos 100 In White Gold £26,600 In Steel £11995

Jacob and Co 5 Time Zone Watch, Diamond set Bezel & Mother of Pearl Dial £10,200, ...As new £4995



Lady's 18ct White Gold Line Bracelet set with 8 Cts of diamonds ..£5250

Gents 18ct Rolex Day Date on President Bracelet with Diamond set Dial, RRP £14,000 .....As New £6995

We have a range of diamond and gem set bezels to upgrade your Rolex.

Catalogue Available on Request. discounts available on most brands and new models.

Large Selection of Rolex Sports models in Stock including Daytona's

Servicing and Refurbishement undertaken

Many further reductions available

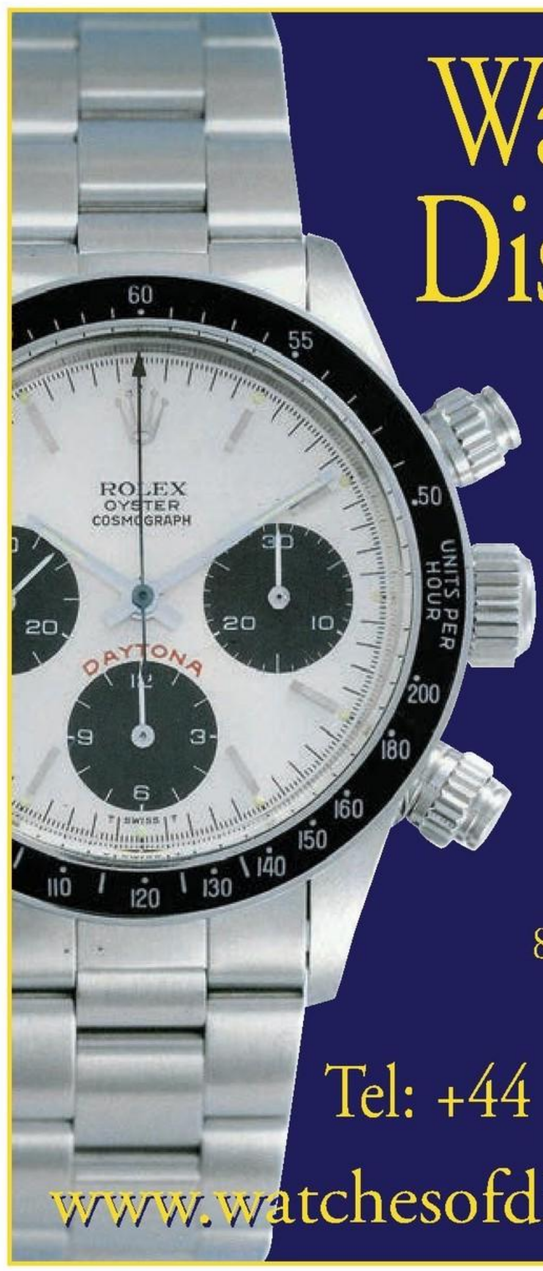
WATCHES BOUGHT AND SOLD

01702 395100

Est 1926

www.watchagency.co.uk

Watches of Distinction



Purchasers and vendors of fine quality pre-owned and vintage watches

86 High Street, Lymington, Hants, SO41 9AN

Tel: +44 (0)1590 688641

www.watchesofdistinction.com

COMMEMORATIVE MOTORSPORT COLLECTION



Niki Lauda No. 12



Moss No. 7



Jaguar JLM No. 20



Aston Martin No. 5



Maserati Birdcage No. 5



Lotus Clark No. 8

PRICES FROM ONLY £ 160.00

CLASSIC DESIGN COLLECTION



CARACALLA BAGAGLIO
FINEST ITALIAN LUGGAGE

MADE IN ITALY

We produce individual holdalls, featuring your personal race number and corporate colours.

Tel: +44 (0)870 90 40 **250** www.cbfil.co.uk

Retailers wanted Worldwide

MOTOR BOOKS

OUR FULL LISTINGS INCLUDING NEW & FORTHCOMING TITLES CAN BE FOUND ON OUR WEBSITE

WWW.MOTORBOOKS.CO.UK

PRICE PROMISE - We will match any lower prices advertised in this magazine

FOR UP TO DATE INFORMATION ON NEW RELEASES & OFFERS PLEASE VISIT OUR WEBSITE www.motorbooks.co.uk

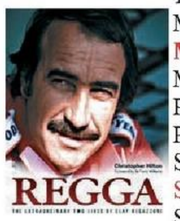
NEW AND FORTHCOMING TITLES



British Racing Green.....£21.99
Italian Racing Red.....£21.99
Alpine & Renault: Revolutionary turbo F1 car 1968-1979.....£40.00
Automobiles Lost & Found: Extraordinary stories of long lost cars.....£17.99
British Touring Car Racing in Camera.....£27.00
BRM Volume 3: Monocoque Cars 1964-1968 (Silver Ed.).....£75.00
Brothers Rodriguez.....£89.99
Cars of the Soviet Union: The Definitive History.....£27.00
Competition Car Data Logging.....£17.99



Ferrari Argentina - Sports Cars.....£99.50
Freddie Dixon: The man with the heart of a lion.....£23.00
Goodwood Revival - The First Ten Years.....£36.95
Hitler's Motor Racing Bttles: Silver Arrows under the Swastika.....£22.00
How to Build Your On Supercar.....£17.99
Jaguar XK: A celebration of Jaguars 1950s classic.....£17.99
La Carrera Panamericana: The World's Greatest Road Race.....£35.00



McLaren Cars 1964-2008.....£39.95
Morgan - 100 years.....£30.00
Motor Racing at Oulton Park in the 1970s.....£10.99
Porsche Racing Cars 1953 to 1975.....£32.00
Regga: Extraordinary two lives of Clay Regazzoni.....£27.00
Shelby Cars in Detail: Cars of the Shelby American Collection.....£89.99
Silver Arrows in Camera.....£70.00
Sports Car Racing in Camera 1970-79.....£27.00

BIOGRAPHIES

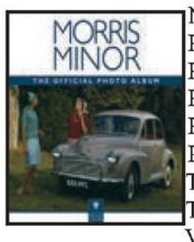


From the Fells to Ferrari: Biography of Cliff Allison.....£19.50
Gentleman Jack: Biography of Jack Sears.....£21.99
Innes Ireland Remembers... .....£34.95
Ronnie Peterson - A Photographic Portrait.....£27.00
Murray Walker Scrapbook.....£34.95
My Lifetime in Motorsport - SCH "Sammy" Davis.....£19.50
Peter Collins - All About the Boy.....£39.95

CARS BY MARQUE

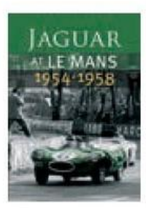


AC Sports Cars in Detail.....£32.00
Alfa Romeo Montreal - The Essential Companion.....£60.00
Autocar on Aston Martin, Since 1994.....£17.99
Delage: France's Finest Car.....£110.00
How to Draw & Paint Cars.....£17.99
Morris Minor: The Official Photo Album.....£17.99
Original Austin Seven.....£22.00
Original Rolls-Royce & Bentley (Reprint).....£23.50



New Mini - Autocar Collection.....£17.99
Porsche 911 since 1996 - Autocar Collection.....£17.99
Porsche: Engineering for Excellence.....£19.99
Porsche 911 Scrapbook the air-cooled cars.....£34.95
Porsche 911, 1964-89 Ultimate buyers guide.....£16.95
Rolls-Royce Silver Shadow Essential buyers guide.....£9.99
Triumph TR2, 3, 3A in Detail.....£32.00
Triumph TR7: The Untold Story.....£25.00
Volkswagen Transporter - Haynes Enthusiast Guide.....£19.99

DVD TITLES



Can-Am Thunder.....£16.99
Goodwood Festival of Speed 2008 (DVD).....£19.95
Jaguar at Le Mans 1954-1958.....£14.99
Le Mans reviews 1980-1990.....each£12.99
Le Mans 2008 Official Review.....£16.99
Mark Hales how to drive: Brands, Cadwell Pk, Oulton Pk, Snetterton...each£29.99
Monaco - Race of Kings.....£14.99
Motorfilms Quaterly Volume 21.....£19.99

VISIT OUR NEW LONDON SHOP AND PRESENT A COPY OF THIS ADVERT TO RECEIVE A 10% DISCOUNT!

(we regret this offer does not apply to Palawan Press titles) **Valid Until 31/10/08**

Mail order customers, please visit our website for latest offers.

Post and Packing - Express/Air Mail on Request
UK £4.00 (or £1.50 for a single DVD/), over £50.00 post free. NON-UK 15.00%, over £150.00 10.00% (Minimum £7.00)

LONDON 13/15 Cecil Court London WC2N 4AN
Tel +44 (0)20 7836 5376 Fax +44 (0)20 7240 9845 Skype: motorbooks
Opening hours Mon.-Fri. 9:30-18:00 Sat.10:30 - 17:30
Late Night Thursday until 19:00
OXFORD 8 The Roundway Headington OX3 8DH
Phone +44 (0)1865 766215 Fax +44 (0)1865 763555
Opening hours Monday to Saturday 09:15 - 17:30

CHATERS

FREE DELIVERY on orders over £50 (UK)

1957 MOTORING BOOKSELLERS 2008
Unit 26, Murrell Business Park, Murrell Green, Hamps, RG27 9GR
Phone: 01256 765443 Fax: 01256 765523
www. chaters.co.uk

FREE DELIVERY on orders over £50 (UK)

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

ALL NEW WEBSITE www.chaters.co.uk NOW LIVE!
PLEASE CHECK OUR CHATERS SPECIAL OFFERS SHOWN BELOW

CHATERS BOOKSELLERS NEW PREMISES- LOCATION HOOK

CHATERS BOOKSELLERS, UNIT 26, MURRELL GREEN BUSINESS PARK, MURRELL GREEN, HOOK, HAMPS RG27 9GR

Directions are from junction 5 M3 are as follows: Take B3349 North follow signs to Hartley Wintney then turn right onto A30 to Murrell Green and then turn Right into Murrell Green Business park unit 26.



SALE • SALE • SALE • SALE • SALE

24:16 - LE MANS 24 HOURS/16 WINS WITH PORSCHE: NORBERT SINGER .....Was £39.99 **Now £19.99**
AMAZING SUMMER OF 5 .....Was £17.99 **Now £8.99**
ANDREA CITROEN: ENGINEER, EXPLORER, ENTREPRENEUR .....Was £30.00 **Now £8.99**
AYRTON SENNA: AS TIME GOES BY. C HILTON .....Was £19.99 **Now £8.99**
BARRY: THE STORY OF MOTORCYCLING LEGEND BARRY SHEENE .....Was £18.99 **Now £7.99**
BROOKLANDS: THE COMPLETE MOTOR RACING HISTORY .....Was £65.00 **Now £29.99**
COSWORTH AND FORD THE ROAD CARS: THE INSIDERS VIEW .....Was £19.95 **Now £9.99**
COSWORTH: THE SEARCH FOR POWER G ROBSON.Was £25.00 **Now £8.99**
CLASSIC GRAND PRIX CARS: THE FRONT-ENGINED ERA 1906-1960 .....Was £25.00 **Now £8.99**
JO RAMIREZ: MEMOIRS OF A RACING MAN .....Was £18.99 **Now £8.99**
KEN TYRRELL: PORTRAIT OF A MOTOR RACING GIANT .....Was £19.99 **Now £8.99**
JAGUAR AT LE MANS. PAUL PARKER .....Was £25.00 **Now £11.99**
JAGUAR: THE ENGINEERING STORY. JEFF DANIELS Was £25.00 **Now £11.99**
JAGUAR SPORTS RACING & WORKS COMPETITON CARS TO 1953 .....Was £40.00 **Now £14.99**
JAGUAR SPORTS RACING & WORKS COMPETITON CARS FROM 1954 .....Was £60.00 Now **£14.99**
MERCEDES IN MOTORSPORT. ALAN HENRY .....Was £25.00 **Now £10.99**
MEMORIES OF JAMES HUNT. CHRISTOPHER HILTONWas £19.99 **Now £8.99**
MIKE HAILWOOD: A MOTORCYCLE RACING LEGEND. MIKE WOOLLETT .....Was £25.00 **Now £10.99**
MINI (HAYNES GREAT CAR SERIES). GRAHAM ROBSON .....Was £19.99 **Now £8.99**
MOTORSPORT ART OF MICHAEL TURNER (2ND EDITION) .....Was £35.00 **Now £17.99**
PIERS COURAGE: LAST OF THE GENTLEMAN RACERS. A COOPER .....Was £30.00 **Now £13.99**
SHELSLEY WALSH STORY: A CENTURY OF MOTORSPORT .....Was £30.00 **Now £13.99**
STIRLING MOSS. MY CARS, MY CAREER. STIRLING MOSS .....Was £25.00 **Now £11.99**
TRANSIT: THE 40-YEAR STORY OF BRITAIN'S BEST-LOVED VAN .....Was £16.99 **Now £7.99**
YOU & YOUR AUDI TT: BUYING, ENJOYING, MAINTAINING, MODIFYING .....Was £17.99 **Now £7.99**
YOU & YOUR JAGUAR XJ40: BUYING, ENJOYING, MAINTAINING, MODIFYING .....Was £17.99 **Now £7.99**
YOU & YOUR LAND ROVER FREELANDER: BUYING, ENJOYING, MAINTAINING, MODIFYING. .....Was £17.99 **Now £7.99**
YOU & YOUR VOLKSWAGEN GOLF GTI: BUYING, ENJOYING, MAINTAINING, MODIFYING. .....Was £17.99 **Now £7.99**

MOTORSPORT

❑ **ALPINE & RENAULT - THE REVOLUTIONARY TURBO F1 CAR 1968-1979.** R Smith. £45.00 .....(Due September) Special Price £40.00
• **AUTO UNION ALBUM 1934-1939.** 2008 Reprint. C Nixon..... £89.99
• **BERDNARD CAHIER: F-STOPS,PIT STOPS, LAUGHTER & TEARS.** B Cahier.....£79.99
• **BRITISH TOURING CAR RACING IN CAMERA.** G Robson. £30.00....Special Price £26.99
• **BRM THE SAGA OF BRITISH RACING MOTORS VOLUME 3 (NOW AVAILABLE)** Edition -

WILL MATCH ANY PRICE ADVERTISED IN THIS MAGAZINE IF REQUESTED AT TIME OF ORDERING

MOTORSPORT

£250, Gold 1/4 Leatherbound Edition £135. Standard Edition Doug Nye & Tony Rudd £80.00... .....Special Price £75.00
• **BROTHERS RODRIGUEZ, THE** C.Jaffe. 1500 illus. £99.99 .....Special Price £89.99
• **COMPLETE BOOK OF FORMULA ONE (2ND EDITION)** C Parker. £40.00 .....Special Price £36.00
• **DAN GURNEY'S EAGLE RACING CARS.** J Zimmerman. £45.00.....Special Price £39.99
❑ **DONINGTON (VELOCE CLASSIC REPRINT SERIES)** W Boddy. £35.00..... .....Special Price £31.50
ECURIE ECOSSE. E Dymock. 272pp. £60.00.....Special Price £54.99
• **FREDDIE DIXON - THE MAN WITH THE HEART OF A LION.** N Thorley. £25.00 .....Special Price £22.50
• **FROM THE FELLS TO FERRARI.** G Gauld. £22.50.....Special Price £20.00
• **GENTLEMAN JACK - THE OFFICIAL BIOGRAPHY OF JACK SEARS.** £24.99..... .....Special Price £21.99
GOODWOOD REVIVAL - THE FIRST TEN YEARS Doug Nye. Hbd.....£39.95
• **GRAND PRIX RACERS - PORTRAITS OF SPEED.** BH Cahier / P-H Cahier. £25.00 .....Special Price £22.00
• **HITLER'S MOTOR RACING BATTLES.** E Reuss. Hbd. £25.00.....Special Price £22.50
• **INNES IRELAND REMEMBERS.** E Mcdonough. £34.99
• **JIM CLARK - A PHOTOGRAPHIC PORTRAIT.** Q Spurring. £30.00.....Special Price £26.99
• **LEO VILLA'S BLUEBIRD ALBUM - WITH 3D IMAGES.** D De Lara & Kevin Desmond. £45.00
❑ **LA CARRERA PANAMERICANA - "THE WORLD'S GREATEST ROAD RACE!".** J Tipler. (Due September) £40.00.....Special Price £36.00
• **MCLAREN - THE CARS 1964-2008 (STANDARD EDITION).** W Taylor. £39.95
• **MONOCOQUES AND GROUND EFFECTS.** Janos Wimpffen. Fourth in his series. (Group C Era) £95.00 (Due October) .....Special Price £89.99
❑ **MOTOR RACING AT OULTON PARK IN THE 1970S.** P McFadyen. £12.99. (Due June) ....Special Price £10.99
MY LIFETIME IN MOTORSPORT S C H "Sammy" Davis. £22.50....Special Price £19.50
PETER COLINS - ALL ABOUT THE BOY!" Hbd.....£39.99
• **PORSCHE 917: SKETCHES OF SUCCESS. R Hezard.** This book pays an original tribute to the legend of one of the most innovative racing cars built. Combined with vintage photos, the drawings and texts, Hbd.....£39.99
• **RED-HOT RIVALS - FERRARI VS. MASERATI.** K Ludvigsen. £30.00 ...Special Price £26.99
• **REGGA: THE EXTRAORDINARY TWO LIVES OF CLAY REGAZZONI.** C Hilton. £30.00 (Due September) .....Special Price £27.00
• **RONNIE PETERSON - A PHOTOGRAPHIC PORTRAIT.** Q Spuring. £30.00..... .....Special Price £26.99
• **ROOTES MAESTROS "IN THEIR OWN WORDS.** G Robson. This exciting new book is being published to celebrate 60 years of the Rootes Competition Department.. Within this book three different stories of three personalities of those great days "Stirling Moss", "Norman Garrard" & Marcus Chambers.....£34.95
• **SILVER ARROWS IN CAMERA.** A Pritchard. £75.00..... Special Price £67.50
• **SPORTS CAR RACING IN CAMERA 1960-69.** P Parker. £30.00..... Special Price £26.99
• **SPORTS CAR RACING IN CAMERA 1970-1979.** P Parker. £30.00.....Price £27.00
CHAMPIONSHIPS IN PHOTOGRAPHS, 1972-1981. £99.99 .....Special Price £89.99
• **TO FINISH FIRST - MY LIFE IN FORMULA ONE, CAN-AM & INDY.** Hbd. £29.95..... .....Special Price £26.99
• **WEEKEND HEROES.** Tony Adriaensens. 700 pages, 370 color photographs. £169.99
WITH A LITTLE BIT OF LUCK! - An Autobiography. Marcus Chambers £19.95

DVD'S

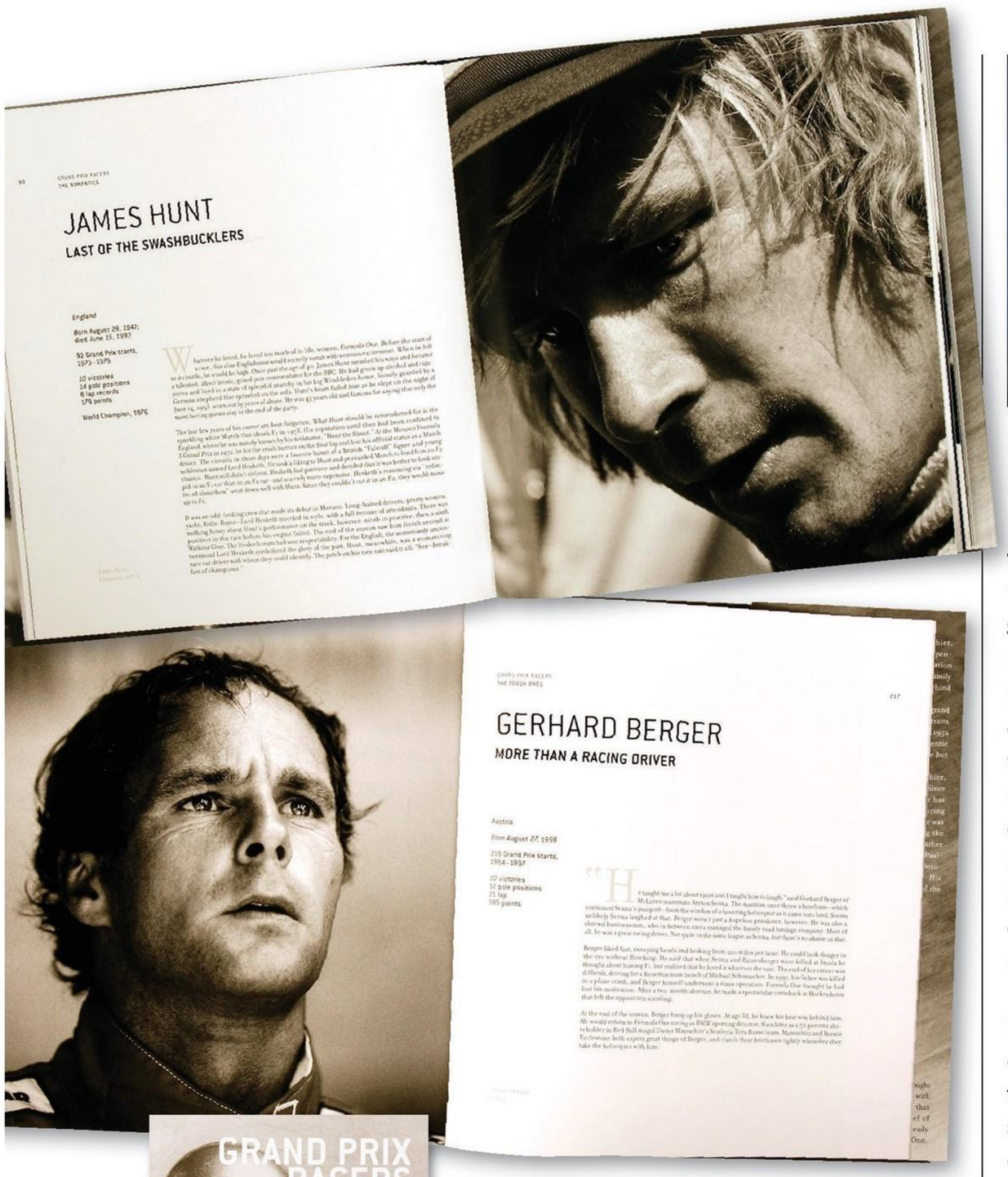
• **CAN-AM THUNDER (109 MINS)** £16.99
• **JAGUAR AT LE MANS 1954-58 (120 MINS)** £14.99
• **LE MANS 2008 REVIEW (163 MINS)** £16.99
• **LE MANS COLLECTION 1980-89 REVIEW BOX SET (642 MINS)** ....£69.99 OR £12.99 EACH SINGLE DVD

CALLERS: OPEN MONDAY-FRIDAY 9.30AM - 5.30PM. SATURDAY 10.00AM - 5.00PM. (PLEASE NOTE SOME SATURDAY'S MAYBE CLOSED DUE TO EVENTS, PLEASE CHECK BEFORE COMING IN). FREE PARKING

MAIL ORDER: UK MAINLAND: Customers please add £4.00 to orders up to £49.99. £50.00 and above POST FREE! N.IRELAND, CHANNEL ISLES & OTHER OFF-SHORE ISLES: please contact us direct to confirm postage rates Overseas customers: Add £7.50 (minimum charge) on orders up to £50.00; add 15% on orders between £50.00 & £150.00; add 10% on orders over £150 (These are surface mail rates, airmail charged at cost) Cheques and POs payable to CHATERS. Overseas cheques must be in sterling and drawn on a London bank. Credit Cards: Visa, Mastercard, Amex, Switch. Please quote Dept CSC when ordering.

SPECIALISTS OF CURRENT AND OUT-OF-PRINT MOTORING LITERATURE

Reviews



GRAND PRIX RACERS
PORTRAITS OF SPEED

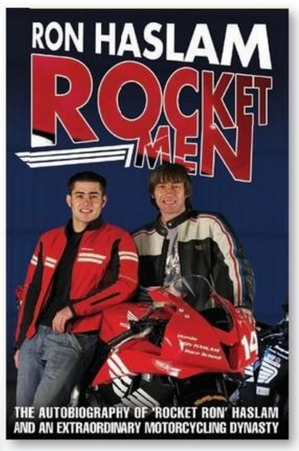
PHOTOGRAPHY: BERNARD AND PAUL-HENRI CAHIER. TEXT: XAVIER CHIMITS

What a fitting tribute to a great photographer. Bernard Cahier, who died recently at the age of 81, started shooting Grands Prix in 1952. His son Paul-Henri is established at the top of the profession, and between them they have charted the course of Formula 1 history. Here is the result.

These portraits of the stars, all presented beautifully in black and white, are simply stunning. The Cahiers have a knack of capturing the essence of their subjects, as if they are tapping into the drivers' souls. There are so many examples that take your breath away – the Michael Schumacher shot on page 59 is simply the best I've seen of the man. To avoid the obvious trap of chronology, the drivers are grouped in six chapters: the stylists, the tenacious ones, the romantics, the scientists, the acrobats and the tough ones.

The text with each subject adds some colour, particularly when author Xavier Chimits begins to wax lyrical. But words are not the point of this wonderful book. And for perhaps the best collection of racing driver portraits ever published, what a wonderful price, too. **DS**

Published by Motorbooks, ISBN 978 0 7603 3430 0, £25

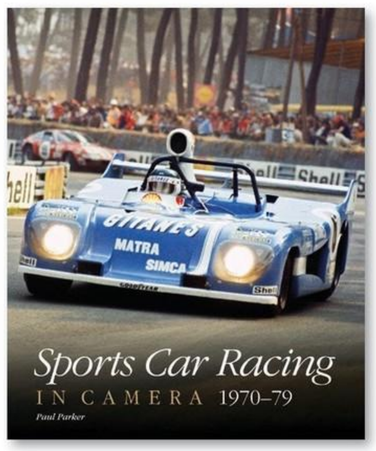


ROCKET MEN
RON HASLAM

To anyone who lived through the **'70**s idolising heroes such as Barry **Sh**eene and Kenny Roberts, this **hi**ghly personal account of 'Rocket Ron' Haslam's life will remind you of a time when bike racers came from simpler stock. This rags-to-riches tale follows Ron, the youngest of 10 children, through his early life helping his brothers with their motorcycling adventures. Accidents claimed two of his brothers and this resonates deeply through the book.

The final part concentrates on his son Leon, the 'Pocket Rocket' and current Superbike star, and the traumas of being on the other side of the pitwall. This is a hugely enjoyable, funny and entertaining story that follows the highs and lows of a much-loved British legend. **DC**

Published by Bantam Press, ISBN 978 0 593 05963 0, £18.99



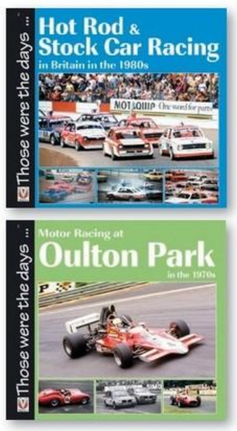
SPORTS CAR RACING
IN CAMERA 1970-1979

PAUL PARKER

With so many racing histories piling up on the review shelf a photobook comes as a relief. It's no lightweight, though: along with a hearty spread of pictures Parker offers a chatty summary of each year to back up informative captions for every photo.

This decade saw huge change as aerodynamics reshaped everything, and like me Parker leans towards the time when 512s were still curvaceous. But a few extra shots from those years don't distort the view, which includes some fine photography. Some you'll recognise, but Parker also includes 'Beurlys' as well as Rodriguez, Sebring as well as Spa, plus lists of all the teams and major results. Shame it's not wide format. **GC**

Published by Haynes, ISBN 978 1 84425 471 2, £30



MOTOR RACING AT OULTON PARK IN THE 1970s & HOT ROD & STOCK CAR RACING IN BRITAIN IN THE 1980s

PETER McFADYEN AND RICHARD JOHN NEIL

These two books by McFadyen and Neil respectively are part of the Veloce series called 'Those were the days…', which has already produced books on other famous British tracks such as Crystal Palace and Goodwood. *Motor Racing at Oulton Park in the '70s* provides a useful compact insight into events at the Cheshire circuit, with well-written text by McFadyen, who has attended and photographed many of the races.

Hot Rod and Stock Car Racing… is a great introduction to this diverse and fascinating form of the sport, but don't expect an intricate history – it's supposed to be light reading, after all. **EF**

Published by Veloce, ISBN 978 1 84584 167 6/164 5, £12.99 each

HEDINGHAM MODELS

7 MARKET ST., PHOENIX SHOPPING CENTRE,
BRAINTREE, ESSEX CM7 3YA. Tel: 01376 320522.
www.hedinghammodels-collectables.co.uk
Email:hedmod@aol.com

SPECIALISTS IN MOTORSPORT MODELS

Large Modern Shop or Mail Order



1/43 Bizarre high quality hand built resin MG A Twin Cam Coupe Le Mans 1961 #58 Lund/Olthoff £34.99 due 20th Aug. Also #32 Le Mans 1960.



1/43 Ixo diecast UK Exclusive limited edition. Mclaren F1 GTR Gulf Winner 1000KM Suzuka 1996 #1 Bellm/Weaver/Lehto AND #6 6th place Suzuka Owen-Jones/ Raphanel/Brabham £26.99 each.



1/43 Minichamps diecast Chaparral 2F Winner BOAC 500 Brands Hatch 1967 Hill/Spence. Collection packaging limited £44.99 Due 10th Sept.



1/18 Kyosho very high quality Ferrari 250GTO 1962 Red £59.99. Race versions to follow.



1/43 Neo by Spark models high quality hand built resin Jaguar MK7 green. ALSO MK9 grey/grey. £37.99 each



1/43 Minichamps diecast Mclaren MP4/22 Lewis Hamilton 1st race 1st Podium AUS 2007 limited edition special packaging. £24.99 due 27th August.



1/43 Spark high quality hand built resin Aston Martin DB2 Le Mans 1952 #31 Mann/Morris-Goodall AND #32 Clarke/Keen (stock) £34.99 each.



1/43 M4 modelcars good quality diecast Alfa Romeo2 van Alfa Romeo Assistenze Clienti 1961 £18.99.



1/43 Premiumclassixxs high quality diecast VW T1 Rennstall Bunker USA Porsche Transporter. Very limited and popular due August £71.99

WE STOCK A WIDE RANGE OF QUALITY DIE CAST AND RESIN MODELS

P&P AT COST. PRICES SUBJECT TO CHANGE.

WE HAVE THE KNOWLEDGE TO HELP AND ADVISE - JUST ASK NIALL T.

HOURS: Monday-Wednesday 10am-5pm - Closed Thursday - Friday 10am-5pm - Saturday 9am-5pm

PETER ARNEY
VALUATIONS

Peter Arney Ltd is an independent, specialist valuations company in the field of Historic and Collectable Cars. We bring twenty-five years of professional auctioneering and valuations experience to the field. We have a reputation for discretion and integrity.



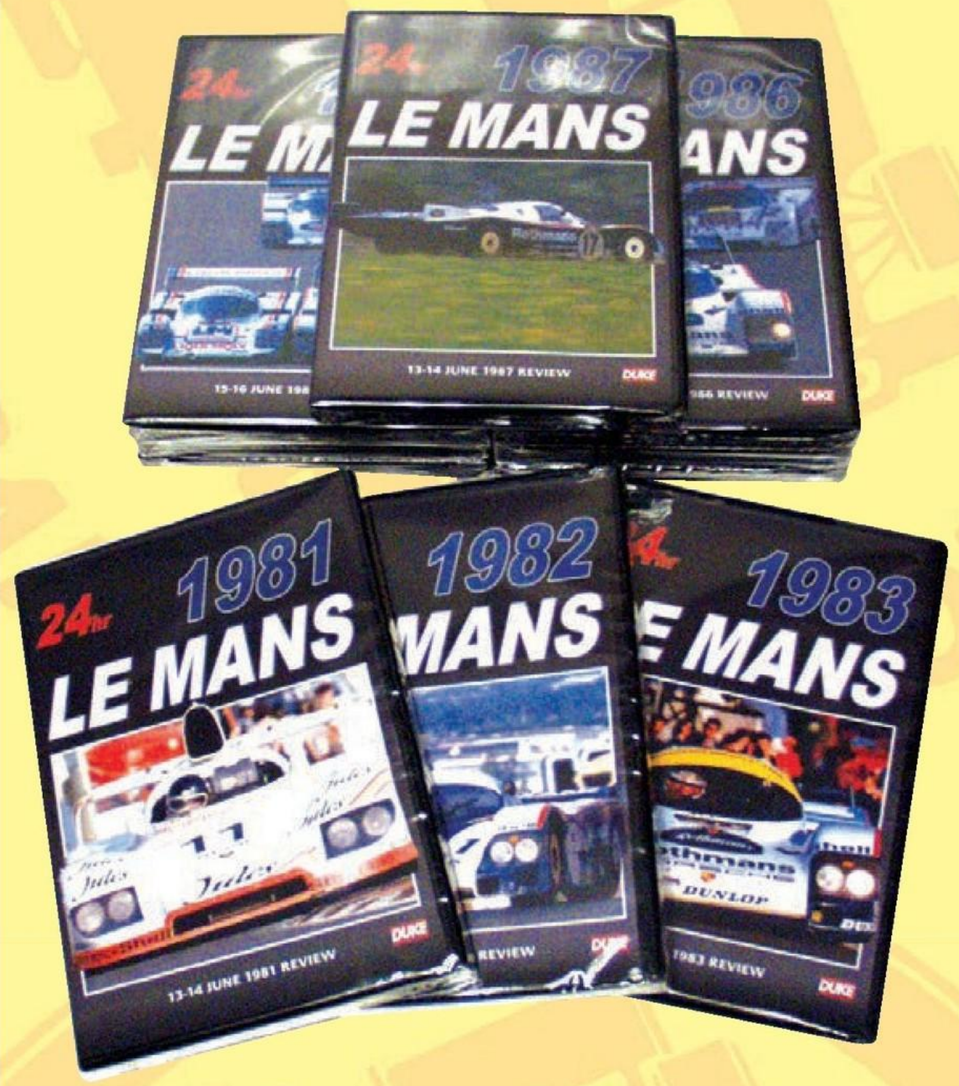
We provide the following services:

- Full probate valuation and sale service for solicitors and trustees
- Formal written valuations for Insurance
- Help in negotiating 'Agreed Value' with insurance companies
- Mediation of sale between friends ('willing buyer, willing seller' valuation)
- Independent selling advice and brokerage sales service
- Buying advice, car search and bidding at auction

Peter Arney Ltd, Newton Hall,
Newton, Cambridge, CB22 7ZE
T: +44 (0)1223 871832
M: +44(0)7734 106028
E: enquiries@peterarney.com
W: www.peterarney.com

For advice, guidance or conversation please contact Peter Arney on +44 (0) 1223 871832 or visit www.peterarney.com

Le Mans 24 Hours 1980 – 1989 DVD Boxed set



Relive the glory days of the Group C era at Le Mans with this fantastic set of 10 DVDs.

Over 10 hours of superbly edited footage captures the drama of these iconic battles, with in-car action, interviews and informed commentary.

A must for all Le Mans enthusiasts and a bargain at **£69.95** post free uk

Grand Prix Models

4 Thorpe Close, Thorpe Way
Banbury, Oxfordshire, OX16 4SW, UK
Tel: 01295 278070 Fax: 01295 278072
mail@grandprixmodels.com

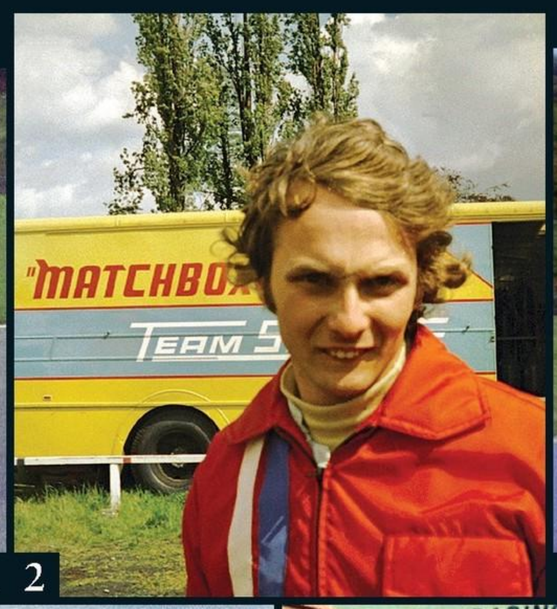
www.grandprixmodels.com

YOU WERE THERE

Scenic circuits have caught our eye this month – Goodwood in the 1950s, and the sweeping lawns of Crystal Palace two decades later



1



2



3



4



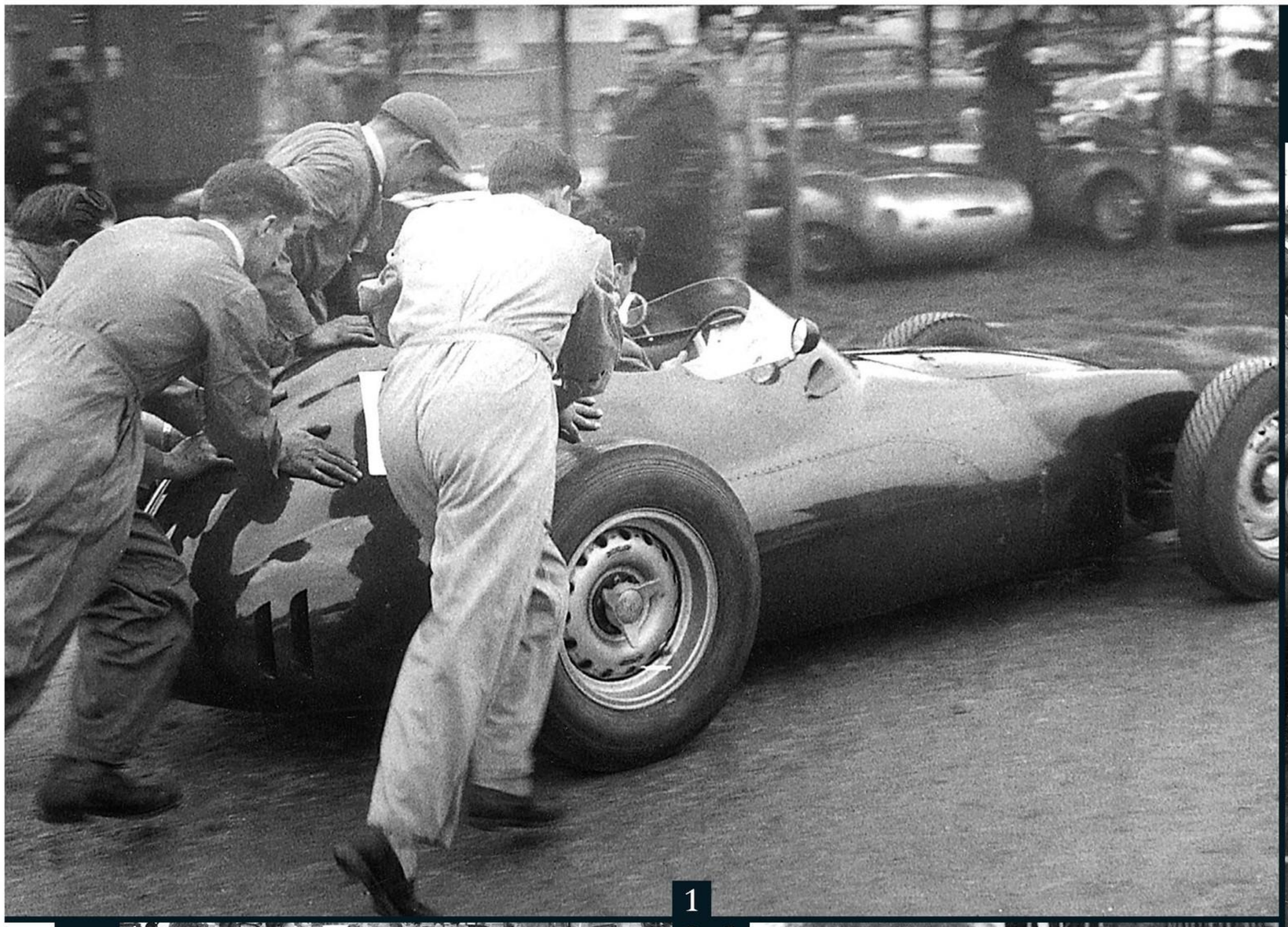
5



6

GARETH REES

"There was a real buzz as you walked up the hill," says Gareth of Crystal Palace in May '72, the last international meet. "The noise echoed round South London. The F2 race was like a mini-GP – two past and two future champions, racing past lawns, trees and flowerbeds…" {1} Gerry Birrell, March 722. {2} Lauda didn't make final. {3} Frank Gardner, a V8, damp track… {4} Mustang of Martin Birrane. {5} Crash put Hill out, in both senses. {6} Time out from F1 for Cevert.





1
2 3





5

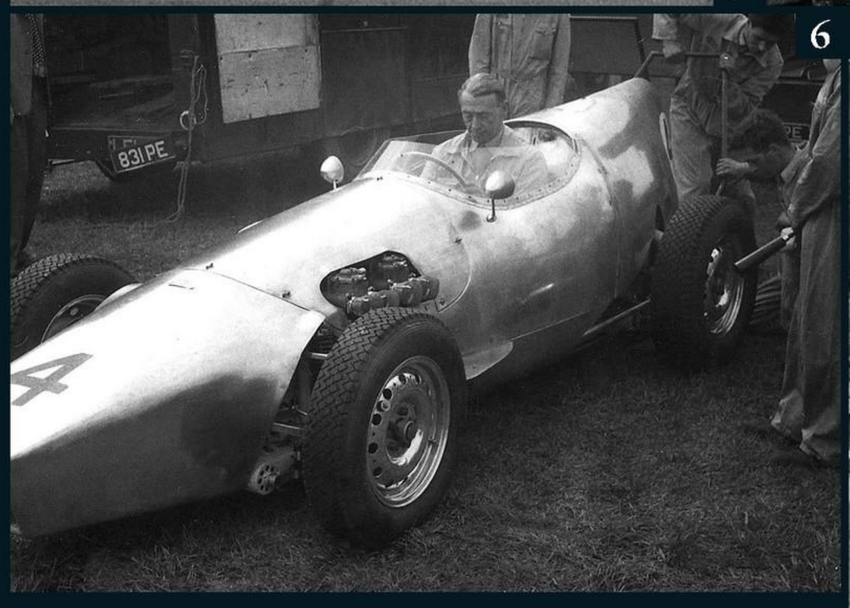


4

GRAHAM HARDING

BRM fan Graham's pictures come from the 1957 Easter Monday meeting at Goodwood. "The race programme must have been extensive," he recalls, "as I have photos encompassing F3, a smaller sports car class, and I think a Formula Libre race." {1} & {2} Tony Rudd steers Salvadori's BRM P25 through the paddock. {3} Stirling Moss retired his Vanwall from the Glover Trophy. {4} BRM designer Peter Berthon (left) and Rudd watch preparations. {5} Duncan Hamilton had a two-way radio aboard his D-type. {6} Mechanic Les Wilson in 'toothpaste tube' Connaught. {7} Tony Brooks in Aston DB3S was third in the Sussex Trophy.

6 7





Specialised Automobile Services



Bespoke wire wheels - hand made in England



www.wirewheels.co.uk

tel: 01260 253119 fax: 01260 252699

authentic TYRES

from the ultimate tyre authority

VREDESTEIN
MICHELIN
DUNLOP
AVON
Firestone

- VAST EXPERIENCE & KNOWLEDGE
- GENUINE TYRES FROM GENUINE MANUFACTURERS DESIGNS
- HUGE RANGE ALWAYS IN STOCK
- VERY COMPETITIVE PRICES
- ALL MAJOR WORDWIDE BRANDS
- FREE DELIVERY ON ALL 'U.K. ORDERS
  * mainland only

VINTAGE TYRES

CLASSIC TYRES FOR CLASSIC VEHICLES

CALL OUR HOTLINE
01590 612261
www.vintagetyres.com

Vintage Tyre Supplies Ltd, Beaulieu, Hampshire SO42 7ZN
email: sales@vintagetyres.com
local rate call in UK **0845 1200711** fax: +44 (0) 1590 612722

Book online or call the Ticket Hotline **0870 060 3776**
www.necclassicmotorshow.com

CLASSIC MOTOR SHOW

THE NEC BIRMINGHAM 2008

14 15 16 NOV

Cars for Sale
Live Stage Live Stage Live Stage
Autojumble Dream Rides
Accessories Accessories
Accessories
Automobilia Automobilia Automobilia Automobilia Automobilia
Live Stage
Parts & Services Restoration Theatre
Autojumble Live Stage
Dream Rides
The place to share your passion for cars
The place to share your passion for cars

OFFICIAL PARTNERS
FOOTMAN JAMES
Insurance specialists At your service

OFFICIAL PARTNERS
Meguiar's

IN ASSOCIATION WITH
MPH
THE PRESTIGE & PERFORMANCE MOTOR SHOW

CLARION EVENTS

Classic Motor Show tickets allow FREE entry into the MPH Show (excludes Top Gear Live Theatre)
All bookings are subject to a single transaction fee. All information is correct at time of publishing.



The Hawthorn/Maglioli Ferrari did not use its Le Mans 'blarbs' at Pescara, but featured them as restored at Goodwood (below right)



'BLARBS' ARE ALL THE RAGE

Racing cars are better when restored to their original state, though that was not to Ralph Lauren's taste

Back in the early '90s I was asked to show the remarkably diffident celebrity designer Ralph Lauren an Aston Martin DB4GT Zagato that was for sale. Friends at Prowess Racing had just finished restoring '1 VEV' to virtual 1962 Goodwood TT form. We had painstakingly matched its original paint finish of Aston metallic green, carefully preserving the Zagato body's charming hand-built Italian asymmetry, and for my taste it looked an absolute picture. For the fashionistas, Ralph Lauren was rugged-up in polo-neck sweater and navy blue duffle coat. He circled the car for long minutes, then asked "Darg – does it have to have the blarbs on it?". Err, the blarbs? What – umm – blarbs? "The white blarbs. Where the race numbers go".

Oh, the roundels! "Well, any owner can obviously do what he likes with his own car, but that's how the car appeared in period – so that's the way we've restored it". Oh, said Mr Lauren, circling the car once more. "Does it have to be that metallic green?". My answer was along the same lines. He then told me how, during his youth, Detroit had discovered metallic paints as the latest sales fad. Ever since, he said, he'd had a powerful aversion to metallic paints. "But if that's the colour the car should be, and if it should have those blarbs, I guess it's not for me". So that was it, and – very wisely – I was never asked again to act as stand-in car salesman.

I couldn't help but think of this as I stood admiring the 1953 Ferrari 375MM *Berlinetta* which I'd been asked to co-drive at Goodwood. The car in question – chassis 0320AM – won that year's Pescara 12 Hours co-driven by Mike Hawthorn and that terrific road racer Umberto Maglioli. During that season as one of the works team's big bazookas this particular V12 had been handled by two other World Champions, 'Nino' Farina and Alberto Ascari. It had come to us in plain *Rosso Corsa*, with the rather demeaning later-season droop-snoot front-end treatment which had replaced Pinin Farina's original chopped-off potato-chipper style. Now the great car stood restored to its original form. And to my eye what really set it off were 'the blarbs' in Old English white against the racing red.

It's customary these days for drivers to specialise – in single-seat open-wheelers, ALMS-type endurance sports-prototypes, or in touring cars. In Hawthorn's era the superstars simply drove anything and everything available. Every single race was an earning opportunity, so very few offers were ever ignored regardless of category. Today's internet generation might turn up its nose to see Hawthorn's record at Drivers' World Championship level – 47 races (barely half as many as Takuma Sato), three wins, 18 'podiums' (bleeaggh!) and four pole positions. But to judge the real worth of the first British World Champion add his sports car laurels with Ferrari and Jaguar – the 1953 Spa 24 Hours and Pescara 12 Hours, the 1954 and '56 Supercortemaggiore 1000Kms at Monza, the '54 Portuguese GP at Monsanto Park, Lisbon, and the 1955 Sebring 12 Hours and Le Mans 24 Hours. He also shared the scratch win in the 1954 RAC TT at Dundrod though the official winner was a handicap pony – by Panhard.

As I folded myself into his Pescara-winning Berlinetta it seemed impossible that he had once crammed his 6ft 2in(ish) frame into that same air space. Even my head was brushing the roof with legs cramped wide to clear the large wood-rimmed steering wheel. But light up that 4½-litre V12 engine and the entire machine stirs into vibrant life. Ease in the clutch, and Maranello's surging torque has the old lady gathering up her skirts and punching you towards the horizon. Ease into a turn and the tail ducks sideways – we suspect as the axle moves – before settling reassuringly onto the outside (loaded) wheel. And off you thunder…super-conscious that the shades of Hawthorn himself, and Farina and Ascari might be glowering at your puny efforts. That's the thing with truly historic cars. For anyone on their wavelength I'm sure they carry some indefinable essence of great deeds past. I can just sense DSJ right now, reading this and bawling "b******t!". That's another indefinable essence. Yes indeed – just like those lovely blarbs.



Robert Benoist's Delage clears the Dunlop bridge at Lyons 1924

Dunlop's half-tyre bridges span a century of racing

Simon Taylor and I spent a chunk of time together at the Goodwood Festival waffling our way through public presentations on behalf of the Dunlop tyre company about the Bentley Boys, a 'Blower' Bentley, the Le Mans 24 Hours and a Jaguar C-type. It seems that Dunlop is presently poised to expand its motor sporting activities while also seeking to capitalise upon its absolutely glittering history in racing, rallying and record breaking.

I fell into deep discussion with one of Dunlop's enthusiastic young executives about a particular past company icon, now that considerable fuss has been caused locally by news of the demolition of "Donington Park's landmark Dunlop Bridge". Since I remember that particular bridge from the day in 1977 when it was barely knee-high to a pontoon ferry, I certainly don't regard it as being in the least bit historic. Others certainly differ.

But when it comes to genuinely historic Dunlop bridges, a trawl through the archive raises eyebrows. For example the most celebrated *Pont des Pneus Dunlop* was undoubtedly that over the first corner at Le Mans. The corner itself did not exist until 1932 when the Sarthe circuit was shortened, turning right just after the start to use a tailor-made bypass road linking into what became the start of the Mulsanne Straight. A rectangular pedestrian bridge was thrown across the first curve, sponsored initially by Champion spark plugs. It remained the Champion Curve until at least 1935 before Dunlop eventually bought the rights and provided the distinctive half-tyre bridge which would dominate for decades a newly renamed *Courbe Dunlop*. Another Dunlop half-tyre bridge would be added before *Tertre Rouge*, and similar bridges graced many other leading circuits, notably Reims.

But if you trawl back further, there was a wonderful Dunlop half-tyre bridge erected over the Lyons-Givors road circuit for the 1924 French GP, and a decidedly less sophisticated 'DUNLOP' lettered bridge over the Dieppe road circuit for the 1908 Grand Prix, in the village of Eu. In fact the British company festooned the Dieppe circuit that year with its advertising banners – to an extraordinary extent since I believe only Austin and maybe Weigel used their tyres among a huge field running, primarily, on Michelin and Continental. One thing seems certain. That weekend Dunlop won the advertising GP. Now it seems set upon a comeback curve which might lead it who knows where?



DBR1's gorgeous curves were the work of Aston engineer Ted Cutting, not stylist Frank Feeley

The Aston man cut out of the loop

Atonement is good for the soul. As far as I can remember, it was Cyril Posthumus, my mid-1960s editor on *Motor Racing* magazine, who introduced me to the wonderful work of the Lagonda and Aston Martin stylist Frank Feeley. Ever since, I have had it fixed in the dark sub-basement of my brain that he was the man responsible for styling such enduring classics as the Aston Martin DB3S and the replacement DBR1 and DBR2 sports cars. I see the cars and like a knee-jerk reflex, think 'Frank Feeley'. It seems to be one of those things which afflicts some of us, and flying on automatic then resists evidence to the contrary.

I must have read or heard many times since that the DBR body style – just about the best-proportioned and most enduringly gorgeous of anything the British industry ever produced – was in fact the work of Aston's chief engineer Ted Cutting. But it didn't penetrate to the same extreme as what I had learned at Cyril's knee – and so lines like "Frank Feeley's peerless bodywork on the DBR1 and DBR2" have repeatedly passed into posterity courtesy of yours truly.

Well believe me, it's BS – a pure Duggism to be disregarded. The DBRs are down to Cutting, who took on the task after Feeley left Aston Martin in 1956. (However there is a broad-brush family resemblance between DB3S and DBR-series, he added – weakly.)

A Lotus worth collecting



Leo Geoghegan in his ex-Jim Clark Lotus 39 at Warwick Farm, Sydney, 1967

Some years ago I was partly instrumental in inviting the late John Dawson-Damer to run some of his Lotus collection cars at Goodwood. We visited 'Bun' at his hilltop home in rural New South Wales and enjoyed his infectious pride and enthusiasm as he showed us the F1 engine he was then reassembling in his basement workshop. We followed him out of the house and over the ridge and through the fields to the large corrugated barn which housed his cars, and I recall much laughter as he showed off his engine-test dyno in its open-ended shelter with distant views to a deserted horizon – no noise-enforcement officers there, we presumed...

He came to Goodwood, and of course in 2000 – brutally – he died there, together with marshal Andrew Carpenter. That's a horrible memory, but shortly the bulk of the Dawson-Damer Collection of Lotus cars is to be sold in Australia by Goodmans-Bonhams. The lots include the particularly interesting and unique Lotus 39 which began life as a truncated monocoque chassis intended to accept the stillborn 1½-litre Formula 1 flat-16 Coventry Climax engine in 1965. It was later that year that Colin Chapman recruited engineer-cum-Lotus 7 club racer Maurice Phillippe from De Havilland Aircraft at Hatfield to become Team Lotus's new chassis designer.

The first job he gave Maurice was to design a new rear-end frame which would adapt the Lotus 39 monocoque to accept a 2½-litre Climax FPF four-cylinder engine. The finished car was then campaigned by Jim Clark in the 1966 Tasman series in New Zealand and Australia. What had become the first of Maurice's works Lotuses took second places at Levin in New Zealand and at Sandown Park, Melbourne, Australia. It won at Warwick Farm, Sydney and finished sixth at Longford, Tasmania.

The car was then sold to Australian Lotus specialist Leo Geoghegan, who ran it still Climax FPF-engined in 1967, placing second among the visiting superstars at Sandown Park and fifth in the Australian GP. By the time of the 1968 Tasman series he'd fitted a 2½-litre Repco V8, finishing fourth in the Internationals at Surfers Paradise and seventh in the AGP. And in '69 he did even better – third in the AGP at Lakeside, Brisbane, fourth at Levin and fifth in both the NZ GP at Pukekohe, Auckland, and at Warwick Farm. Highlight of his career with the old warhorse was victory in the 1969 Japanese GP. Some old racing cars, like old soldiers, just go on... and on. The Lotus 39 certainly falls into that category, and despite its restricted success in Jim Clark's hands I always remember it with particular affection. I had a lot of time for Maurice Phillippe's work, and that car – although only partially down to him – just looked great!

Mercedes celebrates

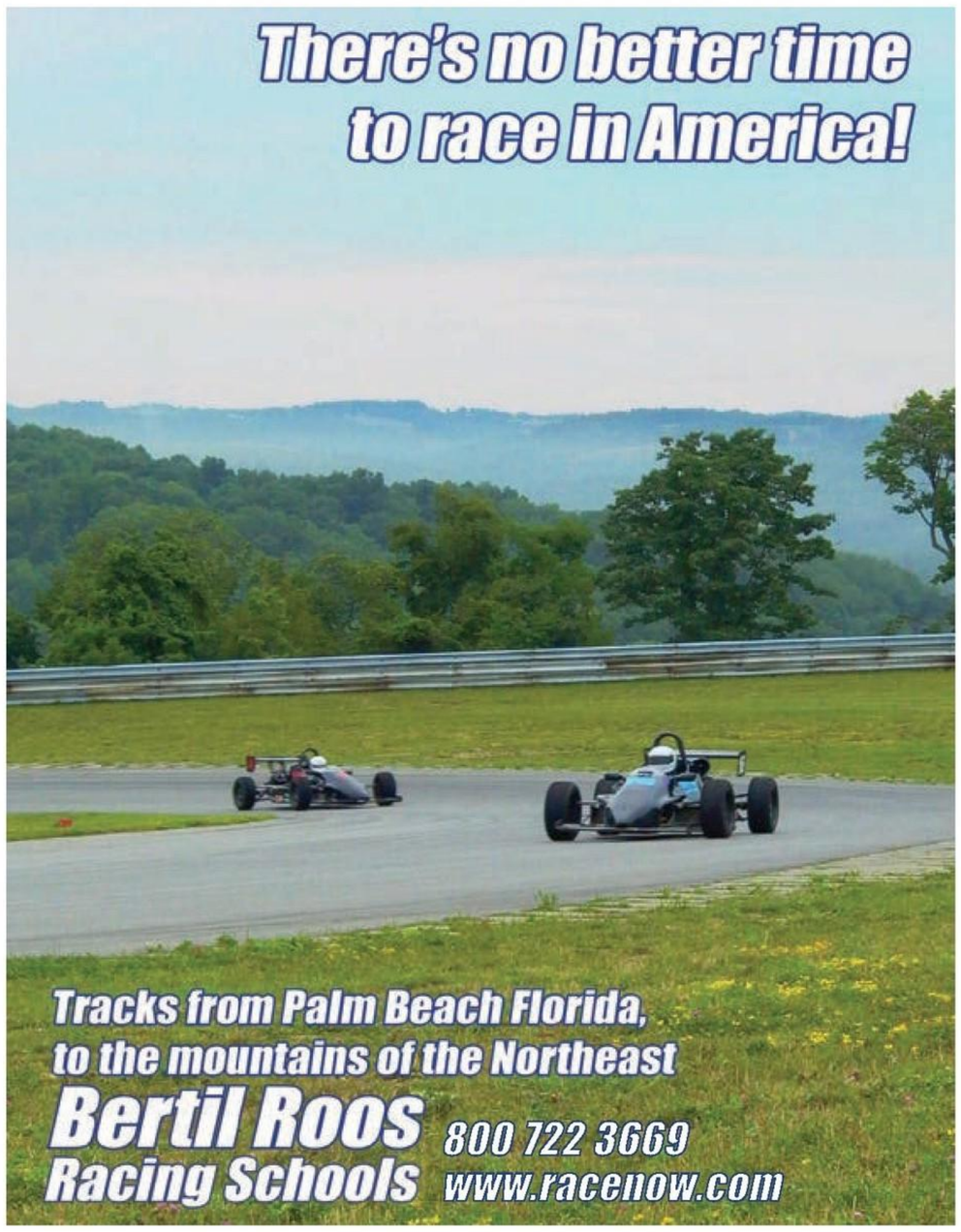
At the start of July Mercedes-Benz ran a wonderfully low-key centenary celebration of the first-ever Mercedes Grand Prix victory; Christian Lautenschlager's win in the 1908 *Grand Prix de l'ACF* at Dieppe. While he and his muscle-bound riding mechanic Mackle won the race outright, two rival Benz cars driven by Victor Hémery and Réné Hanriot boomed home second and third and Poege's Mercedes was fifth, followed by Joerns's Opel!

After winning the first Grand Prix two years previously with Renault, the French industry had been kneed in the groin by Fiat of Italy in 1907, and now this shattering German whitewash in 1908 went some way to killing interest in reviving the expensive GP until 1912...



Running 1908 GP Mercedes and Benz cars on the old 47-mile *Circuit de la Seine-Inférieur* was fascinating and a little spooky, especially as it was 100 years to the day since the momentous event. No fewer than 17 entrants – each in effect a works team – had started 48 cars in the great race. Lautenschlager in the 12.7-litre Merc completed the 10 laps after 6hrs 55mins. The fastest lap of 36min 31sec – 78.89mph – fell to Otto Salzer in his Mercedes.

Mark Walker attended the retro event with his GP Panhard and Ben Collings with the 1908 Mercedes, among a group of VSCC stalwarts, only for Mark's car to suffer a gearbox failure on centenary eve. But perhaps the best running car present was George Daniels's 1907 GP Itala (above), driven by Roger Collings, Ben's father. To me the most extraordinary thing was how many buildings survive around the circuit barely changed from 1908.


There's no better time
to race in America!
Tracks from Palm Beach Florida,
to the mountains of the Northeast
Bertil Roos
Racing Schools
800 722 3669
www.racenow.com


HISTORIC CAR ART
GALLERY
Automotive Fine Art & Posters
Original paintings, drawings, etchings, sculpture
Original vintage race posters
Limited editions
w: historiccarart.net t: +44 (0) 1332 694538
24 HEURES DU MANS
GOODWOOD
Motor Racing at its Best!
INTERNATIONAL MEETING
EASTER MONDAY
APRIL 22nd
FIRST RACE 1.30 p.m.
BRITISH AUTOMOBILE RACING CLUB
GROSSER PR
DEUTSCHLAN
NÜRBURGRING
5. AUGUST 1956
AUTOMOBIL-WELTMEISTERSCHAFT
LES TROPHEES de FRANCE
PAU REIMS ALBI
TROPHEE MARTINI VITESSE
A TRIPLE CLASS
"Perfect Day" - 1961 Goodwood TT Race.
by John Ketchell. £2350


ENGINEERING
Mathwall
Racing Engines
CORA
Historic engine service
• Over 40 years experience
• Ford and Chevrolet V8 specialists
• F1 engines - DFV to 1990s
• Design and re-manufacture of original components
• In-house machining capability
• Port flow testing
• Dyno testing and development - 1000BHP / 20,000RPM facilities
• Trackside support
• Project management - professional and efficient service
For more information, contact us on +44 (0)1604 880069 or email info@mathwall.co.uk
Also, visit us at
www.mathwall.co.uk


The Hon Brian Lewis, king of the Mannin Moar, after winning the 1934 race

LAT

THE ISLE OF MAN MAN

When the semi-independent island in the Irish Sea decided to hold road races, one man showed himself the master of the hazard-strewn street course

Since 1924 motor racing of any kind had been banned from all public roads in Britain, but there were some places where it was still legal – on seaside promenades or stretches of beach the property of local councils. Or, of course, in Ireland and the Isle of Man.

It was in the latter place that a true street circuit was used for the Mannin Moar races of 1933, '34 and '35. This was a race for Formula Libre cars. Those of up to 1½ litres were confined to the Mannin Beg event.

So those who had not seen Continental races now had the excitement of watching the top Grand Prix cars in action in a true road race. The race, run by the RAC, was over 50 laps of a 4.6-mile circuit, shortened to 3.7 miles for the last two years. It took in the streets of Douglas, the promenade being the fastest section, on which 115mph was possible before the drivers (and riding mechanics for the last time in Europe) turned onto the bumpy roads of the town, lined with houses, the lap being completed at Onchan hairpin.

How the residents were persuaded to have the race was astonishing. Practice took place from 5-7am, the races at 10am, when all the residents, and their cars, were trapped. Somehow all was resolved, but I wondered about a deaf old lady who might go out after lunch to post her letters in the post-box which was one of the more dangerous hazards of the circuit, along with the telephone poles and lamp posts, etc.

Motor Sport had to be there! We went by air in a Percival Proctor, G-AHGA, flown by Capt Oliver Holmes who had returned from the Indian Army and for whom I had worked as his unpaid motoring writer for his magazine *Brooklands – Track and Air*.

I was by then editing *Motor Sport* and my boss Mr W J Tee came with us. On the outward flight we were supposed to circle the Speke control tower for our registration letters to be recorded. Holmes complied at first but as there was no-one in the tower he moved in closer and closer until our wing was almost touching the window. Once arrived there were horse-drawn trams in contrast to the racing cars, and I remember the wonderful journey back to Croydon on that summer evening with the peaceful English countryside unfolding below, cars merely insignificant distant dots.

The person determined to win all three Mannin Moar races was Noel Rees, with his nominated driver the Hon Brian Lewis (the future Lord Essendon).

For the first race Lewis had the 2.3-litre Monza Alfa Romeo with which he had won the International Trophy race at Brooklands. Opposition came from George Eyston, Kaye Don with a stripped sports Alfa, five Type 51 Bugattis, and a sports Invicta. Eyston was the leader until Lewis took over and won at 64.23mph, Rose-Richards' Bugatti second, Eyston third. Apparently the winning Alfa had consumed 50 gallons of fuel.

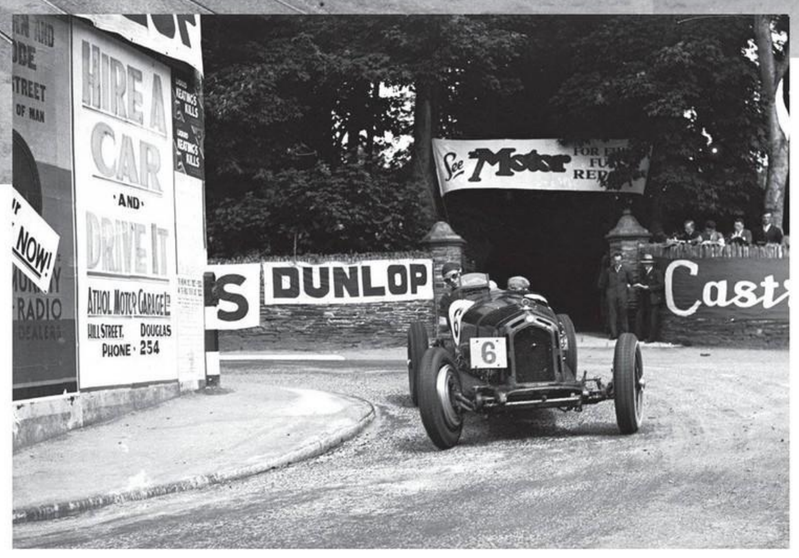
The following year Rees was determined to win again and as there were no 2.6-litre Scuderia Ferrari *monoposto* Alfa Romeos in this country and he was not allowed to buy one, he decided he would hire one. It was insisted that two works mechanics must also come, to ensure that the car behaved properly. There were their travel and



1933 – thunder on the prom. Lewis (right) would open a hat-trick; last win was in T59 Bugatti (far right)



LAT



hotel bills, transport charges and presumably insurance. The Scuderia also wanted half the prize money, and there was no starting money. What do you think that cost? I wish I knew.

Brian Lewis was again the driver. Whether he felt confident one knows not; he was up against four of the new 3.3-litre Type 51 Bugattis, driven by Staniland, Rose-Richards, Lindsay Eccles and Dick Shuttleworth, Freddie Dixon and Cyril Paul in fast non-supercharged Rileys, and four Monza Alfa Romeos for Charley Dodson, Kaye Don, AP Hamilton and Vasco Samiero.

But it worked for Rees. Lewis led from start to finish, to win at 75.34mph; Dixon was second, 44sec in arrears, Samiero third. The hired Alfa Romeo was not quite as race-ready as it should have been: third gear became useless after a few laps, Lewis having to coast round the hairpin in neutral.

With the latest Alfa Romeo unavailable, British drivers bought the latest 3.3-litre Type 59 Bugattis for the 1935 season. These proved less new than expected at Brooklands. But Rees used one for the 1935 Mannin Moar, Lewis again driving, to make a hat-trick finish at 75.37mph, winning from Charley Martin's similar Bugatti and Lou Fontes in the Monza Alfa which had won in 1933 and had been second in 1934.

For those who may wish to look for and perhaps drive round the course in its shortened form, it ran from the Promenade to Broadway and York Road, Bray Hill and along Glencrutchery Road to Onchan hairpin.

Grands Prix at Donington – a different world

So Silverstone may not be a Grand Prix circuit in a few years' time. It seemed to have been more than adequate for this year's British GP, but there may be things I missed as regrettably I wasn't there.

But may I venture to think that today's F1 drivers have an easier task than those I watched competing all through the 250-mile Donington GPs of 1937 and 1938, Rosemeyer winning the first at 82.85mph and Nuvolari the second at 80.49mph, both with difficult to handle Auto Unions after drives of over three hours on this hazardous course. Anyone who scoffs at those average speeds cannot have seen Donington as it then was!

Try please not to misunderstand me. I share the admiration of present-day followers of these rule-ridden races for today's F1 drivers (and MotoGP riders, especially in the rain!). But I think that those pre-war drivers had a more difficult art to display than our modern aces. Those 1937/38 cars were quite fast – say 170mph as against 200-plus now. But if this influences you, you never saw, I suggest, the circuits they raced on. It may or may not be imagination that at Monaco a Bugatti driver's gloved right-hand would be bare and bleeding from changing gear by the end of the race, but I did observe the sheer fatigue and torn, grubby overalls of Rosemeyer after he had won the 1937 Donington GP.



LAT

Rosemeyer's winning speed in the 1937 Donington GP may sound low, but it was a gruelling drive

The pre-war GP cars had brakes which would hardly be acceptable on modern road cars, tyres which were equally unscientific, the drivers had to change gear by lever, and there were no guardian angels in the pits to give them advice, nor communication miracles to entice defective components to behave themselves.

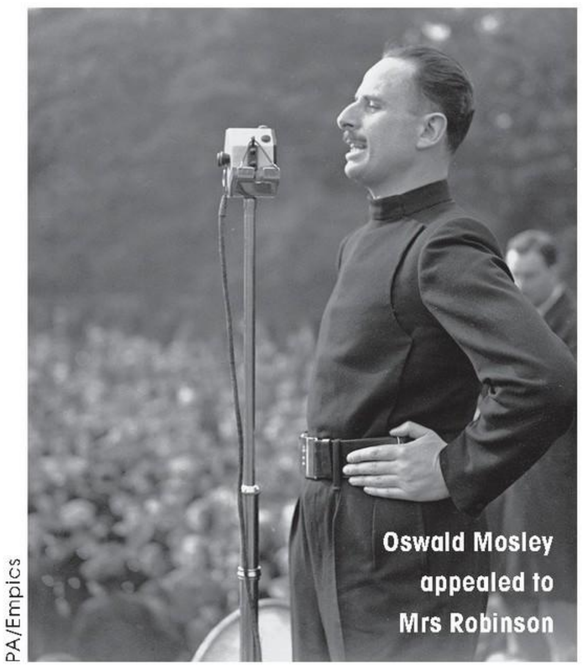
Races lasted far longer then than the under two hours of today. Current top drivers look about as fresh at the end as at the start of a race, they trip easily onto the podium if successful and play happily with the champagne bottles. Accidents are guarded against by clever devices, whereas fatalities were sometimes a sad aspect in older times.

It is said that Donington will require much revision and may not be ready by 2010. But why cannot today's F1 cars and drivers cope with Donington as it is, which was adequate for Tom Wheatcroft's ambition of holding the 1993 European Grand Prix there? But don't disturb me. I shall soon wake up…

A bob for the Blackshirts

The Max Mosley affair (no comment, to avoid litigation) has resulted in my recollecting an amusing pre-war incident. I had two friends, Donald and Duncan Robinson, who lived in Esher. I think their father was a banker. They had a 3-litre Bentley saloon and a Brescia Bugatti which they ran in speed events. They kindly took me on several of these events – I remember Dancer's End with its rough surface and hairpin bend, and Alan Hess, owner of *Speed* magazine, overturning the borrowed Bugatti and breaking an arm. I was volunteered to get in the battered car for the journey home.

It so happened that the boys' father also had a radio business – it ran to a very early TV set, a useful inducement for taking girlfriends to watch the then novelty.



PA/Empics

Oswald Mosley appealed to Mrs Robinson

The 'Blackshirts' organisation of Sir Oswald Mosley had used the Robinsons' firm to fit loud-speakers to its Bedford vans. One day Duncan, the younger brother, set off in one of these vans to ensure that the loud-speaker equipment would withstand road driving. It so happened that his route took him by London's Albert Hall at the very moment when the great upset at a Blackshirt meeting there was at its worst, with angry crowds fighting outside.

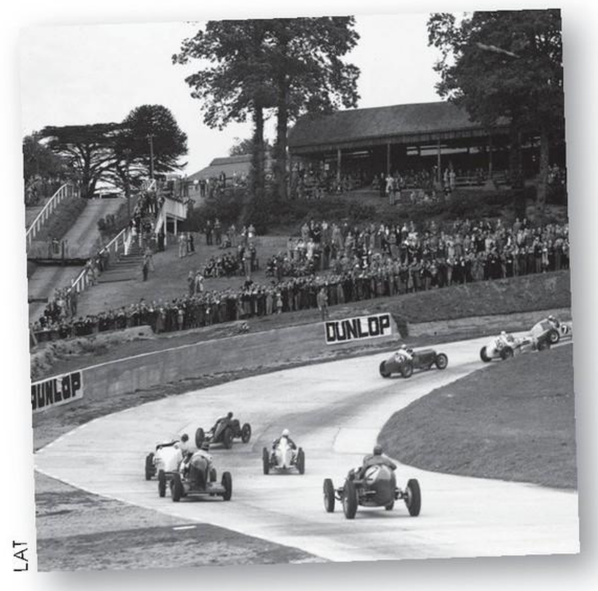
Into this crowd arrived Duncan in the van decked with Fascist symbols. The crowd sought to overturn it and the police told Duncan to quickly drive away. "But what about the people in front of me?" he asked, with his usual stutter. "Never mind them just drive!" shouted the police.

I think it may have been the orders the radio shop had from Mosley which induced Mrs Robinson to join the Nazi-minded organisation; this led to her asking me at dinner one night to join. "It only costs a shilling," she said. It was a lonely time in my life, the family was very hospitable; how could I refuse? I have since wondered whether I should explain this to MI5…

After the war I lost touch with the brothers, until one day the elder brother called on us unexpectedly in a smart Alvis Speed Twenty and asked whether I would second his application to join the VSCC. I believe he had done important work on radar research during the war; can anyone tell me more?

An amusing episode occurred when the racing season had ended and the Brescia was returned to its garage. There was apparently some discussion as to whether it was worth doing any more work on it, which Mrs R must have heard. So when a keen young man new to the district called to ask if he might see the car Mrs R said "you can have it".

The delighted caller thanked her and soon towed the Bugatti away. The winter over, the brothers decided they could instill a bit more performance into their car – but when they opened its garage door it had vanished. Later the new owner, told of the mistake, decently returned it, and they were able to run it again, notably at the 1933 Bugatti OC Lewes speed trials , winning the 1½-litre sports car class.



LAT

New life for tea rooms

So many business premises have been erected on the Brooklands site that much of its 1939 appearance has gone. So it is good to learn that the buildings at the top of the Members Hill (above), used after WWI as a restaurant and tea rooms, are to be restored by AC Heritage as a factory to build new AC cars and restore historic ACs, and for displays relating to the many race successes and records achieved by the Thames Ditton cars at the Track in the early 1920s. Details on www.acheritage.co.uk.

As a boy, not wanting to miss any of the racing, I never had a meal in the even-then historic structures. But one very hot day I asked if I could have a glass of water, for which I was charged a penny.



LAT

Jack Sears – not only a successful racer but also the son of an important collector

Gentleman Jack

The Official Biography of Jack Sears, by Graham Gauld

This is a very complete account of the life of the son of Stanley Sears, whose collection of antique cars, from a 1903 Mors to three Phantom Rolls-Royces, including the 1914 TT Sunbeam and 1914 GP Opel, were kept and used competitively by Jack after his father's death. The fine pictures of these cars will appeal to those of like enthusiasm.

But the bulk is about the life of Jack and his amateur racing and rallying career, uplifted with pictures most of them large enough to truly capture the action. A detailed table covers all Jack's events from 1950-65. A rare picture shows him receiving an award at, I believe, Goodwood from HM the Queen.

Jack Sears drove a wide variety of cars, became British Saloon Car Champion, dabbled with F2, raced Cobras here and in the USA, and organised the London-Sydney Marathon. David Sears, Jack's son, followed his father into racing.

The book concludes with the observation that "Unfortunately there is no room in motor racing today for the gentlemanly way of racing that Jack Sears epitomised". A view perhaps enhanced by Sears, who was brought up in the family home, the majestic Collingtree Grange, and educated at Charterhouse, and whose home for more than 50 years was Uphill Grange in Norfolk.

Published by Veloce, ISBN 978-1-845-84584-151-5, price £24.99.

THE ORIGINAL MOTOR RACING MAGAZINE
MOTOR SPORT
SINCE 1924

NEW

Classics



A SPECIAL PUBLICATION FROM *MOTOR SPORT*

From WHSmith or save £1 by ordering direct from *Motor Sport*

Motor Sport Classics presents some of the finest articles from *Motor Sport* featuring famous models from nine of the greatest car builders – British legends Aston Martin, Bentley and Jaguar; Italian masters Ferrari and Maserati; German giants Mercedes-Benz and Porsche; mass market specialists Ford and Renault. Quite simply, it is an automotive feast – a collection of articles that captures the true spirit of the world's great car marques.



FREE!



PLUS FOUR RACING FILMS...

1929 TOURIST TROPHY
Mercedes and Bentley battle over the classic TT course

1955 GOODWOOD NINE HOURS
Sports car rivalry between Aston and Jaguar shows period Goodwood at its best

1963 LE MANS 24 HOURS
The challenge for the world's greatest race is joined by Rover's innovative Turbine

1982 SPA 1000KM
Ford C100 and Porsche Group C cars on the classic Spa track

TO ORDER:
PHONE: 020 7349 8484
ONLINE: www.motorsportmagazine.co.uk/classics

OR COMPLETE THE COUPON AND SEND TO: *Motor Sport*, 38 Chelsea Wharf, 15 Lots Road, London SW10 0QJ

NAME .....
ADDRESS .....
.....
POSTCODE .....
COUNTRY .....

☐ I ENCLOSE A CHEQUE MADE PAYABLE TO MOTOR SPORT FOR £8.99

PLEASE CHARGE MY CREDIT CARD:
☐ VISA ☐ MASTERCARD ☐ AMEX

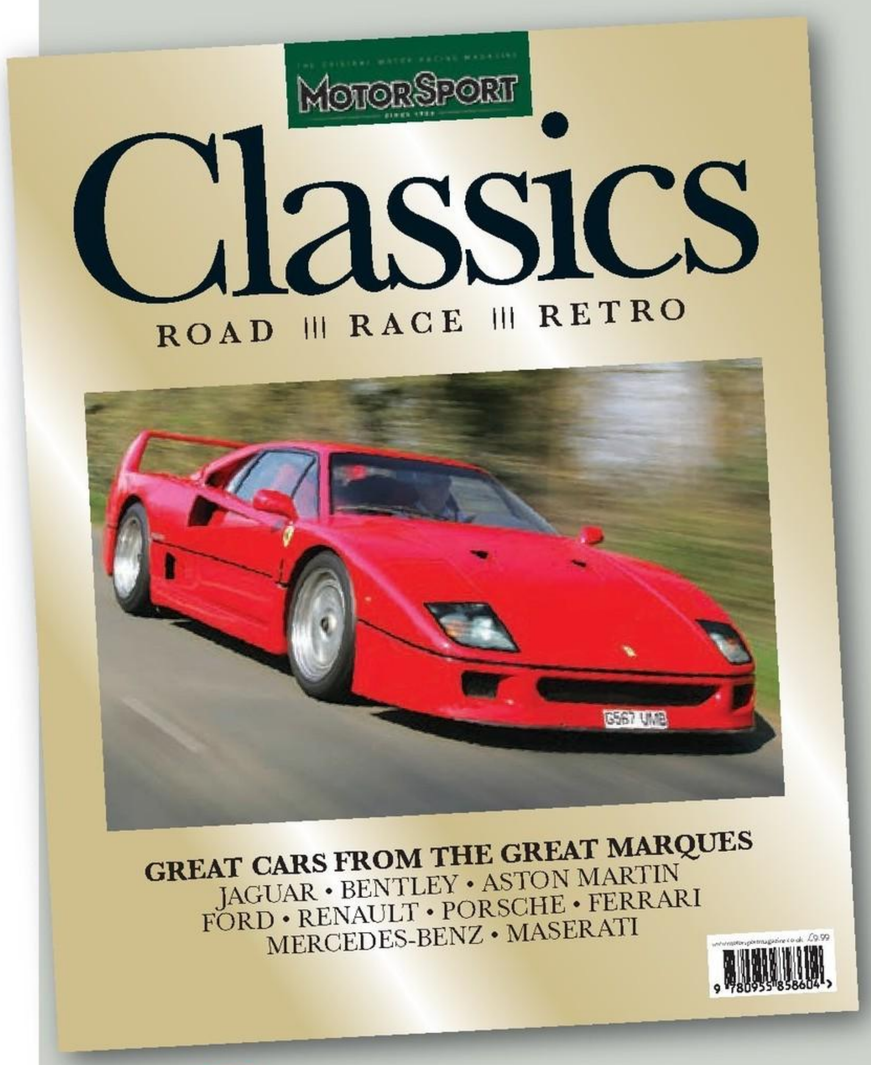
CARD NUMBER: EXPIRY DATE: .....

SIGNATURE: .....

THE ORIGINAL MOTOR RACING MAGAZINE
MOTOR SPORT
SINCE 1924

NEW

Classics



A SPECIAL PUBLICATION FROM *MOTOR SPORT*

Motor Sport Classics presents some of the finest articles from *Motor Sport* featuring famous models from nine of the greatest car builders – British legends Aston Martin, Bentley and Jaguar; Italian masters Ferrari and Maserati; German giants Mercedes-Benz and Porsche; mass market specialists Ford and Renault. Quite simply, it is an automotive feast – a collection of articles that captures the true spirit of the world's great car marques.

From WHSmith or save £1 by ordering direct from *Motor Sport*



FREE!



PLUS FOUR RACING FILMS...

1929 TOURIST TROPHY
Mercedes and Bentley battle over the classic TT course

1955 GOODWOOD NINE HOURS
Sports car rivalry between Aston and Jaguar shows period Goodwood at its best

1963 LE MANS 24 HOURS
The challenge for the world's greatest race is joined by Rover's innovative Turbine

1982 SPA 1000KM
Ford C100 and Porsche Group C cars on the classic Spa track

TO ORDER:

PHONE: 020 7349 8484
ONLINE: www.motorsportmagazine.co.uk/classics

OR COMPLETE THE COUPON AND SEND TO: *Motor Sport*, 38 Chelsea Wharf, 15 Lots Road, London SW10 0QJ

NAME .....

ADDRESS .....

.....

POSTCODE .....

COUNTRY .....

☐ I ENCLOSE A CHEQUE MADE PAYABLE TO MOTOR SPORT FOR £8.99

PLEASE CHARGE MY CREDIT CARD:
☐ VISA ☐ MASTERCARD ☐ AMEX

CARD NUMBER: EXPIRY DATE: .....

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

SIGNATURE: .....

ROLEX

LE MANS SERIES

Autosport
THE WORLD'S FASTEST MAGAZINE

1000KM OF SILVERSTONE

12 >14 SEPTEMBER 2008

Le Mans fever hits Silverstone!

www.silverstone.co.uk
08704 588260

www.lemans-series.com

Audi
PEUGEOT
ALD Automotive

Radical European Masters 2008
CLASSIC ENDURANCE RACING
THP Spider Cup
Autosport THE WORLD'S FASTEST MAGAZINE
SILVERSTONE

Race Results

FIA FORMULA 1 WORLD CHAMPIONSHIP

AUSTRALIA
MELBOURNE – MARCH 16

1	Lewis Hamilton	*McLaren*
2	Nick Heidfeld	*BMW*
3	Nico Rosberg	*Williams*
4	Fernando Alonso	*Renault*
5	Heikki Kovalainen	*McLaren*
6	Kazuki Nakajima	*Williams*
7	Sébastien Bourdais	*Toro Rosso*
8	Kimi Räikkönen	*Ferrari*

Fastest lap: *Heikki Kovalainen*
Pole: *Lewis Hamilton*

MALAYSIA
KUALA LUMPUR – MARCH 23

1	Kimi Räikkönen	*Ferrari*
2	Robert Kubica	*BMW*
3	Heikki Kovalainen	*McLaren*
4	Jarno Trulli	*Toyota*
5	Lewis Hamilton	*McLaren*
6	Nick Heidfeld	*BMW*
7	Mark Webber	*Red Bull*
8	Fernando Alonso	*Renault*

Fastest lap: *Nick Heidfeld*
Pole: *Felipe Massa*

BAHRAIN
BAHRAIN – APRIL 6

1	Felipe Massa	*Ferrari*
2	Kimi Räikkönen	*Ferrari*
3	Robert Kubica	*BMW*
4	Nick Heidfeld	*BMW*
5	Heikki Kovalainen	*McLaren*
6	Jarno Trulli	*Toyota*
7	Mark Webber	*Red Bull*
8	Nico Rosberg	*Williams*

Fastest lap: *Heikki Kovalainen*
Pole: *Robert Kubica*

SPAIN
BARCELONA – APRIL 27

1	Kimi Räikkönen	*Ferrari*
2	Felipe Massa	*Ferrari*
3	Lewis Hamilton	*McLaren*
4	Robert Kubica	*BMW*
5	Mark Webber	*Red Bull*
6	Jenson Button	*Honda*
7	Kazuki Nakajima	*Williams*
8	Jarno Trulli	*Toyota*

Fastest lap: *Kimi Räikkönen*
Pole: *Kimi Räikkönen*

TURKEY
ISTANBUL – MAY 11

1	Felipe Massa	*Ferrari*
2	Lewis Hamilton	*McLaren*
3	Kimi Räikkönen	*Ferrari*
4	Robert Kubica	*BMW*
5	Nick Heidfeld	*BMW*
6	Fernando Alonso	*Renault*
7	Mark Webber	*Red Bull*
8	Nico Rosberg	*Williams*

Fastest lap: *Kimi Räikkönen*
Pole: *Felipe Massa*

MONACO
MONTE CARLO – MAY 25

1	Lewis Hamilton	*McLaren*
2	Robert Kubica	*BMW*
3	Felipe Massa	*Ferrari*
4	Mark Webber	*Red Bull*
5	Sebastian Vettel	*Toro Rosso*
6	Rubens Barrichello	*Honda*
7	Kazuki Nakajima	*Williams*
8	Heikki Kovalainen	*McLaren*

Fastest lap: *Kimi Räikkönen*
Pole: *Felipe Massa*

CANADA
MONTRÉAL – JUNE 8

1	Robert Kubica	*BMW*
2	Nick Heidfeld	*BMW*
3	David Coulthard	*Red Bull*
4	Timo Glock	*Toyota*
5	Felipe Massa	*Ferrari*
6	Jarno Trulli	*Toyota*
7	Rubens Barrichello	*Honda*
8	Sebastian Vettel	*Toro Rosso*

Fastest lap: *Kimi Räikkönen*
Pole: *Lewis Hamilton*

FRANCE
MAGNY-COURS – JUNE 22

1	Felipe Massa	*Ferrari*
2	Kimi Räikkönen	*Ferrari*
3	Jarno Trulli	*Toyota*
4	Heikki Kovalainen	*McLaren*
5	Robert Kubica	*BMW*
6	Mark Webber	*Red Bull*
7	Nelson Piquet	*Renault*
8	Fernando Alonso	*Renault*

Fastest lap: *Kimi Räikkönen*
Pole: *Kimi Räikkönen*

GREAT BRITAIN
SILVERSTONE – JULY 6

1	Lewis Hamilton	*McLaren*
2	Nick Heidfeld	*BMW*
3	Rubens Barrichello	*Honda*
4	Kimi Räikkönen	*Ferrari*
5	Heikki Kovalainen	*McLaren*
6	Fernando Alonso	*Renault*
7	Jarno Trulli	*Toyota*
8	Kazuki Nakajima	*Williams*

Fastest lap: *Kimi Räikkönen*
Pole: *Heikki Kovalainen*

GERMANY
HOCKENHEIM – JULY 20

1	Lewis Hamilton	*McLaren*
2	Nelson Piquet	*Renault*
3	Felipe Massa	*Ferrari*
4	Nick Heidfeld	*BMW*
5	Heikki Kovalainen	*McLaren*
6	Kimi Räikkönen	*Ferrari*
7	Robert Kubica	*BMW*
8	Sebastian Vettel	*Toro Rosso*

Fastest lap: *Nick Heidfeld*
Pole: *Lewis Hamilton*

HUNGARY
BUDAPEST – AUGUST 3

1	Heikki Kovalainen	*McLaren*
2	Timo Glock	*Toyota*
3	Kimi Räikkönen	*Ferrari*
4	Fernando Alonso	*Renault*
5	Lewis Hamilton	*McLaren*
6	Nelson Piquet	*Renault*
7	Jarno Trulli	*Toyota*
8	Robert Kubica	*BMW*

Fastest lap: *Kimi Räikkönen*
Pole: *Lewis Hamilton*

EUROPE
VALENCIA – AUGUST 24

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

BELGIUM
SPA – SEPTEMBER 7

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

ITALY
MONZA – SEPTEMBER 14

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

SINGAPORE
SINGAPORE – SEPTEMBER 28

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

JAPAN
FUJI – OCTOBER 12

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

CHINA
SHANGHAI – OCTOBER 19

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

BRAZIL
SÃO PAULO – NOVEMBER 2

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

DRIVER STANDINGS

1	Lewis Hamilton	*62*
2	Kimi Räikkönen	*57*
3	Felipe Massa	*54*
4	Robert Kubica	*49*
5	Nick Heidfeld	*41*
6	Heikki Kovalainen	*38*
7	Jarno Trulli	*22*
8	Fernando Alonso	*18*
9	Mark Webber	*18*
10	Timo Glock	*13*

MANUFACTURER STANDINGS

1	Ferrari	*111*
2	McLaren-Mercedes	*100*
3	BMW-Sauber	*90*
4	Toyota	*35*
5	Renault	*31*
6	Red Bull	*24*

FIA WORLD RALLY CHAMPIONSHIP

MONTE CARLO
JANUARY 24-27

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Chris Atkinson	*Subaru*
4	François Duval	*Ford*
5	Petter Solberg	*Subaru*
6	Gigi Galli	*Ford*

SWEDEN
FEBRUARY 8-10

1	Jari-Matti Latvala	*Ford*
2	Mikko Hirvonen	*Ford*
3	Gigi Galli	*Ford*
4	Petter Solberg	*Subaru*
5	Andreas Mikkelsen	*Ford*
6	Dani Sordo	*Citroën*

MEXICO
FEBRUARY 28 – MARCH 2

1	Sébastien Loeb	*Citroën*
2	Chris Atkinson	*Subaru*
3	Jari-Matti Latvala	*Ford*
4	Mikko Hirvonen	*Ford*
5	Henning Solberg	*Ford*
6	Matthew Wilson	*Ford*

ARGENTINA
MARCH 27-30

1	Sébastien Loeb	*Citroën*
2	Chris Atkinson	*Subaru*
3	Dani Sordo	*Citroën*
4	Conrad Rautenbach	*Citroën*
5	Mikko Hirvonen	*Ford*
6	Federico Villagra	*Ford*

JORDAN
APRIL 24-27

1	Mikko Hirvonen	*Ford*
2	Dani Sordo	*Citroën*
3	Chris Atkinson	*Subaru*
4	Henning Solberg	*Ford*
5	Matthew Wilson	*Ford*
6	Federico Villagra	*Ford*

ITALY
MAY 16-18

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Jari-Matti Latvala	*Ford*
4	Gigi Galli	*Ford*
5	Dani Sordo	*Citroën*
6	Chris Atkinson	*Subaru*

GREECE
MAY 29-JUNE 1

1	Sébastien Loeb	*Citroën*
2	Petter Solberg	*Subaru*
3	Mikko Hirvonen	*Ford*
4	Urmo Aava	*Citroën*
5	Dani Sordo	*Citroën*
6	Matthew Wilson	*Ford*

TURKEY
JUNE 13-15

1	Mikko Hirvonen	*Ford*
2	Jari-Matti Latvala	*Ford*
3	Sébastien Loeb	*Citroën*
4	Dani Sordo	*Citroën*
5	Henning Solberg	*Ford*
6	Petter Solberg	*Subaru*

FINLAND
JULY 31-AUGUST 3

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Chris Atkinson	*Subaru*
4	Dani Sordo	*Citroën*
5	Henning Solberg	*Ford*
6	Petter Solberg	*Subaru*

GERMANY
AUGUST 15-17

1	Sébastien Loeb	*Citroën*
2	Dani Sordo	*Citroën*
3	François Duval	*Ford*
4	Mikko Hirvonen	*Ford*
5	Petter Solberg	*Subaru*
6	Chris Atkinson	*Subaru*

NEW ZEALAND
AUGUST 28-31

1	
2	
3	
4	
5	
6	

SPAIN
OCTOBER 2-5

1	
2	
3	
4	
5	
6	

FRANCE
OCTOBER 10-12

1	
2	
3	
4	
5	
6	

JAPAN
OCTOBER 24-26

1	
2	
3	
4	
5	
6	

GREAT BRITAIN
DECEMBER 5-7

1	
2	
3	
4	
5	
6	

DRIVER STANDINGS

1	Sébastien Loeb	*76*
2	Mikko Hirvonen	*72*
3	Dani Sordo	*43*
4	Chris Atkinson	*40*
5	Jari-Matti Latvala	*34*
6	Petter Solberg	*27*
7	Henning Solberg	*22*
8	Gigi Galli	*17*
9	Matthew Wilson	*12*
10	François Duval	*11*

MANUFACTURER STANDINGS

1	Citroën Total WRT	*123*
2	BP-Ford WRT	*115*
3	Subaru WRT	*69*
4	Stobart Ford Rally	*51*
5	Munchi's Ford	*19*
6	Suzuki WRT	*13*

Race Results

FIM MOTOGP CHAMPIONSHIP

QATAR
LOSAIL – MARCH 9

1	Casey Stoner	*Ducati*
2	Jorge Lorenzo	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Andrea Dovizioso	*Honda*
5	Valentino Rossi	*Yamaha*
6	James Toseland	*Yamaha*

Fastest lap: *Casey Stoner*
Pole: *Jorge Lorenzo*

SPAIN
JEREZ – MARCH 30

1	Dani Pedrosa	*Honda*
2	Valentino Rossi	*Yamaha*
3	Jorge Lorenzo	*Yamaha*
4	Nicky Hayden	*Honda*
5	Loris Capirossi	*Suzuki*
6	James Toseland	*Yamaha*

Fastest lap: *Dani Pedrosa*
Pole: *Jorge Lorenzo*

PORTUGAL
ESTORIL – APRIL 13

1	Jorge Lorenzo	*Yamaha*
2	Dani Pedrosa	*Honda*
3	Valentino Rossi	*Yamaha*
4	Colin Edwards	*Yamaha*
5	John Hopkins	*Kawasaki*
6	Casey Stoner	*Ducati*

Fastest lap: *Jorge Lorenzo*
Pole: *Jorge Lorenzo*

CHINA
SHANGHAI – MAY 4

1	Valentino Rossi	*Yamaha*
2	Dani Pedrosa	*Honda*
3	Casey Stoner	*Ducati*
4	Jorge Lorenzo	*Yamaha*
5	Marco Melandri	*Ducati*
6	Nicky Hayden	*Honda*

Fastest lap: *Valentino Rossi*
Pole: *Colin Edwards*

FRANCE
LE MANS – MAY 18

1	Valentino Rossi	*Yamaha*
2	Jorge Lorenzo	*Yamaha*
3	Colin Edwards	*Yamaha*
4	Dani Pedrosa	*Honda*
5	Chris Vermeulen	*Suzuki*
6	Andrea Dovizioso	*Honda*

Fastest lap: *Valentino Rossi*
Pole: *Dani Pedrosa*

ITALY
MUGELLO – JUNE 1

1	Valentino Rossi	*Yamaha*
2	Casey Stoner	*Ducati*
3	Dani Pedrosa	*Honda*
4	Alex de Angelis	*Honda*
5	Colin Edwards	*Yamaha*
6	James Toseland	*Yamaha*

Fastest lap: *Casey Stoner*
Pole: *Valentino Rossi*

CATALUNYA
CATALUNYA – JUNE 8

1	Dani Pedrosa	*Honda*
2	Valentino Rossi	*Yamaha*
3	Casey Stoner	*Ducati*
4	Andrea Dovizioso	*Honda*
5	Colin Edwards	*Yamaha*
6	James Toseland	*Yamaha*

Fastest lap: *Dani Pedrosa*
Pole: *Casey Stoner*

GREAT BRITAIN
DONINGTON – JUNE 22

1	Casey Stoner	*Ducati*
2	Valentino Rossi	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Colin Edwards	*Yamaha*
5	Andrea Dovizioso	*Honda*
6	Jorge Lorenzo	*Yamaha*

Fastest lap: *Dani Pedrosa*
Pole: *Casey Stoner*

NETHERLANDS
ASSEN – JUNE 28

1	Casey Stoner	*Ducati*
2	Dani Pedrosa	*Honda*
3	Colin Edwards	*Yamaha*
4	Nicky Hayden	*Honda*
5	Andrea Dovizioso	*Honda*
6	Jorge Lorenzo	*Yamaha*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

GERMANY
SACHSENRING – JULY 13

1	Casey Stoner	*Ducati*
2	Valentino Rossi	*Yamaha*
3	Chris Vermeulen	*Suzuki*
4	Alex de Angelis	*Honda*
5	Andrea Dovizioso	*Honda*
6	Sylvain Guintoli	*Ducati*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

UNITED STATES
LAGUNA SECA – JULY 20

1	Valentino Rossi	*Yamaha*
2	Casey Stoner	*Ducati*
3	Chris Vermeulen	*Suzuki*
4	Andrea Dovizioso	*Honda*
5	Nicky Hayden	*Honda*
6	Randy de Puniet	*Honda*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

CZ REPUBLIC
BRNO – AUGUST 17

1	Valentino Rossi	*Yamaha*
2	Tony Elias	*Ducati*
3	Loris Capirossi	*Suzuki*
4	Shinya Nakano	*Honda*
5	Anthony West	*Kawasaki*
6	Chris Vermeulen	*Suzuki*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

SAN MARINO
MISANO – AUGUST 31

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

UNITED STATES
INDIANAPOLIS – SEP 14

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

JAPAN
MOTEGI – SEPTEMBER 28

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

AUSTRALIA
PHILLIP ISLAND – OCT 5

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

MALAYSIA
SEPANG – OCTOBER 19

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

SPAIN
VALENCIA – OCTOBER 26

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

RIDER STANDINGS

1	Valentino Rossi	*237*
2	Casey Stoner	*187*
3	Dani Pedrosa	*172*
4	Jorge Lorenzo	*120*
5	Andrea Dovizioso	*110*
6	Colin Edwards	*102*
7	Chris Vermeulen	*99*
8	Nicky Hayden	*84*
9	Shinya Nakano	*83*
10	Loris Capirossi	*77*

TEAM STANDINGS

1	Fiat Yamaha	*357*
2	Repsol Honda	*256*
3	Ducati Marlboro	*228*
4	Rizla Suzuki	*178*
5	Tech 3 Yamaha	*177*
6	San Carlo Honda	*132*

FIA WORLD TOURING CAR CHAMPIONSHIP

BRAZIL
CURITIBA – MARCH 2

Race 1

1	Yvan Muller	*SEAT*
2	Rickard Rydell	*SEAT*
3	Jörg Müller	*BMW*
4	Andy Priaulx	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Félix Porteiro	*BMW*

Race 2

1	Gabriele Tarquini	*SEAT*
2	Andy Priaulx	*BMW*
3	Félix Porteiro	*BMW*
4	Jörg Müller	*BMW*
5	Yvan Muller	*SEAT*
6	Augusto Farfus	*BMW*

MEXICO
PUEBLA – APRIL 6

Race 1

1	Jordi Gené	*SEAT*
2	Rickard Rydell	*SEAT*
3	Nicola Larini	*Chevrolet*
4	Tom Coronel	*SEAT*
5	Gabriele Tarquini	*SEAT*
6	Yvan Muller	*SEAT*

Race 2

1	Tiago Monteiro	*SEAT*
2	Rickard Rydell	*SEAT*
3	Gabriele Tarquini	*SEAT*
4	Yvan Muller	*SEAT*
5	Jordi Gené	*SEAT*
6	Tom Coronel	*SEAT*

SPAIN
VALENCIA – MAY 18

Race 1

1	Robert Huff	*Chevrolet*
2	Gabriele Tarquini	*SEAT*
3	Jordi Gené	*SEAT*
4	Yvan Muller	*SEAT*
5	Jörg Müller	*BMW*
6	Nicola Larini	*Chevrolet*

Race 2

1	Alain Menu	*Chevrolet*
2	Robert Huff	*Chevrolet*
3	Andy Priaulx	*BMW*
4	Jörg Müller	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Jordi Gené	*SEAT*

FRANCE
PAU – JUNE 1

Race 1

1	Augusto Farfus	*BMW*
2	Yvan Muller	*SEAT*
3	Jordi Gené	*SEAT*
4	Robert Huff	*Chevrolet*
5	Gabriele Tarquini	*SEAT*
6	Rickard Rydell	*SEAT*

Race 2

1	Andy Priaulx	*BMW*
2	Nicola Larini	*Chevrolet*
3	Rickard Rydell	*SEAT*
4	Gabriele Tarquini	*SEAT*
5	Robert Huff	*Chevrolet*
6	Augusto Farfus	*BMW*

CZ REPUBLIC
BRNO – JUNE 15

Race 1

1	Alex Zanardi	*BMW*
2	Félix Porteiro	*BMW*
3	Alain Menu	*Chevrolet*
4	Augusto Farfus	*BMW*
5	Jörg Müller	*BMW*
6	Gabriele Tarquini	*SEAT*

Race 2

1	Gabriele Tarquini	*SEAT*
2	Alex Zanardi	*BMW*
3	Augusto Farfus	*BMW*
4	Felix Porteiro	*BMW*
5	Yvan Muller	*SEAT*
6	Alain Menu	*Chevrolet*

PORTUGAL
ESTORIL – JULY 13

Race 1

1	Rickard Rydell	*SEAT*
2	Nicola Larini	*Chevrolet*
3	Yvan Muller	*SEAT*
4	Robert Huff	*Chevrolet*
5	Jordi Gené	*SEAT*
6	Andy Priaulx	*BMW*

Race 2

1	Tiago Monteiro	*SEAT*
2	Yvan Muller	*SEAT*
3	Andy Priaulx	*BMW*
4	Félix Porteiro	*BMW*
5	Robert Huff	*Chevrolet*
6	Nicola Larini	*Chevrolet*

GREAT BRITAIN
BRANDS HATCH – JULY 27

Race 1

1	Jörg Müller	*BMW*
2	Yvan Muller	*SEAT*
3	Andy Priaulx	*BMW*
4	Alex Zanardi	*BMW*
5	Tom Coronel	*SEAT*
6	Félix Porteiro	*BMW*

Race 2

1	Alain Menu	*Chevrolet*
2	Félix Porteiro	*BMW*
3	Alex Zanardi	*BMW*
4	Jörg Müller	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Augusto Farfus	*BMW*

GERMANY
OSCHERSLEBEN – AUG 31

Race 1

1		
2		
3		
4		
5		
6		

Race 2

1		
2		
3		
4		
5		
6		

SWEDEN
ANDERSTORP – SEP 21

Race 1

1		
2		
3		
4		
5		
6		

Race 2

1		
2		
3		
4		
5		
6		

ITALY
MONZA – OCTOBER 5

Race 1

1		
2		
3		
4		
5		
6		

Race 2

1		
2		
3		
4		
5		
6		

JAPAN
OKAYAMA – OCTOBER 26

Race 1

1		
2		
3		
4		
5		
6		

Race 2

1		
2		
3		
4		
5		
6		

MACAU
MACAU – NOV 16

Race 1

1		
2		
3		
4		
5		
6		

Race 2

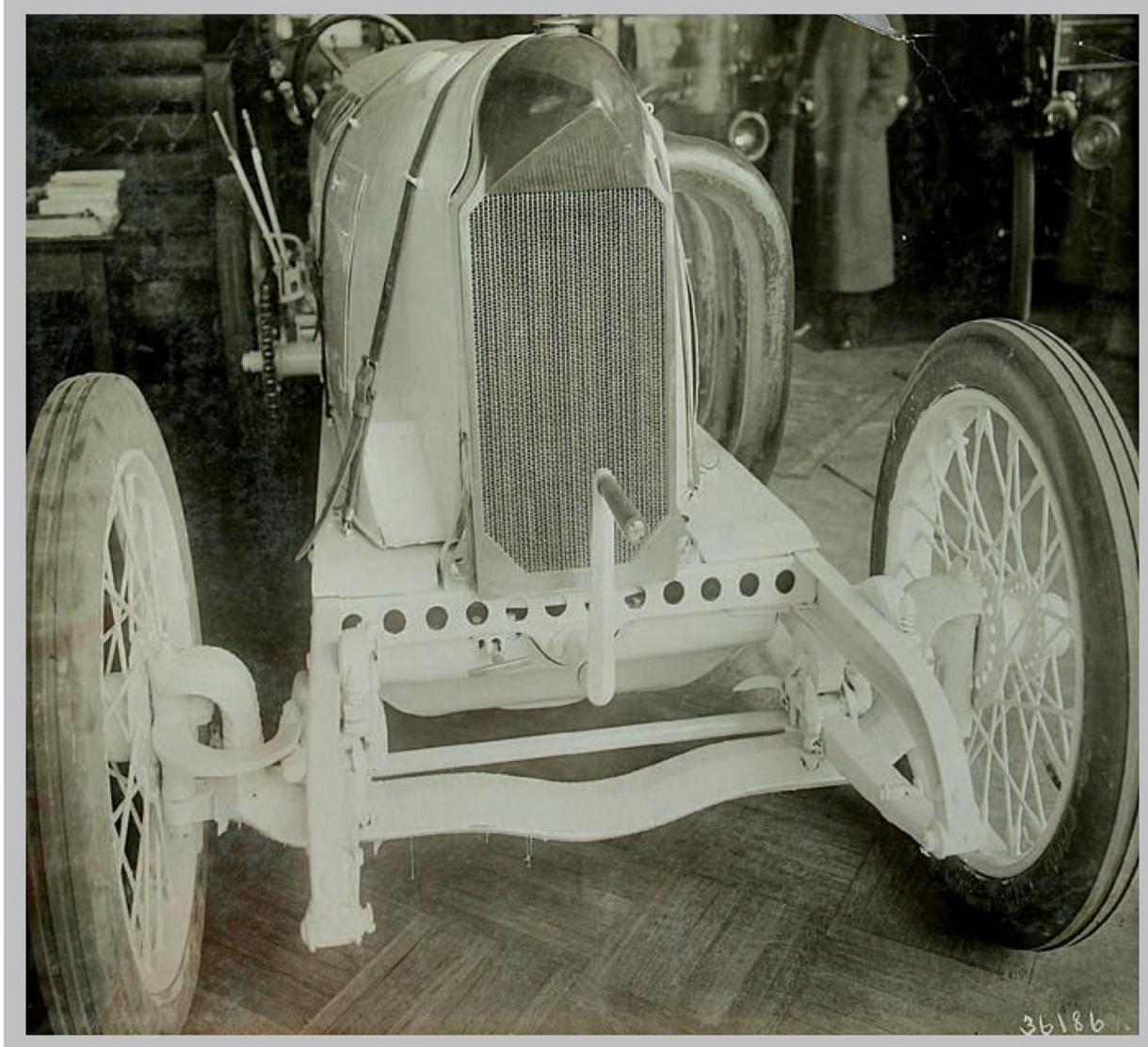
1		
2		
3		
4		
5		
6		

DRIVER STANDINGS

1	Yvan Muller	*65*
2	Gabriele Tarquini	*64*
3	Andy Priaulx	*49*
4	Rickard Rydell	*48*
5	Jörg Müller	*43*
6	Félix Porteiro	*39*
7	Robert Huff	*36*
8	Alain Menu	*34*
9	Jordi Gené	*34*
10	Augusto Farfus	*30*

MANUFACTURER STANDINGS

1	SEAT	*194*
2	BMW	*165*
3	Chevrolet	*134*
4	Honda	*24*



Automobilia Auction

One of the greatest Automobilia Auctions
in the World !

Ladenburg Germany

next auction 7./ 8. November 2008

Closing date for deliveries:
15. September 2008

Seidel & Friedrich GbR - Lustgartenstraße 6 -D-68526 Ladenburg
Tel.: 0049 (0) 6203 /957777 - Fax : 0049 (0) 6203 / 17193
www.autotechnikauktion.de

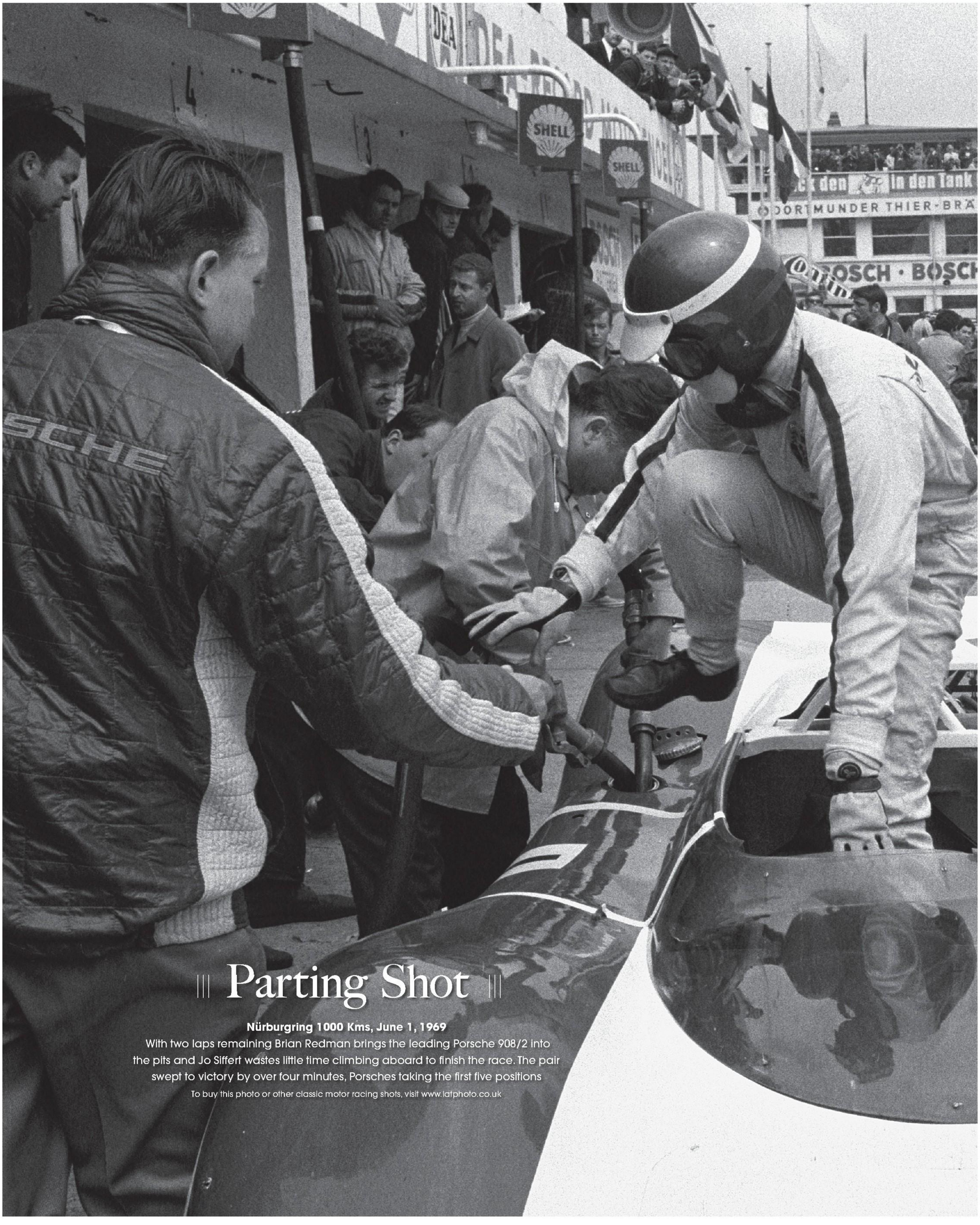
PROCAR
INTERNATIONAL LIMITED

Unit B, 201 Long Lane,
Stanwell, Middlesex,
TW19 7AU England.
Tel: +44 (0)1784 247407
Fax: +44 (0)1784 244266



Bespoke Double deck hospitality trailer, built in 1998 on a 13.6 metre King Trailers chassis to an extremely high standard using the best quality materials. For use by a top team in the Formula One paddock.

Complete with 2002 Iveco Stralis Tractor unit, own generator, interior air conditioning, a full inventory of equipment. Awning, awning furniture, bar, plasma screens, satellite TV and audio equipment, fully equipped kitchen, all office equipment. This is a turn key operation. Viewing is highly recommended. Price on application. All sensible offers considered. Asking price has been reduced



Parting Shot

Nürburgring 1000 Kms, June 1, 1969

With two laps remaining Brian Redman brings the leading Porsche 908/2 into the pits and Jo Siffert wastes little time climbing aboard to finish the race. The pair swept to victory by over four minutes, Porsches taking the first five positions

To buy this photo or other classic motor racing shots, visit www.latphoto.co.uk


BRÄU
SCH
Continental
Continental
Continental
Continental
Continental
CHRONOMATIC
HEUER
BIO-STAT

THE ORIGINAL MOTOR RACING MAGAZINE

MOTOR SPORT

SINCE 1924

Dealer Gallery

To advertise, please contact Richard Stillman on 020 7349 8471



For sale: ACEMCO MOTORSPORTS SALEEN S7R Chassis 031

This is the car that competed at LeMans 2006. It has been returned to show car condition in exact livery as raced. The spares list includes 2 engines, Xtrac gearbox with over 20 ratios, axles, body spares and molds, Brembo and PFC brakes, springs, dampers, uprights, wheels, suspension, electrical bits and database.

For detailed information please contact Jack Parkhurst at ACEMCO MOTORSPORTS
Phone 616-402-8828 Email jparkhurst@acemco.com
Vintage Eligible 2009

Cheshire Classics — **Specialists in Classic Sports and Competition Cars**





Lotus 61M Historic Formula Ford in superb condition throughout **£12,950**
March/ADA Sports Racer Huge potential. 600+ bhp V8 engine **£24,950**
Lyncar 003 Formula Atlantic rolling chassis. Significant history **£14,950**
Noble Lotus 23B. Superb replica with 1700cc crossflow and Alfa 5 speed box **£13,950**
Lola T91/50. Rolling chassis just built from mainly new parts **£17,950**
Millington Engine. 2.5 litre. Freshly rebuilt by Millington's **£16,950**
Hillman Imp Successful and well prepared road/race car with superb spec **£11,950**
Modsports E Type Successful circuit and hillclimb car with great specification and history **£19,950**
Pilbeam MP62 1600cc single seater with BDA engine. Pristine **£26,450**
March 702 Immaculate and successful ex Ganley car. On the button **£36,500**
1990 Alpine Renault GTA Turbo V6 Exceptional example of a superb car. Bargain at only **£5,950**
1985 Mercedes 814 Transporter 4 car with sleeper pod and large awning **£4,950**
1959 Austin Healey 100/6 Lovely car in red/cream. Rebuilt engine **£16,950**

Competition cars taken in part exchange, bought or sold on commission
Tel: 01270 886134 or 07802 779301 • damon.milnes@virgin.net • www.cheshire-classics.co.uk

---

Mototechnique.com

The one stop exotic sports car specialist



Many interesting projects on our Web Site.

Current repair projects, Ferrari 250 GTO, 250 SWB,512 BB 250 Cal Spyder,Enzo,F40,360, 430, Ford GT, 246 Dino x 6.

E mail, kevin@mototechnique.com. 0044 -0- 208 941 3510.
141, Molesey Avenue, West Molesey, Surrey, KT8 2RY, UK.



McLAREN M8 F

Last Chassis built in period. Full History FIA & HTP Papers. Fully crack tested & all equipment in date. The most recently successful M8 in Europe. Orwell 2005 Series winner. Runner up in 2006. Double win at Brands Hatch Superprix in July 2008. 8.8 litre Chevrolet Engine.



1983 Theodore N.183. Chassis 016. ex Roberto Guerrero.

Completely restored last winter. Crack tested, New Fuel tank, Fire Ext. Belts etc. Geoff Richardson DFV. Silverstone Classic only. Historic F.1 Class D. Flat bottom. 3 sets wheels. remote Starter. Cost effective entry into FIA HFO Championship.

***Contact:* Richard Piper. +44-1233 820238 answerphone**
Email ricpip@btinternet.com
Interesting part exchanges considered. Pre78 F1, F5000. 2litre Sports prototype. etc

Your Partner in Historic Motorsport



1979 BMW M1 Procar Group 4

Extensive former and recent race history with over 40 races in period including 1983 24H of Le Mans with Leopold von Bayern. Race ready on the button! All FIA papers and safety regulations. Swiss papers. EUR 495'000



Extensive race history in USA 1983-1986 with Diego Montoya (24H Daytona, 12H Sebring, etc.) Totally restored and now race ready on the button! New FIA HTP. Eligible for CER, Le Mans Classic, etc. EEC VAT paid. EUR 360'000



Absolutely original BMW M1 street car (277hp) with add. specs, such as rollcage, harness, race seats and Procar back wing. Original interior comes with the car and it can be converted back to street version. In very good condition. EEC VAT paid. EUR 105'000

For details and more cars for sale visit:
www.grabersportgarage.ch

Graber

GRABER SPORTGARAGE AG

Graber Sportgarage AG
3125 Toffen / Switzerland
ch.traber@grabersportgarage.ch

OUTWOOD

Tel: 01794 367800
Fax: 01794 367014
sales@outwoodcars.com



2007'57' DB9 VOLANTE
Black/Sandstorm & Black Leather, Black Piano Wood, 1 Owner, 2,000 miles **£104,995**



2001'51' FERRARI 550 MARANELLO
Nero Daytona/Crema Hide, 24,000 miles..... **£57,995**



2005'05' BENTLEY ARNAGE R MULLINER
Fountain over Meteor Blue/French Navy Hide, FBSH, 21,000 miles **£79,995**



1971 911 RS LIGHTWEIGHT RECREATION
White with Blue Decals, 2.7 Carrera RS Spec Engine, Restoration Invoices **£49,995**

MERCEDES

2006'55' CLS 55 AMG
Brilliant Silver/Black Exclusive Leather, Command, Electric Memory Heated Seats, Comfort Seats, Climate Control, Park Distance Control, FMBSH, 23,000 miles..... **£37,995**

2004'04' S55 AMG
Brilliant Silver/Black Exclusive Leather, DVD Satellite Navigation with TV, Factory Rear Entertainment Pack, Keyless Go, Park Distance Control, Climate Control, Electric Memory Heated Seats, Multi Contour Seats, Dynamic Seats, Electric Sunroof, 18" AMG Alloy Wheels, FMBSH, 27,000 miles .. **£32,995**

1981'W' 280 SLC
Champagne Metallic/Brazil Velour, Air Conditioning, Electric Sunroof, PAS, Automatic, E'Windows, Stereo System, Comprehensive Service History, 2 Owners, Superb! 45,000 miles **£9,995**

ASTON MARTIN

2004'54'DB9 COUPE
Tungsten Grey Metallic/Pacific Blue Leather, Satellite Navigation, Electric Heated Seats, CD Stereo System, FAMSH, 22,000 miles **£59,995**

1994 'L' VIRAGE 5.3 AUTO
Chiltern Green/Tan Hide Piped Green, Climate Control, Electric Memory Seats, Stereo System, Remote Alarm, FAMSH, 41,000 miles..... **£24,995**

PORSCHE

1996'N' 993 TURBO 4 430 BHP
Iris Blue/Blue Hide, Factory Power Upgrade, Vented Rear Wings, Turbo S Rear Spoiler, Air Conditioning, Stereo Upgrade, Sports Seats, 18" Alloy Wheels with Red Calipers, FSH, 38,000 miles..... **£54,995**

1994'M' 993 CARRERA 2 CABRIOLET TIPTRONIC
Artic Silver/Red Leather, Partial Electric Seats, 17" Alloy Wheels, Stereo System, 1 Owner, FPSH, 48,000 miles **£26,995**

SPECIALIST

2006'56' FERRARI F430 SPIDER F1
Rosso/Crema Daytona Seats with Red Stitching, Scuderia Wing Shields, Yellow Brake Calipers, Satellite Navigation, CD Multichanger, 1 Owner, FFSH, 3,000 miles..... **£119,995**

2004'54' MASERATI QUATTROPORTE
Blu Nettuno/ Avorio Hide, Satellite Navigation, Front & Rear Electric Heated Seats, Factory Telephone, Front & Rear Parking Sensors, Climate Control, 18" Alloy Wheels, Silver Calipers, CD Stereo System, FMSH, 22,000 miles..... **£37,995**

2008'57' LOTUS EXIGE S CLUB RACER
Pale Blue with Black Stripe/Black Leather, Full Spec, 2,000 miles..... **£34,995**

2005'05' MINI COOPER S CONVERTIBLE AUTO GTT
Cool Blue/Blue Leather & Blue Soft Top, Climate Control, Heated Seats, Telephone, Xenon Lights, CD Multichanger, TLC Pack, Park Distance Control, Multi Function Steering Wheel, GTT Performance Upgrades, 220 BHP, Engine Brace, 17" Wheels with ATE 4 Pot Calipers, Upgraded Discs, 1 Owner, 18,000 miles..... **£16,995**

2003'03' BMW Z4 3.0
Steel Grey Metallic/Black Leather, Climate Control, Electric Heated Seats, Power Hood, CD Stereo System, FBMWSH, 23,000 miles **£15,995**

1974'N' BMW 2002 CABRIOLET
Orange/Black Interior, Fully Restored to Concourse Condition, Outstanding Throughout! 57,000 miles..... **£14,995**

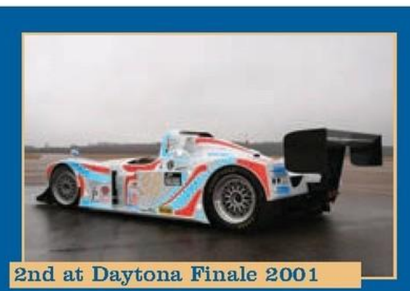
1973'L' TRIUMPH TR6 150 BHP
Magenta/Black Interior, Fully Restored, Superb! **£11,995**

1962 MORRIS MINI COOPER
Tartan Red/Red & Grey Interior, Black Roof, Supplied New on Launch Day of The Cooper! Fully Restored, 998 Cooper S Engine, Superb! **£10,995**

view pictures of all of our vehicles at our website:
www.outwoodcars.com

A TRUE COLLECTORS CAR!
Porsche Lola B2K/10

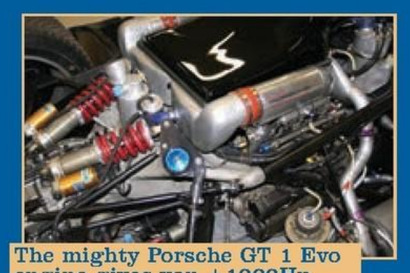




2nd at Daytona Finale 2001



Öhlins dampers fitted on the carbon fibre monocoque



The mighty Porsche GT 1 Evo engine gives you +1000Hp without restrictors



Drivers like Andy Wallace, Hurley Haywood, Dorsey Schroeder, Bob Wollek, Sascha Maassen and Lucas Luhr have raced this car

Newly renovated to museum and/or race condition.

This ultra rare prototype car was made in one example for the famous American team "Champion Racing". The car has the TAG 300, F1 standard control system and the powerful Porsche GT1 Evo engine and sequencial gearbox fitted. Including with the car we have extensive documentation including correspondance between the subcontractors as Pankl, TAG and Norbert Singer (Porsche Motorsport) etc. Also test reports from Andy Wallace and set up sheets included. We can also provide a huge spare package with the car. Painted as it was at Daytona 24 hour race 2001.

In stock:

1. **Pratt & Miller Corvette C5-R.** 2nd at LeMans. In great condition and race ready.
2. Dodge Oreca Viper GTS-R. 3 rd at Le Mans and many wins. Renovated and full race condition. Including race package
3. **Saleen S7R.** Fully race prepared in nice condition. Included big race package.
4. **Porsche 996 RSR.** Build in 2006. Nice condition. Only 16 hours totally.
5. **Porsche 993 Carrera Cup car.** Ex team Von Garten. Nice history. Updated to RSR.
6. **Porsche GT1** Evo engine and gearbox plus other GT1 spares.
7. **Osella PA8.** Recently renovated to nice race trim.
8. **Porsche 997 Carreracup 2007.** Enginge rev 08.
9. **Ferrari 360 ALMS GT. 2001.** Ex. Franchitti/Kelleners

Kurrasbacken 26, S-811 52 Sandviken Sweden
Contact: **Tel: +46 70 685 1645**
E-mail: **racecarinvestments@hotmail.com**

RACE Investments

Aston Martin Specialists

NICHOLAS MEE & Company Limited

Sales — Service



ASTON MARTIN VANQUISH 2+2. 2004. Gunmetal Grey with Black hide. Full '04 specs including upgraded brakes and 7 spoke wheels. Fitted with Sat/Nav, powerfold mirrors, intergral telephone and parking sensors. Beautifully kept with 'Works' service history 9,600 miles only **£82,950**

ASTON MARTIN VANQUISH S 2+2. 2005. Meteorite Silver with Charcoal hide.Fitted with Sat/Nav, powerfold mirrors, parking sensors etc. A superb condition, low mileage, AM works history car, still under warranty. 5,500 miles. **£99,950**

ASTON MARTIN DB9 Coupe. 2005. Titanium Silver with Obsidian Black hide. TT2. Fitted with Sat/Nav, GSM, Heated seats, Powerfold mirrors, Parking sensors etc. A hi-spec example with FAMSH, in superb condition and just 14,000 miles. **£73,500**

ASTON MARTIN VANTAGE 550. 1999. Pentland Green with Fawn hide. Twin supercharged. One of the last built and with just 6,800 miles recorded. Superb service history and condition. 1 of 280 built, of the last fully hand built cars from AML. **£110,000**

ASTON MARTIN DB7 GTA. 2004. Tungsten with Charcoal hide. Touchtronic transmission. 1 of 112 Gta's built. Fitted with standard GT upgrades including Recaro seats, brakes, suspension, mesh grille, Sat/Nav, 5 spoke wheels etc. AM history. 18k miles. **£47,950**



ASTON MARTIN DB5. 1965. Dubonnet Rosso with Tan hide. 5 speed. Ex. Rock legends Robert Plant and Donovan.. Superb example with extensive concours history. Restored some years ago to a superb standard. Lightly used and kept in ideal storage thereafter. **£195,000**

ASTON MARTIN DB6. 1969. Aston Green with Tan hide. 5 speed. Fitted with koni suspension upgrade. Subject of a 5 year restoration including chassis, body, engine, suspension etc. All carried out by recognised marque specialists. ..... **£POA.**

ASTON MARTIN DB2/4 MK2. 1956. Sage over Pine Green with Dk. Green hide. Restored during the 90's and regularly used and maintained since. Featured in 'On Aston Martin' by Palawan press. A delightful example in sorted and 'ready to go' condition. ..... **£ 69,950**

ASTON MARTIN V8 Efi VOLANTE. 1988. Cumberland Grey with Mocha brown hide. Automatic. Fitted with Vantage 16" wheels, suspension upgrade and Nardi woodrim wheel. Chassis restored and bare metal repainted recently. Full service history. 55k mls. **£74,950**

ASTON MARTIN DB7 VOLANTE. 1996. Solent Silver with Grey hide. 5 speed manual. Fitted with factory sports exhaust and 5 spoke OZ wheels, maintained by AM works service. A superb example and rare with manual gears. 36,000 Miles. **£29,950**

WANTED Aston Martin cars of the type above. Due to strong recent demand we are keen to acquire, high quality DB's and V8's. If you are thinking of selling please call for confidential discussion and advice. All cars supplied fully serviced, prepared and MoT'd prior to sale.

Full workshop facilities and trained mechanics for all maintenance and upgrade requirements.

BRACKENBURY GARAGE, 12 WELLESLEY AVENUE, LONDON W6 0UP. Telephone: 020 8741 8822 Fax: 020 8741 7422

www.nicholasmee.co.uk e-mail: info@nicholasmee.co.uk

SPEEDMASTER

WWW.SPEEDMASTERCARS.COM
+44 (0)1274 623 210

SUPERCARS PAST AND PRESENT

SPEEDMASTER IS AN INDEPENDENT GROUP DEDICATED TO PROVIDING AN EXPERT SERVICE TO OWNERS OF IMPORTANT AND VALUABLE MOTORCARS, FOR BOTH CURRENT, CLASSIC AND VINTAGE MODELS. SPEEDMASTER, THROUGH ITS EXTENSIVE INTERNATIONAL CONTACTS, CAN SOURCE RARE MODELS, AND EFFICIENTLY SELL CARS ON YOUR BEHALF.



1971 FERRARI 312 B2

Chassis Number 5, the last of five cars built, is the German Grand Prix winning car from Jacky Ickx in 1972. **Price on Application**



CHEVRON B16

Built for Reine Wisell by Chevron. The car has full HTP papers, crack testing and is ready to go race. **Price on Application**

SUPERCARS



1958 AUSTIN HEALEY SEBRING SPRIT

PRICE ON APPLICATION



1975 CHEVRON B16

PRICE: £185,000



2001 TVR TUSCAN T400R

PRICE ON APPLICATION



2006 PANOZ ESPERANTE GTLM G2

PRICE ON APPLICATION



1927 4.5 LITRE BENTLEY

PRICE ON APPLICATION



1973 CAPRI RS3100 3.4L GAA

PRICE ON APPLICATION



1978 SURTEES TS20-1 F1

PRICE ON APPLICATION



1929 LAGONDA 2 LITRE SPEED MODEL

PRICE ON APPLICATION

PLEASE CONTACT JAMES HANSON AT SPEEDMASTER, ALBION MILLS, GREENGATES BRADFORD, BD10 9TQ, UK.
T: +44 (0)1274 623210 INFO@SPEEDMASTERCARS.COM WWW.SPEEDMASTERCARS.COM

COPLEY
MOTORCARS



1984 Ferrari 512 BBi Boxer
Red/tan, 10k km, manuals, tools



1955 SIATA 300 BC
Documented from new, '07 resto.



1954 Jaguar XK120 OTS
3.4l, show quality restoration



1988 Porsche 959S
One of 29 "S" models, 10k mi.



1971 Mercedes 280SE 3.5 cabrio.
Floor shift, Behr a/c, Becker radio



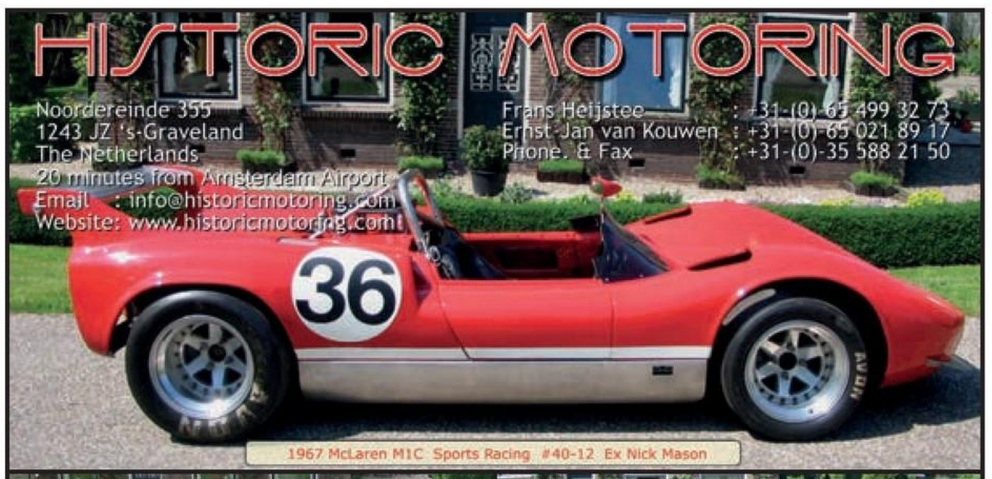
1957 Mercedes 300SL roadster
Rudge wheels, 40 year log book

LUXURY AND SPORTS CAR BOUTIQUE
37 CHESTNUT STREET NEEDHAM, MASSACHUSETTS 02492
TEL. 781.444.4646 FAX. 781.444.4406
WWW.COPLEYMOTORCARS.COM WWW.BUDDYANDROSIE.COM
e-mail. copleycars@aol.com

HISTORIC MOTORING

Noordereinde 355
1243 JZ 's-Graveland
The Netherlands
20 minutes from Amsterdam Airport
Email : info@historicmotoring.com
Website: www.historicmotoring.com

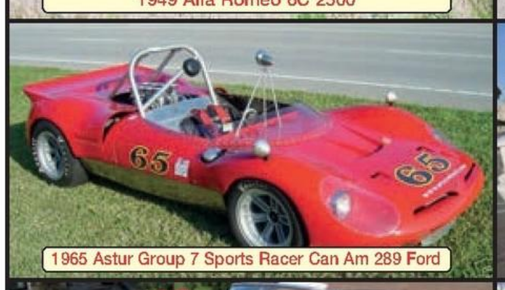
Frans Heijstee : +31-(0)-65 499 32 73
Ernst-Jan van Kouwen : +31-(0)-65 021 89 17
Phone. & Fax : +31-(0)-35 588 21 50



1967 McLaren M1C Sports Racing #40-12 Ex Nick Mason


1949 Alfa Romeo 6C 2500


1949 Talbot Lago 4.5 Grand Sport Carrossier Dubos Freres



1965 Astur Group 7 Sports Racer Can Am 289 Ford


1965 Ford GT350


1961 Porsche 356 BT5 Roadster


1954 Mercedes Benz 300 S Coupe

BUGATTI

IVAN DUTTON LTD

BUGATTI

There's another X Files movie in the cinema with the tag line "The truth is out there", that might well be correct, with all the possible truths presented to us, how on earth would you know which one was THE TRUTH. Russia invades South Ossetia to deal with Georgian ethnic cleansing or Russia invades South Ossetia in order to increase its control of the region. In the past the history books always gave us a version of the truth to believe in. The winners write the history books. Today just as your washing machine, or even your toaster has more computing power than the Apollo landing craft, we have more information at our fingertips than ever before. Five minutes on a computer will tell you anything you want to know about any subject. The only problem is the chances are that what you read will be distorted to suit a particular agenda and it always gives rises to doubt about the voracity of that particular truth. The other morning I was listening to a cancer charity arguing the postcode lottery over the provision of cancer drugs. One local authority allowing 97% of the applications, whereas the neighbouring local authority allowed none of the applications, a persuasive and passionate argument which was then slightly tarnished by the assertion that all of the research had been financed by the cancer drug industry. The implication being that by creating public unrest over the decisions there would be pressure to allow more cancer drug treatment which would increase the profits of the cancer drug industry. The charity involved was a small charity that couldn't raise funding any other way and it was obvious the spokesman was hurt by the implication that they were just giving information to suit the commercial interests of the sponsors of the research.

On a more personal level, I have recently been driving a Type 54, 5-litre Grand Prix car, the history books label it as "The Widowmaker" in fact to such an extent that when I told my daughter that I was going to be driving the car at Prescott she was upset that I was putting myself in such mortal danger. Obviously I wasn't, the cars only go as fast as you press the pedal and on driving the car I found it was, okay a handful, no where near as balanced as the Type 35 Grand Prix car, but it certainly didn't feel any more dangerous than something like the 8 CTF Maserati. I was really looking forward to the chance of developing the car for next year, but unfortunately, as is the way with important Bugattis, it sold last week. So next year I will be bereft of the Type 54. However we still have the 54 here for the time being and it was one of the stars of the show of our latest open day last weekend where we had over a hundred people turn up to look at the workshop and hear about the developments planned for the next couple of years. Firstly, the expansion of our engineering department to allow us to manufacture crankshafts, con rods, pistons and camshafts as we've found that in order to keep to the tight deadlines which are demanded by customers who have events booked well in advance, we need a certain flexibility on delivery. Something which unfortunately our current suppliers in these areas cannot accommodate. In order to justify these investments we will have to take on customer work but we intend to stick rigidly to the vintage and historic market and not be distracted by the lure of touring cars or even compressors. The other major event is travelling to America in 2010 when Bugatti is the featured marque at Laguna Seca. This time we are going to try and cram as many events into a six or eight week period as we can. We will be dedicating a page to it on our website so as the plans and costs firm up you will be able to see on line. I think it is going to be a once in a lifetime trip. Once again because of a full summer the trialing season is rushing upon us with the Welsh now only eight weeks away. Having spent the summer paddling about in the rain I am sure that the Welsh Weekend will be dry, sunny and hot. The trusty Model A has received a bit more development work over the summer, while Mags has been hill climbing and driving the Brescia. Given the weather at Prescott, getting out of the camping field was like a trial, so she's been keeping her hand in.

So as the summer starts to wind down, with just Cadwell left, Goodwood is not having a Brooklands race this year. The high spot of the summer has got to be those few meetings in the Type 54, one of which was the Cholmondeley Pageant of Power. On the radio round here at the moment there's an advert for a local health club, which is one voice extolling the virtues of the club, while another one talks over saying "now you've told everybody that's going to really spoil it". Cholmondeley was very much pitched as being the Goodwood of the North, and in many ways it reminded me of the early Goodwood Festivals, a good mix of cars, terrific atmosphere, not a huge crowd, but knowledgeable and obviously enjoying the event including the boats, watching those boats cornering at something like 3G, they were pretty impressive. I didn't do the festival this year and it's likely I won't be at the Revival, but I won't miss it because as Goodwood has become more popular, for me it lost the charm that it had in the early years. I thought I was jaded from doing the same thing year on year, but actually after doing Cholmondeley, I realised how much things had changed over the years, so a bit like the radio ad., it's really good but don't tell everybody! I will be interested to read the reports in the press over the next few weeks of the event, as the weather certainly didn't help, with lots of rain. All I will say is that the truth is out there, but the best way to find out is to see for yourself next year.
Tim

Peachaven Farm, Worminghall Road, Ickford, Bucks, HP189JE
Tel: 01844 339457 • Fax: 01844 338933 • Ten minutes from M40 Junction 8a • www.duttonbugatti.co.uk

SPORTS & SPECIALIST CARS

49 East Broad Street, Hopewell, NJ 08525 USA, tel: 609-466-5305 fax: 609-466-5346 mobile: 215-534-2291
email: sportsandspecialistcars@comcast.net Authorized Lotus Dealer. www.princetonlotus.com



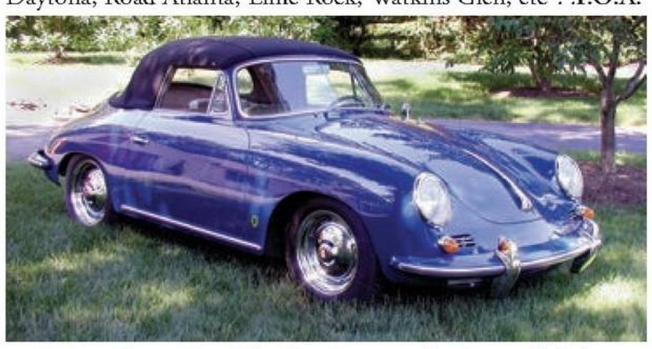
1960 Aston Martin DB4 Racecar. Full-out 1960 Aston Martin DB4 racecar. Ex Bob Akin, John Littlechild. History at Sebring, Daytona, Road Atlanta, Lime Rock, Watkins Glen, etc . .**P.O.A.**



Lotus 19. Ex John Mecom Jr team car (Pabst, Hansgen, Foyt) Buick V8, 333hp. Hewland FG400. Chassis 19-965 . . . . . .**P.O.A.**



1961 Aston Martin DB4. DB4/1025/R in Fiesta Red. Steel Wings 4.6 liter Aston engine, 350+hp, Steel Wings 5-speed. Gentleman's fast road-car. . . . . .**P.O.A.**



1963 Porsche 356B Cabriolet Super. Bali Blue with light tan interior. Everything done to a high concours level. Tools and owner's manual included . . . . . .**P.O.A.**



1930 L29 Cord. Only Rollston Sport Touring Phaeton in existence. Numerous show invitations and awards. Stunning in Royal Blue with Dove Gray interior. . . . . .**P.O.A.**



1963 Aston Martin DB4 Convertible - Rolls Royce Claret with cream leather interior. One of 70 DB4 Convertibles. Late 80s restoration and convertion to LHD. Very good cosmetics and excellent driving characteristics.. . . . . .**P.O.A.**

Internationally renowned experts in all things Aston. Visit www.steelwings.com

Peter Jarvis Classic Cars www.peterjarvis.net

THERE ARE JAGUAR E-TYPES, THEN THERE'S THIS E-TYPE....



Jaguar E Type V12 Roadster. 1974 finished in British Racing Green with Tan hide interior, headrests, overmats, manual transmission, power steering, stereo, sparkling chrome wire wheels, whiteband tyes, only 17,000 miles from new, original service book, service bills, mots, Concours D'elegrance winner, a chance in a lifetime to own probably the finest E Type in the world, this purchase would be like buying a new car. A unique registration number . .**£98,750**

Gildenhall Place
Gildenhall Road,Swanley
Kent BR8 7PD. England

Tel: 01322 669081
Fax: 01322 662490
Mobile: 07836 250222

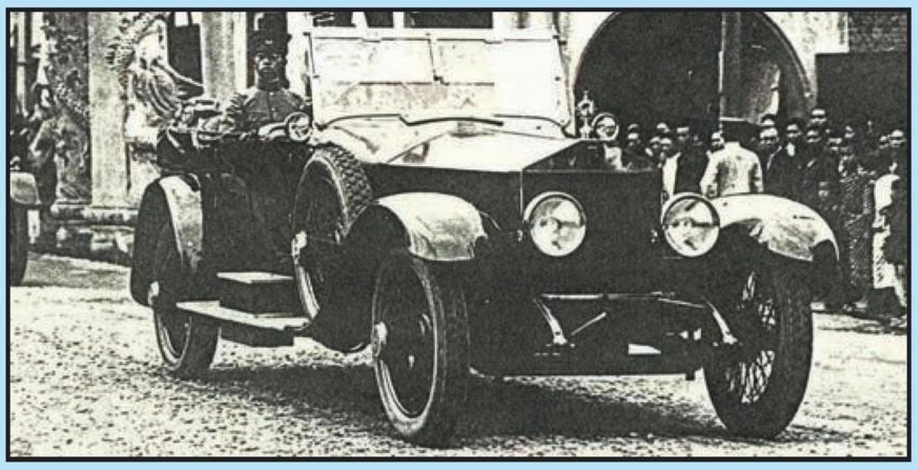
the old racing car company


1924 Bentley 3-Litre Speed Model


1926 Bentley 3-Litre Speed Model


1952 C-Type by Peter Jay


Maserati 450s Recreation


1922 Rolls Royce Silver Ghost
Ex Emperor Hirohito of Japan

Remarkable discovery of historically significant Silver Ghost. The 'Lost Rolls' of Emperor Hirohito of Japan. Originally a Hooper-bodied tourer, now sporting flamboyant 'Maharajah' coachwork. £Serious offers invited.


250 California SWB Recreation


Ferrari Dino 246

Exclusive suppliers of Herbert Johnson Racing Helmets


1938 Jaguar SS100 Recreation


Mercedes SS 630K Parts Collection


1934 Lagonda 16/80


GT40 Recreation - Choice of two

O·R·C
THE OLD RACING CAR COMPANY

specialists in recreations of iconic racing cars
01692 538 007 / 07831 379 111
www.oldracingcar.co.uk

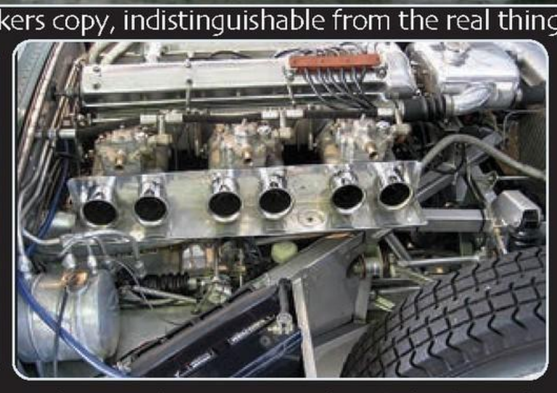




classic throttle shop
www.classicthrottleshop.com


1955 Jaguar D-Type - rivet for rivet toolmakers copy, indistinguishable from the real thing







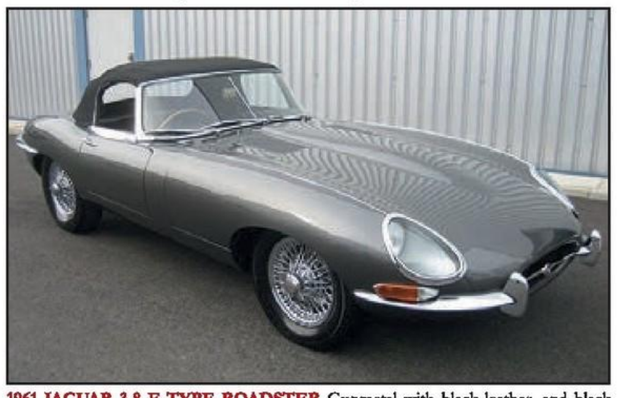
A rare classic car from Classic Throttle Shop, the Southern Hemisphere's leading classic car showroom.
For the highest quality cars available please visit our website for our full inventory or contact sales@classicthrottleshop.com.

50-64 PACIFIC HIGHWAY NORTH SYDNEY AUSTRALIA T +61.2.9922 2036 F +61.2.9922 4594
++ ALL CARS CAN BE SHIPPED WORLDWIDE ON REQUEST ++

The School Garage
(MARTIN J DALY) Est 1979

A small selection of up to 60 Prestige and Classic Cars in stock.

**47 Buxton Road,
Whaley Bridge, High Peak,
Derbyshire SK23 7HX
Telephone 01663 733209
Mobile: 07767 617507
www.classiccarshop.co.uk**



1961 JAGUAR 3.8 E-TYPE ROADSTER Gunmetal with black leather, and black mohair hood, RHD matching numbers, restored to concours winning standards, One of the Best on the maket today..... £59,950



1997.LOTUS ESPRIT V8 TURBO azure blue with Magnolia leather piped blue. massive spec, incs, aircond, OZ alloys, stainless sports exhaust. top music system, 40000 miles only full lotus history. (interesting reg number) in mint original condition, we think the best you will see,.....**£25,950.**



1971 JAGUAR 4.2 S2 ROADSTER LHD. MANUAL. Silver with Blue leather and Blue Mo-Hair Hood. Aircond, LSD, Upgreaded Brakes, Cooling, etc. 95 Point Concours winning example, one of the best you will see.....**£46,950**



1990 ASTON MARTIN VIRAGE. Rare Manual Example, in oxford Blue with oatmeal Leather. Alloys, aircond, Full Electric Pack. 26000 Miles Only with FSH. Very rarely do they come as good as this Superb Example.....**£31,950**



1989 PORSCHE TURBO LE.S. Choice of Two , one Guards Red with Linen Leather, and one Swartz Black with Linen leather, Both have a Massive Factory Spec. both under 24000 miles From new. both Perfect with Full Porsche Dealer Service history, Both **£44,950**



1933 ROLLS ROYCE, 20/25 DHC BY JAMES YOUNG Two owners from new, restored to a very high standard in 2005/2006. Dropheads are very desirable and here we have one of the very best.....**£89,950**



1985, FERRARI TESTAROSSA Rosso Corsa with Black leather, wing shields, starfish alloys, 30000 Miles Full and Perfect History. (belts done 500 Miles ago). unmarked, original example, see our website for many Photos/details etc.....**£44,950**



1973 PORSCHE 911 2.7 RS RECREATION. This Amazing Car has had £120K spent on it. as is the best RS, Race/road car we have ever seen please study our web-site, for full Details.....**£64,950**



1995 MERCEDES SL500 SPORTS. Silver with blue leather and blue mohair power hood. massive factory spec, one owner, 9000 miles only REPEAT 9000 miles from new with FMBSH. the nearest to a brand new W129, (the best built SL of all time) you can get. Stunning.....**£24,950**



1969 FERRARI 365 GT 2+2 SE SE RHD. one of 5 RHD special equipment models. Rosso red with Magnolia leather trim, borrani wheels, 70000 miles with full and up to date history. all books, tools, etc. sold by us to its last owner, see our web-site for full detailed Photos..... £69,950



1957 JAGUAR XK150 SE. Manual/Overdrive. FHC. (RHD).Finishes In Gleaming White with Black Leather trim, CWW. Upgreaded Brakes and suspension. Matching Numbers, etc This Superb Example was Restored to Concours winning Standards by two Leading Marque specialists. The Best we have seen to date.....**£42,950**



2006 BENTLEY CONTINENTAL GT MULLINER COUPE. Banato Racing Green with saffron leather and green carpets, (the Best REAL Bentley Colour). Massive Factory Spec, one previous owner, 15000 miles with FBSH (just seviced in the last 100 miles) Perfect tyres, Unmarked inside and out. (12 months Plus Factory Warranty) (Number-Plate available if required)..... £79,950



1995 ASTON MARTIN VIRAGE VOLANTE Auto. Signal Red with Magnolia Leather Piped St-James. Power Hood, Massive Spec, 13000 Miles Only with FAMSH. All Books, Tools, Documents, etc. Special Reg. Number. The car is Original, and in unmarked condition. Stunning.....**£44,950**



1965 JAGUAR E-TYPE 4.2 SERIES 1. ROADSTER RHD with Matching Numbers. Signal Red with Black Leather Trim, Chrome wire wheels, Restored to Concours Standards, circa 8 years ago. Still Very Sharp, and wonderful to Drive. Stunning.....**£44,950**



1933 DERBY BENTLEY CHASSIS NO1. (B15AE). Sports Saloon (by Parkward). Historicaly One Of the Most Famous Cars In Bentleys History. The Very First Silent-Sports-Car. AS Road tested New in 1933 By Sir Malcolm Campbell. This Superb and Unique Car, is finished In Ascot Grey, with Blue Coach Line. and Grey Leather Trim, Restored To a Very High Standard, by its last two Owners , This Must Be One of The Most Interesting, and Rare cars To Appear in Years,All Books, Tools, Papers, and Superb Detailed History Files, A serious Car, for a Serious Connoisseur.ll.....**£87,950**

WWW.CLASSICCARSHOP.CO.UK

AUTOSPORT DESIGNS INC

Please Call **Tom Papadopoulos or Scott Rumbold**
for more information at: +631-425-1555, fax: +631-425-6185

FOR OUR UP-TO-DATE INVENTORY & INFORMATION ABOUT OUR FACILITY & SERVICES VISIT US AT:
www.autosportdesigns.com



ASTON MARTIN V8 VANTAGE 'FACTORY PROTOTYPE OSCAR INDIA' COUPE, 1977, VNK 349S, V8/11870/RCAV, Engine # V/540/1870/V is the factory prototype 'Oscar India' Vantage, RHD, $100,000 in recent years to keep in proper condition throughout, currently housed in the UK and available for immediate delivery. **$P.O.A**



FERRARI 250 GT TDF BERLINETTA PININFARINA SPECIALE, 1954, Blue with Blue interior, Freshly serviced, Full history, 5-speed transmission, Chassis # 0383GT is regarded as the very first Tour de France completed and one of a handful of early examples completed by Pininfarina rather than the later Scaglietti bodied cars. **$P.O.A.**



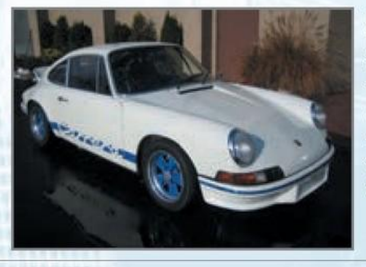
FERRARI F40, 1990, Red, 4,000 miles from new, 5-speed transmission, Tubi sport exhaust system, superb, fully serviced throughout, complete with Ferrari Classiche Certification, as new!. **$P.O.A.**



ASTON MARTIN DB6 COUPE, 1969, Dark Blue/Blue, Restored, 5-speed manual, Vantage specs, Air conditioning, converted properly from RHD-LHD, Harvey Bailey Handling kit, in superb serviced condition. **$P.O.A.**



FERRARI 365 GTB/4 DAYTONA SPYDER CONVERSION, 1969, Black/Tan/Black top, restored, Spyder conversion by European Auto Restorations, Fully serviced. **$P.O.A.**



PORSCHE 911 CARRERA RS TOURING, 1973, White/Blue Graphics, 911 360 1189 is matching numbers, restored, x-Team Lowenbrau Car, rare 110 liter plastic fuel tank, lightweight Glaverbel glass, as an RS should be throughout. **$265,000.00**

Alfa Romeo TZ1, 1963, Exceptional Race History including Le Mans 1964 ..... $P.O.A.	Aston Martin DB 2/4 MK II, 1957, Blue/Blue, Restored, 4-spd, Excellent History ..... $P.O.A.
Aston Martin DB9 Volante, 2006, Onyx Black/Sandstorm/Black top, 9k miles, F1 trans. ... $137,500.00	Beck Porsche 356 Speedster recreations, several to choose from, see website, priced from $38,450.00
Aston Martin Vanquish, 2003, Tungsten/Charcoal, 5k miles, F1 gearbox $139,000.00	Chevrolet Corvette Stingray 427/435 Conv, 1967, Red, 4-spd, #'s matching, Restored ..... $P.O.A.
Aston Martin Vanquish, 2002, Tungsten/Blue, 25k miles, AML Works Service 6-speed! $142,500.00	Ferrari 246 GT, 1972, Silver/Black, A/C, P/W, Campagnolo wheels, Restored, Perfect ..... $P.O.A.
Aston Martin DB7 Vantage Volante, 2002, Rannoch Red/Parchment, 14k miles, Auto $79,500.00	Jaguar E-type V-12 Roadster, 1973, Primrose/Black/Black, 4-spd, Factory Air Con. $46,000.00
Aston Martin DB7 Volante, 1997, BRG/Parchment/Green top, 33k miles, 5-spd manual $44,500.00	Jaguar XK-140 Drophead, 1957, BRG/Green/Black top, 4-spd, restored $145,000.00
Aston Martin Virage Widebody Coupe, 1992, Red/Tan, 14k miles, Auto, Rare-As new ..... $P.O.A.	Jaguar E-type 4.2 Series I Roadster, 1967, Opalescent Blue/Tan/Tan top, 4-spd, Restored $150,000.00
Aston Martin Virage, 1991, 6.3 Liter Coupe, Black/Black, 17k miles, 5-spd, perfect, 500+ HP .. $P.O.A.	Jaguar XK 120 Roadster, 1953, British Racing Green/Tan/Tan top, 4-spd, Restored $128,000.00
Aston Martin V8 Volante, 1988, Dover White/Oxblood/Black top, 11k orig. miles, Auto $118,500.00	Porsche 997 GT3 Cup Race Car, 2008, Gulf Colors, Fresh low hours on engine/gearbox .. $210,000.00
Aston Martin V8 Vantage Volante, 1987, Red/Tan/Tan top, 36k miles, Auto $130,000.00	Porsche 3.8 RSR, 1993, 1993 Spa Francorchamps winner, # WPOZZZ96ZPS496062 ..... $180,000.00
Aston Martin V8 Volante, 1983, Pewter/Blue/Blue top, 20k miles, Auto $76,500.00	Porsche 356 SC-GT Coupe, 1964, Silver/Black, 1of 6 manufactured ..... $P.O.A.
Aston Martin V8 Vantage O.I. Coupe, 1980, Silver/Blue, Full Spec., 5-speed ..... $P.O.A.	Porsche 911 2.8 RSR, 1973, Light Yellow, Restored, 1973 Sebring 4th Overall, Perfect ..... $P.O.A.
Aston Martin V8 Vantage, 1978, Red/Natural, 5-speed, 1 of 23 rare Flip Tail models ..... $P.O.A.	Superformance Cobra MK III Rdstr, 2 to choice from, new, registered 1965, priced from .. $62,500.00

203 WEST HILLS ROAD, HUNTINGTON STATION, NY 11746 USA, PHONE: +631-425-1555 FAX: +631-425-6185

Klassische Automobile
GmbH & Co KG
Klaus Werner

FERRARI 166 "BARCHETTA"



Chassis No. : 063-S, Engine No.: 025-S
Built 1950
Body made by Fantuzzi in the 60's. In an excellent optical and technical condition.

OSCA 1600 GT



YEAR : 1962
ERA R4A SOLD

Ferrari 275GTB • Maserati A6G 2000 • Bentley 4,25 Liter (Woody)
Lotus 16 • Maserati 4CL

www. klaus-werner-autos.de

Westfalenweg 195, 42111 Wuppertal, Germany • Tel.: 00 49 202/75 2575 • Fax: 00 49 202/7528 83 • Mail: Klassische-Automobile@t-online.de

Jan B. Lühn

SINCE 2006



1972 March 721G Formula 1

The ex-Niki Lauda car in race-ready condition



1970 B.R.M. P154 Can-Am

The last existing factory B.R.M. Can-Am car



1972 De Tomaso Pantera Group 4

A well sorted factory-built race car

Current Stock

- 1935 Alfa Romeo 8C-35, a very rare Grand Prix car
- 1949 Maserati A6-G 1500 Pininfarina, matching numbers
- 1956 Porsche 356A 1600 S, restored and fully matching numbers
- 1956 Lotus 11, the ex-Graham Hill / Ian Walker Works car
- 1964 Porsche 904 GTS, one of the best available
- 1964 Lotus 30 MKI, in race ready condition
- 1968 Porsche 911 T/R, a very rare race car
- 1968 Ford GT40, race car with period Le Mans history
- 1970 Porsche 911 2.3 S/T, a fully restored and race-ready car
- 1971 Porsche 914-6 GT, the ex-Works rally Monte Carlo entry
- 1971 Porsche 911S, the ex-Works Safari Rally entry
- 1976 TOJ F201, the ex-Keke Rosberg works Formula 2 car
- 1985 Opel Manta 400, an ex-Works Group B car
- 1990 Porsche 962C, race-ready with triple Le Mans history
- 1993 Tyrrell 021 F1, ex-Andrea de Cesaris
- 2000 Arrows A21 F1, ex-Pedro de la Rosa

Please also note the second edition of the Jan B. Lühn trackday in Spa-Francorchamps, 23 September 2008. Please see our website for further information

Jan B. Lühn
Hafenplatz 2 - 6 • 48143 Münster • Germany
Tel: +49 (0) 172 530 3555 & +49 (0) 251 2844 691
info@janluehn.com • www.janluehn.com

Specialist Cars of Somerset

Specialists in Sports & Performance



04/54 Aston Martin DB9 Touchtronic Coupe – California Sage/Parliament Green leather, 8800 miles. Full Aston Service History. Factory Satellite Navigation, Rear parking sensors, Xenon headlights, 19 inch alloy wheels, Handsfree telephone system. Immaculate. **£58,995**

03/03 Aston Martin DB7 Vantage Volante- Cairngorm Grey/Grey leather, 22000 miles, Full Aston Service history. Heated electric seats, Automatic gearbox, Bluetooth handsfree, CD player. **£42,995**





01/X Aston Martin DB7 Vantage Touchtronic Coupe- Stornoway Silver/Ivory leather, 23000 miles, Full Aston Service history. **£32,995**

06/06 Porsche 997 Carrera 2 3.8 S Coupe- Arctic Silver/ Black leather, 6800 miles, Full Porsche Service history, PCM Satellite Navigation, PSM stability management, BOSE sound upgrade, Alcantara headlining, chrono pack, sport seats and sport pack, GT3 Aero pack, upgrade GT3 Alloy wheels, Telephone module. **£54,995**



T. 07887 661616

More stock on our website

www.specialistcarsofsomerset.co.uk

Consignment sales undertaken

E. info@specialistcarsofsomerset.co.uk

Symbolic Motor Car Company

BUGATTI · SPYKER · LAMBORGHINI · BENTLEY · LOTUS · ROLLS ROYCE · SALEEN

Current Inventory

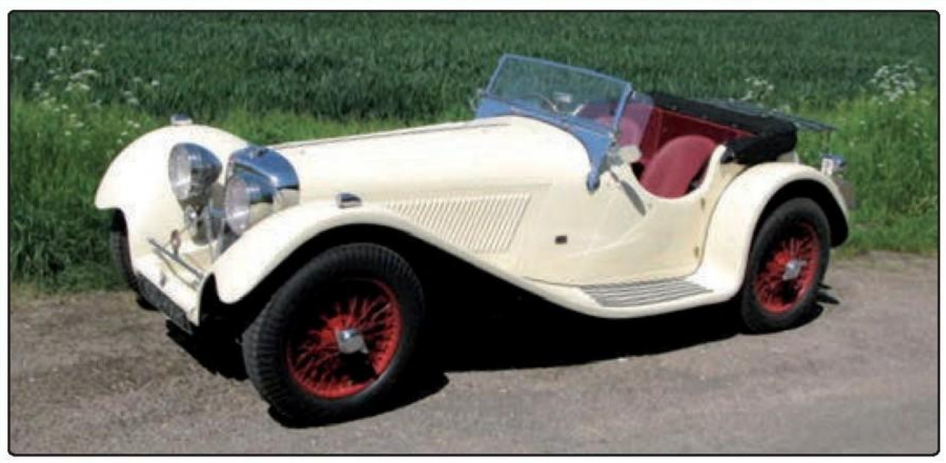
- 1929 Alfa Romeo 6C 1750
  Highly original, third series turismo (s/n: 0412061)
- 1949 Alfa Romeo 6C 2500 SS Villa d'Este
  Completely restored. 1 of 23 built. (s/n: 915882)
- 1949 Ferrari 166MM Barchetta
  Alloy touring competition barchetta. (s/n:0024M)
- 1957 Ferrari 250GT PF
  Older restoration, great event car. Red/Tan (s/n: 1107GT)
- 1973 Ferrari Dino 246GT
  Fully restored. Red/Black (s/n: 5894)
- 1973 Ferrari 365 GTB/4
  Fully restored. White/Black w/red inserts. (s/n: 16953)
- 1973 Ferrari 365 GTB/4 Spyder Conversion
  Very well done conversion. Black/Tan (s/n:16837)
- 1997 Ferrari F310B Formula One
  Fresh factory rebuild. Race ready. (s/n: 179)
- 1956 Porsche 356 Carrera Speedster
  Fully restored. Black/Tan. (s/n: 82833)
- 1956 Porsche 356/A Carrera 1600GT
  Very rare RHD example. Red/Black (s/n: 108630)
- 1964 Shelby Cobra 289
  Recent comprehensive restoration. (s/n: CSX2358)
- 1969 Shelby GT500 Fastback
  Highly original export car. One owner from new. (s/n: 482864)



1956 Porsche 356/A Carrera 1600GT
s/n: 108630

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

Suffolk SS100 Jaguar 3.8



Superb new car fitted with Jaguar 3.8 engine, fully remanufactured by VSE with lightened flywheel, fully balanced and gas flowed. Jaguar Short Compact gearbox 4 speed with overdrive, Salisbury differential, fully adjustable independent suspension, power disc brakes. Royal Ivory bodywork, Rosso Alfa red wheels with Blockley high performance tyres. Red Connolly leather and Wilton carpets. Full weathergear, heater and luggage rack. Historic registration and attractive registration number HXH100. Available now with full 12 month works guarantee.

Demonstrations and works visits by appointment.

See us at Goodwood for the Festival of Speed, XK60 and the Revival.
Also at Silverstone Historic and NEC Classic Motor Show.
Our new C type Jaguar recreation will also be on display.

Roger Williams – Suffolk Sportscar Engineering
PO Box 100 Woodbridge Suffolk IP13 9BA
Mobile: 07967 339424
Website: www.ss100.com Email: roger@ss100.com

FREISINGER
MOTORSPORT



Our passion: Porsche

Large variety of favorite Porsche cars,
Classic Porsche racing cars,
Largest facility of historic
Porsche racing and serial parts,
Restoration, Tuning & much more
a Porsche needs to be passion!

Fon: 0049 7 21 / 55 49-26 | Fax: 0049 7 21 / 55 49-25
www.m-freisinger.de | info@m-freisinger.de

MARTIN CHISHOLM COLLECTORS CARS LTD

1975 FERRARI RHD 365 GT4 BB BERLINETTA BOXER



A very well presented 21,000 mile right hand drive example of the blistering 70`s supercar finished in Rosso Corsa with tan hide interior. Accompanied by an extensive service file and its original books.

For further information on the above and other motorcars in stock please contact:
Tel: 01242 821 600 Fax: 01242 821 555 E-mail: cars@martinchisholm.com
Brockhampton, Nr. Cheltenham, Gloucestershire.
WWW.MARTINCHISHOLM.COM



Detomaso Pantera Gr4 one of the only 14 built.



Alfa Roméo 8C Scuderia Ferrari 1938



Salmson Grand Prix ex-Work 1927



Lotus MK6 1955.



Lancia Stratos Gr4/5 HTP papers.



Bentley 3 Litre 1924. Brookland Summer Meet 1926.

Automobiles Vanderveken Bruxelles

www.vdvgrant.be

Vanderveken SA

15 chaussée de Roodebeek, 1200 Bruxelles, Belgium
Tel: +32 2 770 72 92 Fax: +32 2 772 57 45
www.vdvgrant.be info@vdvgrant.be



FOSKERS SALES LIMITED



FERRARI & MASERATI SPECIALIST.
1968 - 2008 40 YEARS OF SERVICE TO FERRARI.
SALES - SERVICE - RESTORATION.



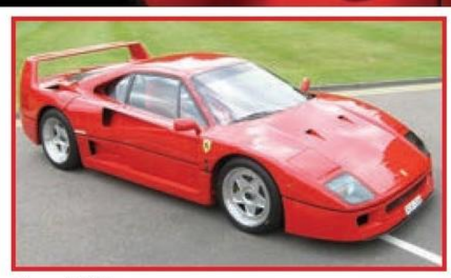
Ferrari F40 1989 LHD
Chassis no.080852.A truly stunning F40, which was rebuilt at Michelotto at vast expense,and can only be described as being 'as new'. It is a 'non cat, non adjustable suspension' car, with Enkei magnesium knock on rims and the originals. It has 2 pairs of seats, to ease comfort, and has covered only 25,000kms (15K miles). I defy you to find a nicer one! .....£POA



512 BB, 1979
Rosso Corsa, Cream leather Daytona seats, black inserts, red carpet, 18,886 miles, excellent service history, pristine condition.....£99,995



365 BB, 1974
Rosso Corsa, Sabia leather/Black Daytona seats, 51,386 miles, Alcantara dash, lovingly restored in our workshop, one of only 58 right hand vehicles produced.....£79,995



Ferrari F40
Rosso corsa with red sports seats, non cat, non adjust car, with AP disc and caliper upgrade, recent turbo overhaul,new samco hoses throughout,new aircon pump, new belts, new Bonnet, £30,000 just spent with us, this car represents fantastic value at a realistic price! call for further details . .£199,950

Please visit our website for a full stock list

Alternatively please contact Tony for further information
07921 430 430



Ferrari 365 GTB/4 daytona 1972
Rosso corsa with tan interior, UK supplied with matching numbers, 59,000 miles, FSH, 15" cromadora wheels,complete ground up restoration by Rardley motors in 1984.
A truly stunning original example! .....POA



Ferrari 246 GT 'Dino' 1973
This an original 'Chairs & flares' car, in Argento with black trim & grey carpet, electric windows, Campagnolo alloys, it has just been freshly recommissioned at considerable expense, and is excellent in every detail.A truly magnificent example of this classic Ferrari. A must view car, don't miss it!.....£109,950



1971 246GT
Rosso corsa with nero hide,only 39,000 miles, restoration in progress due to be completed august. Call for details, ...POA



T: 01474 874 555 W: WWW.FOSKERS.COM

UNIT 5 BRANDS HATCH PARK, SCRATCHERS LANE, FAWKHAM, LONGFIELD, KENT, DA3 8PU.

RICHARD THORNE
CLASSIC CARS

LANCIA SPECIALIST

Tel: 0118 983 1200 | Email: richard-thorne@rtcc.co.uk | www.rtcc.co.uk
The Courtyard Garage, James Lane, Grazeley Green, Reading, Berkshire RG7 1NB

1966 Flaminia Touring Gt. 2.8 V6. Met Green, black interior, Prepared for regularity rallies by us in 2001. Rear roll cage, bucket seats, harnesses etc. Very sound underside and excellent mechanics. **£22,50**

1992 Evo 1. White with black leather interior, 80,000 miles, UK supplied, full service history, new clutch, 4 new tyres, very tidy original condition with no modification. £9,950

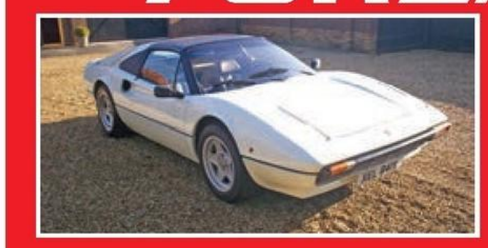
1992 Evo1. Lord blue, black leather interior, air conditioning, 64,000 miles, in extremely nice original order with excellent service dossier. **£9,850**



1972 Fulvia Sport 1600 Zagato. Rosso San Siro. Fully restored around 10 years ago and still stunning! Only one owner from new. Many many AGM concours awards and drives very well. it would cost a fortune to reproduce this car. Only **13,850**

Visit our website for more classic Lancias in stock - www.rtcc.co.uk

FORZA288





Ferrari 208 GTS Bianco (white) with black hide. LHD Steering Speed line wheels, single exhaust. Good all round condition. An affordable first Ferrari experience. **£16,995**

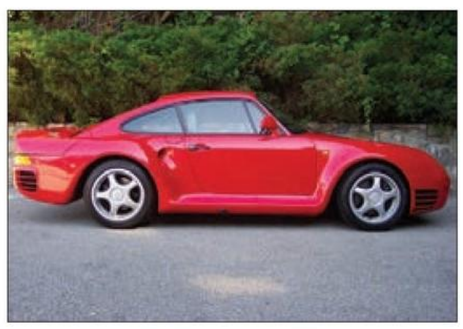
T: (01425) 273 682 F: (01425) 270 293 M: (07860) 274455
E: info@forza288.com W: www.forza288.com
Leading UK used Ferrari dealer



1967 FERRARI 275 GTB/4
Silver/Tan. Borranis. Two owners since new. Second owner since 1973. Extremely original in all respects! Outstanding cosmetic and mechanical condition throughout! Books and tools. The leather pouch and books remain in the original Factory cardboard box! Irreplaceable! For someone who truly appreciates Factory originality!



RARE 1956 CHEV CAMEO PICKUP
White/Red. 235 cid, 6-cylinder, 3 speed. Full frame-off restoration completed in 2000 on a rust free Florida truck. Fresh engine rebuild. Looks and runs virtually new. The ultimate Vintage Car hauler!



1988 PORSCHE 959
Red/Gray Comfort version. One of 226. 16,893 klm, USA certified. Spectacular cosmetic and mechanical condition!



1967 PORSCHE 911 SUNROOF COUPE
Sand Beige/Black 18,000 2-owner miles from new! 5-speed, completely original in every respect. An incredibly well maintained time machine! Verified by Porsche Certificate of Authenticity. For the enthusiast who can appreciate originality over restoration. $15,000 recently spent on major engine service, cosmetic and mechanical details. Looks as good and drives as well as the day it left the factory.

WILL CONSIDER ALL SPORTS AND RACING CAR TRADES

Motor Classic & Competition Corp.
868 N. Broadway White Plains, NY 10603
914-997-9133 (Phone) 914-997-9136 (Fax)
www.motorclassiccorp.com Email: sales@motorclassiccorp.com

Chiltern Aston CENTRE
established 1968

Ley Hill Road, Bovingdon, Hemel Hempstead
Tel: 01442 833177 Fax: 01442 834800
www.chilternaston.co.uk

0303	DB7 Vantage GT Nero Black/Charcoal, 4K	£55,950
0303	DB7 Vantage Volante, Nero Black/Light Stone, 17K	£49,950
0303	DB7 Vantage GTATungsten/Charcoal, 30K	£46,950
0202	DB7 Vantage GTNero Black/Charcoal 35K	£45,950
99V	DB7 Vantage Volante Auto BRG/Saddle Tan, 20K	£38,950
97P	DB7 Volante AutoMedip Blue/Parchment, 20K	£34,950
99V	DB7 Vantage AutoDerwent Green/Parchment, 68K	£33,450
99T	DB7 Coupe AutoSmoke Silver/Light Grey, 34K	£33,950
97R	DB7 Coupe ManualPennine Grey/Charcoal, 36K	£33,450
96P	DB7 Coupe Auto, Mendip Blue/Parchment, 43K	£26,950
97P	DB7 Coupe AutoSolnet Silver/Smoke, 70K	£24,950
96P	DB7 Coupe ManualSolent Silver, Pacific, 105K	£23,950
95M	DB7 Coupe ManualCheviot Red/Smoke Grey, 80K	£23,950
95N	Vantage S/C ManualRoyal Blue/Parchment, 35K	£69,950
01Y	DB7 Vantage AutoLagonda Red/Parchment, 13K	£POA

ASTON MARTIN
HERITAGE











TALACREST LIMITED

Talacrest are the biggest buyer of Ferrari in the world and have sold some of the most desirable, road and race Ferrari ever made. We have over 30 years experience and have sold nearly half a billion dollars worth of cars including five 250 GTO's.

Current inventory includes:

275 GTB/4	250 Lusso
250 California LWB	250 LM
250 PF Spyder	365 GTC
275 GTS	246 GT
F40	250 Ellena

Similar cars urgently required

TALACREST LIMITED
01344 623631
john@talacrest.com
www.talacrest.com



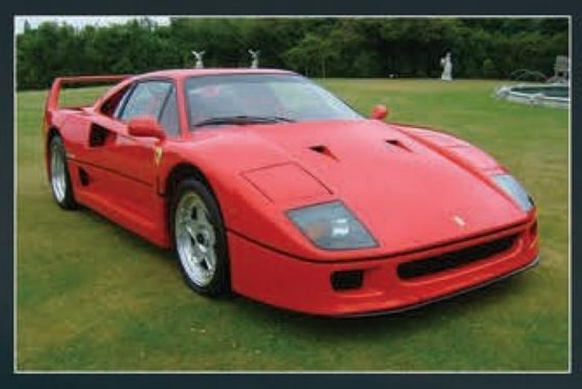
1962 250 SWB Chassis: 3401
Absolutely mint condition, comes with Ferrari Classiche. The 135th of 165 250GT SWB Berlinettas built. Superb value in today's strong market.



1959 Ferrari 250 LWB California Spyder
Chassis: 1253. Metallic green with cream interior. Comes with Ferrari Classiche Exceptional provenance representing excellent value in today's strong market.



1987 Ferrari Testarossa Recreation
Work done by D K Engineering. Absolutely stunning car, ready to race.



1992 Ferrari F40
Left hand drive 13,900 kms. This car is in mint condition and comes with Ferrari Classiche. It has full service history, CAT and adjustable suspension. 2 owners from new.

Ferrari

ROD LEACH'S NOSTALGIA

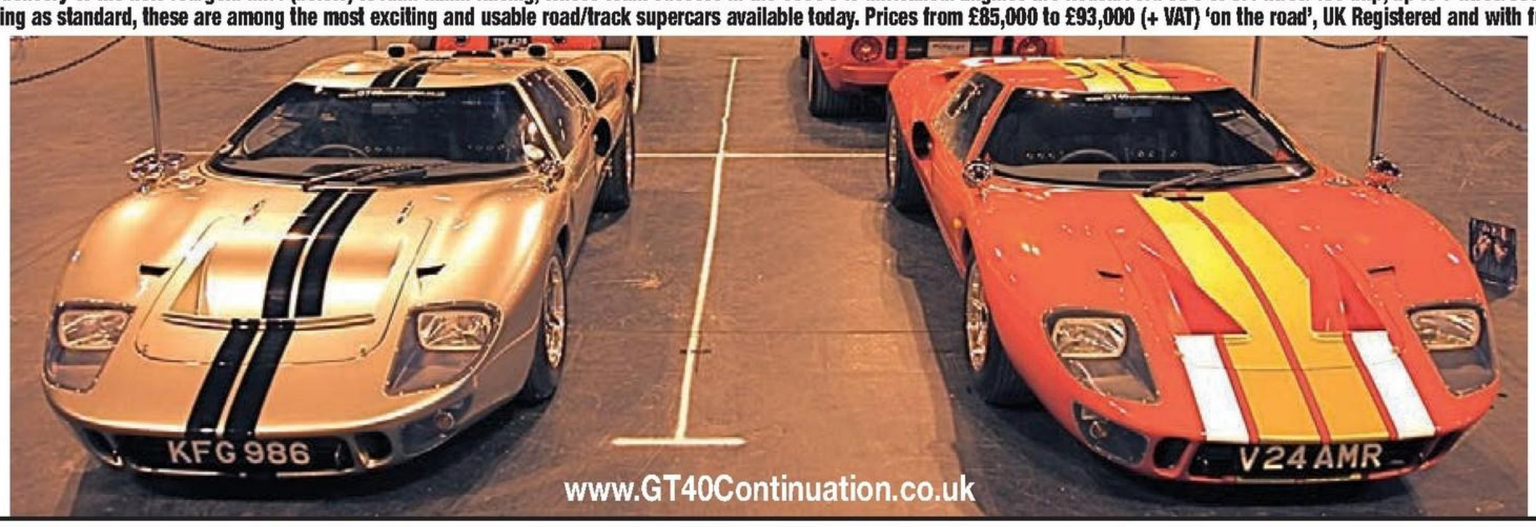
1994 AC COBRA Mk IV 'LIGHTWEIGHT' - R.H. DRIVE

One of only c. 26 genuine, original Factory 'Lightweights' with 'shortnose' 1965 Mk III type bodywork and interior trim. This example has had extensive modifications (by highly respected specialists Uniclip Automotive) to engine, suspension and brakes etc. and is an A.C. Owners' Club Sprint and Concours winner. Full weather equipment (black) in tailored bags. Some worthwhile spares plus an extra set of 18" split-rim Halibrands and tyres, and appropriate Reg. No. 3025 AC. 8,800 miles and absolutely magnificent throughout!



NEW GT40 MK1/MK II 'CONTINUATIONS'

From the highly respected South African manufacturer of the Shelby Daytona Cobra Coupe now come the definitive recreations of the legendary Le Mans winning GT40s of 1966 to 1969. Such is their degree of precision and authenticity, that over 90% of all the component parts are interchangeable with the original 1960's cars', including the entire 'monocoque' pressed steel chassis and roof sections; in addition, chassis numbering continues from the original production run (GT40P 2000 Series), the cars are titled and badged as 'GT40's' and each is listed in the S.A.A.C. World Registry. A superb endorsement of the quality and accuracy of these 'Continuations' has been the recent delivery of the new red/gold Mk I (below) to Alan Mann Racing, whose Team success in the 1960's is unrivalled. Engines are Roush/Ford V8's of 5.4 litres/430 bhp, up to 7 litres/550 bhp. With effective air-conditioning as standard, these are among the most exciting and usable road/track supercars available today. Prices from £85,000 to £93,000 (+ VAT) 'on the road', UK Registered and with full warranty.



1986 AC COBRA 460 Mk IV - L.H. DRIVE

Affectionately known as 'Le Monstre', this has had an enormous amount spent on making it the most potent Mk IV in the UK. The Ford Motorsport engine develops 680 bhp (dynoed) with a 6 speed Tremec gearbox. Interior is 1960's Mk III spec., with full weather gear etc. Loads of mods and 'extras', including roll-cage, side-exhausts, 'Monza' petrol filler, 15" Halibrands, 3-eared knock-off spinners, quick-lift jacks, race-harnesses, large-capacity fuel tank, oil-cooler, rivetted bonnet scoop, Hurst gear-shift, wind-wings and much more. UK Registered with M.O.T. Total docility, total ferocity!



AC COBRA MK III 427 S/C 'CONTINUATION' - L.H. DRIVE

Just 10' Continuations' (authentic and totally perfect reproductions of the definitive iconic 1965 '427 S/C', down to the very last detail, using 1960's mechanical components throughout) were fully completed by AC Cars Ltd. from 1990 to 2002; only 5 now remain in the UK. 500bhp Holman and Moody Spec. side-oiler engine, Ford 'Rug' top-loader g/box. Full weather equipment. 680miles (repeat 680!) from new in 1992, 100 point condition to match. UK Registered (Historic Vehicle, Licence Fee Exempt) with new M.O.T. and 1965 Period Plates. It is also eligible to have F.I.A. Historic papers. As good an investment as a 1960's 'original', but at 1/3 the price!



ROD LEACH'S 'NOSTALGIA' ~ Tel: 01992 500.007 (Herts.) ~ E-Mail: rodleach@waitrose.com

FOR MORE DETAILS AND PHOTOS OF ALL AVAILABLE CARS, PLEASE VISIT THE 'NOSTALGIA' DEALER PAGE ON: WWW.CLASSICDRIVER.COM

Bramley
of Kensington

SPECIALIST IN THE SALE & PURCHASE OF IMPORTANT MOTOR CARS



1954 R Type byAbbott



1961 S2 Flying Spur



1962 S2 Flying Spur – 1 Off



1965 S3 – Restored



1965 S3 Flying Spur



1975 'T' Series – Restored



1975 'T' Series



1978 T2 – FSH



1993 Mulliner Continental 'R' – 28.000 miles only



1994 Contiental R – 27,500 miles SOLD



1998 Turbo RT Olympian – 1 of 4



1989 Aston Martin Volante Zagato – 2,500 miles

This is a selection from our current available stock

Kensington Showroom
18-23 Radley Mews, Kensington, London, W8 6JP
Email: mail@graemehunt.com Mobile: +44 (0)7860 827 272

www.bramleykensington.com **+44 (0)20 7937 8487**

DUNCAN HAMILTON
& CO., LTD.

are proud to announce the availability of four highly desirable motorcars



2007 McLaren Mercedes SLR 722

One of only a hundred 722 limited edition SLRs, this stunning grey example with black leather trim has covered just 9,500 miles in the hands of one owner. The sensational specification includes automatic gearbox with F1-style paddle shifts and carbon-ceramic brakes. £269,995



2001 Bentley Continental Mulliner R Coupe – Chassis 63535







One of just 58 such cars produced in RHD, this immaculate two owner Bentley has covered just 14,596 miles from new. Finished in silver pearl with Cotswold beige leather trim, it boasts a typically impressive specification and a full service history. £92,495

1997 Ferrari 550 Maranello

This left-hand drive example of Ferrari's much vaunted Maranello model is finished in metallic blue with red leather upholstery and has covered just 16,000 miles from new. It has been the personal property of Adrian Hamilton. £52,995







1998 Ferrari 550 Maranello







This right-hand drive Ferrari 550 Maranello has black coachwork and a black leather interior and was previously owned by former works Ferrari F1 driver Eddie Irvine. These wonderful cars are now amazing value for money. £42,995

www.duncanhamilton.com

For further enquiries please contact Adrian Hamilton at Duncan Hamilton & Co Ltd
PO Box 222, Hook, Nr Basingstoke, Hampshire, RG27 9YZ, England
Tel: +44 (0)1256 765000 Fax: +44 (0)1256 766000 E-mail: sales@duncanhamilton.com

1948 Established 60 Years 2008
OUR FIRST SIXTY YEARS

Total Headturners

Telephone: 01992 573564 Mobile: 07711 630348 or 0208 85591225
www.totalheadturners.com
E -mail:markharrison415@btinternet.com
Part Exchange Considered - Finance Available
At least 15 hand picked cobras in stock



L and R Roadsters Ram SC. 2003. Unmarked Pearl blue coachwork/twin white Le-Mans stripes. Full luxury black leather, Halibrands, S/S side exhaust pipes, 3500 cc V8, 5 speed gearbox, 4 barrel Holley carb', only 4777 miles since build! Drives without fault! Really well sorted! Fast, reliable & exciting. Superb super tube chassis designed by Adrian Reynard. Jaguar sus & brakes. Wet weather equipment inc tonneau. One of the best driving Cobras I've ever driven! **£16995**



AK Cobra. Totally concourse condition show car by AK. 2002. 4,500 miles.Unmarked dark blue/cream twin Le-Mans stripes. Full unmarked luxury black leather, special white clocks + matching blue numerals, Wilton carpets, 5 speed g/box, fully detailed engine bay, S/S & chrome everywhere. 4 barrel carb, stainless side exhausts, 17" Halibrands + spinners. 3500 Alloy engine. Fast and fantastic to drive. This car must be seen to be appreciated!..... **£19,995**



356 Porsche Speedster Replica by Pilgrim Cars with the added bonus of 2 extra seats. Built 2005, Reg 1974. 850 miles. Manual This is truely a superbly appointed car finished in Ice Blue Metallic with full luxury cream leather interior, Chrome wheels, all Porsche badges, tax exempt. low mileage, 1600cc air cooled engine, all chromed and in show condition throughout!! Absolute Bargain!! **£13995**



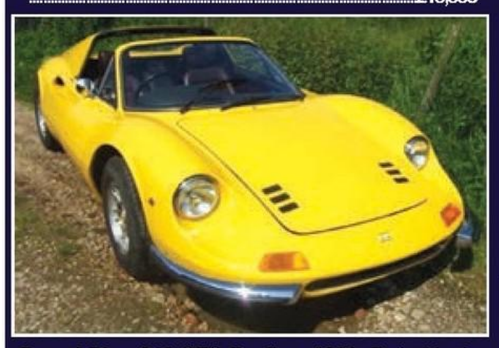
Lamborghini Countach replica. Bright Wheel Stinger. EX Factory Showcar. Gleaming white coachwork. Full luxury leather interior. Indistinguishable from original. Absolute bargain. **£16,995.** Private registration included.



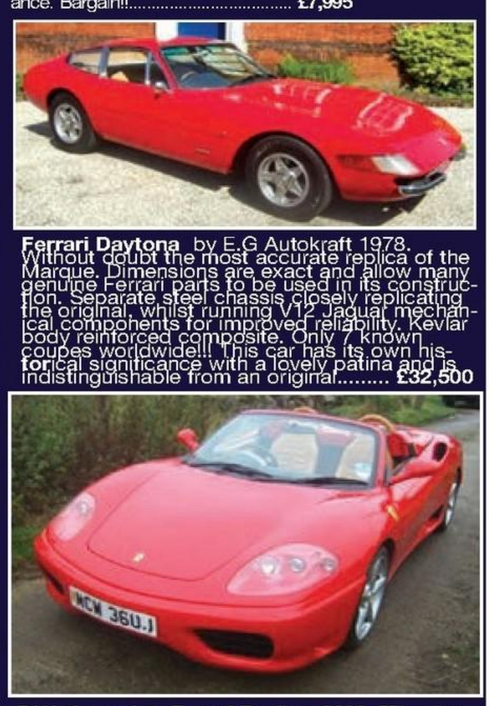
AC Cobra 427 Mk111 Replica by Dax (Built 2000, Reg 1979)Gleaming unmarked Dark Blue coachwork, full Black luxury leather, Black Wilton carpets, harness seatbelts, chrome 4-1 side exhausts, 17" Halibrands + spinners, wind deflectors, sunvisors, all Cobra badges, S/S stone guards, 5700 cc Chevy powered with 5 speed manual gearbox, fully detailed engine bay, single hoop roll bar, full mohair hood,6,200 miles. VERY FAST and well sorted, one of the best!! looks like the £1,000,000 original **£19,995**



Sylva Stylus RT. 2005 Factory built at a cost of £22,000 this superb Sylva Stylus RT was SVA'd August 2005 hence its' 55 reg' no', finished in Dark Blue metallic with Black sports seats, carbon look dash', 2000cc tuned Ford engine, twin 40DCOE carbs', Minilight style Alloys, white clocks, hood and side windows, roll bar, stainless steel exhaust. 5 speed manual. 3,500 miles. Just rolling road tuned, 130+BHP. Fast, fun and rare. Cheap insurance. Bargain!!..... **£7,995**



Ferrari Dino 246 GTS Replica. 1989. Probably the most beautiful Ferrari ever built!! The 246 Dino GTS. Factory built Deon replica almost indistinguishable from the £120,000 original. 30K miles. Lancia 2000cc Alloy twin cam engine, maual 5 speed g/box, special S/S exhaust/4 exit pipes, seperate boot/engine cover as per original, genuine original magnesiun Ferrari Dino Alloys worth over £2000 on thier own! Original Dino chrome bumpers, badges etc. Ferrari Fly Yellow.Full luxury leather Alcantara interior as per original, momo, dressed up engine bay with Dino on rocker covers, electric windows, history. Cost in excess of £30,000. Very fast, reliable & economical. Absolute bargain!! **£16,500**



Ferrari Daytona by E.G Autokraft 1978. Without doubt the most accurate replica of the Marque. Dimensions are exact and allow many genuine Ferrari parts to be used in its construction. Separate steel chassis closely replicating the original, whilst running V12 Jaguar mechanical components for improved reability. Kevlar body reinforced composite. Only 7 known coupes worldwide!!! This car has its own historical significance with a lovely patina and is indistinguishable from an original..... **£32,500**

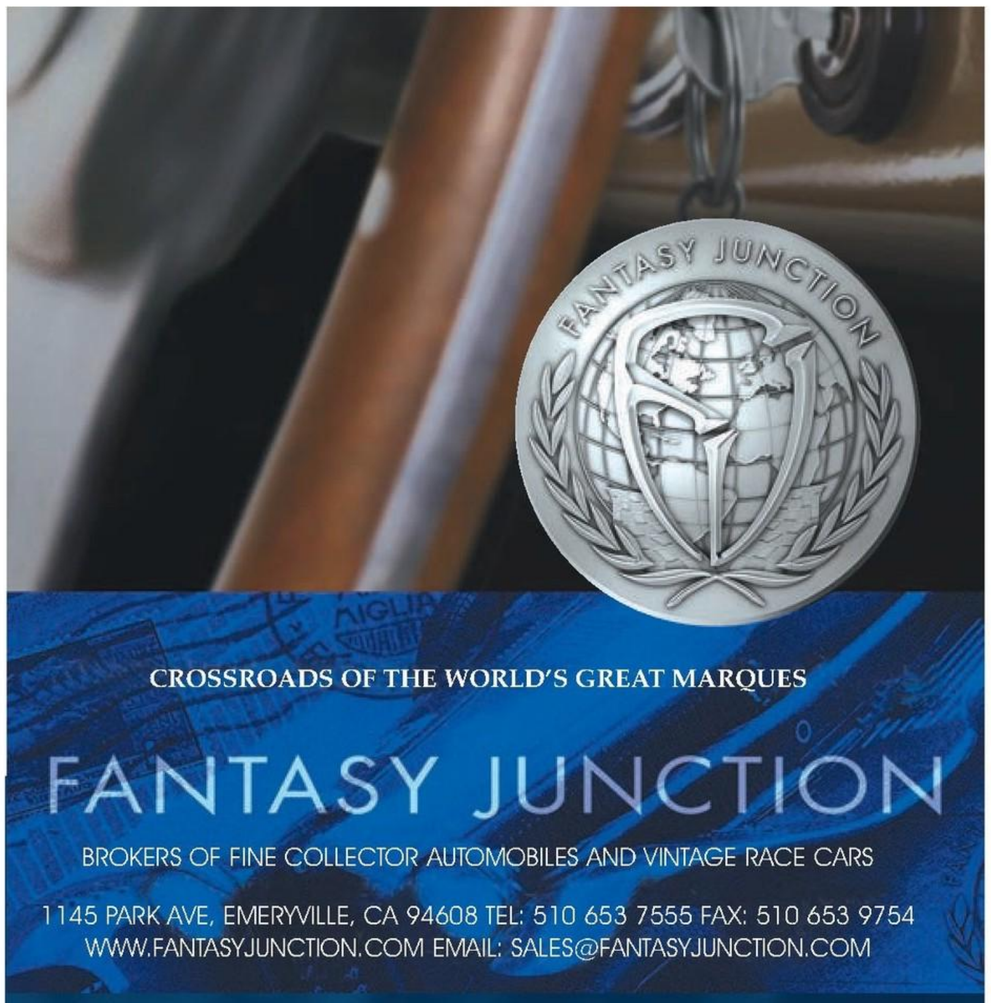


Cobra 427 MK111 Replica. 900 miles. Stunning Dax Cobra. Ford Big Block V8 6400 cc. Manual g/box, gleaming Pearl Blue coachwork/special Le-Mans twin white stripes. Full luxury cream leather, Wilton blue carpets piped cream. Halibrands + spinners, chrome stone guards, stainless bumper bars and overiders, roll bar, full hood, side screens and tonneau.1973 L registered and correctly registered as a Dax Tojerio.Beautiful driving car with awesome torque and performance.
very rare BIG BLOCK Cobra at a bargain price!. **£23,500**

DNA three sixty Ferrari Replica. 2000. 55k miles. stunning replica with superb panel fit based on the new shape MR2 keeping reliability to the max but with stunning looks. Original style wheels and tyres, P/S, elec windows/mirrors. A/C CD, DVD, remote locking/alarm. Original style lights and lenses. purpose made exhaust that sounds great. Beautifully re-trimmed in leather. Please do not get this beautiful car confused with other replicas this far exceeds others **£27,995**



Fully road registered F1 Ferrari replica. Single seater. Aluminium Tunes Hyabusa 6 speed sequential , 366 KG = 0-60 under 3 seconds. The ultimate toy. What a Head Turner!!. **£19,995**



CROSSROADS OF THE WORLD'S GREAT MARQUES

FANTASY JUNCTION

BROKERS OF FINE COLLECTOR AUTOMOBILES AND VINTAGE RACE CARS

1145 PARK AVE, EMERYVILLE, CA 94608 TEL: 510 653 7555 FAX: 510 653 9754
WWW.FANTASYJUNCTION.COM EMAIL: SALES@FANTASYJUNCTION.COM



1954 Ferrari 250 Europa, s/n0343EU. Spectacular restoration producing Platinum at Cavallino and 3rd at Pebble Beach. Low miles. Lampredi engine built by Bob Wallace. Photo documentation **$1,100,000**



1948 Talbot-Lago T26 C, s/n 110004, engine 45102. Ex-Comotti. Documented and known history from new. Original chassis, engine and transmission. Fresh $70,000 rebuild including engine, gearbox, wheels. FIA papers **$1,350,000**



1967 Jaguar XK-E 4.2 Series I. Sympathetically rebuilt, properly maintained. Matching numbers. Original Suede Green leather interior with fresh original special order opalescent green paint. Lovely car in every way. Original tools **$78,500**



1956 Jaguar XK-140MC. Beautiful, concours winning Mike Wilson restoration. Single California family ownership for past 46 years. Great performance. Matching #'s, black plates, working O/D. Original book, tools, jack **$129,500**



1967 McLaren Mk IV F-B, s/n 200/10/B. Important early McLaren in excellent race condition. Chuck Dietrich's 1967 SCCA Nation Championship winner. Event ready, fresh John Anderson Twin-Cam engine **$97,500**

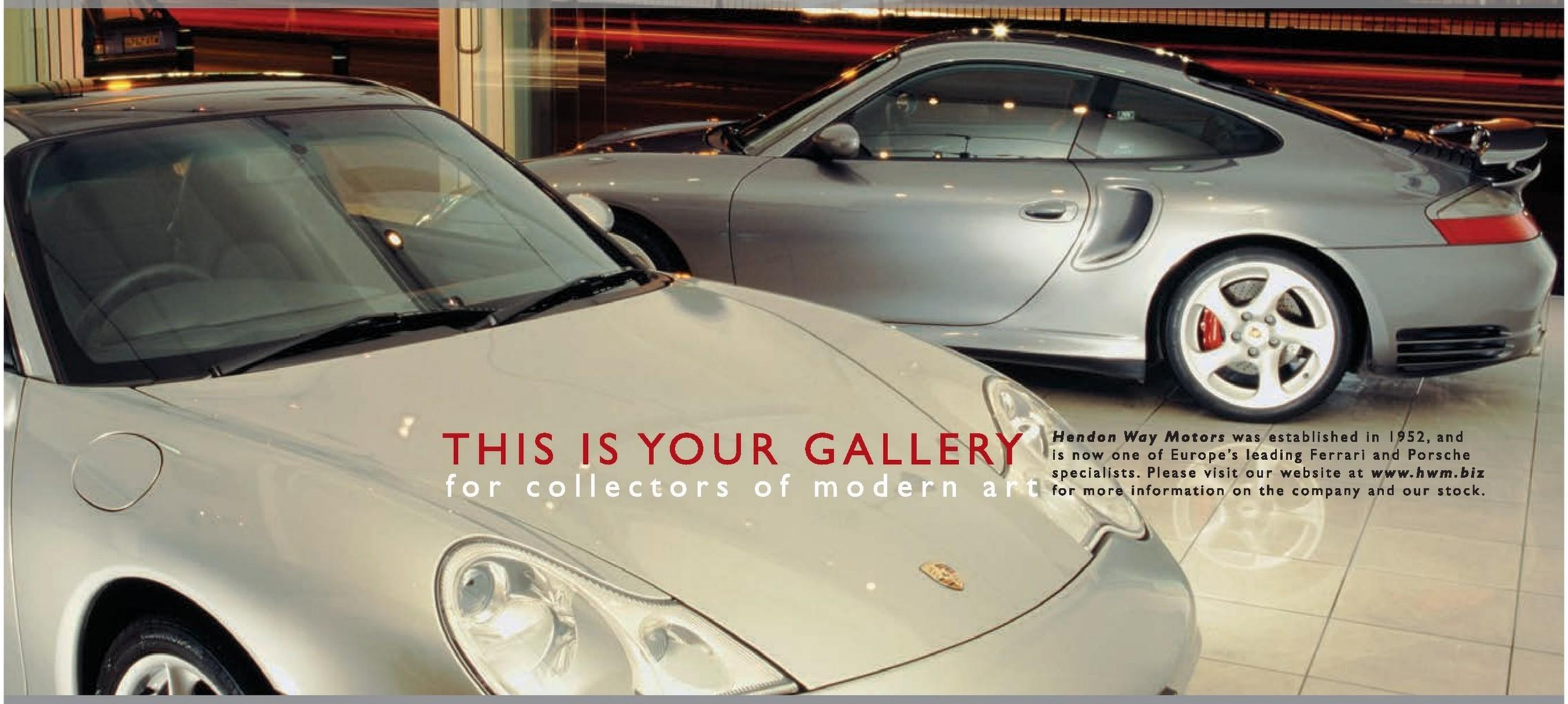


1966 Shelby GT350, s/n SFM6S1905. Very nice. unrestored, solid car. Strong cosmetics. Conscientiously maintained and developed to produce a car that retains its original feel and practical to use. Ideal for Tour Auto **$155,000**

HENDON WAY MOTORS

porsche ferrari and classic car retailers since 1952

www.hwm.biz



THIS IS YOUR GALLERY
for collectors of modern art

Hendon Way Motors **was established in 1952, and is now one of Europe's leading Ferrari and Porsche specialists. Please visit our website at *www.hwm.biz* for more information on the company and our stock.**

PORSCHE 997 / 996 / 993

2008 PORSCHE 997 TURBO CABRIOLET MANUAL BASALT BLACK 600 MILES
Sand Beige Leather PCM/PSM Tel Module M/F Steering Cruise Chrono Mem/Htd Seats White Dials

2007 Porsche 997 Turbo MANUAL BASALT BLACK 4000 miles
Black Leather PCM/PSM White Dials BOSE Tel Module Sunroof Park Assist 19" Alloys

2006 Porsche 997 Turbo TIP Arctic Silver 12000 miles
Metropole Blue Leather PCM/PSM Mem/Htd Seats BOSE Park Assist Sunroof

2007/08 Porsche 997 C4S Coupe TIP Manual Atlas Grey 4000 miles
Black Leather PCM/PSM M/F Steering Mem/Htd Seats BOSE 19" Alloys

2006 PORSCHE 997 C4S COUPE TIP SEAL GREY 9000 MILES
Black leather PCM/PSM Tel Module M/F Steering Cruise White Dials Mem/Htd SeatsCD **Changer** Park Assist 19" Alloys

2006 PORSCHE 997 C2S CABRIOLET TIP BASALT BLACK 10000 MILES
Black Leather PCM/PSM Mem/Htd Seats 19" Alloys

2006 PORSCHE 997 C2S CABRIOLET MANUAL ARCTIC SILVER 12000 MILES
Cocoa Brown Leather, PSM Tel Module, Sat Nav, CD Changer, Computer, White Dials, BOSE, Multi Function Steering Wheel, Htd Seats

2005 PORSCHE 997 C2S COUPE MANUAL ARCTIC SILVER 14000 MILES
Black Leather PCM/PSM BOSE Park Assist Mem/Htd Seats

2005 PORSCHE 997 C2 COUPE TIPTRONIC BASALT BLACK 28000 MILES
Black Leather PCM/PSM Cruise Control Climate Tel Mod Sunroof 19" Alloys

2004 PORSCHE 996 TURBO CABRIOLET MANUAL BASALT BLACK 30000 MILES
Grey Leather PCM/PSM Sports Exhaust ALI Pack Bose Mem/Htd Seats White Dials

2003 PORSCHE 996 TURBO TIP, ARCTIC SILVER 10000 MILES
Black Leather PSM Sports Exhaust ALI Pack BOSE Mem/Htd Seats White Dials

2003 PORSCHE 996 TURBO TIP BASALT BLACK 9000 MILES
Black Leather PCM/PSM Sports Exhaust ALI Pack BOSE Mem/Htd Seats White Dials

2003 PORSCHE 996 TURBO TIP MIDNIGHT BLUE 28000 MILES
Black Leather Sports seats Alloy Pack litronic lights Turbo Aero Kit

2001 PORSCHE 996 TURBO TIP ARCTIC SILVER 35000 MILES
Dark Blue Leather PCM/PSM Park Assist Cruise Control

2005 PORSCHE 996 C4S COUPE MANUAL SEAL GREY 29000 MILES
Black Leather PCM/PSM Cruise Tel Module BOSE Mem/Htd Seats Sports Exhaust

2003 PORSCHE 996 C4S COUPE TIP SEAL GREY 46000 MILES
Black Leather PCM/PSM Xenon White Dials Sunroof Mem/Heat Seats Park Assist

2002 PORSCHE 996 C4S COUPE TIP BASALT BLACK 33000 MILES
Graphite Grey Leather PSM Sunroof Mem/Heat Seats Xenon Cruise

2005 PORSCHE 996 C4 COUPE TIP SEAL GREY 40000 MILES
Black Leather PCM/PSM Tel Module White Dials Sunroof

2002 PORSCHE 996 C2 COUPE MANUAL BASALT BLACK 50000 MILES
Black Leather GT 3 Spec Cruise White Dials Climate Control Porsche Original Radio Bose 18" Alloys

2004 PORSCHE 996 C4 COUPE CABRIOLET TIP BASALT BLACK 31000 MILES
Black Leather PCM/PSM Cruise Tel Module Xenon Uprated CD 18" Alloys

2002 PORSCHE 996 CABRIOLET TIP MIDNIGHT BLUE 50000 MILES
Black Leather PSM 18" Alloys

2000 PORSCHE 996 C2 COUPE TIP ARCTIC SILVER 31000 MILES
Black Leather GT3 Spec Xenon ALI Pack, Mem Seats GT3 Alloys

1999 PORSCHE 996 C2 COUPE MANUAL BASALT BLACK 54000 MILES
Black Leather GT3 Spec Xenon 18" Split Rim PSM/Oiginal Radio/CD

1998 PORSCHE 993 TURBO 4 S SPEC OCEAN BLUE 40000 MILES
Grey Leather X50 Engine Upgrade White Dials Aero Kit Sunroof Sat-Nav

1995 PORSCHE 993 TURBO 4 MIDNIGHT BLUE 41000 MILES
Grey Leather Engine Upgrade Sunroof Full History Recent Major Service

1995 PORSCHE 993 TURBO 4 METALLIC BLACK 66000 MILES
Black Leather Sport Seats Cruise Digital Sound Sunroof

1995 PORSCHE 993 TURBO 4 S SPEC ARCTIC BLUE 38000 MILES
Black Leather Cruise White Dials Sunroof Sport Seats Sport Exhaust

1997 PORSCHE 993 C2S COUPE MANUAL MIDNIGHT BLUE 29000 MILES
Savannah Interior Climate Control Sunroof Rear Wiper Electric Seats Sony Radio 6 CD Changer Airbag

1997 PORSCHE 993 C2S COUPE MANUAL ARCTIC SILVER 59000 MILES
Black Leather FSH Sport Seats Full Turbo Aero Kit 18" Alloys

1996 PORSCHE 993 C2S COUPE MANUAL ARCTIC SILVER 71000 MILES
Dark Blue Leather Sports Seats Up-Rated CD Excellent Service History

1997 PORSCHE 993 TARGA MANUAL ARCTIC SILVER 49000 MILES
Grey Leather Sports Seats Uprated CD 17" Alloys

1995 PORSCHE 993 C2 COUPE TIP ADVENTURA 69000 MILES
Beige Leather FSH 17" Alloys Climate

1995 PORSCHE 993 CABRIOLET TIP IRIS BLUE 81000 MILES
Black Leather Sports Seats 17" Alloys Climate

PORSCHE BOXSTER
Model Types 2.5 / 2.7 / S 3.2

2006 PORSCHE BOXSTER S TIP ARCTIC SILVER 15000 MILES
Black Leather Black Leather PCM Park Assist Cruise Htd Mem Seats Manual

2002 PORSCHE BOXSTER S MANUAL BASALT BLACK 56000 MILES
Black Leather H/TOP PCM/PSM Tel Mod Climate CD Changer White Dials Sports Park Ass 18" Alloys

2001 PORSCHE BOXSTER S MANUAL BASALT BLACK 55000 MILES
Black Leather H/Top Climate Control Cruise White Dials Htd/Sprts Seat Upgrade Radio & 6 CD Changer 18" Alloys

CAYMAN

2006 PORSCHE CAYMAN S BASALT BLACK 13000 MILES
Grey Leather PSM PCM Tel Module Cruise White Dials Chrono Ceramic Breaks 19" Alloys

FERRARI
Models from 1970 +

2007 FERRARI F430 SPIDER F1 SCUDERIA RED 1500 MILES
Chrono Carbon Fibre Electric Seats Bluetooth Xenon Shields

2003 FERRARI 360 MODENA F1 ROSSA RED 9000 MILES
Black Leaver Chellenge Grill Shield

2001/02 FERRARI 360 SPIDER F1 METALLIC DARK GREY 15000 MILES
Black Leather Sport Seats Chellenge Grill 19" Alloy Xenon

1998 FERRARI 550 MARANELLO METALLIC SILVER 39000 MILES
Black Leather Uprated CD FSH

1998 FERRARI 355 SPIDER F1 YELLOW 15000 MILES
Black Leather ASR Chellenge Grill Just Serviced

1981 FERRARI 308 GTS RED 40000 MILES
Full Leather Climate Fog Lights First Class History 3 Owners

1972 FERRARI DINO 246GT WHITE 39000 MILES
Black Leather Excellent Original Condition 1 Original Owner

1967 FERRARI 275 GTB4 LHD METALLIC SILVER 61000 MILES
Black Leather Concours Winner

OTHER MODELS

2006/07 MINI COOPER S GP LIMITED EDITION DARK GREY 800 MILES
Full Specification

1991 AC COBRA LIGHTWEIGHT METALLIC BLACK 5000 MILES
Black Leather 1 of 26 RHD Lightweights

1991 AC COBRA LIGHT WEIGHT SPEED YELLOW 9000 MILES
Black Leather 1 of 26 RHD Lightweight's Ex- Rod Stewart

1967 JAGUAR E-TYPE 4.2 SERIES 11/2 METALLIC SILVER 55000 MILES
Black Leather Fully restored to Concours Condition Works Factory Hardtop

1963 JAGUAR E-TYPE 3.8 ROADSTER LHD CARMEN RED 61000 MILES
Black Leather Fully restored to Concours Standard

2006/07 LAMBORGHINI GALLARDO SPIDER (E GEAR) BLACK 9000 MILES
Black Leather Tel Module, TV Control DVD Drive & Memory Card Sat Nav 6 CD Changer Folding Mirrors

1960 MERCEDES BENZ 190 SL METALLIC SILVER 60000 MILES
Fully Restored Stunning Condition Factory Hardtop

1936 BENTLEY 41/4 PILLARLESS COUPE DARK BLUE 98000 MILES
Grey Leather, Gurney Nutting Coachwork 1 Owner 40 Years

tel +44 (0)208 202 8011 fax +44 (0)208 202 8013

address **393-395 Hendon Way London NW4 3LP** ***email*** **sales@hwm.biz**

www.hwm.biz

established 1952

Sales, Service and Restoration of Aston Martin

Desmond J. Smail

36 East Street, Olney, Bucks MK46 4AP | Tel: 01234 713083 | Fax: 01234 240104 | www.djsmail.co.uk



1966 DB6 MK1 Vantage **£75,000**
Manual. Finished in Silver and Red interior. This car is an original Vantage car in good condition. The paintwork has suffered and will require a respray. The trim has a beautiful patina. The chassis on the car is very solid and has had the sills replaced. Mechanically a very sound car in need of paintwork. Investment opportunity.



1959 DBMK3 Convertible **£190,000**
Manual. Finished in Cardinal Grey with red leather trim. A rare drophead example with a comprehensive history file. It is understood that in 1987 the car underwent some restoration work having had c.£97k spent on it. The interior was left in its original condition now bearing a lovely patina. The car is a superb example of one of 84 cars fitted with the DBD engine.



1969 DB6MK1 **£88,500**
Manual Finished in Caribbean Pearl with blue leather this car has just undergone a major restoration both mechanically and bodily. The paintwork being undertaken by marque specialist 'Spray Tec'. The car has been re-trimmed by ex-factory trimmer J McGuire. The car now drives superbly and has just been through our workshops for a major service and check over.



1989 V8 EFI **£49,950**
Automatic., Chichester Blue with Parchment interior piped dark blue. One of the last series 5 V8 Saloons produced from 1986 – 1989 fitted with the Weber fuel injection and the new flat bonnet. Maintained by us for the last 12 years for the current owner, this car has undergone structural restoration and has recently been re-painted. A good history file accompanies the car.



1963 DB4 built in the style of Zagato **P.O.A**
DB4 built in the style of Zagato. This car has undergone a full ground up restoration and build to the exact specification of an original Zagato. Chassis and body by Bodylines. Paint by Michael Hughes, Crossthwaite and Gardener crossbolt block, new twin plug factory cylinder head etc… Car built in our own workshops to the highest and correct standards



1982 V8 Volante **£45,000**
One owner. Manual. Finished in Windsor Red and Magnolia trim. This is the first Vantage Volante built for the 1st owner whose family still own the car. There is a full and comprehensive history file showing the owner on the production line choosing his options. The car is now in need of some cosmetic work to the sill areas. An original car with outstanding history



1968 DB6 Mk1 **£120,000**
Manual. Finished in Dubonnet Rosso with original natural hide. The specification as well as the condition is fantastic and has circa £85,000 spent on it! Spec includes full engine rebuild to 4.2 and lead free, power steering, air conditioning, upgraded (RS Williams) cooling system, handling upgrade, new wheels. Comes with excellent history file and difficult to fault.



1999 Twin Supercharged Vantage **£125,000**
One of 286 and pre-penultimate car built. 6 speed manual. RRBlue with magnolia trim piped blue. Factory installed Sat Nav/DVD music system. £28,000 spent on mechanical fettling this year to maintain in tip-top condition. 20,000 and full service history from new. Concours throughout and needs absolutely nothing. T8 AMV to accompany car. Just released from private collection.



1988 V8 Vantage Volante **£110,000**
Manual. The car is currently undergoing light restoration work and can be repainted and retrimmed in the colour scheme of your choice. Just 3 previous owners and 36,000 miles from new.



1988 V8 Vantage Volante **£125,000**
Auto. Finished in Chichester Blue and parchment piped dark blue. Having covered only 19,000 miles. Just released from a private collection, which it has been in since the late eighties. The car is in excellent condition and has just been through our workshops for gentle recommissioning.



1965 DB5 **£185,000**
Manual. Finished in Silver Birch with dark blue interior. This car is offered in an excellent rare condition having had a sympathetic restoration which is fully documented. The car comes with a full history record and provides an opportunity to own a motoring 'icon' from the sixties.



1999 DB7 Vantage Volante **£38,000**
Auto. Finished in Mendip Blue with Parchment interior. This car is in excellent condition and has the added bonus of stainless steel grill and a full service history.

To see the full range of Cars, Accessories & Services we offer, please visit our website at www.djsmail.co.uk

ASTON SERVICE LONDON
For all your servicing requirements in Central London

Peter Hamilton
peter@astonservicelondon.com
0207 727 1944

Alan Baker
alan@astonkensington.com
0207 985 0111

ASK
DB7 and Vanquish sales in Central London

MOTORS EUROPE

ZWAKMAN

ONE OFF PROTOTYPE 1938 SS100 FHC
CHASSIS NUMBER 39088





WWW.ZWAKMANMOTORS.COM
INFO: 0031 653112863

BRAMLEY
THE BEST EXPERIENCE





1965/C Aston Martin DB5 "Ogle" Saloon to Vantage Specification
Silver Birch/Black Hide, Unique! ..... **£POA**



1957 Bentley S1 Continental Saloon
by James Young, Regal Red/
Champagne Hide ..... **£POA**



1957 Bentley S Type Continental Coupe
by Park Ward,
Tudor Grey/Tan Hide..... **£POA**



1962 Bentley S2 Continental Flying Spur
by H.J. Mulliner, Valentine
Cream/Beige Hide ..... **£POA**



1965 Bentley S3 Continental Flying Spur
by H.J. Mulliner,
Oxford Blue/Grey Hide ..... **£POA**



1990/G Aston Martin V8 Vantage X Pack
Litchfield Black/Black Hide,
34,500 Miles ..... **£POA**



98/S Aston Martin Vantage V600
Royal Blue/Parchment Hide,
15,000 Miles ..... **£POA**



1988/E Aston Martin V8 Vantage Auto X Pack
Winchester Blue/Magnolia,
25,000 Miles ..... **£POA**



89/F Aston Martin V8 Saloon 7.0 Litre!
Salisbury Blue/Magnolia Hide,
15,000 Miles ..... **£POA**



1970/H Aston Martin DB6 MK II Vantage
Dubonnet Red/
Tan Hide ..... **£POA**



02/02 Aston Martin DB7 Vantage Auto
Silver/Light Grey Hide,
7,950 Miles **£39,995**



03/53 Ferrari 456M GTA
TDF Blue/Tan Hide,
10,000 Miles **£69,995**



90/G Ferrari Testarossa
Blue Chiaro/Tan Hide,
5,500 Miles **£49,995**

A FURTHER 50 CARS ONLINE AT:
www.bramley.com

OPEN 7 DAYS Surrey 01483 898159
OUT OF HOURS 07919 578278

Old English Classics

TEL. **01522 788502** FAX. **01522 789609** EMAIL OEC@household.demon.co.uk
PLEASE TELEPHONE FOR FURTHER INFORMATION OR TO VIEW. LINCS/NOTTS BORDER, CLOSE TO NEWARK, A1 & A17



BENTLEY 6.5 LITRE 1928

THIS SUPERB W.O. BENTLEY COMES FROM LONG TERM OWNERSHIP AND HAS BEEN FULLY RESTORED IN RECENT YEARS.
IT HAS THE DESIRABLE 11FT WHEEL BASE AS PER THE LE-MANS TEAM CARS AND THE ENGINE IS FITTED WITH TRIPLE REMOTE FLOAT S.U. CARBURETTORS.
SPECIFICATION INCLUDES FOLD FLAT SCREEN WITH AERO SCREENS, FULL HOOD AND TONNEAU ETC. THIS BIG VINTAGE BENTLEY IS A JOY TO DRIVE AND SOUNDS SIMPLY MAGNIFICENT.

£340,000



CHRYSLER BLUEBIRD 1925

A 1925 CHRYSLER RE-BUILT TO PRECISELY REPLICATE SIR MALCOLM CAMPBELL'S BROOKLANDS OUTER CIRCUIT RACE CAR.
THIS FAMOUS CAR HAS COMPETED AT GOODWOOD (FESTIVAL & REVIVAL), CLASSIC LE-MANS, PHILIP ISLAND AND VARIOUS V.S.C.C. EVENTS IN RECENT YEARS.
ELIGIBLE FOR ALL APPROPRIATE RACE EVENTS AND RALLIES. ALWAYS WELCOME AT BROOKLANDS, ITS ANCESTRAL HOME. THIS UNIQUE AND POWERFUL (4.2 LITRE 6 CYLINDER)
ROAD/RACE CAR PROVIDES A RELATIVELY AFFORDABLE AND STUNNING POTENTIAL ENTRY TO ALL THE TOP EVENTS. ROAD REGISTERED. V.S.C.C. BUFF FORM.
THIS CAR FEATURED IN OCTANE MAGAZINE, OCTOBER 2006.

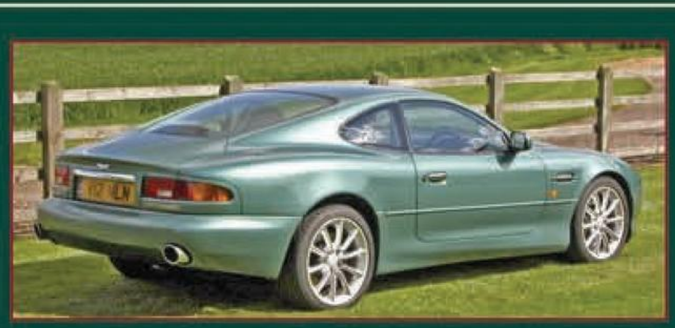
£145,000



ASTON MARTIN DB6 1966

DUBONNET ROSSO WITH TAN. 5 SPEED MANUAL. STUNNING, VERY ORIGINAL CAR IN SUPERB
CONDITION THROUGHOUT. GOOD HISTORY AND THE RARE OPTION OF ORIGINAL FACTORY AIR CON.

£77,500



ASTON MARTIN DB7 VANTAGE 2000

ASTON MARTIN RACING GREEN WITH FOREST GREEN/CREAM INTERIOR.
6 SPEED MANUAL TRANSMISSION. FACTORY BIG BORE SPORTS EXHAUST SYSTEM. MESH GRILLES.
A SUPERB COLOUR AND SPECIFICATION FOR THIS CAR. 22K MILES. ASTON WORKS SERVICE MAINTAINED.
MINT AND UNMARKED. YOU WILL NOT FIND A BETTER ONE.

£40,000

V12 MLN (MERLIN - BATTLE OF BRITAIN!) REG. NUMBER AVAILABLE BY SEPARATE NEGOTIATION.



ROLLS ROYCE SILVER SHADOW 1976

ONLY 18,000 MILES FROM NEW AND ONE OWNER FOR MOST OF ITS LIFE. DEEP CARDINAL RED
WITH BEIGE EVERFLEX ROOF AND BEIGE LEATHER. COMPLETE WITH ALL TOOLS AND MANUALS ETC.
IMMACULATE THROUGHOUT THIS IS AN 'AS NEW' SILVER SHADOW.

£23,500



AK 427 COBRA 2008

METALLIC BLUE WITH FULL GREY LEATHER. 6.3 LITRE SMALL BLOCK CHEVY MOTOR BY KNIGHT
RACING. 525bhp. REMOVABLE LE-MANS HARD TOP. AMAZING SPEC. CUSTOM BUILT BY ANDY ATKIN.
2 RECENT MAGAZINE FEATURES. ONE OF THE MOST STUNNING COBRA REPS IN THE COUNTRY

£58,500

WE WILL BE PLEASED TO DISCUSS YOUR REQUIREMENTS REGARDING BUYING, PART-EXCHANGING OR SELLING YOUR CLASSIC CAR

英国のクラシックカーをお探しですか？ ファックスまたは e メールでお気軽にご相談ください。(日本語も可)

Old English Classics

info@ecuriebertelli.com
www.ecuriebertelli.com

ECURIE BERTELLI LIMITED
Vintage Aston Martins

Tel: +44 (0)1234 240024
Fax: +44 (0)1234 240054

The Specialist in all Vintage Aston Martins

Registered Office • 53 Stilebrook Road • Yardley Road Industrial Estate • Olney • Bucks • MK46 6EA • United Kingdom



1938 2 litre 15/98 short chassis.

One of only 50 short chassis cars built and one of the very best. Beautifully restored by the owner to the highest standards. Fitted with a recent steel crank and rod engine (with new cylinder block) by David Taylor. Correct in every detail, running very well and in genuine concours condition. This is the best 15/98 I have seen for many years.

Price £105,000.

See further pictures at ***www.ecuriebertelli.com*** *or contact Andy Bell*

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





1923 **CROSSLEY 19.6** 4-seat tourer. A project but much done. £14,500
1926 **CHRYSLER** series 58 4-seat tourer (3-litre) Rhd. £16,750
1927 **AUSTIN** 20 h.p. (4-cyl.) 2-seat sports tourer. Body none original £15,500
1927 **AUSTIN** 20 h.p. (4-cyl.) 2-seat drophead coupe & dickey by Mulliner ... £22,000
1927 **VAUXHALL R-type** 20/60 4-seat tourer £27,500
1928 **CHEVROLET** 24 h.p. National 4-seat tourer, body by Holden £12,750
1928 **TAR** 18/50 Eclipse 5-seat tourer £29,950
1928 **WILLYS-KNIGHT** Model 56 4-door saloon £14,000
1929 **DELAGE DR70** Limousine by Chapron £24,000
1929 **VAUXHALL** 20/60 Hurlingham £27,500
1931 **ALVIS** 12/50 TJ 2-seat tourer with dickey by Cross & Ellis £25,250
1931 **STAR** 18/50 Comet six-light saloon £14,750
1932 **RILEY 9** Gamecock, twin carb. £16,750
1934 **ASTON MARTIN** 1.5 litre long chassis tourer ..... P.O.A.
1934 **ROLLS ROYCE** 20/25 sportsmans saloon by William Arnold £34,000
1935 **AUSTIN 7** Ruby saloon £3,750
1935 **AUSTIN** 18hp York saloon. Occassional seats (7-seater). £12,500
1936 **ALVIS** Speed 20 SC saloon by William Arnold £36,750
1936 **RILEY** 12/4 Lynx tourer £40,000
1936 **VAUXHALL** Velox (D-type) 14 hp saloon £6,250
1937 **CHENARD & WALCKER** "Aigle 8" U16 7-seat saloon. Prototype. £16,750
1937 **MORGAN** 4/4 Coventry Climax engine £15,250
1937 **ROLLS ROYCE** 25/30 Limousine by Hooper £20,500
1938 **RAILTON 10** drophead coupe £11,250
1938 **RILEY** 12/4 Touring saloon. Briggs bodied. £17,250
1951 **BENTLEY** Mk VI 2-door coupe by Park Ward £29,000
1951 **HOTCHKISS** Anjou 13.50 saloon. 3 owners £13,950
1952 **AUSTIN** A40 Devon 4-door saloon £1,550
1953 **ALVIS** TA21 saloon £11,750
1953 **ALVIS** TC21 Mulliner saloon. £13,250
1953 **DAIMLER** DB18 Conquest 4-door saloon £7,250
1953 **RILEY RMF** 2.5 litre saloon £7,500
1954 **AUSTIN HEALEY** 100 BN1. O/d £17,500
1954 **CITROEN** 11B (light 15) saloon. Lhd. £6,250
1955 **ALVIS** TC21/100 saloon (Grey Lady) £12,500
1956 **ROVER** 60 saloon. Under 45,000 miles from new. £7,500
1961 **ALVIS** TD21 series 1 saloon. 4-speed manual. Wire wheels. £14,950
1962 **ALVIS** TD21 series II saloon. 5-speed manual. Wire wheels. £16,250
1962 **ROVER** 100 ..... £3,250
1964 **JAGUAR** Mk II 3.8 manual with O/D & CWW. P.A.S. £17,250
1964 **JAGUAR** S-type 3.8 saloon. Manual & O/d, CWW. £14,000
1964 **ROLLS ROYCE** Silver Cloud III. One family, 77,000 miles. £29,500
1965 **JAGUAR** MkX for restoration. Engine rebuilt. A sound car. £3,000
1965 **VOLVO** Amazon 122S Coupe. Full classic rally prepared. Halda £8,750
1967 **LANCIA** Flavia Sport Zagato. (Rare right-hand-drive). £14,000
1968 **DAIMLER** 250 V8 automatic saloon. 2 owners. £6,950
1969 **M.G.** Midget. Hard top. Race prepared £5,995
1970 **JAGUAR** E-Type series II coupe. Road or race, successful race history £32,250
1971 **FORD** Escort MKI 1300XL 4-door saloon £4,450
1971 **M.G.** B GT sunroof, disc wheels £3,650
1971 **MORRIS** 1000 Van £3,750
1972 **LANCIA** Fulvia 1300 coupe £4,250
1972 **LOTUS** Elan Sprint fixed-head coupe £16,000
1973 **BENTLEY** Corniche £27,000
1973 **MERCEDES BENZ** 350 SLC £6,500
1973 **M.G.** B GT (Competion spec.) £3,650
1973 **ROVER** P6 3500 V8 saloon. Power steering & all extras £3,750
1974 **FIAT** 130 Coupe £5,950
1974 **MERCEDES BENZ** 240D 4-door saloon. Lhd. Auto. £2,750
1974 **M.G.** B GT (Chrome bumper) £1,200
1975 **FIAT** 124 spider. Lhd £4,750
1975 **ROVER** P6 2200SC saloon. 1 owner. £1,850
1976 **FERRARI** 308 GT4 ..... £14,000
1976 **MERCEDES BENZ** 250 Automatic (Some work required) £1,250
1976 **M.G.** B GT. Sunroof (Flame) £2,300
1977 **M.G.** Midget 1500 ..... £3,500
1977 **M.G.** Midget 1500 ..... £3,500
1977 **PONTIAC** Transam. 6.6 litre auto. £6,500
1979 **M.G.** B GT Sunshine roof. (Flame) £2,750
1979 **M.G.** Midget 1500 ..... £2,350
1979 **VOLVO** 262C Bertone coupe £2,950
1981 **DAIMLER** 4.2 Sovereign series III Vanden Plas £1,495
1982 **M.G.** B roadster (Yellow) £4,500
1982 **TVR** Tasmin convertible. (2 litre Ford engine) £5,950
1983 **ROLLS ROYCE** Silver Spirit (White) £9,850
1986 **FORD** Escort 1.61 cabriolet £625
1986 **RENAULT** Alpine GTA 2.5 Turbo £6,750
1988 **ALFA ROMEO** 2 litre Spider £5,750
1991 **EVANTE** Mk II 2-seat sports £11,750
1995 **RANGE ROVER** Overfinch . New 4.6 LSE engine, full leather. £8,500

MOTORCYCLES

1912 **PIVOT** 500cc. Fafnir engine £9,250
1938 **NORTON** International TT replica £15,000
1952 **HOREX** Regina 350 ..... £3,350
C1959 **MOTOBI** Ardizio 125cc £3,250
1974 **BMW** R90/6 ..... £3,000
1974 **MZ** TS 250 ..... £650
1981 **BMW** K75 ..... £1,925
1983 **HONDA** VN1100 ..... £2,300
1992 **JAWA** 350/638. Twin Sport. 430Miles, 2 owners £1,500

www.vintageandclassiccars.co.uk -Visit our website

LISTER STORM GT1 CHASSIS "GTM005"



This is one of the only six factory Lister Storm GT1s ever built from 2000 to 2005 to be raced in FIA-GT championship. Chassis GTM 005 is now offered for sale in original colours and condition from its Victory at Anderstorp in 2003. It has been completely restored in 2007/2008 and is in exceptional condition. Engine and chassis have very low hours and this terrific looking machine comes with a full spares package.



Lister Storms are fabulous race cars quicker than any others at track days and very easy to drive with sequential gearbox. They are fitted with the powerful and reliable Jaguar V12 Group C unit with about 700 HP magnificently screaming. It has been invited to the Goodwood Festival of Speed in 2008 and was extremely popular. In the newly created GT90s Revival Series it would be a front line runner with McLaren F1s. It the only Lister Storm GT1 available in full race ready and show condition. See web site or contact us directly for more information on this gorgeous historic car.

Please contact us either by phone on +33 618 420 561 or e-mail contact@florentmoulin.com for pricing and details

Florent MOULIN
« l'automobile par passion »



OUR CARS AVAILABLE:





- **Aston Martin V8 Supercharged :** 1995, LHD, green, beige leather, 40 000 km, all service records, quick and wonderful
- **Auto Kraft MK IV :** 302 Lightweight very special car, owned by Alois Ruf, mint condition, early 427 lightweight also available
- **Benetton B188 :** chassis #01, ex Nannini car, prepared to race ready condition, 0km engine by McLaren Engineering., a lot of spares
- **Benetton B190 :** wonderful condition car, correct Cosworth HB engine, good race results, ready for racing and very quick, spares
- **BMW M1 :** 1981, red, 43000 km, fully serviced, fantastic condition, full history and service records
- **BMW M3 GRA :** Ex Schnitzer car from 1990, excellent condition, recently restored to original colours
- **BMW-MARCH M1 Group 5 :** The ultimate M1, aluminium monocoque chassis, this car is one of three built, need to be assembled
- **Chrysler Viper GTSR :** ex Factory car from FIA-GT 1999 fully restored from the chassis, stunning car with lot of spares, 2 other private cars available
- **De Tomaso Pantera GT5S :** yellow, the last car ever built, very famous, huge history file with building pictures
- **Facel Vega HK 500 :** 2 car available, bordeaux and beige, perfect condition car, fully restored
- **Ferrari 330 GT :** 1965 excellent condition car fully restoted in Switzerland
- **Ferrari 365 GT 2+2 :** 1969 red 70 000 km from new, restored in Switzerland, perfect condition, fantastic driver
- **Fiat 124 Group 4 :** late 16 V works car, genuine with full history known and documented, restored and ready to race
- **Fiat 131 Abarth GR4 :** red, works specs, dry sump, fuel injected, dog box, alloy front suspension, private race car, full history, nice & original condition, 3 owners
- **Ford GT40 P/1129 MKV :** RHD only 5 Big Block car built, never used delivery mileage, 600 HP alloy engine, view Shelby Registry
- **Jaguar XK 150 S Roadster :** 1958 car, dark blue / red leather, concourse condition, restored from the chassis, comes back from Japan
- **Lamborghini LM002 :** Silver, the last car sold to a private, 28 000 km, like new
- **Lancia Stratos GR4 :** restored, full history known and documented including period pictures, FIA papers, a rare opportunity to purchase a "real" Group 4
- **Lotus Elise GT1 :** one of the 7 cars built, fitted in mid 97 with V8-7liter engine, serviced and ready to race in the GT90s series
- **Mercedes 280 SE Coupe :** 1968, 71 000 km from new, beige with green top, restored and concourse.
- **Porsche 911 3.0 RS :** #84, 57000 km, only 3 owners in Switzerland, in 2004 it was still in original condition, restored from chassis since, concourse condition
- **Porsche 993 GT2 CS :** one of the only 7 Club Sport built, 22 500 km, fabulous condition, amazing specifications, one of the most desirable 911s
- **Porsche 993 GT2 EVO :** Built by Roock, raced by Cirtek, won GT at Daytona 24 hours 1999, mint condition
- **Riley and Scott MKIIIB :** Team Rafanelli car, BMW works car in 1998 ISRS with BMW-V8 engine, Fitted in 1999 with a Judd-V10 raced by Rafanelli in ALMS, Winner at Road Atlanta, fabulous history, huge spares package, less engine

Wanted : MIURA / STRATOS / Works BMWs / GT40 / 288 GTO/ F40 LM/GTE / AUDI Sport Quattro, McLaren F1 / Viper GTSR & Any race cars track-rally and classic cars

Tel : + 33 477 200 190 / Mobile 618 420 561 – e-mail: contact@florentmoulin.com
Web site : www.florentmoulin.com for cars not on the web site please contact us directly by phone or e-mail

Maranello



The Netherlands
Phone +31 (0)35 626 46 09
Fax +31 (0)35 626 46 10
Email info@maranello.nl

Classic Italian Sportscars

Look also www.maranello.nl for all other cars we have in stock



Lamborghini Espada, 1974, 57.500 euro

NEW MORGAN CARS



ANOTHER NEW PLUS 4 DELIVERED - sold
New Morgans Now Or To Order For 2008 And Centenary 2009



2002 4/4 2 str. One owner, low mileage, arriving shortly



1990 4/4 4 str. 21,162 miles. 'JUST SOLD' MORE WANTED LIKE THIS PLEASE – 2 OR 4 SEATER

NEW 4/4, Sapphire blue/maroon leather, full specification - due in 3 weeks

BUY ONLINE WITH US www.mogparts.net

The MORGAN WORLD MAGAZINE
Subscribe on-line:
www.the-morganworld.com

10th EDITION RUTTER PARTS CATALOGUE
UK £4, Europe £5 (air mail)
Overseas elsewhere £6

Morgan & Classic Car Storage - £4 +VAT per day

Melvyn Rutter Ltd

Melvyn Rutter Limited

Melvyn Rutter Limited
The Morgan Garage
Little Hallingbury
Nr. Bishops Stortford, Herts
CM22 7RA England
Tel: 01279 725725
Fax: 01279 726901
E-Mail: MR@melvyn-rutter.net
Visit our Web site:
www.melvyn-rutter.co.uk

USED MORGANS VISIT OUR WEBSITE

MORGANS WANTED CASH BUYERS

MAIN DEALER
SALES • SERVICE • PARTS
HISTORIC MORGAN RESTORERS

RICHARD THORNE CLASSIC CARS

MAIN DEALER & SERVICE DEALER

The Courtyard Garage, James Lane,
Grazeley Green, Reading, Berkshire RG7 1NB
Tel: 0118 983 1200 | Email: richard-thorne@rtcc.co.uk | www.rtcc.co.uk



2002 Aero 8 4.4 V8. Silver with red leather interior, black mohair weather equipment, black leather Moto lita steering wheel with alloy boss and engraved horn push. Chrome interior mirror, chrome gear knob, radio CD player, photographic build record. 18,200 miles. 3 owners. FSH. £35,995



Brand New +4 2.0 Duratec. Indigo blue, heron grey leather piped blue, stainless steel wire wheels, radio CD, door handles, blue PVC weather equipment, map light, mesh grille, sidescreen bag, tonneau cover, walnut dashboard, sports seats, elasticated door pockets. Our current demonstrator. POA.



2005 +4 4 seater. 2.0 Duratec. Jaguar Gunmetal Pearl, red leather interior, red mohair weather equipment including sidescreen bag, stainless steel wire wheels, mesh grille, radio CD, 2 owners, 2,100 miles only, sold and serviced by us. £34,850



1993 +8 3.9. Indigo blue, blue leather interior, blue mohair weather equipment with Simmonds easy fit header rail and windscreen, alloy wheels, +8 spot lamps, stainless steel luggage rack, radio cassette player, round door mirrors, chrome interior mirror, reclining seats, union jack flag badges, meshe grille, replacement dash switches and push button start, full service history with large history file, 49,500 miles. £25,995



1939 Morgan 4-4 1.1 Coventry Climax. Red with black interior and weather equipment. Long term owner 1982-1998 rebuilt car – Excellent chassis and ash frame, re-trimmed, rewired, excellent mechanics. Drives very well with recent MOT. £13,500



1979 Morgan +8. Red with black interior. Raced extensively and successfully by a previous owner she has had road use only in recent years including continental tours. While by no means concours she would provide a great intro to HSCC 70's Roadsports or the Morgan Speed championship. £18,850

Visit our website for more new and used Morgans - www.rtcc.co.uk

THE ORIGINAL MOTOR RACING MAGAZINE

MOTOR SPORT

SINCE 1924

Classified

To advertise please contact Victoria Newell on 020 7349 8475
or email victoria.newell@motorsportmagazine.co.uk

ART, BOOKS & COLLECTABLES



LA PASSIONE
Official Ferrari Merchandise
PO Box 360, Leeds, West Yorks. LS16 7UE
Tel/Fax: 0113 285 7884
sales@lapassione.co.uk
www.lapassione.co.uk

DAVID THOMAS AUTOMOBILIA
Motoring, motor racing books, programmes, photographs, automobilia bought and sold
See us at the Goodwood Revival, Stand no.64
Items always wanted
David Thomas, Unit 6, Tudor Yard, Ledbury, Herefordshire, HR8 2BZ
Tel/fax: 01531 636313
www.allautobooks.com
sales@allautobooks.com

ANDREW CURRIE
MOTOR RACING & MOTORING ARCHIVES Purchased
We are active purchasers of motor racing photographs; Autocourse Annuals and Magazines; Ferrari, Maserati and Porsche literature and photographs.
Tel: 01256 766077 or
Email: sales@andrewcurrie.co.uk
www.andrewcurrie.co.uk
ANDREW CURRIE AUTOMOTIVE LITERATURE
Unit 40 Murrell Green Business Park, Murrell Green, Hook, Hampshire, RG27 9GR

www.speedreading-motorbooks.co.uk
Scotland's motoring book specialist
Rare,out-of-print motorsport books, programmes etc.
Free booksearch service.
For catalogue contact.
01631770245 or email books@whytedf.demon.co.uk

Collectors Carbooks *of Silverstone*
1000s of elusive books on all types of Motor Sport
See our new Online Sale Catalogue!
Open 10 to 5 weekdays'
2210 Silverstone Tech Park Silverstone Circuit Northants NN12 8TN
01327 855888
info@collectorscarbooks.com
www.collectorscarbooks.com





Cirrus
flying helmets
safari luggage
flying jackets
Ideal for open-top motoring
Tel: 01379 853129
Please see our website to order
www.flyingjacket.com or www.safari-luggagecom

The F1 of Designer Underwear
'Award Winning' Suspensor Design



BOOKS
BROCHURES
HANDBOOKS
MAGAZINES
MOTOR SPORT
PROGRAMMES
1896 TO DATE
POOKS MOTOR BOOKSHOP
FOWKE ST. ROTHLEY, LEICESTER LE7 7PJ
TEL 0116 2376222 OR 0116 2376661
Email: pooks.motorbooks@virgin.net
www.pooksmotorbooks.co.uk





CHRIS BAYLEY AUTOMOBILIA
MOTOR RACING PROGRAMMES, PHOTOGRAPHS,
POSTERS BOUGHT AND SOLD
MANY NEW AUTOGRAPHED PRODUCTIONS
01684 899066
www.chrisbayleyautomobilia.co.uk
chris.bayley1@btinternet.com

FOR SALE



Private Registration Plate
For Sale
£38,000 ONO.
Email; lynorm@hotmail.com

HISTORIC CAR ART GALLERY
Automotive Fine Art & Posters
Original paintings, drawings, etchings, sculpture
Original vintage race posters
Early 20th Century lithographs
Limited editions
w: historiccarart.net t: +44 (0) 1332 694538
or visit our gallery

WWW.MOTOPRINT.CO.ZA

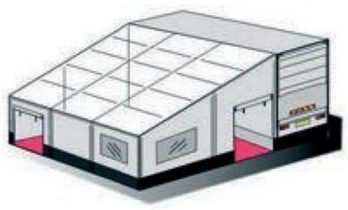


Original colour photos of motorsport in South Africa 1960s to 1980s
Amon to Zunino and much between
email davidp@wol.co.za



AWNINGS

Terapin
motorsport awnings



tel: +44 (0) 28 9265 1007
fax: +44 (0) 28 9265 2019
e-mail: awnings@terapin.com

COACHBUILDING

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



COVERCRAFT OF EUROPE

Call for free brochure & fabric samples

Protect your car with a Covercraft tailor-made car cover. Choose from our range of over 67,000 patterns. Soft, fully breathable fabrics for indoor or outdoor use.



Tel: 0208 540 3863
sales@covercraft-europe.com
www.covercraft-europe.com

ALSO TAILORED COVERS FOR MOTORBIKES AND JET SKIS

CARE & PROTECTION



FINEST QUALITY NEW ZEALAND CHAMOIS LEATHERS

Grove Mill Chamois Leathers are made from the best New Zealand raw materials, traditionally cod oil tanned with no holes or imperfections.

Full Skin Chamois Leather
£14.99 + £1.00 P+P.

www.grovemillchamois.com
Tel 01923 442230

Hamilton Classic Ltd



Instant Race & Rally Shelters
Set up in minutes, Many sizes, steel or alloy frames to suit all budgets. From £155 inc.vat.



Cair-o-Port Vehicle Storage
Turn any damp barn or garage into a dry clean environment for your treasured car. From £195.00 inc vat



Luxury Car Covers
Fleece lined, Fully breathable.
Indoor & Outdoor, Perfect for Parc Ferme's
From £70.00 inc vat.

Many more useful products on our website

Tel: 0118 973 7300 Int: 0044 118 973 7300

Web: www.hamiltonclassic.co.uk email:office@hamiltonclassic.co.uk

CLUBS

SHOULDN'T YOU BE A MEMBER OF 'THE RIGHT CROWD'?

The Brooklands Society was founded in 1967, by Bill Boddy, to preserve the historic track and maintain memories of the drivers and cars whose deeds made it famous.

It publishes a highly-respected quarterly Gazette and membership benefits include free entry to the Brooklands Museum.

BROOKLANDS SOCIETY BROOKLANDS 1907-1939

www.brooklands.org.uk
01252 408877

HISTORIC RALLYING

autochron
Specialists in historic race & rally equipment



www.autochron.co.uk
+44 (0) 1442 873345

FAX US DIRECTLY ON 020 7349 8494

Functional, Durable and Stylish Furniture for your Garage

Organise your garage or workshop and protect your tools with our range of slimline cabinets and work benches

- Powder coated steel for strength and durability
- Top quality European-designed and UK assembled products
- Beech worktop, easily attach drills and vices
- Elegant British racing green handles and trim
- Castor option for mobility
- Delivered fully assembled



Much more online at
www.GaragePride.co.uk
01743 232864

GaragePride



MOTORHOMES

TRAVELWORLD RV
'BLOW OUT' WEEKEND
SATURDAY 11TH & SUNDAY 12TH OCTOBER



Massive savings on all stock RV's
Offers including Free LPG conversions, Free satellite systems
First viewing of all 2009 models

OVER 50 RV'S IN EVERY PRICE AND SIZE

All day **Refreshments**

call: 0845 230 5033 email: ross@usrv.co.uk
www.travelworldrv.co.uk

Halesfield 14 • Telford • Shropshire • TF7 4QR

Coachmen · George Boy · Holiday Rambler · Monaco · Safari · Fleetwood

Winnebago Hire
01329 841897 • 07850 280364
www.daydreamsrv.net

DayDreamsRV

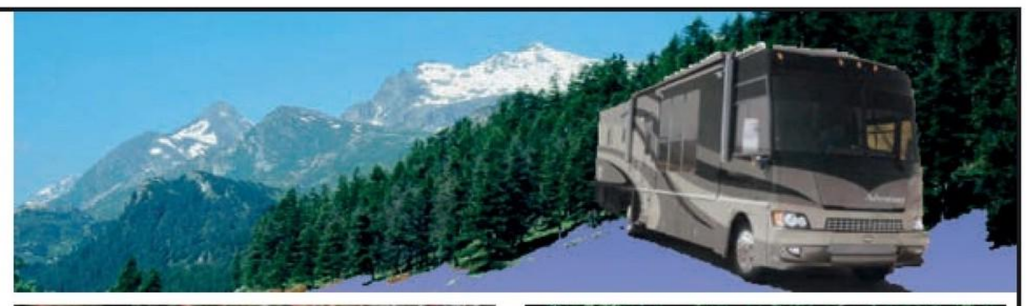


MOTORHOMES



In 1958, businessman John K Hanson and others convinced a California company to open a travel trailer factory, which today is possibly the most recognized name in the motorhomes industry, with over 400,000 units built.

20 years later, Dudleys American Motorhomes was founded, and today is the largest, official supplier of Winnebago motorhomes in the Europe and the relationship between the two companies has grown from strength to strength over the last 30 years. So if you're thinking about purchasing a new Winnebago, you can truly rely on Dudleys. A name that represents Winnebago standards and quality and a name you can trust...











DUDLEYS
OF OXFORDSHIRE
Your American Motorhome Specialist

More Great Value New & Pre-Owned Motorhomes Available...
Sales – Service – Shop – Accessories
When You Commit To Us... We Commit To You!

Visit Our Showroom | Abingdon Road | Witney | Oxfordshire
01993 703774
www.dudleysrv.com sales@dudleysrv.com

AMERICAN
MOTORHOMERENTALS.COM









UK'S NUMBER 1 FOR AMERICAN MOTORHOME RENTALS AND HOSPITALITY UNITS

25% discount for Motor Sport readers for the Le Mans Classic

For more information please contact:

0870 300 8008

www.americanmotorhomerentals.com
or e-mail: sales@americanmotorhomerentals.com

PARTS, SERVICING, RACING & RESTORATION

To be precise...

T&K Precision Ltd
are specialist manufacturers to the motor racing industry.

- 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
Email: sales@tkprecision.com

PARTS, SERVICING, RACING & RESTORATION

The Source...
XK's UNLIMITED
www.xks.com



Jaguar Parts and Accessories Worldwide
Manufacturer, Supplier, and Restorer 34 Years On
All Jaguar Models 1948 to Present

471 Page Master Jaguar Catalogue
Catalogue on CD • See web site to order

SE HABLA ESPANOL

(800) 444-5247 No. America
(805) 544-7864 Worldwide
850 Fiero Lane, San Luis Obispo, CA 93401 USA

LOCKHEED & GIRLING
BRAKE & CLUTCH HYDRAULIC CYLINDERS
FOR BRITISH VEHICLES 1935-1980
MASTER CYLINDERS, WHEEL CYLINDERS, CALIPERS, CLUTCH SLAVES, FLEXIBLE HOSES, PADS, KITS Etc.
WORLDWIDE MAIL ORDER
POWERTRACK Ltd
Tel/fax: 01753 842680
www.powertrackbrakes.co.uk

AWS ENGINEERING

Classic Historic
Competition Cars
Preparation Restoration
Fabrication
Track Side Race Support
Logistics

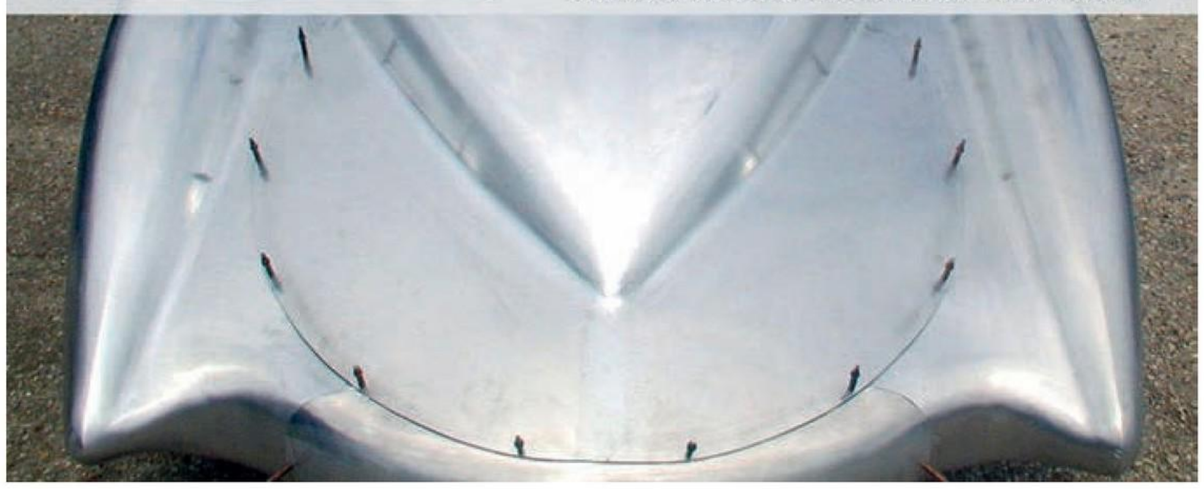


AWS Engineering
Chipping Norton, Oxon
01608 644445
enquiries@aws-engineering.co.uk
www.aws-engineering.co.uk

26% OF OUR READERS DON'T READ ANY OTHER MAGAZINE - WHICH MEANS THEY WON'T SEE YOUR ADVERT ANYWHERE ELSE

Vintage CARS.com

LYMINGTON HANTS UK
TEL: 01590 688799
HISTORIC BODYWORK SPECIALISTS



Omicron

Aurelia • Flaminia • Flavia • Fulvia • Stratos
some parts also for Appia • Aprilia • Beta • Montecarlo • Gamma • Delta

★ FREE catalogue for each model
Fast, international mail order parts service
★ Full or partial restorations undertaken for UK or overseas customers – always to the highest standards
★ Servicing and routine maintenance
★ Competition Preparation
★ Classic car engine machining

LANCIA

Omicron Engineering Ltd.,
The Long Barn, Mulbarton, Norwich, Norfolk, NR14 8JS, UK
Tel: ++44 (0)1508 570351 • Fax: ++44 (0)1508 570795
internet: www.omicron.uk.com • email: sales@omicron.uk.com



DUNFORD CLASSIC JAGUAR RACING LTD

All parts are manufactured to original factory drawings.
CJR have started a limited number of original D type Jaguars copies, these are exact tool room copies of original cars.
We have been making and supplying historic Jaguar racing parts to the trade since 1989, part or complete cars for FIA race use.
All parts are manufactured and sold from a Dunlop Racing wheel to complete kits.
We manufacture all cars shown and made over 20 full Alloy Light weight E' types, Low Drag and Roadsters, 6 D' types and 5 C' types.
Dunford Classic Cars with CJR restore, prepare and service all makes of classic road and race cars.
Our website has cars for sale, with many cash buyers waiting for interesting classic cars, as well as a large parts catalogue.
www.classic-jaguar-racing.co.uk
Pressed and spot welded Alloy E' type bonnets.
Wanted E' type restoration projects and D' type parts.
Tel: (+44) 01797 270988

RACEMETTLE

Uprated Water Pumps
Aluminium wheels that look like steel with real or fake 2 & 3 ear spinners
Quality British built performance products.
Find full details of all our products on the website
Special & Lucas look-alike Dynalite - The alternator that looks like a dynamo
High torque starter motors wide range of applications and special built
9" & 10" Aluminium brake drums
Racemettle Limited. Tel: 01427 679784
Fax: 01427 810593 e-mail steve@racemettleltd.co.uk
www.racemettleltd.co.uk
Trade enquires are welcomed

RENNSPEED
PORSCHE SPECIALISTS
Race or Rally a SWB 911 ?
"THEN TALK TO US ABOUT OUR EXCLUSIVE QUALITY LIGHT-WEIGHT BODY PANELS"
07841 911 911
or 01623 862 912
WE ALSO OFFER
SERVICE, PARTS, REPAIRS FOR ALL MODELS,
RACE / RALLY / TRACK DAY PREP,
FREE ADVICE AND GREAT QUALITY SERVICE



www.rennspeed.co.uk
Unit 9, Beacon Court, Ollerton, NG22 9QL

Classic Crawford & Son Automobiles
crawford-and-son.co.uk
Telephone 01435 813616

• 45 years combined engineering experience catering for all classics pre-war to modern
• Well equipped workshop providing,
• Servicing and Maintenance
• Full or Partial Vehicle Restoration
• Engines, and many parts Built To Order
• A selection of Alfa Romeo parts and engines in stock.
• Discrete, Insulated and Secure Area for Short or Long term Storage
• Customer Facilities
An East Sussex based company

MECH-MATE Motorpits
www.mech-mate.com
UK: 01923 265500
EURO: +32 (0)3239 9228
Motorpits 2-4M long
Stand & Sit Models
Pitsealer & Pitliners for wet brick pits
DRY - NO HUMIDITY
Since 1993
NEW GARAGE MECH-MATE FLOORING
Warmer
Cleaner
Brighter
Drier
Safer -
and smart too
See us at Revival and Beaulieu
Transformation
EAS-I-LAY PVC INTERLOCK TILES
VETERAN GREEN • VINTAGE GREY • CLASSIC BLACK
MIX WITH BRG or ITALIAN RED for the ultimate motorfloor
Tel. 01923 265500

Dorset Vintage & Classic Auctions
Next Auction
25th September 2008
at The Gartell Light Railway, Common Lane, Yenston, Templecombe, Somerset, BA8 0NB
Sale starts 12 mid day. Catalogue price £10 – admits two
Early entries include * Mercedes 190 SL 1961 RHD Restored * Aston Martin 15/98 sports 1937 * Scott Motorcycle 1928 * BMW 728i SE BMW car club concours winner! * Jaguar XK 140 Fixed Head Coupe 3.4SE * 1956, Austin Seven Tourer * 1930, Alfa Romeo Giulia Super Saloon and Porsches,etc.
DVCA Dorset Vintage & Classic Auctions
For further information contact Brian R. Chant:
Station Road, Stalbridge, Dorset, DT10 2RH
Tel: 01963 363353 Fax : 01963 363626
Email: info@dvca.co.uk Web: www.dvca.co.uk

Lamborghini Wycombe Service

Lamborghini Authorised

PARTS DEPARTMENT
01494 519100

PARTS CAMPAIGN ENQUIRE

SERVICE DEPARTMENT
01494 519100

www.lamborghiniservice.co.uk

Lamborghini Wycombe Service
Modena House,Blenheim Road,Cressex Business Park,Bucks HP12 3RS
Tel: 01494 519100 Fax: 01494 519800
www.teammodena.com

ARIAS PISTONS

FORGED PISTONS AND SPECIALIST ENGINE COMPONENTS



- Forged pistons for every application to 158mm 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. UK.
Tel: +44 (0)1403 784022 Fax: +44 (0)1403 782022
Email: pistons@arias.co.uk

BE SAFE, NOT SORRY, IN YOUR CLASSIC!

For all your seat belt requirements, call Quickfit safety belt service. Belts supplied, refurbished and fitted for all types of vehicles or manufactured to your bespoke design.

T: 020 8206 0101
E: sales@quickfitsbs.com
W: www.quickfitsbs.com

RIKKI CANN (FIMI) LTD
Essex and London
Over 60 years experience solely on Aston Martins
Parts - Immediate Despatch
Servicing & Maintenance
Engine Rebuilding/Upgrading
Race & Rally Preparation
Chassis/Sill/Panel Fabrication
Nationwide Pre Purchase Inspection
Bespoke Refinements
•Tel 01702 291818 •Fax 01702 294520
www.rikkicann.com

ROBIN LACKFORD MOTOR ENGINEERING

CLASSIC & SPORTS CAR SPECIALISTS

RACE PREPARATION • SERVICING
• REPAIRS • RESTORATIONS
• CLASSIC CAR SALES

UNIT 1, FOWLERS BUSINESS CENTRE,
HENFIELD ROAD, COWFOLD, SUSSEX, RH13 8BS
TELEPHONE: 01403 864600
MOBILE: 07836 720507

TRADE MEMBER MG CAR CLUB 2007 TRADE MEMBER
Castrol Appointed Stockist Castrol Classic Oil
ELVA
MILLERS OILS MotorSport
MG OWNERS' CLUB 2007

We use Swiftune A series formula junior engines and Austin Healey A series engines

Car Body Metalwork Courses

Learn to make and fit your own repair panels



Two and Five Day Courses
Beginner to Advanced
Practical Hands-on Tuition

01406 330504
www.contourautocraft.co.uk

CONTOUR AUTOCRAFT



Fiennes Restoration Ltd

Visit our WEBSITE for everything about pre-war Rolls-Royce and Bentley restoration, plus our new PARTS LIST on line

www.fiennes.co.uk



SPORTS & VINTAGE MOTORS
www.sportsandvintage.co.uk

More than 2000 new parts available

M.G.'s 1929 -1936 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

109541

abbott racing MOTORSPORT
SAAB
• Sales • Service
• Tuning
• Classic Racecar Preparation
Tel: 01255 870636
www.abbottracing.com
sales@abbottracing.com

claremont CORVETTE
THE ORIGINAL CORVETTE SPECIALISTS
• Restoration
• New and used parts
• Sales and Service
Corvettes from 1950's to present
www.corvette.co.uk
Phone: +44 (01634) 244444
tom@corvette.co.uk

BPA Engineering
SPECIALIST TRANSMISSION SERVICES
HEWLAND BUILD & REBUILD
NEW & S/H SPARES
GEARS, SPARES & COMPETITION GEAR
KITS DESIGNED & MANUFACTURED
CASTINGS PRODUCED FROM DRAWINGS OR SAMPLES
Tel: 44 0 1256 895757
Fax: 44 0 1256 895151
www.bpaengineering.com
HEWLAND

WITTER TOWBAR SYSTEMS
Book a fitting in double-click time with
WEB-FIT
witter-towbars.co.uk

RACEPARTS

MOTORSPORT SPARES AND EQUIPMENT

RACETECH





WWW.RACEPARTS-DIRECT.COM
TEL: 01491 822000
SALES@RACEPARTS.CO.UK

Vintage Engineering, LLC



McLaren Can Am, Indy, F5000 magnesium replacement wheels, uprights, and FIA compliant components



such as hubs, axles, yokes, ball joints and more!

Magnesium light weight replacement wheels for Mustang, Camaro, and Mopar Trans Am wheels, and Indy roadster.

Vintage Engineering, LLC Redwood City, Ca. USA

www.vintageeng.com

(+1) 650-464-0616

Mark Dunham

Race Engineering

est. 1974

Historic & Modern Racing Cars

Restoration

Rebuilds

Preparation and

Full Track-Side Support

01353 649197

www.markdunham.co.uk

We usually have a lovingly prepared historic Formula Ford for hire

The Great British Steering Wheel

138914



Now 15 1/2 Inch available

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.



BROOKLANDS AEROSCREENS are made using laminated glass to original specification to suit all vintage and sports cars.

Established 1969

KIMBLE ENGINEERING LTD

Tel: 01803 835757
Fax: 01803 834567

Email: john@johnkimble.co.uk www.johnkimble.co.uk

Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN



THE VINTAGE WIRELESS COMPANY

We stock the correct radio for all classic cars and supply them fully restored with the addition of FM reception and MP3 or iPod input if required.

NEW FOR 2008

Dedicated iPod/iPhone input lead which powers the unit from the car and charges the battery.

If you already have a period radio we can restore and add the above options. All radios are covered by a 12 month guarantee.

Tel/Fax: 0161 973 0438

www.vintagewireless.co.uk

email: alan.vintagewireless@lineone.net

Do you own an Aston Martin?

Does your Aston Martin fulfil your desires?

Are you totally disillusioned with your costly and indifferent service?

TRINITY ENGINEERING
www.trinityastonmartin.co.uk

Are you looking for more value for your money?

Is it time to speak to honest and enthusiastic experts who really care for the spirit and elegance of Aston Martins?

www.trinityastonmartin.co.uk



Come and see why owners keep coming back to us!

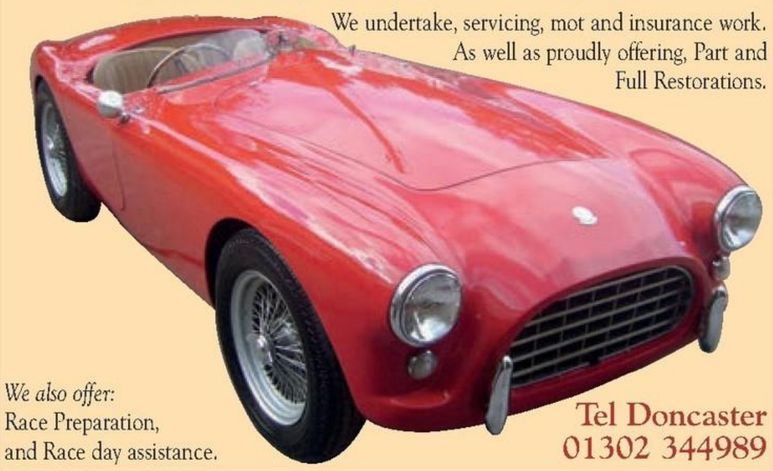
Contact Tim Butcher on

01932 862 040

Bramley Hedge Farm, Redhill Road, Cobham, Surrey, KT11 1EQ

RR Riverside Racing and Restoration

We undertake, servicing, mot and insurance work. As well as proudly offering, Part and Full Restorations.



We also offer:
Race Preparation, and Race day assistance.

Tel Doncaster
01302 344989



MS TRANSPORT SERVICES

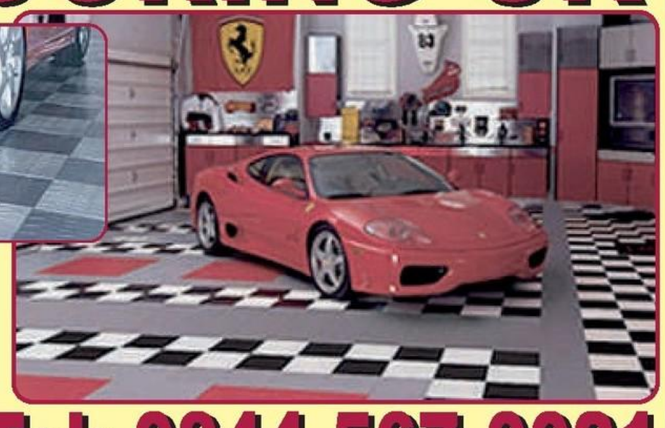
Fully insured and licensed
Nationwide/European transportation
Covered or open 1-3 cars
35 years' experience in handling classic & collectors cars
Friendly, dependable service
Competitive rates
Long/Short term storage
Surrey based

Tel: Mike Stone 020 8393 4715
Fax: 020 8873 2643
Mobile: 07860 715 614
E-mail: msts.net@boltblue.com

DAYTONA GARAGE FLOORING UK

Now that you finally own your dream ride, why not make your garage worthy of its presence? Daytona garage flooring by Sport Court is the perfect surface for your ride to rest on. Daytona is a racer-designed flooring surface that's engineered to protect your sub-floor from chemicals, oil, grease, petroleum, antifreeze or any other liquid flowing around the garage or pit. It's designed to work on any flat surface, indoors or out. Daytona is designed to reduce body fatigue that is often associated with hard surfaces. Daytona can be laid out in grids and patterns to enhance a car's or bike's design. Pit areas to hospitality areas, garages to showrooms, Daytona keeps your machines looking better than new.





FLOORING BENEFITS:

- Easy to install and maintain
- Convenient, durable and versatile
- Unaffected by moisture
- Multi-purpose applications
- Low maintenance
- No adhesive required
- Retrofits over existing floors
- Reduce standing fatigue
- Strong - holds 200 pounds per square inch
- 10 YEAR limited warranty

www.daytonauk.co.uk

£2.60 per sq ft inc. VAT
Distributors Required

Tel: 0844 567 0021

TRANSPORTATION & STORAGE

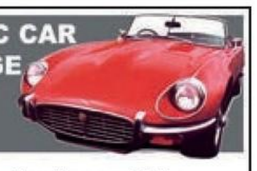
Autoexpress

UK and European enclosed transport, based in Dorset. De-humidified car storage facilities

Tel: 01305 756555/07970 961203

www.move-a-car.com

CLASSIC CAR STORAGE NORTH EAST



- Condensation free and fully alarmed
- Short or long term
- Within easy reach of the A1(M)
- 30 mins Teesside/Newcastle Airports

tel: 01388 720369 mobile: 07759 081611

email: david@beattie75.wanadoo.co.uk

www.classic-car-storage-north-east.co.uk

Elite Auto Storage

Specialists in cherished vehicle storage and transportation

- From priceless classics to family saloons
- Maintenance and exercise programs
- UK wide covered transportation
- Long and short term storage
- Discreet and secure

Phone: 07703 295282

Email: info@autostorage.co.uk

www.autostorage.co.uk

PO Box 85, Great Sampford, Saffron Walden, Essex, CB10 2FX, England

---

Red Label

Classic Services

Enclosed Vehicle Transport

UK & Europe Storage Facilities

As used by Motor Sport

Telephone 07831 425870

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

Jordans Car Storage

Competitive car storage from priceless classics to family saloons.

Long and short term storage in a discreet rural location.

Collection and delivery available.

Complete onsite valeting service.

Based within the Surrey/Sussex border

Tel: (01483) 268939 Mob: 07973 438813

www.jordanscarstorage.com

ANDERTON VEHICLE MOVEMENTS LTD



- FULLY ENCLOSED VEHICLE TRANSPORTATION
- 7.5 TONNE
- TILT AND SLIDE BODY
- WINCH RECOVERY FOR NON STARTERS
- ALL CARS AND 4X4 VEHICLES LEGALLY CARRIED

EMAIL - Andertondriver@aol.com

1 Darlton Drive, Arnold, NOTTINGHAM NG5 7JS

TEL 01159 930 163 MOB 0797 092 9536 FAX 01159 930 184

Richard Thorne

Dehumidified Secure Car Storage

Junction 11 M4 Reading

0118 9831200

www.rtcc.co.uk

Covered & Open Transport

www.pvl.org.uk



prestige vehicle logistics

01926-407735

07980-775743

OR GO ONLINE FOR A QUOTE!

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

BENTLEYS AUTOMOTIVE TRANSPORTATION



- Specialist in covered vehicle transport
- Classics, sports, prestige and vintage
- U.K transportation
- European transportation
- Motor racing events
- Long and short term de-humified storage facilities

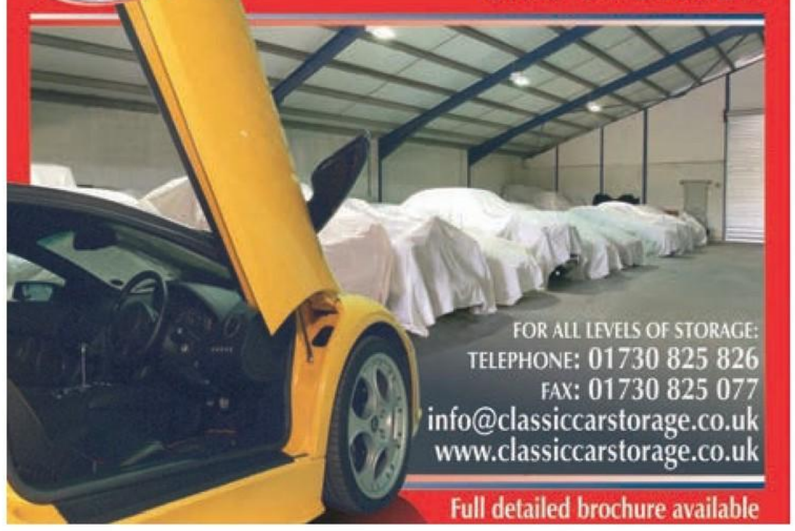
T: +(44) 01565 872400 • F: +(44) 01565 872477 • E: info@bentleysautomotive.com

www.bentleysautomotive.com

Springwood, Mobberley, Cheshire

PROFESSIONAL QUALITY CAR STORAGE

Classic Car Storage Limited



FOR ALL LEVELS OF STORAGE:

TELEPHONE: 01730 825 826

FAX: 01730 825 077

info@classiccarstorage.co.uk

www.classiccarstorage.co.uk

Full detailed brochure available

TO ADVERTISE CALL 020 7349 8475



CARS

UK – EUROPE – MOTORSPORT

Classic Automotive Relocation Services

Tel: +44 (0)1284 850950

Email: info@carseurope.net

Website: www.carseurope.net

- Sea & Air Freight
- Shipping
- Race & Rally Transportation
- UK & European Trucking
- Storage & Vehicle Registration

MOTORHOMES 4 MOTORSPORT .com

Bespoke motorhome hire for the discerning customer

Beautifully presented and equipped motorhomes delivered to you throughout the UK and Europe. We specialise in hire for a single event, a full race season and full race support - or anything in between, with split payment plans if required.

Astoria



38ft vehicle with 3 slide outs



Ultrasport



38ft vehicle with 3 slide outs



Challenger



37ft vehicle with 3 slide outs



Daybreak



34ft vehicle with 1 slide out



Please call Mark on **0845 5000 430** or **07798 665 001** or by email **info@motorhomes4motorsport.com**

0845 5000 430





Gran Turismo Engineering

CLASSIC ALFA ROMEO SPECIALISTS FOR ROAD, RACE & RESTORATION

Tel: 01825 722400 Mobile: 07860 538437



1965 Alfa Romeo Giulia 1600 Spider. White with black interior. Factory right hand drive. Superb car with upgrades to suspension and engine etc. Will be sold with standard wheels and hubcaps **£15,650**



1966 Alfa Romeo Giulia 1300 Ti. Grey with dark red interior. Cherished car that was recently imported from Italy. Absolutely beautiful condition. Just the thing to take the family to Goodwood ... **£8,250**



1969 Alfa Romeo 1750 Spider (Boat-Tail). Farina red with black interior. Black mohair hood. No rot (anywhere). Car was subject to a nut and bolt restoration many years ago but always pampered since and still in superb condition. One of the nicest Spiders you can drive,properly sorted . . **£15,250**

1977 Alfa Romeo 2000 GTV.
Red with black interior. South African built car with factory ZF automatic transmission. Try and find another one! Excellent town car but surprisingly good all rounder. Totally rust free bodywork and superb overall condition.
£7,950

We are based near Haywards Heath East Sussex Viewing by appointment - Secure storage available (Short or long term)
For all your servicing & maintenance needs. We specialise in all aspects of Alfa Romeo 105 series (Coupe, Spider & Saloon). We have full bodyshop facilities & can carry out a full restoration or repair a minor parking dent.
Historic race & rally preparation. Over 20 yrs experience.

TO ADVERTISE CALL
020 7349 8475

A

CLASSICALFA

Alfa Romeo Parts Specialist
www.classicalfa.com
Tel: 020 8693 0707



1994 AC COBRA Mk IV 'LIGHTWEIGHT' - R.H. DRIVE One of only c. 26 genuine, original Factory 'Lightweights' with 'shortnose' 1965 Mk III type bodywork and interior trim. This example has had extensive modifications (by highly respected specialists Uniclip Automotive) to engine, suspension and brakes etc. and is an A.C. Owners' Club Sprint and Concours winner. Full weather equipment (black) in tailored bags. Some worthwhile spares plus an extra set of 18" split-rim Halibrands and tyres, and appropriate Reg. No. 3025 AC. 8,800 miles and absolutely magnificent throughout! **Tel: 01992 500.007**
www.classicdriver.com

ASTON MARTIN DB6. 1969. Aston Green with Tan hide. 5 speed. Fitted with koni suspension upgrade. Subject of a 5 year restoration including chassis, body, engine, suspension etc. All carried out by recognised marque specialists £PoA. **Tel: 020 8741 8822**
www.nicholasmee.co.uk



AC Heritage
AC Factory craftsmen for Restoration, Conservation, Parts and all associated work.
For an official AC Repair agent call Steve Gray on 01932 828545 or 07860 912217, based at Brooklands.
Also, all AC parts and pieces wanted.
www.acheritage.co.uk



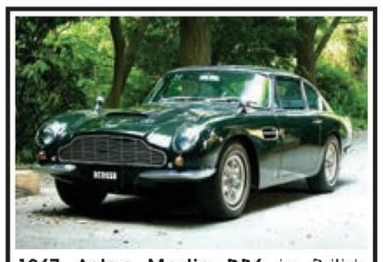
1986 AC COBRA 460 Mk IV - L.H. DRIVE Affectionately known as 'Le Monstre', this has had an enormous amount spent on making it the most potent Mk IV in the UK. The Ford Motorsport engine develops 680 bhp (dynoed) with a 6 speed Tremec gearbox. Interior is 1960's Mk III spec., with full weather gear etc. Loads of mods and 'extras', including roll-cage, side-exhausts, 'Monza' petrol filler, 15" Halibrands, 3-eared knock-off spinners, quick-lift jacks, race-harnesses, large-capacity fuel tank, oil-cooler, rivetted bonnet scoop, Hurst gear-shift, wind-wings and much more. UK Registered with M.O.T. Total docility, total ferocity!
Tel: 01992 500.007
www.classicdriver.com

ASTON MARTIN DB2/4 MK2. 1956. Sage over Pine Green with Dk. Green hide. Restored during the 90's and regularly used and maintained since. Featured in 'On Aston Martin' by Palawan press. A delightful example in sorted and 'ready to go' condition. £69,950
Tel: 020 8741 8822
www.nicholasmee.co.uk

ASTON MARTIN V8 Efi VOLANTE. 1988. Cumberland Grey with Mocha brown hide. Automatic. Fitted with Vantage 16" wheels, suspension upgrade and Nardi woodrim wheel. Chassis restored and bare metal repainted recently. Full service history. 55k mls. £74,950
Tel: 020 8741 8822
www.nicholasmee.co.uk



1966 DB6 MK1 Vantage £75,000 Manual. Finished in Silver and Red interior. This car is an original Vantage car in good condition. The paintwork has suffered and will require a respray. The trim has a beautiful patina. The chassis on the car is very solid and has had the sills replaced. Mechanically a very sound car in need of paintwork. Investment opportunity.
Tel: 01234 713083 www.djsmail.co.uk



1967 Aston Martin DB6 in British Racing Green with full Black hide interior. This original right hand drive UK car has recently been imported from Japan and is in superb condition. It has covered only 32,000 miles from new and has never been restored. The body is extremely straight and with no signs of corrosion anywhere and both front and rear bumpers have recently been re-chromed. The car currently has an automatic gearbox but can be converted to Manual transmission if required. Please enquire for further details £89,950 **T. (01753) 644599**
www.runnymedemotorcompany.com

FINANCE FOR CLASSIC, COLLECTORS & KIT CARS

WITH BROAD OAK ASSET FINANCE







At Broad Oak Asset Finance we understand you may have already found and negotiated a deal on a new or quality used car or van. We can therefore offer finance facilities for you or your business to fund the purchase in a competitive and tailor made package. We pay the seller on your behalf by telegraphic transfer swiftly and professionally to ensure you drive away in the quickest possible time frame.

Vehicles are often sourced from car dealerships throughout the UK. However, you may find the perfect vehicle on a private sale basis where many finance companies cannot provide the funds for you. Here at Broad Oak Asset Finance we take a far less strict approach and we'll pay the seller on your behalf providing the vehicle is clear from any outstanding finance.

We have many schemes available for vehicles where the purchase prices are often over £20,000. We can incorporate schemes with residual values and long terms with schemes whereby there are no penalties for settling early should you wish to change the vehicle mid-term.

We often see customers establishing a credit line first for a 'typical vehicle' and then, once approved, start the search, confident in the knowledge that the funds are ready and waiting should they find the right vehicle.

For any further information on how these schemes work,
please contact the team on **0844 800 0460** who will be happy to assist you.

17 Brandon Street · Birkenhead · Wirral · CH41 5HN
T. 0844 800 0460 · F. 0844 800 0461 · E. info@broadoakassetfinance.co.uk
www.broadoakassetfinance.co.uk

BROADOAK
ASSET FINANCE LIMITED

ASTON MARTIN DB7 VOLANTE. 1996. Solent Silver with Grey hide. 5 speed manual. Fitted with factory sports exhaust and 5 spoke OZ wheels, maintained by AM works service. A superb example and rare with manual gears. 36,000 Miles. £29,950
Tel: 020 8741 8822
www.nicholasmee.co.uk



1965 DB5 £185,000 Manual. Finished in Silver Birch with dark blue interior. This car is offered in an excellent rare condition having had a sympathetic restoration which is fully documented. The car comes with a full history record and provides an opportunity to own a motoring 'icon' from the sixties. **Tel: 01234 713083**
www.djsmail.co.uk



1988 V8 Vantage Volante £125,000 Auto. Finished in Chichester Blue and parchment piped dark blue. Having covered only 19,000 miles. Just released from a private collection, which it has been in since the late eighties. The car is in excellent condition and has just been through our workshops for gentle recommissioning. **Tel: 01234 713083**
www.djsmail.co.uk



1954 Austin Healey 100/4 finished in Black with original Cream hide interior, this is a lovely original old car fitted with 3 speed transmission and overdrive and 15" wire wheels. The car is correct in every way and is a shining example of a nice un-molested and un-restored vehicle. Drives beautifully and must be seen £34,950 **T. (01753) 644599**
www.runnymedemotorcompany.com



1988 V8 Vantage Volante £110,000 Manual. The car is currently undergoing light restoration work and can be repainted and retrimmed in the colour scheme of your choice. Just 3 previous owners and 36,000 miles from new. **Tel: 01234 713083**
www.djsmail.co.uk



1999 Twin Supercharged Vantage £125,000 One of 286 and pre-penultimate car built. 6 speed manual. RRBlue with magnolia trim piped blue. Factory installed Sat Nav/DVD music system. £28,000 spent on mechanical fettling this year to maintain in tip-top condition. 20,000 and full service history from new. Concours throughout and needs absolutely nothing. T8 AMV to accompany car. Just released from private collection. **Tel: 01234 713083**
www.djsmail.co.uk



1963 DB4 built in the style of Zagato P.O.A. DB4 built in the style of Zagato. This car has undergone a full ground up restoration and build to the exact specification of an original Zagato. Chassis and body by Bodylines. Paint by Michael Hughes, Crossthwaite and Gardener crossbolt block, new twin plug factory cylinder head etc... Car built in our own workshops to the highest and correct standards
Tel: 01234 713083 www.djsmail.co.uk



ASTON MARTIN DB5. 1965. Dubonnet Rosso with Tan hide. 5 speed. Ex. Rock legends Robert Plant and Donovan.. Superb example with extensive concours history. Restored some years ago to a superb standard. Lightly used and kept in ideal storage thereafter. £195,000
Tel: 020 8741 8822
www.nicholasmee.co.uk

The #1 race car sales site with 135,000+ monthly visitors and over 1500 race cars for sale

racecarsdirect.com

To sell your race car visit us online or call Mike Walters on 0044 (0) 7970 736644 info@racecarsdirect.com

B



1924 BENTLEY 3 LITRE. Original Vanden Plas Open tourer, patina balanced with complete mechanical assurance (Phoenix crank/ rods etc...). Ideal for regular use. £POA.
Tel +44 1252 845818
www.morrisandwelford.com



2004 Bentley Continental GT finished in Dark Sapphire Blue with Saffron and Nautic hide. This is a beautiful car fitted with many refinements including automatic transmission, Burr Walnut veneer, ABS, split rim alloy wheels, Sat Nav, audio remote control, climate control and electric door mirrors. 39,000 miles £52,950
T. (01753) 644599
www.runnymedemotorcompany.com



2001 Bentley Arnage Red Label 6.7 Automatic finished in Deep Ocean Blue with Magnolia hide piped Blue. Fitted with many refinements including electric windows and mirrors, alarm, anti lock braking system, car phone, 6 stack CD player, climate control, heated front seats, multiple airbags, spare wheel, traction control, air conditioning, alloy wheels, central locking, cruise control, full leather dash board, headlamp wash/wipe, power assisted steering, Sat Nav and multi functional steering wheel. 9549,000 miles. Superb condition throughout. £44,950 **T. (01753) 644599**
www.runnymedemotorcompany.com



2005 Bentley Continental Flying Spur finished in Dark Sapphire Blue with Portland and Nautic hide.This is an exceptional car with a huge specification including wood veneer, 7 spoke sports alloy wheels, electric glass tilt and slide sunroof, seat ventilation to front and rear seats, Sat Nav, full on-board computer, 6 CD changer, adjustable front seats with memory and heating, multi zone electronic climate control, rear centre armrest. 27,000 miles £62,950 **T. (01753) 644599**
www.runnymedemotorcompany.com

C

CATERHAM red VXHPC 2L 218 BHP 4 pot racing. Brakes quaife box 27,000 miles excellent £11,950. **Tel: 01922 4118666**



Group C IMSA GTP. Selection of team cars. Recently refreshed $450,000 US ea. Group 44 Inc. **BoB Tullius (001) 863-655-4400 or reggiesmith44@msn.com**

E



Elden MK8 historic F/Ford. Superb condition throughout and with all FIA/HSCC papers. Excellent documented history. £12,000. Mark Dunham **01353 649197.**

F

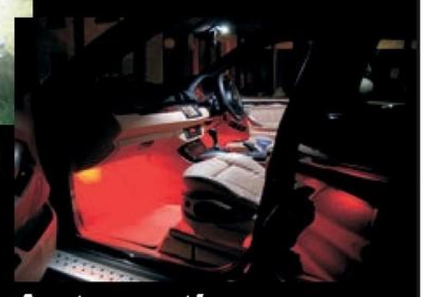


1954 Ferrari 250 Europa, s/n0343EU. Spectacular restoration producing Platinum at Cavallino and 3rd at Pebble Beach. Low miles. Lampredi engine built by Bob Wallace. Photo documentation $1,100,000
Tel: 510 653 7555
www.fantasyjunction.com

SERIOUS LIGHTING UPGRADES
for special cars



Unique, patented high-power headlight conversions for classics or modern.



Don't settle for standard!
Beautiful and efficient interior/ambient lighting systems - 5 yrs warranty.
Call for a brochure & price list.

Quicksilver Automotive
0121 773 7000

LOTUS 23b



1965 one of the last ones made, 1600cc twin cam 180 bhp. FIA papers. Full chassis up rebuild by Simon Hadfield in 2007 including new lightweight body - not yet raced. Magnesium wobbly web wheels. Beautiful condition, tested/set up by Simon Hadfield and ready to race. Highly competitive and ideal for many events/series including Masters etc. All the work has been done and the car is probably better than new. A genuine turnkey opportunity. £POA
Phone 01306 730564 / 07831 478512 email TJSConsultants@hotmail.com

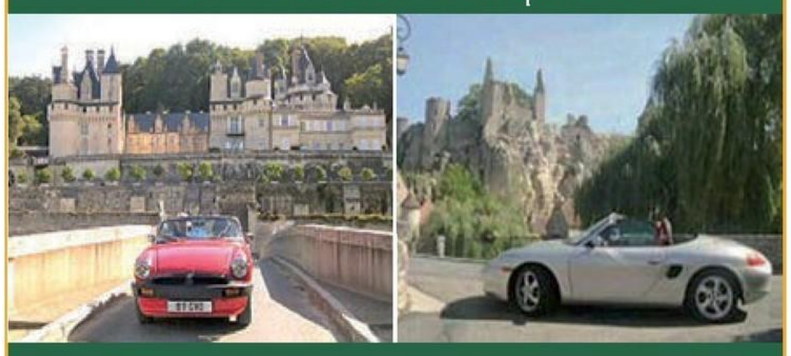
Jaguar XJR14



enquiries to
07785 776787

CLASSIC CAR TOURS INTERNATIONAL

Touring holidays in France and Europe
for Classic Cars and modern Sports Cars



Tel/Fax: 01253 884361 (UK) 0033 553 910946 (FRANCE)
www.ccti.co.uk

PORSCHE



Richard Lloyd Porsche 956 with famous racing history
Second place at Le Mans 24 Hours 1985, winner Brands Hatch 1000k, etc. Restored by Group C Engineering, unraced since, ready to run. **£300,000**



Porsche 924 GTS
1982. The rare Clubsport version, only 15 made. 245bhp turbo 2 litre, road-race suspension, 930 brakes, alloy roll cage, race seats, ultra lightweight. Road legal. LHD. Driven very occasionally. **£32,500**

GT 100 on retention certificate **£22,500**

These were the personal property of Richard Lloyd, now for sale from his Estate. 01932 875151.

1972 McLaren M8FP



Chassis # 72-1-8FP. Original Driver Roger McCaig. Full provenance from new to current owner. Full restoration 2002. Period correct and fully sorted. Winner Can Am Reunion 2003 and 2006. Full spares package including painted nose and tail, gears, 2 sets Mclaren wheels and one set modular wheels US$450,000

Contact Tony Nicholson @ 001 707 935 9353 robinauto@mindspring.com

F



1972 FERRARI DINO 246 GTS In many minds the ultimate refinement of the legendary and beautifully sculptured Ferrari Dino. This fine right hand drive example drives very well and is liveried in the desirable Rosso Corsa with a well presented black Nero hide interior. **Tel: 01242 821 600. E-mail: cars@martinchisholm.com or visit www.martinchisolm.com**



1965 RHD FERRARI 330 GT 2+2 SERIES 1 This concourse example is one of only 44 RHD cars produced. Presented in its original livery of silver grey with black interior, and accompanied by its 'Certificato di Identificazione' from Ferrari, and an extensive history file spanning back to when it was first purchased. **Tel: 01242 821 600. E-mail: cars@martinchisholm.com or visit www.martinchisolm.com**

FERRARI IN BATH

SALES • SERVICE • WANTED



Tel:0870 90 40 125
www.cortese.co.uk



Ferrari 246 GT 'Dino' 1973 This an original 'Chairs & flares' car, in Argento with black trim & grey carpet, electric windows, Campagnolo alloys, it has just been freshly recommissioned at considerable expense, and is excellent in every detail. A truly magnificent example of this classic Ferrari. A must view car, don't miss it! £109,950 **T: 01474 874 555 www.foskers.com**

G



Classic 23' GMC-Birchaven
Fully spec'd to 2005
£25000
including 4x4 (pictured)
www.gmcbirchaven.com for more info Call Brian! **01284 728399**

SELL YOUR CLASSIC CAR OR HISTORIC RACING CAR IN MOTORSPORT TELEPHONE 020 7349 8475

Longstone

RUOTE BORRANI MILANO

CLASSIC FERRARI TYRES

Tel: (01302) 711 123

www.longstonetyres.co.uk

J



1956 Jaguar XK-140MC. Beautiful, concours winning Mike Wilson restoration. Single California family ownership for past 46 years. Great performance. Matching #'s, black plates, working O/D. Original book, tools, jack $129,500 **Tel: 510 653 7555 www.fantasyjunction.com**



1967 Jaguar XK-E 4.2 Series I. Sympathetically rebuilt, properly maintained. Matching numbers. Original Suede Green leather interior with fresh original special order opalescent green paint. Lovely car in every way. Original tools $78,500 **Tel: 510 653 7555 www.fantasyjunction.com**

FAX US DIRECTLY ON 020 7349 8494

L

CLUB LOTUS
TEL 01362 691144/694459
EMAIL annemarie@clublotus.co.uk

THE ORIGINAL & BEST CLUB FOR ALL LOTUS OWNERS & ENTHUSIASTS

COLOUR MAGAZINE, INSURANCE & PARTS DISCOUNTS, FREE TECHNICAL HELP, LOTUS REGALIA & MORE FOR ONLY £30 PER YEAR

www.clublotus.co.uk

58 MALTHOUSE CT DEREHAM NORFOLK NR20 4UA

M



March 85B, ex Pirro F3000 car, very good condition. Mader DFV, Price €75,000. For more details: **email arch.studer@bluewin.ch**



1979 Morgan +8. Red with black interior. Raced extensively and successfully by a previous owner she has had road use only in recent years including continental tours. While by no means concours she would provide a great intro to HSCC 70's Roadsports or the Morgan Speed championship. £18,850 **Tel: 0118 983 1200 www.rtcc.co.uk**

THE ORIGINAL MOTOR RACING MAGAZINE

MOTOR SPORT

SINCE 1924

Binders

Motor Sport binders are now back in stock. Our hard back binders take 12 issues and cost £12.99 each. Please add £2 p&p UK, £7 overseas. Keep your copies of Motor Sport in perfect condition and retain them as a valuable record for the future.

Send to: *Motor Sport* magazine,
26-30 Old Church Street, London SW3 5BY
or telephone 020 7349 3150.

PLEASE MAKE CHEQUES PAYABLE TO *MOTOR SPORT*



1960 MGA MK 1 Roadster 1600cc. Reg: 9979TJ - Chariot Red - Disk Wheels. Nut and bolt, body off restoration. 6,399 miles since engine re-build. Stored - near Bath / Bristol. £15,400 ono.**Telephone: 01454 317010 Mob: 07775 852962**



1939 Morgan 4-4 1.1 Coventry Climax. Red with black interior and weather equipment. Long term owner 1982-1998 rebuilt car – Excellent chassis and ash frame, re-trimmed, rewired, excellent mechanics. Drives very well with recent MOT. £13,500
Tel: 0118 983 1200 www.rtcc.co.uk

MASERATI IN BATH
SALES • SERVICE • WANTED



Tel:0870 90 40 125
www.cortese.co.uk



1993 +8 3.9. Indigo blue, blue leather interior, blue mohair weather equipment with Simmonds easy fit header rail and windscreen, alloy wheels, +8 spot lamps, stainless steel luggage rack, radio cassette player, round door mirrors, chrome interior mirror, reclining seats, union jack flag badges, meshe grille, replacement dash switches and push button start, full service history with large history file, 49,500 miles. $25,995
Tel: 0118 983 1200 www.rtcc.co.uk

Thomson & Potter
Morgan Agents in Scotland

Scotland's original Morgan dealer...
for our latest stock visit...
www.morgansinscotland.co.uk
High Street, Burrelton, 01828-670247

MORGAN

SELL YOUR CLASSIC CAR OR HISTORIC RACING CAR IN MOTORSPORT TELEPHONE 020 7349 8475

P



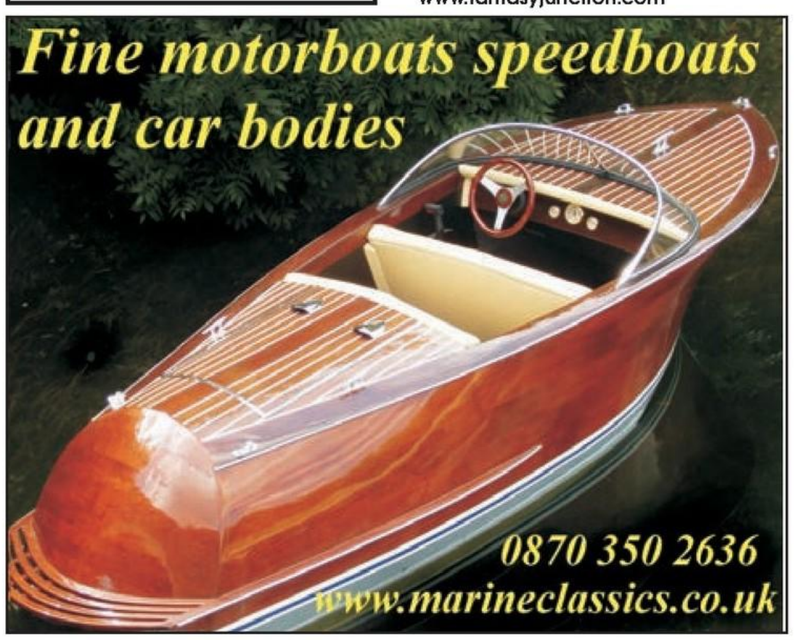
06/06 Porsche 997 Carrera 2 3.8 S Coupe – Arctic Silver/ Black leather, 6800 miles, Full Porsche Service history, PCM Satellite Navigation, PSM stability management, BOSE sound upgrade, Alcantara headlining, chrono pack, sport seats and sport pack, GT3 Aero pack, upgrade GT3 Alloy wheels, Telephone module. £55995. **T. 07887 661616**
www.specialistcarsofsomerset.co.uk

Porsche 993 GT2 EVO : Built by Roock, raced by Cirtek, won GT at Daytona 24 hours 1999, mint condition.
Tel: + 33 477 200 190
e-mail: contact@florentmoulin.com
Web site: www.florentmoulin.com

R



1909 RENAULT OPEN DRIVE LIMOUSINE BY HENRI BINDER. An outstanding Edwardian Renault in lovely original condition throughout. The open drive limousine coachwork is by Henri Binder of Paris retains its makers plaques and original luxurious interior fabric. Attractively liveried in Brewster green over black. **Tel: 01242 821 600. E-mail: cars@martinchisholm.com or visit www.martinchisolm.com**



LOLA LC 87 Larousse F1 1987



Chassis No 1 of only 3 made, driven by Philipp Alliot, Cosworth DFZ 3500ccm Mader. The car is in very good, race ready condition.
Price: €135'000
Please contact Jean Pierre Demarchi:
Mobile: 0033 614965816 · Email: tata66@orange.fr

MOTOR SPORT MAGAZINE IS PRINTED IN ENGLAND



Reynard 88d ex f3000, chassis 21. C/W low mileage 3.3 Cosworth DFZ. Interesting Racing history including Birmingham superprix in 1988. Successfull Formula Libra and British Sprint Championship car. Car comes complete with comprehensive spare list. **Email: andrew.silverlands@tiscali.co.uk Tel: 01288359665 day 07894865337 eve-weekends**

S



1990 SPICE SE90 C2. Chamberlain Engineering Le Mans entry. Fully restored and race prepared to exceptional standards, completely fresh throughout. £POA.
Tel +44 1252 845818
www.morrisandwelford.com

T

1948 Talbot-Lago T26 C, s/n 110004, engine 45102. Ex-Comotti. Documented and known history from new. Original chassis, engine and transmission. Fresh $70,000 rebuild including engine, gearbox, wheels. FIA papers $1,350,000
Tel: 510 653 7555
www.fantasyjunction.com

THE ORIGINAL MOTOR RACING MAGAZINE

MOTOR SPORT

SINCE 1924

SELL YOUR CLASSIC CAR OR HISTORIC RACING CAR IN MOTOR SPORT FROM JUST £30

15 words for only £30, with a photograph for £75, plus advertise in Historic Motor Racing News as well for an extra £30*

☐ *Motor Sport* without photo **£30**
☐ *Motor Sport* with photo **£75**
☐ Add Historic Motor Racing News for **£30**
☐ Extra words, please add **£1** per word

Name _____

Address _____

_____

Postcode _____

Telephone No _____

E-mail _____

☐ I enclose my cheque payable to *Motor Sport*

☐ Please debit my debit/credit card

☐ MasterCard ☐ Visa Amex ☐ Switch
☐ Delta ☐ Connect

Card number

Valid From ____ Expiry Date ____

Card security code ____ (the last 3 or 4 numbers on the signature strip)

Switch issue number (if applicable) ____

Signature _____

Date _____

Phone: **020 7349 8484**
Post to: **Motor Sport, 38 Chelsea Wharf, 15 Lots Road, London, SW10 0QJ**
Or e-mail the information above to:
sales@motorsportmagazine.co.uk
Please include photo as a JPEG
* All costs are exclusive of VAT





Telephone (01753) 644599

E-mail: sales@runnymedemotorcompany.com

RUNNYMEDE MOTOR COMPANY

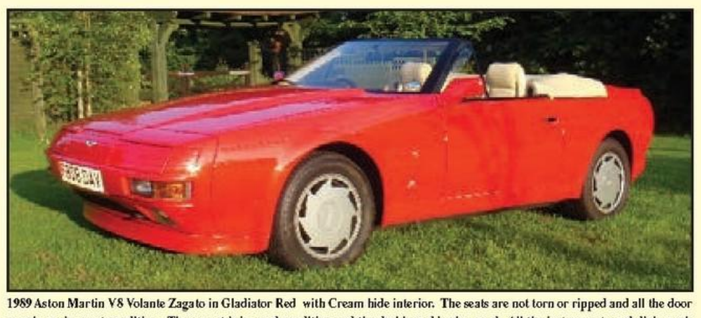
Aston Martin in the Thames Valley

Mobile (07836 222111)

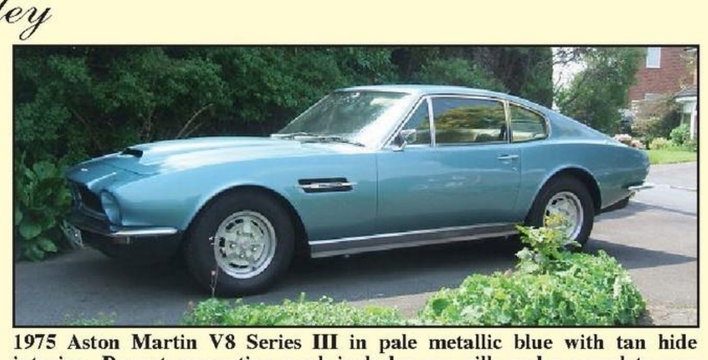
www.runnymedemotorcompany.com



1974 Aston Martin V8 in dark metallic blue. This is a beautiful example finished with pale grey West of England cloth headlining and factory fitted headrests and centre glovebox. Fitted with automatic transmission, PAS, electric windows, electric steel sliding sunroof, deep front spoiler, Vantage driving lamps and original GKN alloy wheels. Comes with a comprehensive service record including photographic evidence of considerable refurbishment £29,950



1989 Aston Martin V8 Volante Zagato in Gladiator Red with Cream hide interior. The seats are not torn or ripped and all the door panels are in great condition. The carpet is in good condition and the dashboard is also good. All the instruments and dials work as they should and the whole interior is in excellent condition. The car has covered 7,000 miles from new with Manual transmission and has recently been serviced with invoices to show. The exterior paintwork is superb and has a deep shine and the wheels and tyres are very good. The soft top is in Black and is also in very good condition and there is a hoodbag with the car in Cream. Mechanically, the car stars and runs fine. Complete service history from Newport Pagnell. Please enquire for full specification. £69,950



1975 Aston Martin V8 Series III in pale metallic blue with tan hide interior. Recent renovation work includes new sills and a complete new stainless steel exhaust system. Fitted with automatic transmission, electric windows, wood rim steering wheel, GKN alloy wheels. Fine condition and sensibly priced £29,950



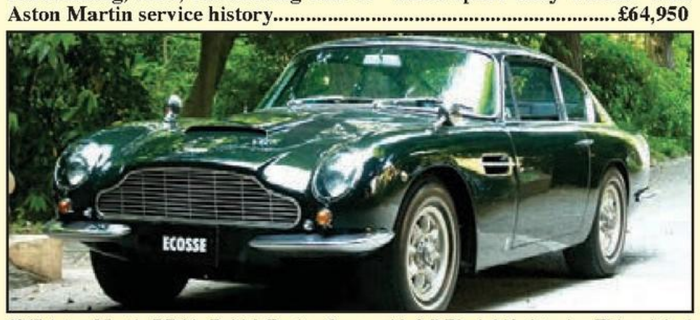
2005 Aston Martin DB9 in Celeste Blue with Blue hide interior. This is a beautiful example fitted with all usual refinements including sequential tiptronic gearbox, Sat Nav, heated electric seats, CD system, air conditioning, ABS, tilt steering and 19" multi spoke alloy wheels. Full Aston Martin service history.....£64,950



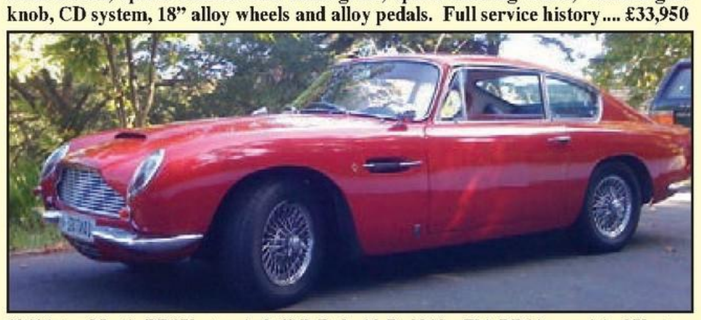
2001 Aston Martin DB7 Vantage in Mendip Blue with Mushroom and Pacific hide. This is a fine example fitted with all usual refinements including automatic transmission, power steering, ABS, air conditioning, heated electric seats and heated front screen, sports exhaust and mesh grille, sports steering wheel, wooden gear knob, CD system, 18" alloy wheels and alloy pedals. Full service history.... £33,950



2004 Aston Martin DB7 Vantage in Tungsten Silver with Black hide interior. This is a very fine example fitted with all usual refinements including alarm, mesh grilles, premium in car entertainment system, aluminium pedal pads, heated front screen, Tracker, 18" 5 spoke GT alloy wheels and 5 speed automatic transmission. Comes with complete Aston Martin Works service history.....£39,950



1967 Aston Martin DB6 in British Racing Green with full Black hide interior. This original right hand drive UK car has recently been imported from Japan and is in superb condition. It has covered only 32,000 miles from new and has never been restored. The body is extremely straight and with no signs of corrosion anywhere and both front and rear bumpers have recently been re-chromed. The car currently has an automatic gearbox but can be converted to Manual transmission if required. Please enquire for further details.....£89,950



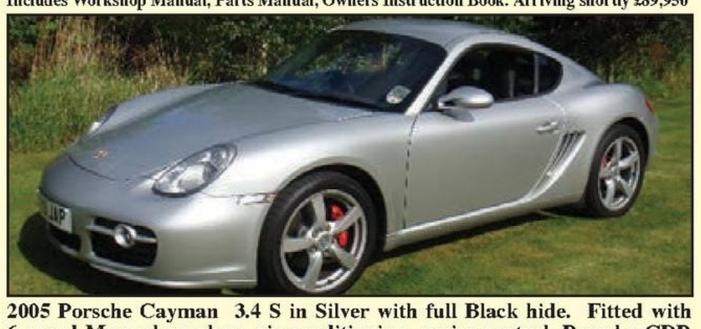
1966 Aston Martin DB6 Vantage in Suffolk Red with Red hide. This DB6 is an original Vantage with Weber carburettors and has recently had an engine upgrade to 4.2 litres with an unleaded cylinder head. The car has spent many years in South Africa and hence, it has a really excellent rust-free chassis. It sits on excellent chrome wire wheels, has 5 speed manual transmission, suspension upgrade, no radio but amplifier and iPod connection. Genuine factory Vantage. Includes Workshop Manual, Parts Manual, Owners Instruction Book. Arriving shortly £89,950



1968 Aston Martin DB6 in original Kingfisher Blue with new Tan hide interior. This car has been the subject of an extensive refurbishment and is in excellent condition throughout. Fitted with chrome wire wheels, automatic transmission, power steering, Webasto sunroof and is definitely an appreciating asset, even in today's market..... £69,950



1954 Austin Healey 100/4 finished in Black with original Cream hide interior, this is a lovely original old car fitted with 3 speed transmission and overdrive and 15" wire wheels. The car is correct in every way and is a shining example of a nice un-molested and un-restored vehicle. Drives beautifully and must be seen.....£34,950



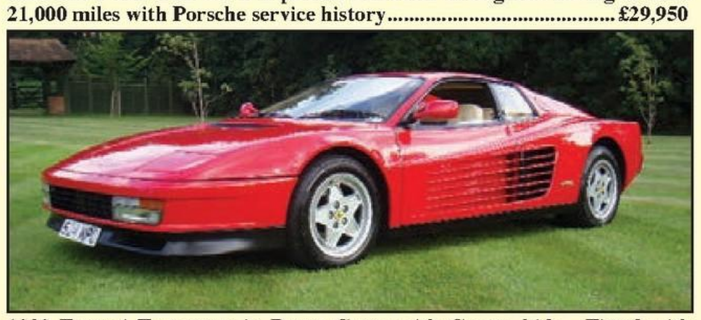
2005 Porsche Cayman 3.4 S in Silver with full Black hide. Fitted with 6 speed Manual gearbox, air conditioning, cruise control, Porsche CDR 24 sound system, 18" 5 spoke alloy wheels, red calipers, partial electric seats and PSM. This car is in perfect condition throughout having covered 21,000 miles with Porsche service history.....£29,950



1995 Porsche 993 Cabriolet in Midnight Blue with Grey hide interior. This is a beautiful 2 owner example which has covered only 54,000 miles from new and has full service history with a main Porsche dealer. The car has been in the same ownership for the last 8 years and is fitted with all usual Porsche refinements including 6 speed Manual transmission, sports seats, 17" alloy wheels, ABS, electric leather heated seats, stereo and alarm. Excellent condition throughout £25,950



1996 Mercedes S600 V12 in Nautic Blue with two tone Coffee and Cream hide interior with Walnut trim. This is a super car fitted with 18" alloy wheels, red calipers, electric heated front and rear seats, cruise control, electric sunroof, electric steering column, climate control, automatic transmission, 8 stack Pioneer CD player and headlight wash/wipes. Comprehensive Mercedes service history..... £9,500



1989 Ferrari Testarossa in Rosso Corsa with Crema hide. Fitted with 5 speed Manual transmission, air conditioning, electric windows, alloy wheels and stereo. An excellent right hand drive example with full service history..... £39,950



2004 Mercedes SL500 in Metallic Silver with pale Grey hide interior. This is a beautiful example with Rosewood veneer fitted with automatic transmission, Sat Nav, multi functional steering wheel, cruise control, electric steering column, electric heated seats, wind deflector, fully retractable hard top, overmats, 18" 5 spoke sports alloy wheels and CD player. Only one owner with full Mercedes service history £26,950



2001 Bentley Arnage Red Label 6.7 Automatic finished in Deep Ocean Blue with Magnolia hide piped Blue. Fitted with many refinements including electric windows and mirrors, alarm, anti lock braking system, car phone, 6 stack CD player, climate control, heated front seats, multiple airbags, spare wheel, traction control, air conditioning, alloy wheels, central locking, cruise control, full leather dash board, headlamp wash/wipe, power assisted steering, Sat Nav and multi functional steering wheel. 9549,000 miles. Superb condition throughout.....£44,950



1971 Rolls Royce Corniche FHC in Deep Ocean Blue with Beige hide interior and contrasting Cream vinyl hood and Walnut cappings to the interior. This car is fitted with all usual refinements including electric windows, electric seats and air conditioning. This car comes with a comprehensive history file and is very sensibly priced at.....£13,950



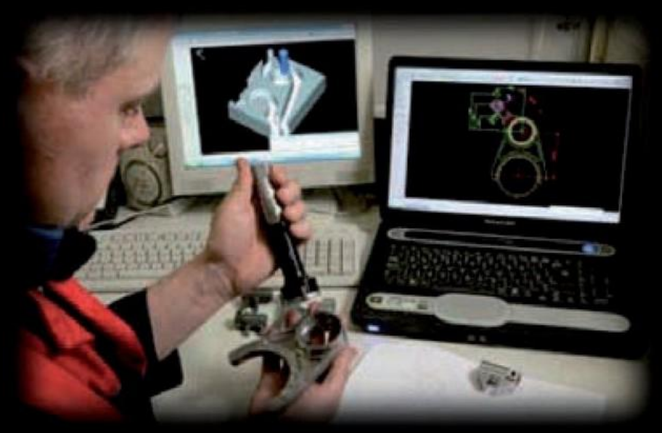
2004 Bentley Continental GT finished in Dark Sapphire Blue with Saffron and Nautic hide. This is a beautiful car fitted with many refinements including automatic transmission, Burr Walnut veneer, ABS, split rim alloy wheels, Sat Nav, audio remote control, climate control and electric door mirrors. 39,000 miles £52,950

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



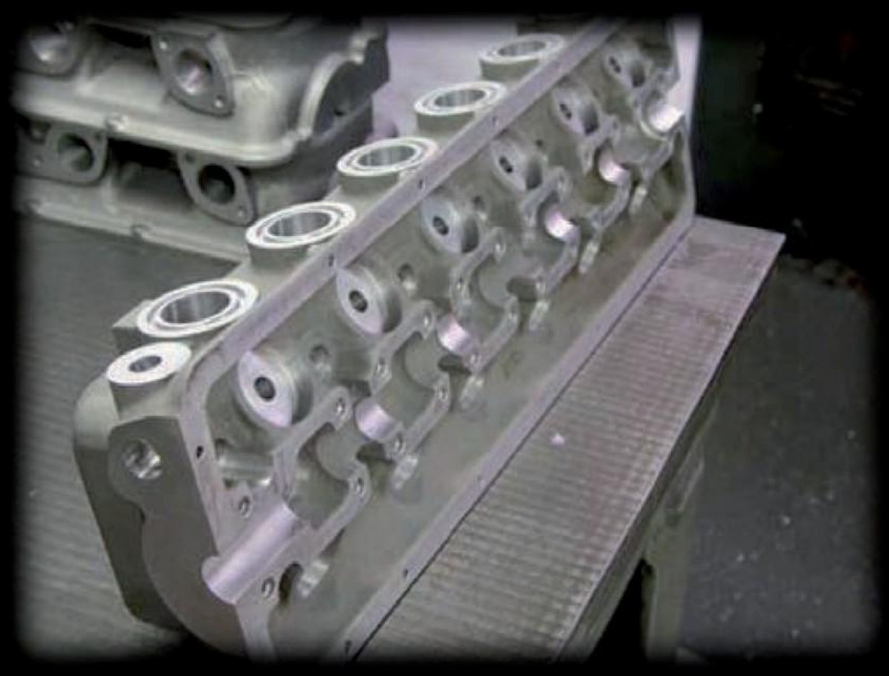
JSW LTD GROUP



Alfa Romeo * Ferrari * Lancia * Aston Martin * Mercedes * Jaguar

Design, Redesign & Manufacturing





Outstanding recreations …

www.sharknose.net

Our services include:

- ✓ Restoration
- ✓ Engine building
- ✓ Machine shop and manufacturing
- ✓ Circuit support
- ✓ Turn key solution
- ✓ Storage

In Association with

Polygon

International Vehicle Transportation Ltd

www.jimstokes.co.uk

7/8 Pipers Wood Industrial Park, Waterlooville, Hants. PO7 7XU, UK
Tel: +44 2392 254488 Fax: +44 2392 254489 e-mail: info@jswl.co.uk

PERSHING

NO WONDER THEY NAMED IT AFTER ***A MISSILE***



This is the Pershing 90. One of eight models in the world's fastest fleet of motor yachts. The Pershing stable ranges from 37ft to 115ft, with an average top speed of over 50mph. The flagship Pershing 115 won the title 'Performance Superyacht of the Year'. Not just for its phenomenal 60 mph performance. But because, like all Pershings, it is also an exquisite work of art from stem to stern.

Ventura
LONDON • MARBELLA • MAJORCA • BARCELONA

SEE PERSHING & FERRETTI ON BERTHS 170/171 AT THE
SOUTHAMPTON BOAT SHOW 12-21 SEPTEMBER

Ventura UK
12 Curzon Street
London W1J 5HL
Tel +44 (0)20 7647 9000
mail@venturaeurope.com
www.venturaeurope.com