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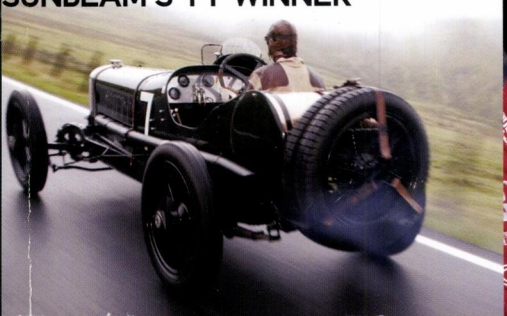
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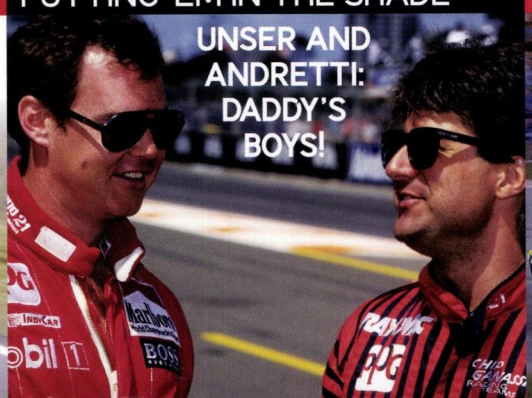
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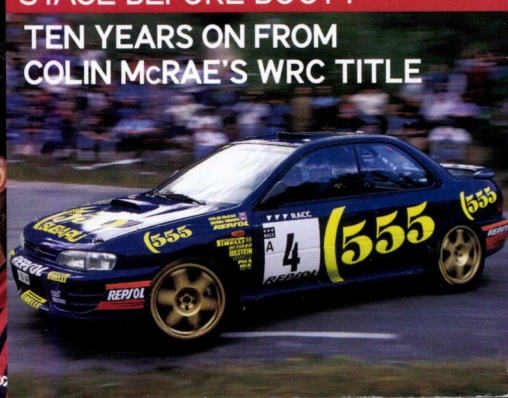
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STAGE BEFORE BOOTY

TEN YEARS ON FROM COLIN McRAE'S WRC TITLE



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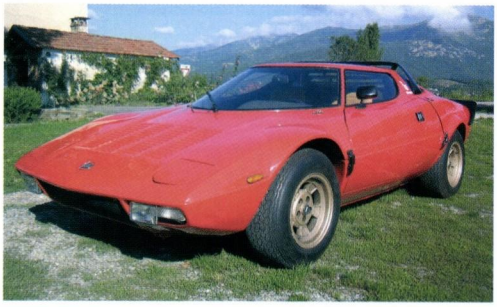
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COYS EUROPE

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Elisabethstr. 4,
D-68165 Mannheim,
Germany
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COYS ITALIA

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

Central and Southern Italy
Michele di Paolo
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Barney Oldfield's 'Master Driver of the World' medal, 1914



River deep, mountain high for golden Oldfield

Think of Barney Oldfield and sepia-tinged images of a stogie-chomping superstar urging his car to the edge of control will form. Abnormally brave, he won this 14-carat medal – complete with a single 'European-cut' diamond – for winning the seventh Annual Cactus Derby, run on November 9-11 1914.

From Los Angeles to Phoenix, the tortuous route took cars over the El Cajón Pass, north towards Victorville and Barstow, then east to an overnight stop at Needles, a distance of 301 miles. The following day the 236-mile route saw drivers cross the Colorado River, head north to Kingman and Peach Springs, east again to Seligman and Ashfork, then south to Prescott. The final day featured a 134-mile run to the finishing line at the Phoenix Fairgrounds.

Battling rain and hailstorms – and after getting stuck fast in river silt – Oldfield was crowned Master Driver of The World after taking victory in his Stutz. M

'After getting stuck fast in river silt, Oldfield took victory with his Stutz'

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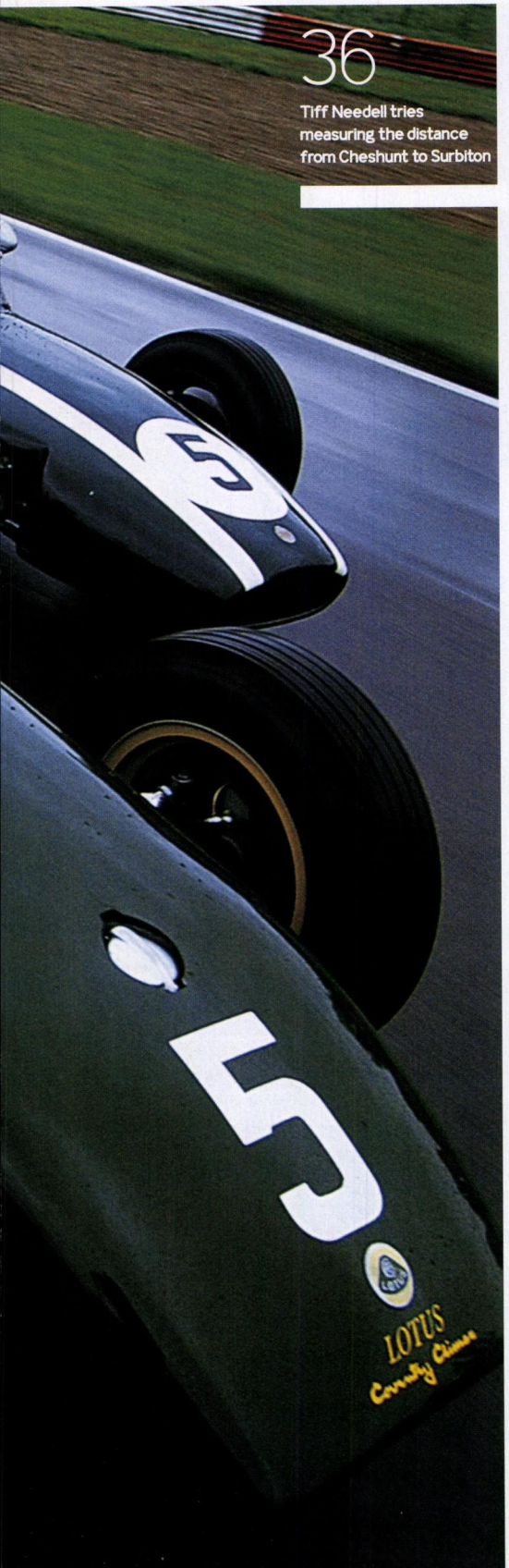
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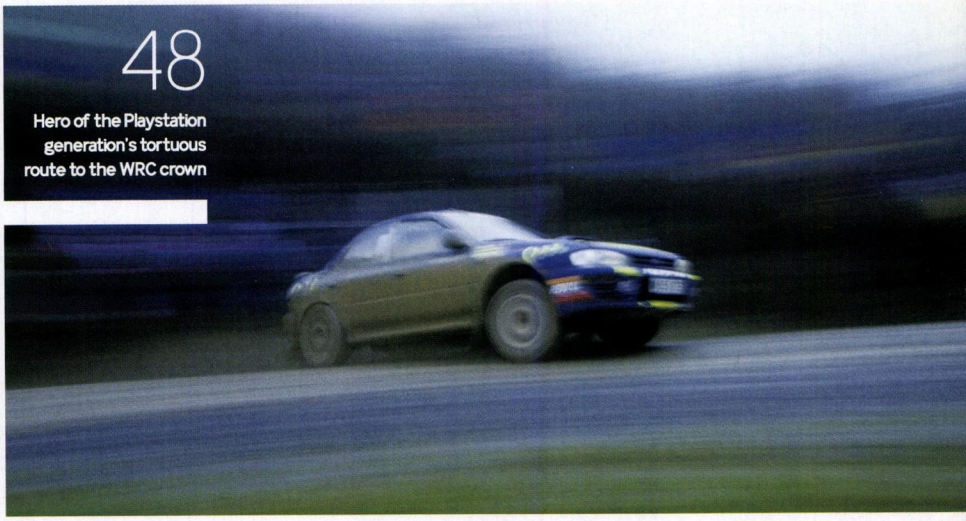


contacts - tel: +44 (0) 20 8267 5258 fax: +44 (0) 20 8267 5222
e-mail: motorsport@haynet.com

cover photography
Malcolm Griffiths/LAT,
Ian Dawson, DPPI, McKlein



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Tiff Needell tries measuring the distance from Cheshunt to Surbiton



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Hero of the Playstation generation's tortuous route to the WRC crown



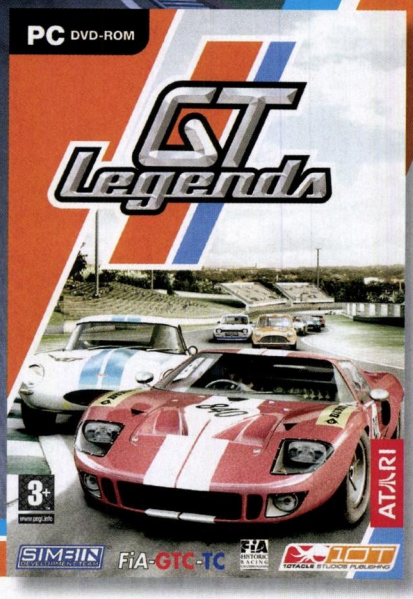
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Malcolm Griffiths/LAT, McKlein, Peter Spinney/LAT, LAT





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The epitome of the classic all-British muscular sports car. A beefy 3-litre engine and small size ensured this beast would become a regular rally winner. Took scalps on many major events such as the Monte Carlo and Alpine Rallies in the skilled hands of Pat Moss and Paddy Hopkirk



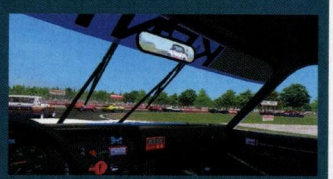
FORD CAPRI RS3100

'The Car You Always Promised Yourself' was Ford's slogan for the new Capri in 1969. Proving a real head-turner on the streets, on the race-track it evolved into a formidable racing machine which steam-rollered many races in Touring Car championships



LOTUS FORD CORTINA MK1

Ford's humble family saloon-cum-track star was a true British '60s racing icon. Success was courtesy of suspension, twin cam engine and badge by Lotus, not to mention some awesome two-wheeled antics from F1 World Champ legends Jim Clark and Graham Hill



SHELBY MUSTANG

An instant classic as Steve McQueen's car in hit film 'Bullitt', Ford's Mustang fought with Chevy's Corvette for US honours in showrooms and on race-tracks in the '60s. Racing Mustangs became synonymous with Texan race-tuning legend Caroll Shelby

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MotorSport

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

EDITORIAL DEPARTMENT
tel 020 8267 5255 fax 020 8267 5222
e-mail motorsport@haynet.com
editor Damien Smith (ext 5255)
founder editor Bill Boddy, MBE
deputy editor Gordon Cruickshank (ext 5259)
managing editor Marcus Simmons (ext 5258)
features editor Richard Heseltine (ext 5308)
art editor Faye Winkley (ext 5257)
picture editor Ian Marshall (ext 5303)
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editor at large Simon Taylor
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special contributors Nigel Roebuck, Adam Cooper, John Davenport, Paul Fearnley, Alan Henry, Keith Howard, Mark Hughes, Andrew Frankel, Gary Watkins
picture library LAT Photographic (020 8251 3000)
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ADVERTISING DEPARTMENT
tel 020 8267 5351 fax 020 8267 5350
advertising manager Claire Barrett
senior display sales executive Gavin Williams
sales executives Ross Sharp, Christopher Lewis-Jones
special projects manager John Deverell
production Ailsa Donovan, Ed Slater, Agnelo Vaz
syndication manager Hugo Mabbott
syndication enquiries 020 8267 5661
licensing enquiries 020 8267 5078, tim.bulley@haynet.com

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

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

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MotorSport is published by Haymarket Motoring www.haymarketgroup.com

group editorial director Mel Nichols
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'The fin-tailed, wide-track A1 GP racers look and sound spot on at Brands - and they really *slide*'

Damien Smith's

Off the line

UP FOR THE CUP

Normally one-make racing does little to raise my blood pressure. Having reported on two years of Formula 3000 for *Autosport* at the start of this decade, I'm more than aware that it often lacks the spectacle and zest of the open formulae. But still I find myself tingling with expectation as I arrive at Brands Hatch for the inaugural round of the A1 GP championship, the self-styled 'World Cup of Motorsport'.

It isn't yet 9am as I walk up on to the banking at Clark Curve, but it's packed. Turns out 46,000 others feel the same tingle, that this could be the start of something special.

I watch the morning warm-up at Stirlings. Bang on 10am, the wail of 25 V8s echoes through the woodland, instantly transporting me back to the days of the DFV. I'm on the balls of my feet as the first cars dart through Sheene (formerly Dingle Dell Corner), then slither past me, popping, banging and flaming on the overrun at the banked left turn. I grin – Lola has got it right.

Boasting 3.4-litre Zytek engines that push out 520bhp through fat Cooper slick tyres, they are only two seconds faster than Formula Three lap times. But who cares? These fin-tailed, wide-track racers look and sound spot on – and they really *slide*. It's all down to the drivers – from the inexperienced Lebanese to grizzled GP veterans like Jos Verstappen – to make the most of it.

Nelson Piquet Jnr delivers a sprint and feature-race double for Brazil, 22 years to the day after his proud old man won the European GP in his Brabham. He even pulls off a demon overtaking move (take note, Formula One) – although the power-boost buttons and 'passing-friendly' aero spec are not enough to promote bravery. Perhaps it's down to Brands rather than the cars – I reserve judgement for now.

So was it just like the old days? In more ways than one. I listen to the whole of the Brazilian Grand Prix on the radio – and I'm still in the car park! A journey that took 45 minutes this morning takes four hours the other way... Good old Brands.

Still, we all love the place, don't we? That's why we'll celebrate the greatest moments from Britain's best 2.6 miles in our next issue. A1 GP has a lot of competition from the past half-century. What would you vote for? Let us know. M



Brazil led France and New Zealand when the 'World Cup of Motorsport' kicked off in September

LAT

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British racing legend salutes Spain's new Formula One World Champion, but adds that Schumacher will be back

Moss: Alonso is the best

Sir Stirling Moss has hailed Spaniard Fernando Alonso as a "worthy" successor to Michael Schumacher after he became the youngest Formula One World Champion in history by finishing third in the Brazilian Grand Prix in September.

Alonso, 24, took the age record from Emerson Fittipaldi, who was one year and 215 days older when he won his first title in 1972, although it took the Brazilian just 25 races to the Spaniard's 67 to do it. Alonso's six wins for Renault this year helped him beat McLaren's Kimi Räikkönen to the championship with two races still to run.

Moss, who finished runner-up in the title race in four consecutive years (1955-58), said: "Alonso is very worthy and will be a good world champion. It's nice that he's won it by being the best driver over the year and of course it's amazing to see someone do it so young. But he and Kimi would both have been worthy champions.

"Fernando's a racer who doesn't give up. He's like [five-time Moto GP world champion] Valentino Rossi: both have great ability and are very nice people too, which is very good for motorsport."

It is the first time since 1999 that anyone other than Ferrari star Schumacher has won the title. After Brazil the seven-time champion was tied for a distant third with Juan Pablo Montoya. But Moss expects the team to be back on its game next year. He said: "I wouldn't discount Schumacher by any means. He's not got a very good car at the moment, but Ferrari will be back and it will be good to see Schumacher, Räikkönen and Alonso battle next season."

● Jenson Button, who has yet to win after 99 grands prix, will remain at BAR next year after paying off his contract with Frank Williams. The rumoured cost was £18 million.



Alonso leads Montoya, Fisichella and Räikkönen at Interlagos start

NEW CHAMPIONS

Who's taken the big 2005 titles?



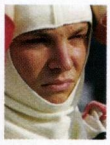
Sébastien Loeb

Citroën's superstar successfully defended his World Rally Championship by finishing second in Japan. In doing so the Frenchman became the fourth man to win back-to-back WRC titles. He also has a record for wins in a season: eight at the time of clinching the crown.



Dan Wheldon

A banner year for the Milton Keynes chappie with the transatlantic twang: he wrapped up the IRL IndyCar Series title with one round still to go, to add to his Indy 500 win. But Wheldon has yet to commit to Andretti Green Racing's Dallara-Honda team for '06.



Nico Rosberg

The first of the current crop of 'sons of' to wrap up a major international title, Rosberg carried off GP2 Series honours when he won both races in the Bahrain finale for the French-run ART Grand Prix team. He's now rumoured to be in the running for a Williams F1 seat for '06.



Matt Neal

Stourbridge's tallest-ever motor racing export carried off the British Touring Car Championship - after 14 years of trying - thanks to a consistent weekend in the final round at Brands Hatch. A major achievement for the privateer Team Dynamics squad, which built its own Honda Integras.

AIELLO RETIRES FROM RACING

Laurent Aïello, arguably the greatest driver of the Super Touring era, has announced his retirement from race driving - at the age of 36.

The Frenchman won tin-top titles in France in 1994, Germany in '97 (both with Peugeot) and Britain in '99 (with Nissan) before switching to the DTM. He won that crown with the privateer Abt Sportsline Audi team in 2002.

He also won the Le Mans 24 Hours in 1998, when he shared a Porsche with Stéphane Ortelli and Allan McNish.

Aïello has had an unsuccessful time since joining the Opel DTM team, and admitted he is "tired of competition".



Aïello socked it to the works Mercedes and Opel teams by winning the 2002 DTM title

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RED BULL BUYS MINARDI TEAM

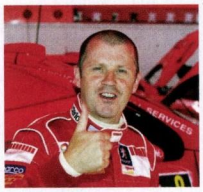
Minardi will disappear from Formula One at the end of this season after 21 years mostly spent propping up the grid.

A buy-out by Red Bull magnate Dietrich Mateschitz means that the Italian équipe will be rebranded, most likely as a Red Bull junior team.

It means that Christian Klien and Vitantonio Liuzzi are guaranteed F1 race seats in 2006, possibly with one in the junior team and the other alongside David Coulthard in the 'seniors'.

Candidates for the second junior seat include American GP2 driver Scott Speed and, according to rumours, Honda-backed Takuma Sato.

Michael Park



An accident on Rally Great Britain resulted in the loss of one of the most well-liked figures in the sport.

Michael Park was the latest in the tradition of British co-drivers who gained their spurs in road rallying and then found their *métier* reading pace notes to top World Rally Championship drivers.

In late 1999 Park met up with Markko Märtin. They peaked with two WRC wins for Ford in '03 and three more in '04, putting them third in the points.

A move to Peugeot came for this year. Märtin was never happy with the 307, but Park's infectious humour was shared with the TV audiences thanks to the in-car camera. He certainly made an enormous contribution to the Estonian's performances by defusing the serious moments. He took everything in good part, including the universal use of his schoolboy nickname of 'Beef'. He will be much missed. **JDFD**

LJK Setright

Leonard J K Setright has died, aged 74. How can we ever forget this unique chap, who dressed for race meetings as if for luncheon at a top hotel, and who in books and magazines tackled such difficult technical subjects as the biographies of famous automobile designers, the first book about aero-engines from 1903, GP cars, motorcycle history, etc? I gather that his presentation to editors was impeccable – would that I could say the same. I felt his style was, perhaps, influenced by that of another great character, the late Laurence Pomeroy Jnr.

The motoring writers' world has lost a great character and a notable contributor of erudite articles and books in inimitable prose. **WB**

Andrew Hedges

The most charismatic of the 'old school' of British racing drivers died at the beginning of October in Bahrain.



Le Mans '67 in A-H Sprite

Andrew Hedges's principal association was with MGs, but before that he had been introduced to bobsleighing when working for the family meat business in Switzerland in '55. He was later to be a member of the British Olympic bobsleigh team in '64, when he was also competing in powerboat racing!

In '64 and '65 he was paired with Paddy Hopkirk in a works MGB for Le Mans – in the latter year they finished fourth in the GT class. Hedges did the Targa Florio three times in MGs, the best placing being ninth overall in an MGC with Timo Mäkinen in '67. He won the Marathon de la Route at the Nürburgring in '66 with Julian Vernaeve and the same year took an MGB to a class win at Mugello accompanied by Robin Widdows.

Also with Hopkirk, he took Sebring 12 Hours class wins in 1967 (with an MGB GT) and '68 (MGC GTS). Lately he had lived abroad but often returned at British Grand Prix time to enliven the BRDC enclosure. **JDFD**

Curt Lincoln

Born in Sweden but a naturalised Finn since 1961, this prime mover in Scandinavian motorsport died recently aged 86.

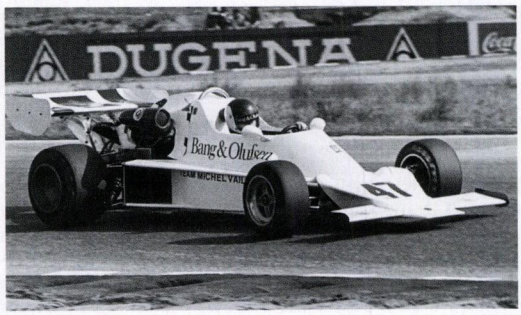
Curt Lincoln was a leading light in the post-war 500cc Formula Three movement and raced sports-cars too, sometimes on ice. He was also a Formula Junior ace in the early '60s. Throughout his career he competed mostly in Scandinavia, but made a handful of impressive forays further afield.

Lincoln was responsible for building the Keimola track in 1965-66 and ran Ronnie Peterson close in an F3 race there in '67 – aged 49! Our sympathies to his family, including his daughter Nina Rindt. **MS**

Mystery car competition

A year's free subscription is the prize for the knowledgeable reader who recognises this month's offering from LAT Photographic's archives. Answers must be received by Friday November 4. In the event of there being more than one correct answer we will favour the entry with the fullest information. Good luck!

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

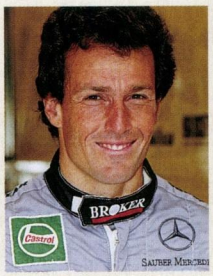




Last month: Vogue-BDG SP2
Where & when: Brands Hatch, Oct '82
Winner: this time it had to be **David Mercer,** whose co-driver Mike Chittenden is seen piloting the car in the Shell Oils 1000Km at Brands Hatch. The Richard Jenvey-built car, variously powered by a Cosworth BDG or 1.4 BD Turbo engine, retired after 3hrs 50mins with clutch failure. Mercer later raced the SP2 in Thundersports and is currently winning big in his Spice Group C car.

My first race

Italian FF2000, Monza, 1977
by **Andrea de Cesaris**



My first race was in Formula Super Ford at Monza. I was 18 years old. For me it was very special, because I didn't have any money to run in a single-seater. I had a distant uncle who had bought an Osella with another guy. They were sharing it in some races. I went to him and put a lot of pressure on him to let me try the car. At the end of the day he said, 'Let's go to Vallelunga and drive for a few laps.' I drove it much quicker than him and he was so astonished he said, 'It's my turn to drive next week, but I'll let you instead.' So I went to Monza, was really quick in my first race and I finished second. It was the beginning of a nightmare! I knew that if I didn't find something else I couldn't continue racing. But he was very pleased that his car was second, because he always finished 10th, 11th or 15th! He let me drive the last two races and I won both. I was good, but I was lucky.

...and my last race

European GP, Jerez, 1994

Halfway through the race, when I stopped, I was walking back to the pits. I was thinking, 'Is this my last race?' because I knew Karl Wendlinger was supposed to come back for Japan and Australia. The day after I decided it *was* my last race and I really switched off. Then Peter Sauber realised that Karl still couldn't drive. So he called me back. I just told him, 'I cannot drive any more, I'm totally out. I'm not ready any more.' For me it was over. If you don't have fun going to the races, it's not very nice to do it. **AC**



Seventh straight DNF in finale: no wonder he was fed up

EVENT OF THE MONTH

GOODWOOD REVIVAL

Sunshine, racing cars and very big hats... Marcus Simmons absorbs the unique atmosphere that can only spell one place



Photography by Jim Houlgrave, Jeff Bloxham/LAT, Gary Hawkins/LAT

Ever the showman, Emanuele Pirro blew kisses to the crowd on the slow-down lap after taking the ex-Red Rose Racing Lightweight Jaguar E-type to a superb victory in the RAC TT Celebration, the crowning glory of the Goodwood Revival race weekend. Pirro and co-driver Dario Franchitti, who was making his Goodwood race debut, were headed only during the pitstop cycle as they fended off the challenge of another E-type, driven by Ludovic Lindsay and Gerhard Berger.

Franchitti did a great job to defend from Lindsay – who in turn had the Ferrari 330 LMB of Bobby Rahal hard on his heels – during the first half. But Franchitti's handover to Pirro took eight seconds less than Lindsay's swap with Berger, while the Ferrari lost more than a lap as a rear tyre was changed before Peter Hardman resumed.

Berger was given a glimmer of hope when the safety car appeared to retrieve the Corvette Sting Ray of John Young, who had been running a spectacular fourth early on, from the grass at Lavant. There were only two backmarkers between the Jags at the restart, but Pirro was unflappable.

Up to third came the AC Cobra of Nicolas Minassian and Patrick Tambay. The younger Frenchman carved through from 12th on the grid to fifth, while veteran Tambay then lapped almost as quickly to see off another Cobra, that of Sir John Whitmore and Shaun Lynn.

Like Minassian, Desiré Wilson rose up the order and was rewarded with a fine fifth, even though co-driver Lyn St James drove the Daytona Cobra much more slowly.

Whitmore starred in the best race of the weekend, the first heat of the St Mary's Trophy for saloon cars. He appeared to be escaping the pack in his Ford Mustang, but by half-distance had been reeled in by a marauding bunch comprising Jackie Oliver (Galaxie), Bobby Rahal (Falcon), John Fitzpatrick (Galaxie) and Vitantonio Liuzzi (Plymouth Barracuda). Whitmore then momentarily took to the gravel at Madgwick, Rahal suffered steering problems and Liuzzi stopped with a broken throttle cable, so Oliver was suddenly left alone to head home Fitzpatrick, the recovering Whitmore and the brilliant would-be giantkilling pair of Narain





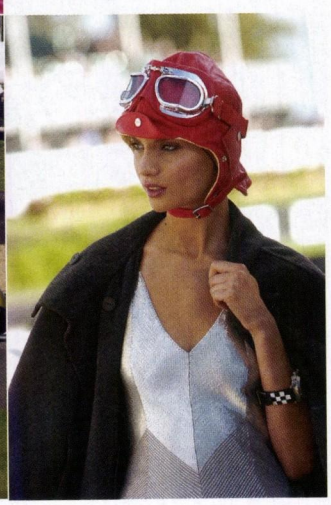


Left: return to the 1960s as Richmond & Gordon Trophies field take off. Above: Marek Reichmann with his Emeryson-JAP added variety to 500 grid. Below: ERA tangle between James Diffey (R1A) and Duncan Ricketts (E-type) brought out red flags for second time in Goodwood Trophy



Above: Edwin Jowsey (Lotus 22) laps Bob Birrell's Brabham BT6 on his way to a dominant win in a packed Chichester Formula Junior event. Left: Dad's Army keeping the peace. Below: for some reason our female art editor was the only one who didn't want to use this shot...





Karthikeyan (Lotus Cortina) and Barrie Williams (Mini).

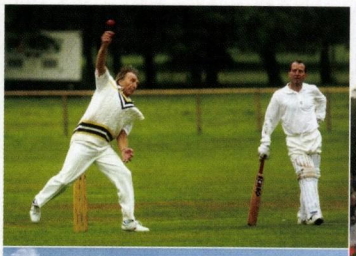
Alan Jones had taken a steady sixth in Leo Voyazides's Falcon, but on Sunday the car owner more than recovered the 21-second deficit to make off with the aggregate victory. A highlight was the scrap for second, won by Richard Oldworth (in the 'Rahal' Falcon) from Shaun Lynn (sharing with Oliver).

Gary Pearson missed out on honours in the Freddie March Trophy when his C-type was narrowly beaten by the HWM-Jaguar of Michael Steele, but he more than made up for it with a blinding drive to victory in the weekend-closing Sussex Trophy in his Lister-Jag. Pearson soaked up the pressure from the drifting Aston DBR1 of Peter Hardman, while polewinner Tony Dron worked his way through to third in his slow-starting Ferrari 246S. A great battle for fourth between Tiff Needell (Lister-Jag), Stuart Graham (Lister-Chevy) and Barrie Williams (Tojeiro-Jag) got rather untidy towards the close before Graham emerged ahead.

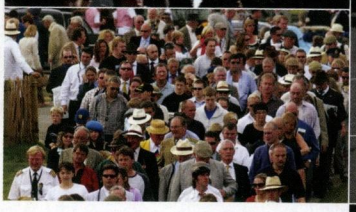
Among the other sportscar action, historics newboy Sam Hancock put in a very composed drive to win the Whitsun Trophy in his Ford GT40. Before that, though, he had to battle with the Lola T70 of Colin Blower, while Adrian Newey snapped at their heels in his GT40 before he retired with gearbox problems.

Single-seater action was notable for some large accidents suffered by Thomas Bscher (BRM P261), Ted Rollason (Cooper T53) and Willie Green (Maserati 4CLT – see page 90). Bscher's incident, on oil at Fordwater, appeared to leave the way clear for James King to win the Glover Trophy race, but the American's Brabham BT7 broke a driveshaft, allowing Sid Hoole to take a surprise win in his Cooper T66. Ludovic Lindsay stayed firm to win an all-ERA battle with Mark Gillies in the twice-stopped Pre-55 group, while Michael Schryver's Lotus 18 (featured on this month's front cover) topped the 1954-61 event after passing Rollason.

The other meeting highlight was a stunning 30-car Formula Junior field. Runaway race-winner Edwin Jowsey's average speed in his Lotus 22 was higher than Hoole's from the same-era F1 thrash!





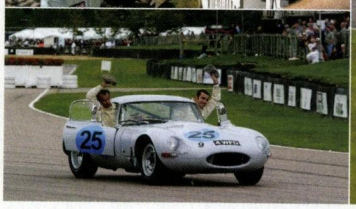


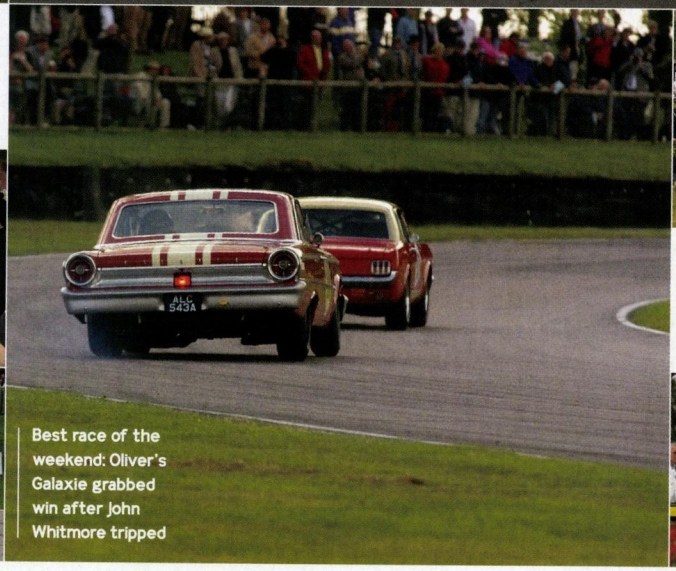
From top: Oliver watches swinger Bell; most powerful Mustang at the track; crowd evince period spirit; JYS on duty; Pirro and Franchitti celebrate TT victory



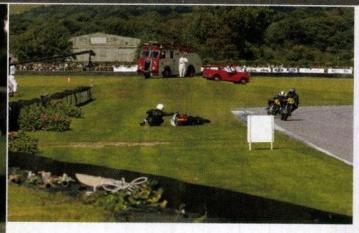
Fifties sportscars rend the Sussex calm with blare of thousands of horses







Best race of the weekend: Oliver's Galaxie grabbed win after John Whitmore tripped





Above: Tim Jackson held a big lead in Sheene Memorial – then dumped his Matchless on the grass. Below: BRM translates as Badly Rumpled Motor

Canadian's rocky start

If Ray Boissoneau's Chinook was not exactly sorted when it raced at the Revival, it's understandable: after spending 20 years in pieces in the US awaiting a rebuild, it was completed only days before Goodwood.

Built by the Fejer brothers in Toronto in the 1960s, the Chinook chassis was a copy of McLaren's M1A – Bruce McLaren used Fejer's workshop when in Canada and allowed the crib as a thank you. Only a handful of Chinooks were made, achieving occasional decent results; this one, called Mk5, is George Fejer's own development car and is probably the original chassis with all his upgrades.

Anthony Taylor, whose Autotune firm rebuilt the car and who raced it when Boissoneau couldn't attend, says the car was broadly complete. Some parts have been a problem, but George Fejer has helped with the research. They also have most of a second car, a Mk2, ready to build up next season.

The Mk5 came with a 6.2 Chevy, but in the rush for Goodwood they settled for a ready-built 5.7. Prior to the Revival the only running it had done was three laps of a local kart track. And if the nose reminds you of something else, rumour says the Mk5 body was scaled up from a model of a Chaparral 2E... **GC**



First UK outing and first race for 20 years for 1966 Canadian Chinook-Chevrolet Mk5

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Madras man spices things up

Current Formula One drivers Narain Karthikeyan and Vitantonio Liuzzi proved their outstanding talent in an entirely different context in Saturday's St Mary's Trophy saloon car race - in Lotus Cortina and Plymouth Barracuda respectively.

The Indian won the battle after the Italian's sensationally driven American V8 coasted silently to a halt, but he was no less worthy for his efforts in Ivor Miller's machine.

From the moment qualifying began Karthikeyan, a man whose car control has never been in doubt, was thrilling the crowds with his exhibitionist driving style. And the man himself was getting just as much enjoyment behind the wheel as those he was entertaining.

"I wanted to have some fun and a bit of relaxation," he said. "Tony Jardine [ITV's F1 pundit, who was also out in a Mini] was talking to me about doing it and Ivor was kind enough to let me drive. Before the race I had just the 11 laps in qualifying - and I'd never raced a saloon before.

"It's easy to opposite-lock, but because there are a lot of bumps here it's also easy to get into a tankslapper. But I tell you, this bloody circuit must have been incredible in an F1 car!"

Karthikeyan played the Goodwood dressing-up game on Friday by donning period Indian clothing - "I wore those clothes last year at my wedding!" - while his manager Piers Hunnisett looked rather spivvy ("I'm a 1950s insurance salesman," he blurted). Hunnisett, who beat Oliver Gavin and Dario Franchitti to the 1992 Vauxhall Lotus title, would surely do a good job too. Wouldn't it be good to see him and Karthikeyan team up in the TT Celebration next year?



Mr Sideways Karthikeyan thrills spectators in Cortina


Sam Hancock holds off Adrian Newey and Nick Whale on way to Whitsun victory


Richard Utley heads a close 500 tussle for second place


Even Goodwood's brooms are correct for the period...

RACE RESULTS

GOODWOOD TROPHY (2 laps)
1 Ludovic Lindsay (ERA R5B) 3m 11.170s (90.39mph); **2** Mark Gillies (ERA R3A); **3** Barrie Williams (Connaught-Alta A-type); **4** Greg Snape (Kieft-Climax GP).
FL Williams 1m 33.134s (92.77mph)

CHICHESTER CUP (12 laps)
1 Edwin Jowsey (Lotus-Ford 22) 17m 42.416s (97.58mph); **2** Gavin Pickering (Lotus-Ford 20); **3** Denis Welch (Merlyn-Ford Mk5); **4** Mike Hibberd (Lotus-Ford 27).
FL Jowsey 1m 26.896s (99.42mph)

WHITSUN TROPHY (18 laps)
1 Sam Hancock (Ford GT40) 25m 49.936s (100.34mph); **2** Colin Blower (Lola-Chevrolet T70 Spyder); **3** Shaun Lynn (Ford GT40); **4** Nick Whale (McLaren-Chevrolet M1B).
FL Hancock 1m 23.720s (103.20mph)

BARRY SHEENE MEMORIAL TROPHY (2x8 laps)
1 Duncan Fitchett (Manx Norton) 24m 40.606s (93.36mph); **2** Jamie Whitham (Manx Norton); **3** Chas Mortimer (Manx Norton); **4** Scott Smart (Manx Norton).
FL Whitham 1m 30.128s (95.86mph)

EARL OF MARCH TROPHY (8 laps)
1 David Lecoq (Petty-Norton) 14m 45.890s (78.02mph); **2** Richard Utley (JBS-Norton); **3** Rodney Delves (Kieft-Norton CK52); **4** Neil Hodges (Cooper-JAP Mk8).
FL Lecoq 1m 49.080s (79.20mph)

ST MARY'S TROPHY (2x14 laps)
1 Jones/Voyazides (Ford Falcon) 44m 32.516s (90.52mph); **2** Oliver/Lynn (Ford Galaxie 500); **3** Whitmore/Mann (Ford Mustang); **4** Jardine/Davis (Morris Mini Cooper S).
FL Voyazides 1m 32.761s (93.14mph)

BROOKLANDS TROPHY (12 laps)
1 Duncan Ricketts (Riley Dixon Spl) 20m 17.454s (85.16mph); **2** Thomas Bscher (Alfa Romeo Tipo B); **3** Tony Smith (Alfa Romeo Tipo B); **4** Michael Gans (Bugatti Type 35B).
FL Bscher 1m 38.691s (87.54mph)

FREDDIE MARCH MEMORIAL TROPHY (12 laps)
1 Michael Steele (HWM-Jaguar) 19m 24.671s (89.02mph); **2** Gary Pearson (Jaguar C-type); **3** Darren McWhirter (Lagonda V12 Le Mans); **4** Jochen Mass (Lancia D24).
FL Steele 1m 34.134s (91.78mph)

FORDWATER TROPHY (12 laps)
1 Chris Clarkson (Austin-Healey 3000) 19m 23.852s (89.08mph); **2** Rick Bourne (Morgan Plus 4); **3** Joe Bamford (MGB); **4** Michael Salmon (Jaguar XKSS).
FL Bourne 1m 35.552s (90.42mph)

RICHMOND & GORDON TROPHIES (15 laps)
1 Michael Schryver (Lotus-Climax 18) 22m 04.393s (97.85mph); **2** Joaquín Folch (Lotus-Climax 16); **3** Duncan Dayton (Lotus-Clx 16); **4** Barry Cannell (Cooper-Clx T53).
FL Schryver 1m 25.354s (101.22mph)

RAC TT CELEBRATION (1 hour)
1 Dario Franchitti/Emanuele Pirro (Jaguar E-type) 38 laps in 1h 00m 53.987s (89.85mph); **2** Ludovic Lindsay/Gerhard Berger (Jaguar E-type); **3** Nicolas Minassian/Patrick Tambay (AC Cobra); **4** John Whitmore/Shaun Lynn (AC Cobra).
FL Franchitti 1m 28.592s (97.52mph)

GLOVER TROPHY (9 laps)
1 Sid Hoole (Cooper-Climax T66) 13m 29.970s (96.00mph); **2** Phil Harris (Lotus-BRM 24); **3** John Clark (Lola-Climax Mk4); **4** Malcolm Ricketts (Lotus-Climax 32B).
FL James King (Brabham-Clx BT7) 1m 27.558s (98.67mph)

SUSSEX TROPHY (15 laps)
1 Gary Pearson (Lister-Jaguar) 22m 10.068s (97.43mph); **2** Peter Hardman (Aston Martin DBR1); **3** Tony Dron (Ferrari 246S Dino); **4** Stuart Graham (Lister-Chevrolet).
FL Dron 1m 27.585s (98.64mph)

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Nigel Roebuck's Legends

He used to be ill before a race. No wonder James Hunt only started enjoying motorsport once he stopped driving...

After who knows how many years, I went back to Brands Hatch in late September for the inaugural A1GP race, and as I walked into the paddock I was struck overwhelmingly by thoughts of James Hunt, who had some of his greatest days there. Man and place are inextricably woven in my mind and this was the first meeting I had been to at the circuit since Hunt's death – ye gods, more than a dozen years ago now.

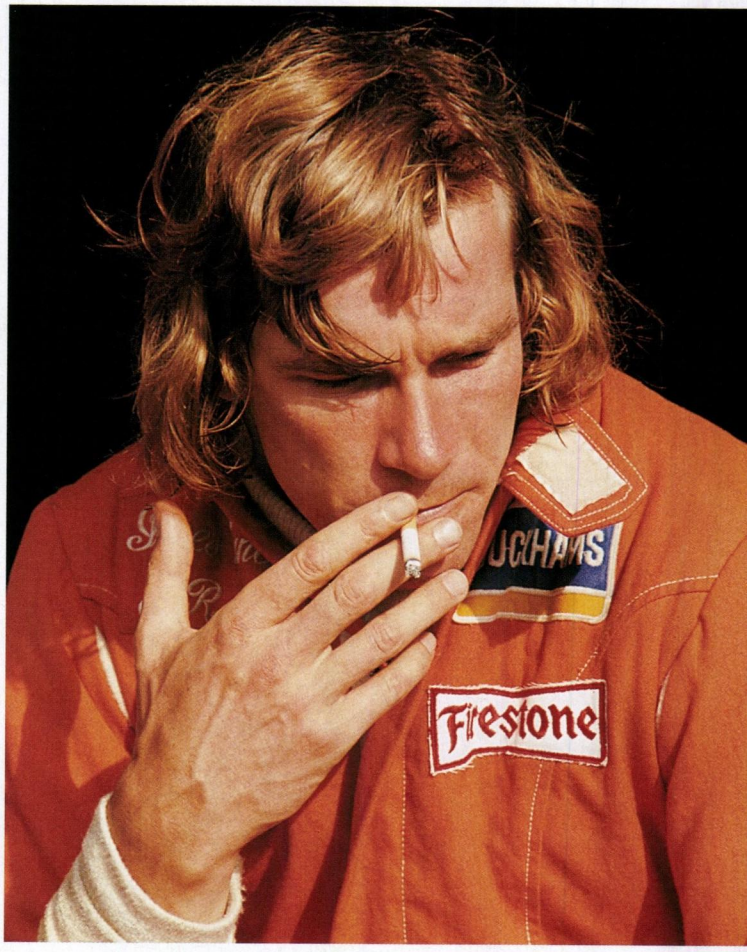
It was in June 1993 – the day after the Canadian GP – that a heart attack killed James. He hadn't been in Montréal, instead doing the BBC commentary with Murray Walker in a London studio. I got back from Canada on the Tuesday morning, and at lunchtime had a call from *Autosport*, informing me of the sad news and requesting I write an obituary forthwith. Only the next day did I get around to my answering machine, and the last message froze me: "Nigel, J Hunt speaking. 6.25 Monday evening. Just calling for a gossip. If you're back tonight, give me a shout; failing that, tomorrow perhaps. Bye..."

Anyone who covered Formula One through the perilous '70s had grown sadly accustomed to the loss of friends, to people dying before their time: that was intrinsic to the sport as it then was. But Hunt didn't die violently, and you don't otherwise anticipate the loss of a bloke of 45 – particularly, in James's case, since he had latterly changed his way of life, abandoned the booze and the fags, even taken to cycling rather than driving everywhere.

It was on two wheels, in fact, that he arrived at Denny Hulme's memorial service the previous autumn. Beforehand some of us were standing around outside the church when the former World Champion made his entrance, his bike the kind Miss Marple might have used, complete with basket on the front.

Hunt's loathing of formality went without saying – he once caused a minor scandal by turning up at a racing gala, with royalty present, in jeans and sweatshirt – and when he arrived in Chelsea that morning he was again less than suitably attired. But James well knew how to behave when it mattered and, after disappearing briefly to change, returned immaculate. When the service was over he reversed the process and pedalled off again, back to that beautiful, slightly tatty, house in Wimbledon, where he lived in splendid anarchy.

Like countless others, I was dreadfully upset by the news of his death, but in truth it had only been



after his retirement as a driver that we had became friends. During his racing days some of the people who surrounded him, the hangers-on, were enough to make you understand how communism got started. The McLaren motorhome was like a school common room of the worst kind, but there was always the feeling that James – the object of their adoration – did not really belong with them. I always felt that only after 1979, when he retired from driving – typically, in the middle of a season – did the real man begin to emerge. Soon he started a second career, as a broadcaster and journalist, and I was one of many former detractors who came to hold him in great affection.

"It was only then," he once said to me, "that I began to relax. And it was only then, actually, that I really began to enjoy motor racing – I'd never really liked it when I was doing it..."

James was always brutally honest, not least about himself, always well aware of his failings as a racing driver as well as his strengths. "I was a good racer, I think, but I was never much of a worker, never that much involved, outside of when I got in the car. I'm the same with squash – but put me on a court and I can give everything.

"I wasn't the sort of driver who thought about racing all the time, that's for sure, never one to 'think' myself into a race for a week beforehand – and actually I thought that worked *for* me. Conversely, in bad times some drivers will get stuck into the root of the problem and regenerate enthusiasm in the team, but I was never the man to do that. I always needed to feel I could win and in my last couple of seasons I didn't have the car to do it. No way was I prepared to go on risking my life to finish seventh..."

In reality Hunt, while always well aware of the risks in an era far more dangerous than this one, was among the bravest of drivers. Yes, he was invariably sick before a race, causing some to speculate he should have been in some other line of work, but it was from tension rather than fear. Once he was in the car that tension evaporated, for his natural ability was high and his racing brain acute. Few folk *understood* a race as



Hunt pipped on '73 F1 debut by Denny Hulme at Brands Hatch Race of Champions

'It's always the bores that stay to the end of the party, isn't it?'

consummately as James.

Towards the end of his driving career, though, he frankly admitted that fear was creeping ever more into his thoughts, and he well understood why that was happening. "It's a fact," he said. "I *was* getting scared of hurting myself. I don't think it would have happened if I had been in a car that could win, because that's the way I am: put me in a competitive situation and everything else goes out of my head. But I didn't have that for my last couple of years and I was never the type to get pleasure from simply being a racing driver. Driving a racing car, when you've got the ability, is like riding a bike. You don't get worse at it. It's only your head that moves around."

His conclusion was that drivers begin to slow down because, for whatever reason, their motivation is not what it was, but he could never understand how or why their level of bravery should change. "In my book, driving at ten tenths is no more dangerous than driving at seven tenths – all it means, after all, is that you're going 2-3mph faster at any given point on a circuit. And how is having an accident at 167mph going to be any better than one at 170? For me, driving at the limit didn't change the risk. Whenever I made mistakes on my own it was when I wasn't trying – I wasn't *concentrating* hard enough. So it was always more likely that I'd shunt in an uncompetitive car…"

Once free of the cockpit Hunt joined the BBC and, with his dark brown voice and irreverent humour, developed into one of the great sports commentators. As a grand prix analyst he was unmatched. As with Martin Brundle today, there was always the substance of personal experience. Unsurprisingly he was fearless in his opinions: "I won't compromise myself by saying things I don't mean; what tends to happen, in fact, is that I compromise myself by saying exactly what I think…"

In his broadcasting life, the drivers whom James most admired were Ayrton Senna and Alain Prost. Not only were they the best, he said, but they also had remarkable staying power. "To run at the front in grand prix racing – and to stay there – is mentally exhausting. The brain gets tired before the body does – I mean, you've only got to look at some of the geriatrics still tooling around nowadays to see who's got tired brains…"

Ironically, towards the end of his short life Hunt began working hard on his fitness and had renounced both tobacco and alcohol, previously staples of his existence. "Quite simple, really," he smiled. "The tail was starting to wag the dog." Similarly, he made no attempt to hide that he was much less well off than he had been. There was not a grain of self-pity.

In a colourless age, James was a true free spirit, missed to this day by all who knew him, some of whom, it must be said, always suspected he might leave the party early. As he said himself: "It's always the bores that stay to the end, isn't it?"

Cult heroes

SIR JOHN WHITMORE



Film director, anti-nuclear activist, newspaper columnist, motivational coach and altogether too cool for any room, Sir John Whitmore proves that not all racing drivers are one-dimensional. It's been 40 years since he was crowned European Saloon Car Champion with an Alan Mann Racing Lotus-Cortina. The following season he hung up his helmet at the age of just 26.

This old Etonian began racing in August '58 with a Lotus VI but it was after upgrading to an Elite a year on that he displayed real potential, winning 12 races from 15 starts. He would go on to lift the 1961 BRSCC Saloon Car title in a Mini and proved handy in Formula Junior too.

By the end of the '60s the racing knight had sold the ancestral pile and became a jet-setting hipster before arriving in the US. He took to tie-dye, turned on, tuned in and dropped out, funding all manner of left-field organisations. More recently he co-founded the Institute of Human Excellence and, on a rare track visit at this year's Goodwood Revival, proved that the speed is still there. **RH**

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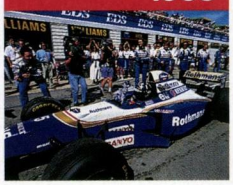


Alfa GT

ALFA ROMEO

TRACK BACK
50/30/20/10 YEARS AGO

1995



Damon Hill wins the Australian GP for Williams. Olivier Panis (Ligier) is second ahead of Footwork's Gianni Morbidelli. There are only eight finishers.

1985



McLaren-bound Keke Rosberg closes his Williams account with victory in the Australian GP. Ligier's Jacques Laffite is second ahead of Philippe Streiff.

1975



Timo Mäkinen, ably assisted by Henry Liddon on pace notes, completes a hat-trick of wins on the RAC Rally aboard his Ford Escort RS1800. He finishes ahead of British hero Roger Clark.

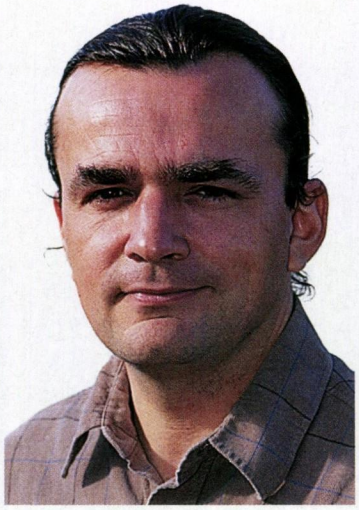
1955



Juan Manuel Fangio wins the Grand Prix of Venezuela over 85 laps of the 4km Caracas circuit. The Argentinian ace finishes over two laps ahead of 'Fon' de Portago in his Maserati.

LAT Peter Spinney / LAT

Adam Cooper's Trackforward





Youngest-ever F1 polesitter, race winner and now champion. At 24, Alonso deserves the crown

Five years ago Fernando Alonso was just another F3000 hopeful. Enter Flavio Briatore...

Fernando Alonso took the lead of the World Championship in Malaysia way back in March, and thanks to the advantage he established with a run of three successive wins there has been a degree of inevitably about his quest for the 2005 title. But that doesn't make his eventual success any less impressive.

When Michael Schumacher won the first of his five consecutive titles with Ferrari back in 2000, Fernando was a teenager competing in F3000. He was obviously good, but so were many others racing that year. Not until he won at Spa – he drove for the local Astromega outfit – did anyone really take notice.

Of course, back then no one believed that Ferrari's reign would last for half a decade. McLaren and Mika Häkkinen were still strong, and the new BMW Williams combination, with Juan Pablo Montoya about to join, looked set for great things. It seemed certain that one or the other would topple Michael at some point. At the same time Benetton, as it was then, was in decline, struggling through a succession of management changes. It bore little resemblance to the mighty organisation that took Schumacher to his first World titles back in 1994 and '95.

Flavio Briatore changed all that when, after temporary exile, he found himself back in the Benetton fold. Renault bought the team and decided to keep the man who had worked a little magic just a few years before.

Love him or loathe him, Briatore is a great motivator and is good at picking the right people. And that includes drivers. He might not stand on corners analysing technique, but he listens to advice from those who know and he's a good judge of character. Alonso was brought to his attention and, before any other F1 folk acted, he nabbed him. Quite how Flav has managed to juggle his role as team principal with that of driver manager remains a mystery to most, but even his critics can't deny that in this case he made an inspired choice.

'Alonso proved his worth by keeping the pressure on his rivals while making virtually no mistakes himself'

Fernando's 2005 season has been quite magnificent. A few months ago, when Kimi Räikkönen suffered a string of retirements with what was clearly a faster car, it looked like it might be a hollow victory. But latterly I think the general perception has changed. So what if the McLaren was quicker?

Renault also did an awesome job, starting the season with the best package and then, when it was overtaken, ensuring that its man had a reliable car that was always good enough for at least third, and better if McLaren or its drivers screwed up. Alonso proved his worth by keeping the pressure on his rivals while making virtually no mistakes himself. If anything, winning with the slower car is even more of an achievement. A new era begins...

What goes around...

BMW TO WIN WORLD TITLE?



Ravaglia beat the Ford RS500s to '87 title



Will Müller and Priaulx beat the Alfas in 2005?

BMW stands on the brink of its drivers taking a clean sweep in the two FIA World Touring Car Championships held to date - albeit separated by 18 years! With just one round to go (at Macau in November) German Dirk Müller, driving a 320i for the Schnitzer team, leads by just one point from Channel Islander Andy Priaulx, the reigning European champion with a Racing Bart Mampaey-run BMW. A title win for either would follow on from the success of Roberto Ravaglia, who drove an M3 for Schnitzer in 1987. But lurking a few points behind is Alfa Romeo's Fabrizio Giovanardi...

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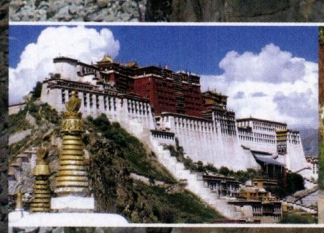
Now 4x4xplore are able to offer a second opportunity. A maximum of 35 entrants are to be invited to undertake a similar journey in 2006, starting from the Great Wall of China on Wednesday 26 April and finishing at the gates of Hong Kong on Thursday 25 May.

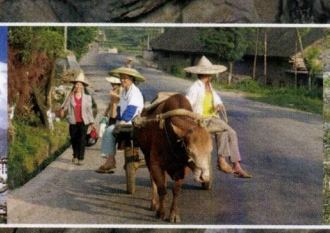
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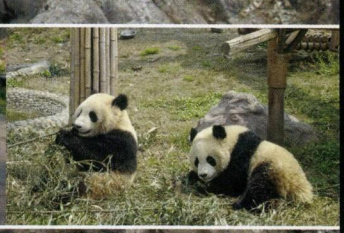
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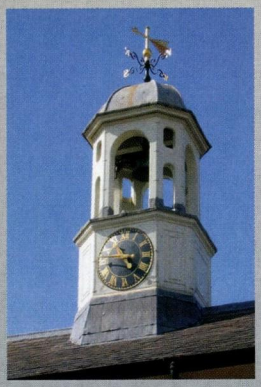
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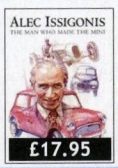
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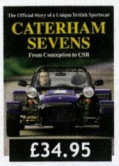
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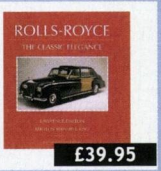
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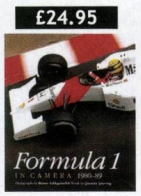
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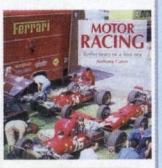
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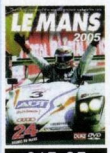
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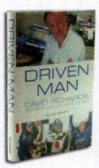
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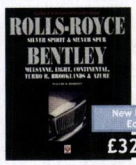
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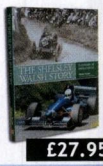
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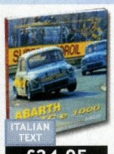


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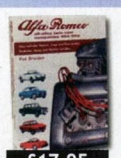
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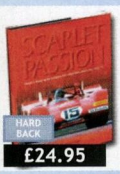


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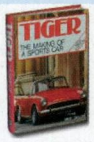
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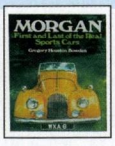
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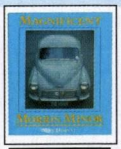
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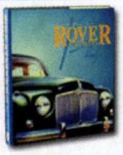
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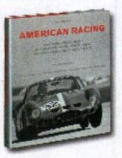
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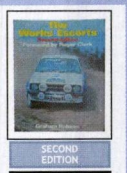
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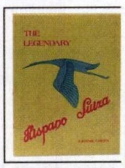


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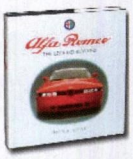
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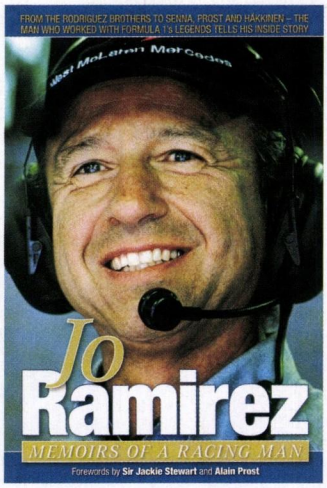


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Reviews

Memoirs of a Racing Man
by Jo Ramírez
ISBN 184425 238 8
published by Haynes, £18.99



In the introduction to this book, Ramírez tells us that on his last day at McLaren, in October 2001, Ron Dennis took his long-time team coordinator into his office and advised him not to write the story of his life. He told the popular Mexican that he wouldn't make any money from the exercise, but the underlying meaning was clear: Ron didn't want the public knowing about what *really* went on at McLaren.

And throughout this book Ramírez hasn't pulled any punches. Starting with his early life in Mexico, where he and Ricardo Rodríguez goofed around as teenagers, he crosses the Atlantic, works in Italy, enjoys his first Formula One success with Dan Gurney and Eagle, then works for a variety of teams before landing the gig at McLaren for 1984.

You expect the first half of the book (the pre-McLaren years) to be a non-stop yarn of people and places and, even with the carrot of that Dennis incident in the intro, you predict that the second half will slow down the pace and be less rewarding – after all, his McLaren career spanned a massive 18 years. Far from it though: there are some fascinating insights into the personalities of Ayrton Senna, Alain Prost, Niki Lauda, Nigel Mansell, Mika Häkkinen, David Coulthard... And, of course, Ron. OK, there are times when Dennis comes across as totally lacking in grace and human skills, but usually Ramírez speaks with affection for his old boss. Like the corny old Paul McCartney/Stevie Wonder song from the 1980s, Jo's motto seems to be that there's good and bad in everyone.

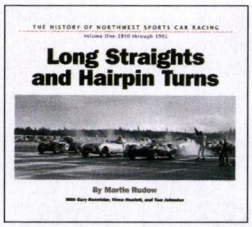
In fact, there are those who may cringe far more than Dennis. Jo outspokenly describes Lauda's decision to pull out of the 1976 Japanese GP as unacceptable selfishness, and says of Michael Andretti that "he became a racing driver only because his father was one. If Mario had been a carpenter, Michael would have been one too." Ouch!

But overall Ramírez comes across as a lovely man whose presence has enriched the F1 paddocks since the 1960s, just as this book will enrich anyone's bookshelf. This is a must-read. **MS**



Formula 5000 in New Zealand and Australia, Race by Race, by Wolfgang Klopfer, ISBN 3 8334 31016
published by Books on Demand, €35

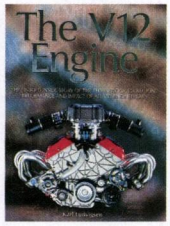
Klopfer is turning into something of an authority on these big-bangers. This is the third book in his series, covering the 1970 to '82 seasons, so it has a wide remit containing the Tasman races as well as the Australian and New Zealand championships. Functional black-and-white shots illustrate potted summaries of the races plus, in most cases, the top six finishers in each event. You're not going to find any scintillating prose here, but for F5000 completists it's a handy reference work. Available from the author: turn6@hotmail.com. **MS**



Long Straights and Hairpin Turns Volume One, by Martin Rudow
ISBN 0 9769609 0 7, published by Rudow Speciality Publishing, $59.95

Another book celebrating sportscar racing's rise to prominence in the US during the 1950s, but this is undoubtedly one of the best. Concentrating on events held in the Pacific North West, from temporary airport tracks to road circuits, the author has gathered a wealth of information about the cars, the events and the drama before professionalism (and all that entailed) caught up.

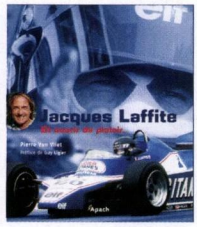
You really do get a feel for the atmosphere at these events and can only marvel at some of the machinery encapsulated within the 500 or so images: European exotica vying with such 'sophisticated' contraptions as the Fageol with a Porsche engine at either end, each equipped with a blower driven by a washing-machine motor. Magic. Volume two can't arrive too soon. **RH**



The V12 Engine
by Karl Ludvigsen
ISBN 184425 004 0
published by Haynes, £40

Following on from the author's previous engine books, this is so thorough that I'd be amazed if anyone can point to a V12 with car applications that isn't here. There's many an aero unit too – famously in the 1930s record breakers – and the odd motorboat, for which the earliest V12s were built. The text is highly technical, so it's not a book to lose yourself in, but it will tell you everything about any V12 you can name and plenty you can't, from the first-ever V12 (built in Putney in 1904) to the Maserati MC12.

While the road cars are all here, competition cars outweigh them, all illuminated by hundreds of drawings and photos, including many one-offs. I'd love to have heard the 112-litre 'Quad Al' dragster, with eight wheels, four Allison V12s and 8000hp... **GC**



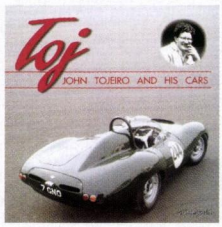
Jacques Laffite, et Courir de Plaisir
by Pierre Van Vliet, ISBN 2 930354 20 8
published by Apach Publishing
www.apach.be, €40

At long last! A book about Jacques Laffite. It may not be published in English, but *Jacques Laffite, et Courir de Plaisir* (and racing for pleasure) is essentially a pictorial work, so schoolboy French should get you through the text: in case it doesn't, there's an English appendix.

The author takes us through Laffite's career, from his early days as Jean-Pierre Jabouille's mechanic, with rare photographs which you are unlikely to have seen before.

This work also reminds you just how prolific a racer Laffite was – and not just in terms of grand prix starts. For example, how many of us remember his win in the 1975 Nürburgring 1000Km aboard the gorgeous Alfa 33 TT12? And his career didn't end at Brands in '86.

This isn't the definitive work on Laffite but it will do for starters. **GW**



Toj: John Tojeiro and his Cars
by Graham Gauld
ISBN 0 954916719
published by Havelock Publishing, £20

About time too. All credit to Gauld for writing this tribute to the late chassis designer and to Havelock for publishing a book that bigger concerns would consider too esoteric.

This is an engaging, unpretentious effort, charting the rise to prominence of Portuguese-born Tojeiro and the cars that carried his name. You do get an impression of what this unassuming engineer was really like and chassis histories are detailed, although we would like to have seen more gen on the road car projects such as the Britannia and the 'Rambridge coupé'. But this is a minor quibble.

There are some pretty wonderful images too, although picture repro isn't consistent, but this isn't to denigrate a solid, well-researched work. You can't argue with the price either: it's excellent value. **RH**

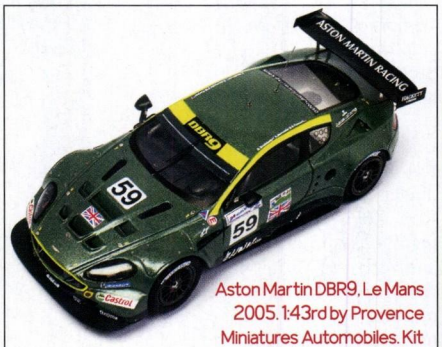
Models

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



Model of the Month

Maserati 450S Costin Zagato, Le Mans 1957, raced by Moss/Schell. 1:24th scale, by Profil 24. Resin kit £83.75, painted kit £125.45 and hand-built £327.80



Aston Martin DBR9, Le Mans 2005. 1:43rd by Provence Miniatures Automobiles. Kit £38.85, hand-built £80



Chaparral 2H, Laguna Seca 1969, raced by John Surtees. 1:43rd by Marsh Models. Kit £47.60, hand-built £153.35



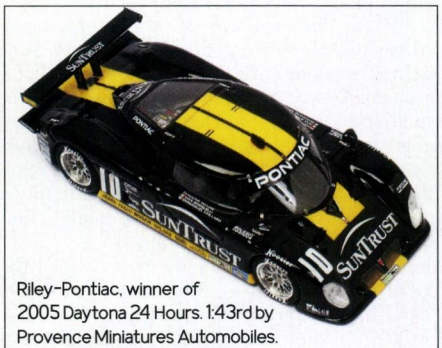
Ferrari 121LM, Cuba 1957, raced by Jean Lucas. 1:43rd by BBR. Kit £40, hand-built £143.35



Lotus 119B and 119C 'Soapbox Challenge' racers, Goodwood Festival 2003/04. 1:43rd die-casts by Spark. £10 each



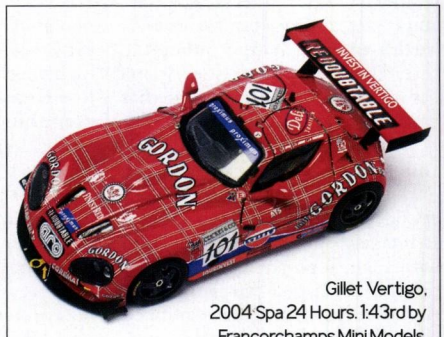
Red Bull Maserati MC12, FIA GT Monza 2005. 1:43rd by BBR. Kit £46, hand-built £161.10



Riley-Pontiac, winner of 2005 Daytona 24 Hours. 1:43rd by Provence Miniatures Automobiles. Kit £38.85, hand-built £73.85



Pegaso 102C Bisiluro, 1953. 1:43rd die-cast by Bizarre. £30



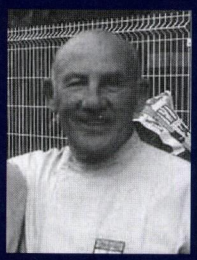
Gillet Vertigo, 2004 Spa 24 Hours. 1:43rd by Francorchamps Mini Models. Kit £50.95, hand-built £140

James Mann

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Feedback

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e-mail (please include your postal address): **motorsport@haynet.com**

INTERSERIE INFO

Sir, I was pleased to see some Interserie photographs from the vaults of Walter Hoffmann in the September issue as there are not many people who share my passion for the subject.

The occasion was the Preis von Baden-Württemburg, staged at Hockenheim in October 1971. However, the car in Jo Bonnier's colours looks more like a Lola T222, probably chassis number HU4. Although not easily visible in that shot, I would also reckon the pilot is in fact Peter Westbury of Felday fame.

Brian Redman in his BRM P167 won the race on Sunday, something like two minutes (almost a complete lap) ahead of Michel Weber in his Porsche 917 Spyder in Gesipa colours. Both Teddy Pilette (in Count van der Straaten's McLaren M8E, chassis No80-08) and Derek Bell (in Sid Taylor's M8E) suffered engine problems on lap three of 40.

Teddy Pilette's VDS car usually appeared in red with white and blue centre stripes and carried permanent race number 6 throughout all 1971 Interserie events.

Pilette's car carried on in 1973 and '74 under the banner of Eve Escorts with Kaye Griffiths as pilot, while Sid Taylor's car passed on to Bernd Seidler, previously a Lola T70 pilot, for '72. Unfortunately it did not survive its first outing at the Nürburgring 300Km in March of that year. By midway through the season, Bernd offered his engine "due to the loss of my race car".

Lutz Montowski, Germany

SILVERSTONE WAS FAB

Sir, I read with much interest the September edition of Simon Taylor's 'Notebook' column, concerning as it did the Silverstone Classic meeting in July. I attended this meeting and I would agree with Mr Taylor's comments on the quality of the entry. I am not so sure, however, about his criticisms of the paddock arrangements.

While it cannot be denied that the Silverstone paddock was a bit chaotic, I actually found that wandering around never quite knowing what gem would be unearthed next was a pleasant experience. My one complaint would be that the racing programme started quite early, thus limiting foraging time!

The Goodwood Revival meeting is unquestionably the benchmark event in historic racing, but that does not mean that every historic meeting should aspire to its levels of presentation and organisation. The comparative informality of the Silverstone Classic, coupled to the organisers' wise choice of having plenty of races for cars not eligible for the Revival, gave it an appeal of its own. A fine first effort.

David Tucker, Devon



Silverstone Classic paddock arrangements may have been untidy but the racing was excellent, which bodes well for future years

THREE OF A KIND

Sir, As someone who saw him win all four of his Indianapolis 500 races, I fear I must correct Rick Mears (October issue): there are *three* men who have won the Indy 500 four times: A J Foyt, Al Unser Snr and himself. Unser Snr also holds a unique and unapproachable record in Indycar racing: he was the only man to win all three major 500-mile races in a single season (Indy, Pocono and Ontario in 1978, driving for Jim Hall). I was lucky enough to witness that feat as well!

Norman Gaines, New York

BATTLING ROSBERG

Sir, I enjoyed Nigel Roebuck's feature on Keke Rosberg (August issue). My brother, nephew and I attended the '84 Dallas GP and it was indeed hot. I don't recall the track temperature on Saturday but it was the highest recorded – hotter even than Rio. On the Saturday the Can-Am cars pulverised the asphalt parts of the track. We arrived on Sunday morning expecting to see the warm-up but there were no cars on the track; instead workers were resurfacing the Pennsylvania Avenue chicane with quick-setting concrete. But Nigel Mansell and Rosberg had a good battle. I wonder if Keke ever got his trophy?

William Lawrence, Texas

FERRARI PEDANTRY

Sir, A correction to your news article about Rubens Barrichello (October issue): Barrichello is not the fourth most successful driver in the history of the Ferrari team. Behind Schumacher comes Ascari, and then Lauda and Jacky Ickx who each have a total of 16 wins. Ickx won seven Formula One races (six grands prix) and nine long-distance races for Ferrari, including the Nine Hours of Kyalami in 1970.

To Derek Bell's remark in the news pages that the Belgian "was always a lucky bugger", Ickx was surely not lucky in 1968, when he could have won the F1 championship in his very first season, nor in 1970 and '72, where an unreliable Ferrari also very likely kept him from winning the championships.

But I do believe that both Derek Bell and Ickx were lucky to be partners at Le Mans 1975, '81 and '82.

Kristian Frederiksen, Denmark

We meant World Championship GPs – **Ed**

BELGIANS WERE FIRST

Sir, I was very pleased to read your article on Hans Stuck in the October issue of *MotorSport*. He is without doubt one of the best endurance drivers in the world and his career at BMW, Audi and Porsche is almost unique. But at the end of the story Mr Stuck explains that he would be proud of doing the 'Ring 24 hours with both his sons and he called this dream 'unique' for one of the 24-hour races in Europe.

Well, this 'unique' record has been achieved in Belgium [in the 24 Hours of Zolder] this year by the Dumarey family. Father Guido drove together with both his sons, Maxime and Guillaume, in a Porsche 996. They finished ninth overall and second in class. Guido Dumarey is a successful businessman, running Body Coach, one of the sponsors of the Aston Martin GT team. His son Maxime races in Formula Renault 1600 for Marc Goossens Motorsport, a team run by the experienced Belgian endurance ace.

Joost Custers, Belgium

Star letter



Our correspondent this month was also our correspondent when Gilles first showed his class

GILLES: EPIC TALENT

SIR, I thoroughly enjoyed the 'Year Zero' feature on Gilles Villeneuve (October issue), particularly as I was in Trois-Rivières that weekend. I believe I took the action photographs of his March 76B - which probably accounts for them being ever so slightly fuzzy.

During my seven seasons covering the European F 2 Championship for *MotorSport* and *Motoring News*, US entrant Fred Opert sponsored my annual pilgrimage up the St Lawrence River; he was a canny one and knew the value of international coverage for his imported European drivers.

I remember being in awe of Gilles's car control around the tight confines of Trois-Rivières. As I drove James Hunt and his brother Peter to Montréal for the night flight back to London, conversation was all about the youngster's exceptional ability.

I recall Ray Wardell telling me what a pleasure it was to work with Gilles and how fearless he was in a race car.

Once back in England I convinced *MotorSport* to run a full page of colour on Ray's newly discovered talent and I wrote a glowing report.

Within a few years I was managing a lookalike works March 78B for Danny Sullivan in New Zealand's summer series. Our backer was Auckland businessman Colin Giltrap. Nearly three decades later, I've just been at Brands Hatch watching Colin's A1 Grand Prix car proudly representing New Zealand in the motorsport World Cup.

The exhilarating A1GP initiative stirred up similar passions to those I vividly recall feeling as I watched Gilles strutting his stuff all those years ago. I must be getting younger.
MURRAY TAYLOR, AUCKLAND, NZ

SENNA IN CONTEXT

Sir, Having read Malcolm Parker's letter in the October 2005 issue, I think the coming together of Senna and Prost at Suzuka in 1989 should be set into context.

While it is the case that Senna was a great talent, his ruthless approach left much to be desired. On numerous occasions he would employ overtaking tactics that left his rival with the choice of yielding or being involved in an accident. This approach is now adopted frequently: the sport is poorer for it.

Prior to the Suzuka incident Senna had made several such moves, some of them on Prost, while the latter always took the pragmatic approach. On the other hand the Frenchman always showed great trackcraft and sportsmanship.

Perhaps Senna did not hear Prost saying prior to the event that he would drive "an attacking race" and perhaps it did not occur to the Brazilian that for once his rival would not be intimidated.

Tony Elgood, Beckenham, Kent

SPYDER MAN

Sir, I have been a *MotorSport* reader for the past 40 years. I still look forward each month to receiving my copy. Since the new format I have particularly enjoyed the Track Visit articles and hope in retirement to visit some of these historic venues myself. I took a particular interest in the Longford feature (October issue) because of the Porsche 718 RSK replica used for the visit.

To change tack slightly, I am a great admirer of these little cars and own a similar car. There are only a few of the original Porsche factory 718 RSKs which still survive, and most of these are now in the USA.

The point I would like to make is that RSK Spyders seem always to be overlooked in any account of '50s sportscar racing or Porsche competition history – there is usually a leap from the 550 Spyder to the 904! These little cars were surprisingly successful and were driven by many of the top drivers of the day. I am sure a feature in *MotorSport* on the Porsche RSK Spyders would be a refreshing and interesting read.

Graham Eddolls, Port Talbot

Jenks on...

THE DRIVER'S JOB, 1969

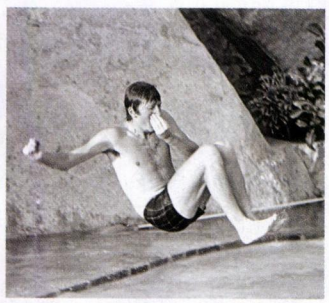
During a recent discussion on grand prix drivers past and present, the inevitable Fangio, Moss, Clark, Stewart battle raged. It did not seem reasonable to compare Nazzaro in 1907 with Stewart in 1967, because the things the drivers had to do were so different.

With the Cosworth V8, Lucas introduced a limiter that can be set to any rpm; the driver of today can almost forget his engine and can certainly drive it as hard as it will go for the whole race. He can also virtually forget his gearbox: with six close ratios you just flick a small lever with finger and thumb; no need to grasp a large knob on a long lever. Perhaps the biggest advance has been the disc brake: the driver of today can use his brakes as hard on the last lap of a GP as on the first. He can forget tyre wear, too; there is no need to conserve tyres or stop for new ones. And grand prix races today only last two hours, so he does not need to be built like an all-in wrestler - witness Stewart or Ickx.

We began to wonder just what our driver of today has to do. He can barely break an engine, can't muff a gearchange, can't wear out his brakes or tyres, he just has to lay there and drive.

But while it is different, there is still a great deal to do, and the things which are unchanged are much more critical. Because so many cars have equal performance he has to make every movement to almost millisecond accuracy. He still has to judge braking distances, but due to improved brakes and tyres he can brake later, at higher approach speeds. Because of better reliability he can race for the whole two hours, and often has to. He has to put more effort into the driving than yesterday's counterpart, with more concentration and keener judgement. The GP driver still does an outstanding job; it's just that he must apply his skills to different things. - Yours, DSJ

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Jochen Rindt: not built like a wrestler...

Jakob Ebrey, LAT, McKlein

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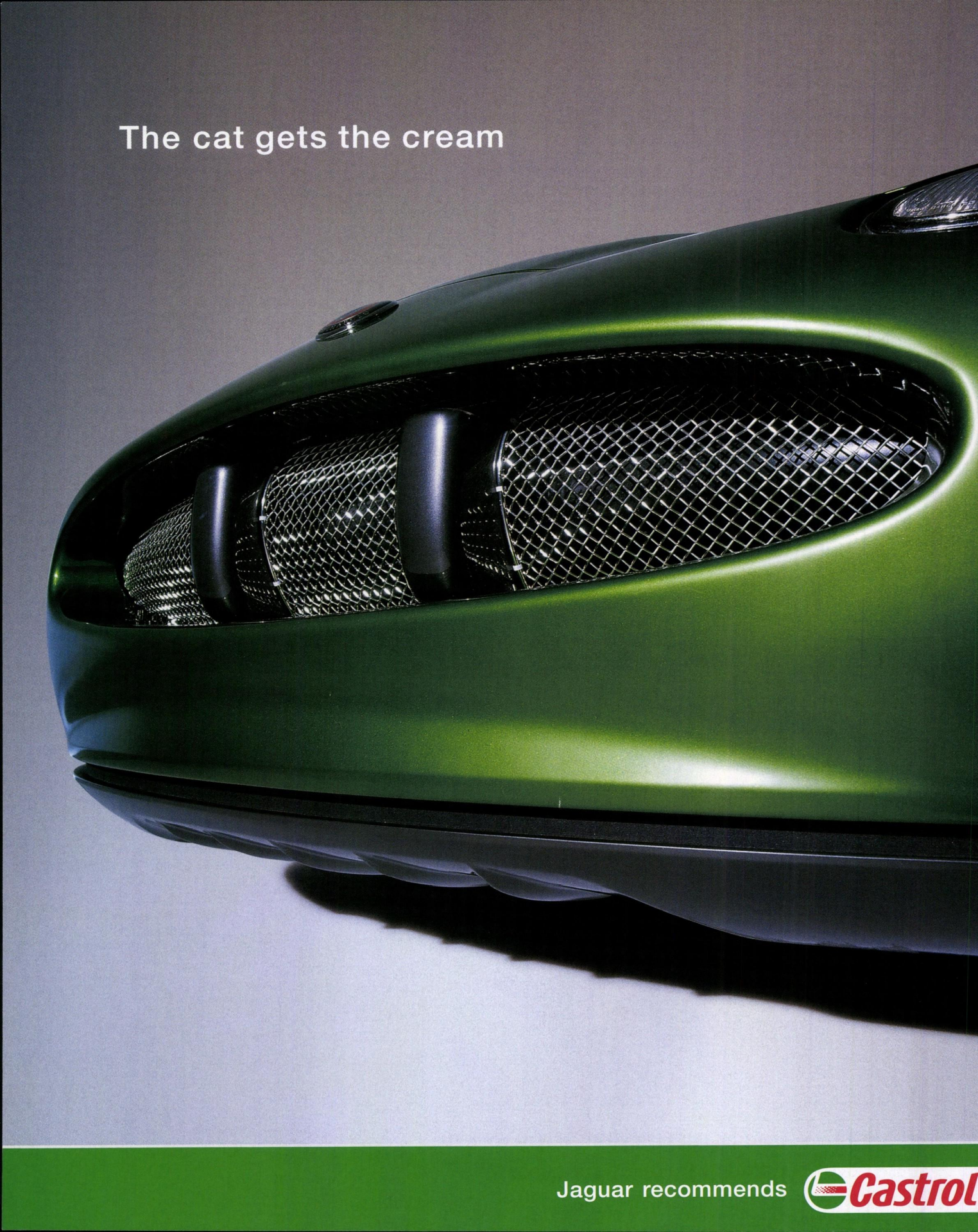
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You were there...

From Swiss vs Austrian hillclimbing to unwieldy in-car cameras, James Garner and a three-wheeled F3 racer



These wonderful hillcimb shots were sent in by Austrian reader **Dr Josef Maier**. "As a 14-year old I saw a stunning colour shot of the Porsche RSK in *Automobil Revue* crossing a finishing line somewhere. The closest I ever came to one of these cars was seeing Heini Walter at the Salzburg-Gaisberg hillclimb on September 9, 1962. I was quite disconsolate at the time, thinking, 'Why do the Swiss do everything that little bit better than we Austrians?'

"The other Porsche shot is of AJ Schörg, who raced his elderly RS550 as a means of getting publicity for his driving school in the Salzburg province – 'Your licence in seven days, full-board, with racing driver so and so...'

"The single-seater is German Gerhard Mitter's Lotus-DKW 18. He's seen wearing the same green jersey he always wore."

Above: Heini Walter crosses the line at Salzburg-Gaisberg in his Porsche RSK

Right: Maserati Tipo 61 finished third in the sportscar class at S-G hillclimb



Bottom right: Mitter (green jersey) with his DKW-powered Lotus 18 FJunior

Below: AJ Schörg, on right with his Porsche 550, ran a local racing school





We need your photos

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

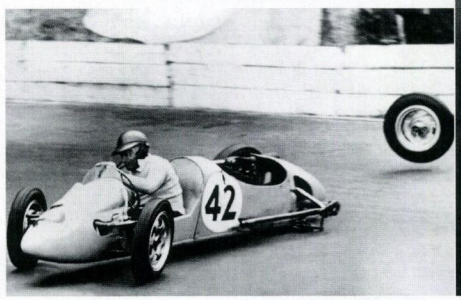
We suggest that where possible you keep hold of the negatives and send prints to us – and we, of course, undertake to look after your treasured items and return them safely after use. Get rummaging!

You were there...

These crisp black-and-white images were sent in by **John Chitham** of Worthing: "My father, Jack Chitham, was a speedway racer before WWII and later a dispatch rider for Fleet Street before he lost his licence - apparently an occupational hazard! He then became a Fleet Street photographer and took these shots of [500cc Formula 3 star and Lotus driver] Reg Bicknell, among others. Many of these were taken for publication but I'm not entirely sure whether or not they ever *were* published.

"By 1951 my father had taken over the Bull Hotel in Farningham, just down the road from Brands Hatch. Many of the drivers of the day would stay there or have a few pints after a meeting, including all the Lotus boys. I remember Reg Bicknell in particular, who was always very laid back.

"By this time my father was still doing a little grasstracking, including passengering on Jack 'father of John' Surtees's sidecar!"







Above: Reg Bicknell with his Lotus Eleven, fag still unlit

Far left: losing a wheel at Crystal Palace '51 in his Kieft F3 car

Left: Bicknell and Colin Chapman celebrate after '56 Lotus win



Baltimore's **Larry Zimlin** took these wonderful shots at Watkins Glen in 1967. "I had a great time as I'd managed to obtain a press pass from a local newspaper for the grand prix. Back then, if you had the correct pass you had total access to everywhere on the circuit, as you can see from the photos."

The picture above shows Graham Hill in his Lotus-Cosworth 49. The Brit had endured a troubled year, retiring from most World Championship rounds, but at Watkins Glen he finished second behind team-mate Jim Clark and claimed the fastest lap.

Answers on a postcard if you know who is trying this early helmet-cam, right. Or why. Must have played hell with the neck muscles...

Left: Graham Hill took second in '67 US GP despite gearbox dramas

Right: a year on from *Grand Prix*, James Garner was seen at the 'Glen





Left: early in-car camera required both hands to operate...!



1935 Mercedes 500K

Chassis number 123699 was originally ordered by William Rhodes-Moorhouse, and was delivered to the London Coachbuilders Windovers. Production of all supercharged Mercedes was strictly limited, this being perhaps one of eight 1935 500K's fitted with English bodywork. In 1973 the car passed into the famous Herr Lutzki museum at Schloss Kremsegg. In 1984 the car was returned to the Mercedes-Benz factory in Stuttgart, where the car was extensively restored.



1952 Ferrari 212 Vignale Coupe

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



1964 Austin-Healey 3000 MK11 Works Car

In 1964 the Healey Competition Department entered 767 KNX at Sebring; it was to be driven in the event by Paddy Hopkirk and Grant Clark. This was followed up by many sprints and hill climbs by its next owner, Henry Crowther, the Yorkshire woollens magnate. Remarkably, the car also competed in the 1968 Targa Florio where it finished 25th overall. Recently subjected to a thorough mechanical overhaul by Denis Walsh Motorsport, it comes with a current set of FIA papers and is eligible for so many of the events on offer.

GREGOR FISKEN

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John Cleland



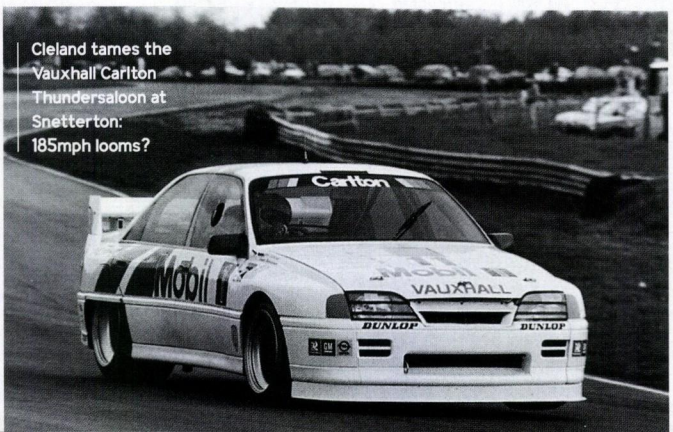
He might team up with **Frank Sytner**, enjoys chatting with **Steve Soper** and sits next to **Alain Menu** on long-haul flights. What the hell has happened to **John Cleland**?

Why did you switch to circuits after contesting the Scottish Rally series?
Ian O'Connor, Caterham
The only reason I went rallying is that at the time I was a Colt dealer. Also, where I lived in the Borders there were no racetracks and everyone was into rallying. I thought it would be good for the profile of the business and at the time I wasn't sure what to do in circuit racing. It was a means to an end. But I knocked more trees down that year than the Forestry Commission! Every time I saw Tarmac I was right there, but the gravel took a bit of learning. I was getting better, but I realised circuit racing was where I should go.

Was the Vauxhall Carlton Thundersaloon you raced in the '80s as fearsome as it looked?
Jamie Spenceley, Telford
Oh yeah. It was hand-built by Dave Cook in Yorkshire. It had the 6-litre V8 Chevrolet and it just used to go like the clappers. We did a test for *Autocar* at Millbrook and the 0-60 time was something ridiculous like three seconds – and it peaked out at 185-190mph. It was great to drive and really rewarding as well. We had the Senator before that – it came across from Australia in Marlboro colours. We rebadged it [from a Holden Commodore] and repainted it, but apart from that it was as Peter Brock had raced it. When we first took it out at Mallory I opened the ashtray on the rear door panel and it still had the Australian mechanics' cigarette ends in it!

Have you ever been tempted to try single-seaters?
Flora Guinness, Twickenham
I started motorsport fairly late in life, and at that time hillclimbs and sprints were what I could afford to do. By the time I got that side of things together it was a wee bit late – even then to be in single-seaters you had to be under 30. My first competition in a single-seater was sharing a Pilbeam-Vauxhall with Alister Douglas-Osborn at Prescott hillclimb. On the first run I broke his class record, then he broke that and we went faster and faster all weekend. It was just a ball, but it was a complete blur!

How did you get on with Ray Mallock?
Ian Rennie, Berkhampstead
Ray Mallock is not a very good people person, although I have massive regard for him as an engineer. In 1994 he inherited me because I came with the Vauxhall package, whereas he always liked his David Leslies and Chris Goodwins. But I'd been getting better results with a car that was not as competitive as theirs. Ray saw me as a wildcard and a joker and I had a day job – everyone else who drove for him was in the factory every day. But at the end of '94 I went to see him and said, 'I'm serious. I'll put a general manager into the business. I'll put my heart and soul into this.' We went to test the new aero package for the first time at Brands Hatch and I said to my engineer Phil Barker, 'It feels really good. The only thing is that the PI dash is wrong – it's giving me the wrong lap times.' He said, 'No, you did that.' It was easy. I went back to Ray and said, 'We're gonna win this. I'll f**k around and I'll joke outside the car, but I'm really serious about winning this.' And we did. If I hadn't produced the results he would have thought, 'What a prick' – maybe he still does! But I had a brutal focus: 'Don't f**king get in my way.'



Cleland tames the Vauxhall Carlton Thundersaloon at Snetterton: 185mph looms?

Do you think your loyalty to Vauxhall damaged your career in the long run?
Helen Mackenzie, Penrith
The only manufacturer in all my time in touring cars that never offered me a drive was Honda. I always wanted to have a two-year deal, and I never got one until the end of '94. Great: in '95 we won the championship, but then in '96 we got the new Vectra... In the winter of '95 John Wickham from Audi Sport UK phoned me and said he

LAT Peter Tempest

wanted a driver. I said, 'Thanks but I have an agreement with Vauxhall and I'm standing by it.' And with Audi I might have gone forwards. But Vauxhall were really good to me. Until the Vectra, which single-handedly destroyed the credibility of Vauxhall in motorsport until recently, came along they always gave me a car I could be in the top three in the championship with.

Time heals, but do you still think Alain Menu is an "overpaid Swiss clot"?
Steve Brandon, St Albans
That was the nature of touring cars. It sounded like I was firing from the hip, but I always – *always* – thought about what I said and did so for a reason. It was to attempt to destabilise people. Some people don't like that, but if you look at sportsmen at the top of their profession, they all try and gain an edge before it even starts. If I could destabilise him, make him think I was frigging angry and have no idea if I was a loose cannon, then great. We had two dozen paid professionals, there was pushing and shoving but it was more subtle than it is in the UK today. There was an art to removing someone from his slot and not leaving any paint on him or you! Alain and I sat on a plane together for 24 hours on the way to Bathurst last year – we've got a mutual respect and we're friendlier than we were. One problem with Alain, though, was that he didn't really socialise with the rest of us so I think he was regarded as a little bit standoffish.

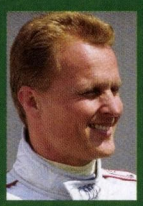
Which BMW dealer would you least like to do business with, Steve Soper or Frank Sytner?
John Wilman, Lancaster
Probably Steve! Me and Vauxhall were the driver/car combination that was constantly giving BMW a pain in the arse. Things get said and the adrenalin runs, but that's what happens when you're always a thorn in their flesh. Steve has actually put some Volvo business my way and I've put some BMW business his way. Oddly enough, last year we were at Autosport International and stood talking for an hour, mostly about the motor trade. And if I had a pound for every time someone said 'Wow – you two talking to each other!' I'd be very rich!

Apart from the Australian V8 enduros you already compete in, is there any other kind of racing you'd like to try nowadays?
Ken Powell, London
I'd love to do the 24-hour events at Spa or the Nürburgring in a competitive car with a couple of really good team-mates. I really enjoy thinking about a race. Bathurst is six and a half hours – you've got to think on your feet and I've got an ability to do that. I'm not sure about Le Mans though – it's probably a bit late for that.

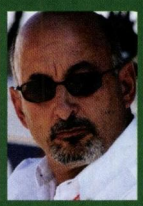
Who did you have in mind when you said you wouldn't trust some of your BTCC rivals to drive you to the pub?
Eric Burchill, Derby
Tim Harvey! I'd rather walk. You see a driver get out of his car at the end of a race not covered in sweat, not all red, and he's the one letting the car do the work. And the guys who get out worn out are the ones who are just crisis-managing an accident. There were a number of guys who worried me actually. But it happens everywhere. I did the Sandown 500 recently in Australia, and the team marked the entry list with a highlighter pen to tell me who to keep clear of – and by the time they finished there were only three drivers left! The ones I'd have trusted my life with were Will Hoy and Jeff Allam – you'd guarantee they'd bring the car back.

Ever fancied historic racing?
Charlie Rose, Cocklake
Frank Sytner told me, 'We've got to get you involved and we can share a car.' Maybe something like a D-type or a Maserati or something with a real bit of character. If the right thing came along I'd be up for it. M

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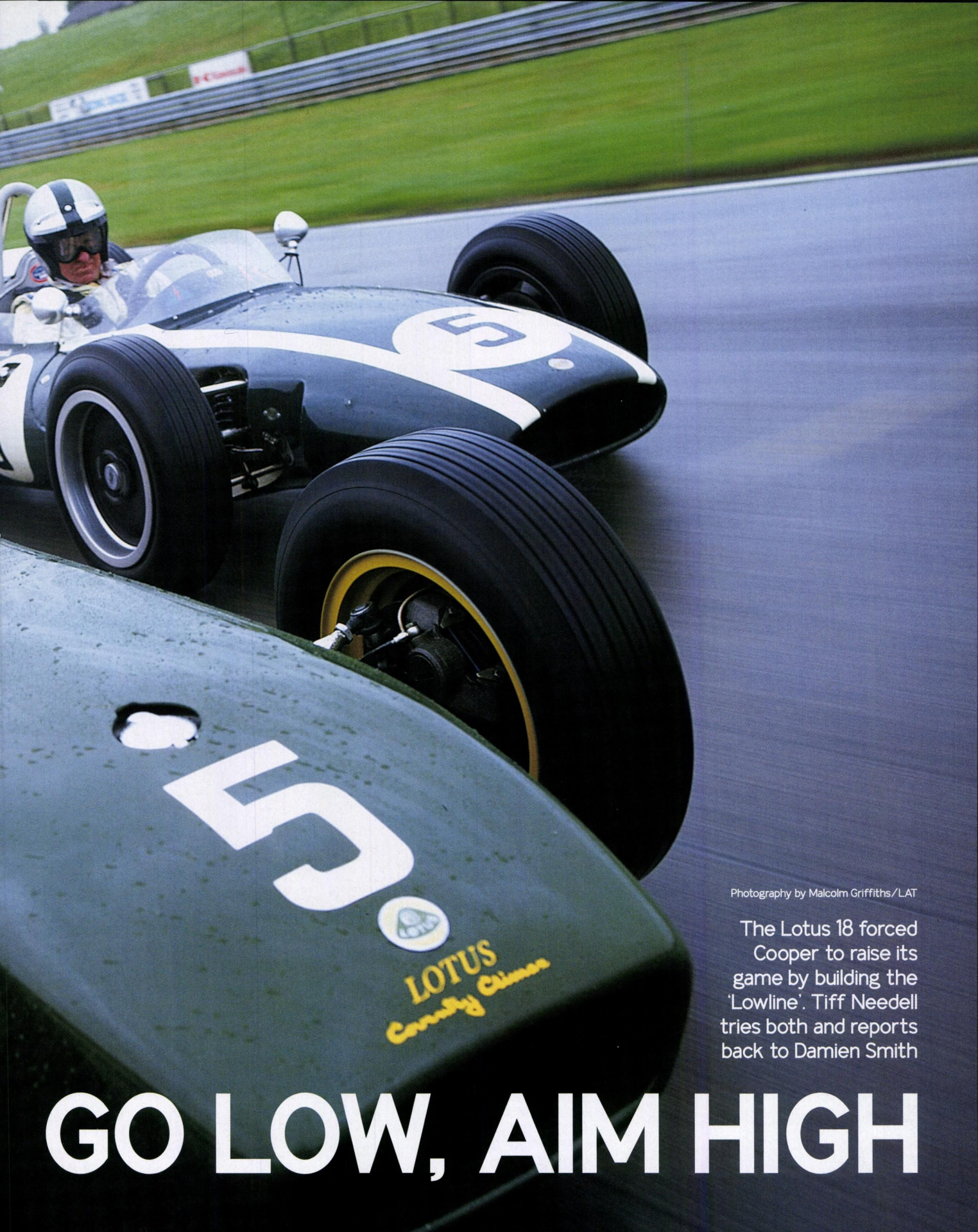
RICHIE GINTHER: FROM HONDA TO HIPPY!

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Johnny Herbert: you ask the questions
Testing a Delage Le Mans *and* GP veteran
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ISSUE ON SALE NOV 18





Photography by Malcolm Griffiths/LAT

The Lotus 18 forced Cooper to raise its game by building the 'Lowline'. Tiff Needell tries both and reports back to Damien Smith

GO LOW, AIM HIGH

Complacency: a strong word when aimed at brittle motor racing people. But... "Why change it when we're winnin'?" Sounds complacent, doesn't it? Well, at the dawn of the 1960s John and Charles Cooper have every right to feel comfortable. Their little 'English Beetle' with its engine in the 'wrong end' has made them World Champions. Stick a Vanwall next to a Cooper: Formula One is going through its biggest ever metamorphosis – thanks to the hard-working men in Surbiton.

BRM have already cottoned on to the mid-engine revolution, late in 1959 with the P48, but the Coopers reason there is no need to panic. Then Colin Chapman – "Flash 'Arry" to Charlie Cooper – joins the trend. The ugly, boxy Lotus 18 makes its F1 debut at the first World Championship round of 1960 and proves that Chapman is serious about grand prix racing. Now the Coopers sniff a true threat.

Innes Ireland leads the Argentinian GP comfortably in the 18, only for a broken gear linkage and a subsequent spin to drop him down to sixth. Cooper's works young gun Bruce McLaren scores his second consecutive GP win and the team is delighted, but any charge of complacency is blown clean out of the water: both the BRM and the Lotus have outperformed the T51, and as World Champion Jack Brabham and the rest of the Cooper team fly home they sketch out a design for a new car. The 'Lowline' T53 is being conceived as a direct response to the threat from Lotus. Just the reaction you'd expect from driven, competitive, obsessive racing men.

As its nickname suggests, the T53 features a slimmer body than its predecessor, its longer nose contributing to a reduced frontal area in an attempt to boost speed on fast circuits. The pedals, steering gear and radiator are brought forward, allowing the driver to lie further back. Following the line of Cooper evolution, the chassis is formed from a basic curved four-tube frame. Brabham has been pushing for straight tubes in line with the Lotus, but designer Owen Maddock is insistent. His reasoning hasn't changed: he wants the chassis to fit close to the curved bodywork, and with the Coventry Climax FPF dropped an inch lower the new car can still boast a 25 per cent improvement on torsional stiffness.

One subject that all concur on – apart from the Old Man – is a switch to coil spring rear suspension. Charles Cooper is sceptical and insists that the old leaf-spring option should be left open. He isn't baulking at the expense of Maddock's brilliant new transaxle gearbox, the Cooper-Knight C5S... because he doesn't know about it! But the investment is clearly worth it: the T53's transmission turns out to be bullet-proof.

The Lowline makes its test debut at Silverstone on May 6, just seven weeks since that flight back from Argentina... and it flies. Brabham and McLaren lob six seconds off their best times! Charles Cooper is no longer sceptical. »





John Surtees was beaten only by Jack Brabham in his second GP, at Silverstone



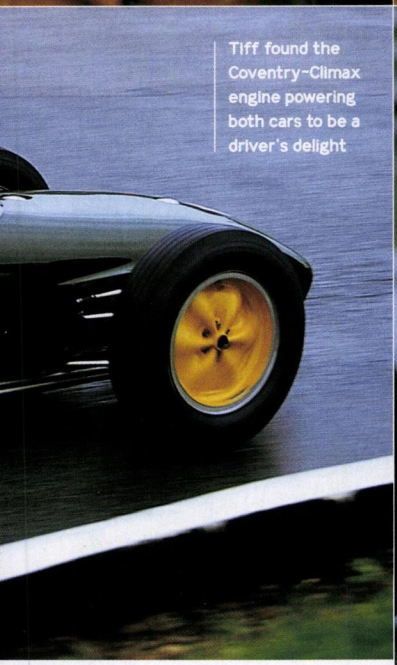


In character: Tiff Needell, Mallory Park, August 2005





Profiles emphasise aero thinking behind Cooper and lack of it for Lotus!



Tiff found the Coventry-Climax engine powering both cars to be a driver's delight



Forty-five years later Tiff Needell slides his six foot one inch frame into the cockpit. The venue is Mallory Park. It's tipping it down, but that doesn't dampen his enthusiasm as he gets into character. "I've got a face mask in my bag – do you want me to wear it?" "No, it's OK Tiff, they didn't bother with them until a few years later..."

Needell has driven an awful lot of cars over the years as a racer and TV presenter, but he's never been powered by a 2.5-litre Coventry-Climax before. He's really up for it.

This car is 'FII-5-60', McLaren's chassis throughout 1960. It's been well-used: after its life as a works car the 'Lowline' passed to Arthur Owen, who used it to win the 1962 British Hillclimb Championship. It continued as a climber until 1980, then returned to the tracks. Current owner Barry Cannell bought it four years ago. "It's had lumps knocked off it over the years," he says. You wouldn't know it now.

After a couple of decent runs the 'Lowline' trundles back to the pits. "Brilliant," says Tiff. "It was actually nice to feel the rain on your face and the drops on your lips. It was a bit cramped with a chassis tube under my left foot, impeding my clutch movement, and my knees were pushed up – I'm used to that with my height. But it's fantastic sitting upright. The thing that always strikes you in the old cars is the visibility." He's driven a Lotus 25 – and that's when drivers really started to go to work on the horizontal.

So Tiff, what do you think? "I wasn't expecting the steering to be so responsive, and nothing was clattering or shaking. And it was *so* much fun. The Cooper twitches a lot and you are constantly correcting it as you corner. You can hold a slide at slow speed, but the little corrections make it more difficult around Gerards. Maybe I was tentative and should have let it go a little more, but it's very wet and it's someone else's lovely car..."

Stirling Moss was a signed-up fan of Cooper, but that didn't stop him switching sides in 1960. The threat of the Lotus 18 was confirmed at the Goodwood Easter meeting: Moss's Rob Walker T51 was beaten by Ireland's 18 in the Glover Trophy, Innes famously doing the double over Stirling in the Formula Two Lavant Cup. A month later it was a similar story at the International Trophy: Ireland won at Silverstone after a wishbone broke on Moss's car. But more significantly Brabham and the new T53, making its race debut, were beaten into second place.

Moss and Walker decided after Goodwood that they needed a Lotus if they were to stand a chance in the World Championship. Not because of a lack of faith in the new Cooper: they knew they couldn't get one because of a clash over fuel sponsorship. The works team was signed to Esso, Walker and Moss to BP, so the order was placed for a Type 18.

The move hurt the Coopers, but was justified at Monaco when Moss delivered Lotus its first World Championship grand prix win in Walker's 18. Brabham uncharacteristically hit the wall at Ste »



Moss on the way to first Lotus GP win on his debut in Rob Walker's 18



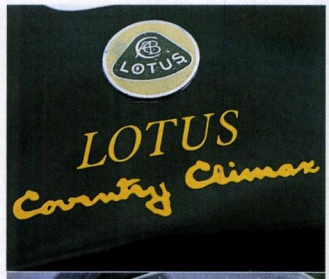
Mid-engine layout within wheelbase. It helped ensure no nasty handling surprises in either

TECH SPEC
Lotus 18

ENGINE
Engine Coventry-Climax FPF, 2495cc
Carburation Two twin Webers
Power 237bhp

TRANSMISSION
Gearbox Lotus 5-speed 'Queerbox'

CHASSIS
Chassis Multi-tubular spaceframe
Suspension Front: Unequal double wishbone, coil spring/damper, anti-roll bar. Rear: Lower transverse links, twin radius arms, fixed length driveshaft, coil spring/damper, anti-roll bar
Brakes Front: outboard 10.5in discs. Rear: inboard 9.5 discs
Tyres Front: Dunlop R5 5.00x15. Rear: 6.50x15
Wheelbase 90in
Weight 980lb




'Queerbox' gear lever placed on the left

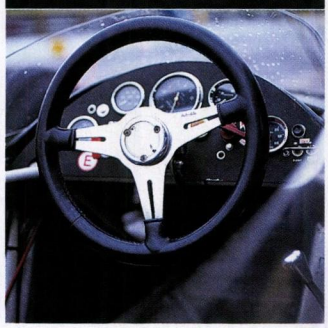
TECH SPEC
Cooper T53

ENGINE
Engine Coventry-Climax FPF, 2495cc
Carburation Two twin Webers
Power 230bhp

TRANSMISSION
Gearbox Cooper-Knight C5S 5-speed

CHASSIS
Chassis multi-tubular frame
Suspension Front and rear: Unequal double wishbone, coil spring/damper, anti-roll bar
Brakes Front and rear: outboard discs
Tyres Front: Dunlop 500L. Rear: 650L
Wheelbase 91in
Weight 1331lb




Needell found Cooper cockpit a squeeze

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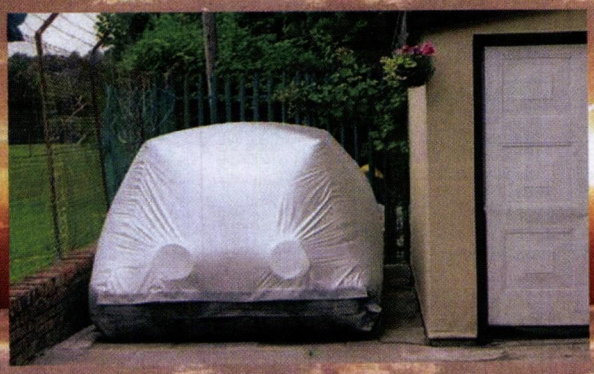
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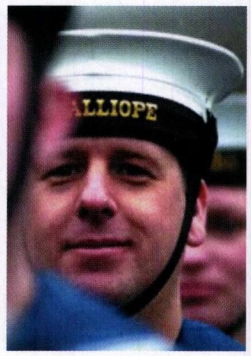
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Bruce McLaren finished second to team leader in tragic Belgian GP

1960 RESULTS
Lotus 18 v Cooper T53

6/2/60 Argentinian GP, Buenos Aires

Innes Ireland (Lotus 18)	6th

14/2/60 Buenos Aires City GP, Córdoba

Ireland (Lotus 18)	DNS

18/4/60 Glover Trophy, Goodwood

Ireland (Lotus 18)	1st
Alan Stacey (Lotus 18)	rtd

14/5/60 International Trophy, Silverstone

Ireland (Lotus 18)	1st
Jack Brabham (Cooper T53)	2nd
Stacey (Lotus 18)	4th
Mike Taylor (Lotus 18)	17th
John Surtees (Lotus 18*)	rtd

29/5/60 Monaco GP

Stirling Moss (Lotus 18)	1st
Bruce McLaren (Cooper T53*)	2nd
Ireland (Lotus 18)	rtd
Stacey (Lotus 18)	rtd
Surtees (Lotus 18*)	rtd
Brabham (Cooper T53)	not classified

6/6/60 Dutch GP, Zandvoort

Brabham (Cooper T53)	1st
Ireland (Lotus 18)	2nd
Moss (Lotus 18)	4th
McLaren (Cooper T53*)	rtd
Stacey (Lotus 18)	rtd
Jim Clark (Lotus 18*)	rtd

19/6/60 Belgian GP, Spa

Brabham (Cooper T53)	1st
McLaren (Cooper T53*)	2nd
Clark (Lotus 18*)	5th
Ireland (Lotus 18)	rtd
Stacey (Lotus 18)	crashed
Moss (Lotus 18)	DNS
Taylor (Lotus 18)	DNS

3/7/60 French GP, Reims

Brabham (Cooper T53)	1st
McLaren (Cooper T53*)	3rd
Clark (Lotus 18*)	5th
Ron Flockhart (Lotus 18)	6th
Ireland (Lotus 18)	7th

16/7/60 British GP, Silverstone

Brabham (Cooper T53)	1st
Surtees (Lotus 18*)	2nd
Ireland (Lotus 18)	3rd
McLaren (Cooper T53*)	4th
Clark (Lotus 18)	16th

1/8/60 Silver City Trophy, Brands Hatch

Brabham (Cooper T53)	1st
Surtees (Lotus 18*)	6th
Clark (Lotus 18)	rtd
Ireland (Lotus 18)	rtd
David Piper (Lotus 18)	rtd

14/8/60 Portuguese GP, Oporto

Brabham (Cooper T53)	1st
McLaren (Cooper T53*)	2nd
Clark (Lotus 18)	3rd
Ireland (Lotus 18)	6th
Surtees (Lotus 18*)	rtd
Moss (Lotus 18)	DSQ

17/9/60 Lombank Trophy, Snetterton

Ireland (Lotus 18)	1st
Clark (Lotus 18)	2nd
Surtees (Lotus 18*)	rtd
Tony Brooks (Lotus 18)	DNS

24/9/60 Gold Cup, Oulton Park

Moss (Lotus 18)	1st
Brabham (Cooper T53)	2nd
McLaren (Cooper T53*)	4th
Ireland (Lotus 18)	rtd
Clark (Lotus 18)	rtd
Surtees (Lotus 18*)	rtd
Ian Burgess (Lotus 18)	rtd

9/10/60 Watkins Glen Formula Libre GP

Moss (Lotus 18)	1st

20/11/60 US GP, Riverside

Moss (Lotus 18)	1st
Ireland (Lotus 18)	2nd
McLaren (Cooper T53*)	3rd
Brabham (Cooper T53)	4th
Jim Hall (Lotus 18)	7th
Clark (Lotus 18)	16th
Surtees (Lotus 18*)	rtd

* Cars tested for this feature

Devote. He eventually continued to the finish but was unclassified, while team-mate McLaren survived a spin to finish second. At this stage Bruce headed the championship, while his team leader had yet to score…

To this day it is a decision Moss wishes he had not been forced to make: "The Coopers were much nicer to drive. They were everything that was fun about racing; the Lotus was not. It was far more delicate and unforgiving. But if a driver was of sufficient ability the 18 was quicker, at the expense of fun – although it's always enjoyable to win!"

Chapman's answer to the Cooper mid-engined revolution was typical of the man. Lotus restoration expert and historic racing ace Simon Hadfield: "The Type 16 was fast but massively complex, a real pain to work on. To take the engine out is an all-night job. So the Type 18 was Chapman saying, 'Enough's enough. Let's have the least amount of racing car we can, put the engine in the back because Cooper seems to be making it work, and take the front-engined gearbox and fit it in the back.' Simple, no frills."

Everything is packaged so tightly within the box-shaped car. The glassfibre body panels, originally made by Williams & Pritchard, cling snugly to straight small-gauge tubes that make up the rigid chassis frame. Remove them and it is the bulbous fuel tank covering the driver's legs that immediately draws your attention. It holds a massive 22 gallons and looks horrendously dangerous to modern eyes. Another tank behind and to the right of the seat allows the car to hold over 30 gallons of fuel. With engine, transmission, oil tank and fuel packed within the wheelbase, handling characteristics remained constant.

The third generation 'Queerbox' lived up to Chapman's quest for simplicity as speedy ratio changes could be made after just removing the rear cover. And it is this gearbox that surprises Needell the most.

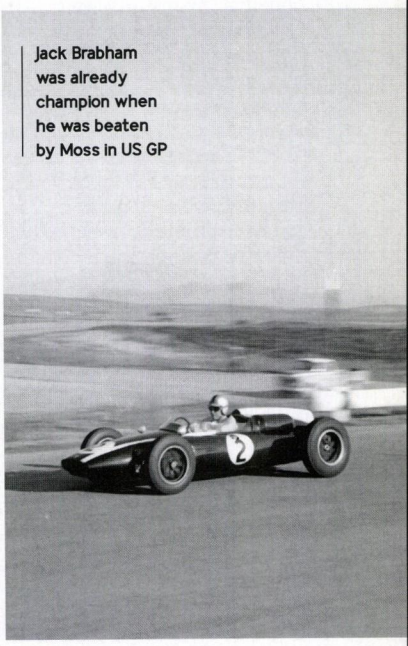
"The Cooper had a fantastic gearbox, but this has really taken me aback," he says. "I didn't even know there were sequential gearboxes back then! It isn't a proper sequential as we know them because the lever doesn't flick back to the middle; it is of course 'migratory'…" He chortles at Hadfield's terminology for the action of the left-hand mounted lever, which pulls back closer towards you with each upshift. "I did miss a couple of changes as my elbow hit the back of the cockpit," Tiff admits.

He is behind the wheel of a car with some history. This is reported to be chassis '373', the car that gave both John Surtees and Jim Clark their first tastes of F1…

Clark made his debut in the Dutch GP, then finished fifth in Belgium and France. Surtees, still very much a 'bike ace in 1960, joined Team Lotus at the International Trophy, then made his first World Championship start at Monaco. Runner-up in his second grand prix, at Silverstone, was impressive enough, but he should have won his third, at Oporto's tramlined street track. "I was leading when I came up to lap Stirling," he says. "I didn't cross the tramlines at a sharp enough angle, got stuck in them and hit the brakes. The front fuel tank was leaking, as it often did, and my foot slipped off the brake pedal. Instead of going up the escape road I tried to take the corner. That was my inexperience – I clipped the radiator. Tragedy."

The car is now owned by Michael Schryver, who drove it to a dominant victory in the Richmond & Gordon Trophies race at Goodwood this year. He recounts a fascinating history of the car. After 1960 it passed through various hands, including Wolfgang Seidel (17th in the '61 British GP), before ending up in Holland in '64 with Willem Butterman, who used it for grass-track racing! It was found in »

'Coopers were everything that was fun' LAT



Jack Brabham was already champion when he was beaten by Moss in US GP

'84 by Peter Bloor, who sold it on to Don Orosco. It was then owned by Jeremy Agace, and finally Schryver.

Mallory is drying out as Tiff hits the track. He soon finds some parallels to the Formula Fords in which he began his career. "The Cooper reminded me of my Elden PRH10, while fittingly the 18 was more like my Lotus 69, which would gently understeer and then turn with oversteer progressively. You can hold longer slides with opposite lock through Gerards with the 18 than with the Lowline. It doesn't constantly twitch and want to be corrected like the Cooper. At high speed the Lotus is more on a knife-edge and it's harder to find the limit. Put it like this: the Cooper is 'working class'; the Lotus is refined. But the Lotus seems quite friendly to me."

'Friendly' is not a word Moss ever uses of a Lotus, especially after the Belgian GP of 1960. A hub failure sent him into a dreadful crash in practice at Spa, breaking both legs, his pelvis and his back. Almost simultaneously, privateer Mike Taylor was severely injured when his Type 18 crashed into the trees at another part of the circuit when the steering-column weld failed. The Lotus fragility tag was stuck fast.

'The Lotus 18 was like racing on tiptoes'

Worse was to come in the race when promising Yeoman Credit Cooper racer Chris Bristow died in a gruesome crash. Then, shortly after, another young hopeful, Alan Stacey, perished at the wheel of a works 18, although not because of a car failure – he is thought to have hit a bird. Following a maiden win for the Cooper Lowline at Zandvoort, Brabham took a convincing victory at Spa, but it's hardly surprising that he took little pleasure in it.

With Moss out of the equation, the path was clear for Brabham to dominate the season. With Team Lotus, Surtees and Clark still finding their feet in F1, and the Type 18 proving less than reliable, the threat subsided. Jack swept to a second world title with five consecutive victories. He was brilliant at Reims in the French GP, then had a stroke of luck at Silverstone: Graham Hill stalled at the start in the BRM but forced his way through to take the lead, only to fall off at Copse with fading brakes as Jack stalked him.

At Oporto Brabham inherited from Surtees, securing the title as the British teams boycotted the Italian GP when the organisers insisted on using Monza's banked circuit. Then Jack was beaten to victory in the United States GP at Riverside by Moss – who incredibly had returned to action in Portugal just eight weeks after his Spa crash. "I always worried more in the Lotus and I never felt comfortable," Moss admits. "After a big accident like that it does play on your mind, but you have to block it out. I had great concentration in a racing car and found it easy to fall into that [mindset]."

Surtees has greater affection for the Type 18: "Compared to the opposition it was the most competitive car I ever drove. A great car – but you needed to watch it. It was very fragile: the gearbox was great, but at Monaco it never stopped giving me trouble, and when I went to New Zealand at the end of the year the steering fell off! You couldn't drive it like a Cooper. It was like racing on tiptoes – you had to be so precise and correct. You couldn't treat it with abandon and throw it around like a Cooper – there aren't many photos of Lotus 18s on opposite lock. It was not the easiest car with which to start my GP career."

The Lotus was the quickest car of 1960, but Cooper's trusty know-how and Brabham's wily nous delivered the title. The Type 18 was fragile, the T53 rock solid, and the quest for competitiveness on faster circuits like Spa and Reims was a success. So would Moss have won the title if that hub hadn't failed at Spa? Considering the 18's reliability record, probably not.

At the season's end Surtees leaves Lotus in the wake of bad feeling over the termination of Ireland's deal. Chapman will build his team around Clark from now on. In Surbiton, Brabham and Cooper have every right to feel comfortable – again. If they were on top of the world in 1959, they now appear to be rocketing into orbit.

But the F1 metamorphosis has not stopped – it never does. The change to a 1.5-litre formula for '61 causes a blip for the English teams, but that's all it is. Out the other side it is clear that Cooper has peaked: Brabham knows, and leaves to form his own team. It is now Chapman and Clark who are on a stellar trajectory. Five years after Jack's zenith, Clark wins six grands prix – and conquers the Indy 500 too. Cooper might have started the British revolution, but it is Lotus that's left flying the flag. M

Tiff's run in the Cooper was in heavy rain. He compared the T53 to a go-kart: "It needs constant correction"









Still wet, but it was drying. Now Tiff was getting into the groove: "Setting the Lotus into long drifts was easier"



Our thanks to Michael Schryver, Simon Hadfield, Barry Cannell, Ian Nuttall and Mallory Park for their help with this feature

X-ray spec

Lotus 30

Sometimes there are good grounds for saying "it'll never work". Keith Howard hears a few

To paraphrase the famous Richie Ginther quip, the Lotus 30 was a 40 with 10 fewer mistakes. But still too many to make it anything better than occasionally successful, even in the hands of Jim Clark. Ever the loyal Lotus professional, Clark did what he could with the car but, like everyone else who drove the 30, he disliked it, and it sometimes got away even from him.

Designed to compete in 'big-banger' racing against Lola and McLaren, the 30 sold quite well in 1964 – 21 were built – but quickly earned a reputation for evil handling. An improved Series 2 version was prepared for 1965, but only 12 of them were made. Although the 30's modified 4.7-litre 350bhp Ford Fairlane V8 was inferior to the Chevy opposition, that was the least of its problems.

One person who foresaw the car's failure was Lotus's own Len Terry, but his concerns were largely ignored. "Colin Chapman gave me the scheme and asked for my comments," recalls Terry. "I studied it for two days and by the end I'd produced a critique covering two foolscap pages. Of all that I considered wrong with the car, the only thing he agreed to change was boxing in the rear chassis members. That was it. He was not prepared to change anything else. That's when I told him somebody else would have to draw the car because I didn't want my name attached to it.

"The project came about because Chapman wanted to get back at Ford. Colin had been absolutely certain he was going to get the contract for the car that eventually became the GT40. He called a big meeting of all the staff at Cheshunt and told them he was sure he would get it: he thought he would because of the Indianapolis tie-up with Ford, and because of his previous experience. But Lola had already produced the Mark 6 GT, and Colin had nothing similar. I think Ford decided that this gave it something to build on, whereas with Lotus it would be a matter of starting from scratch.

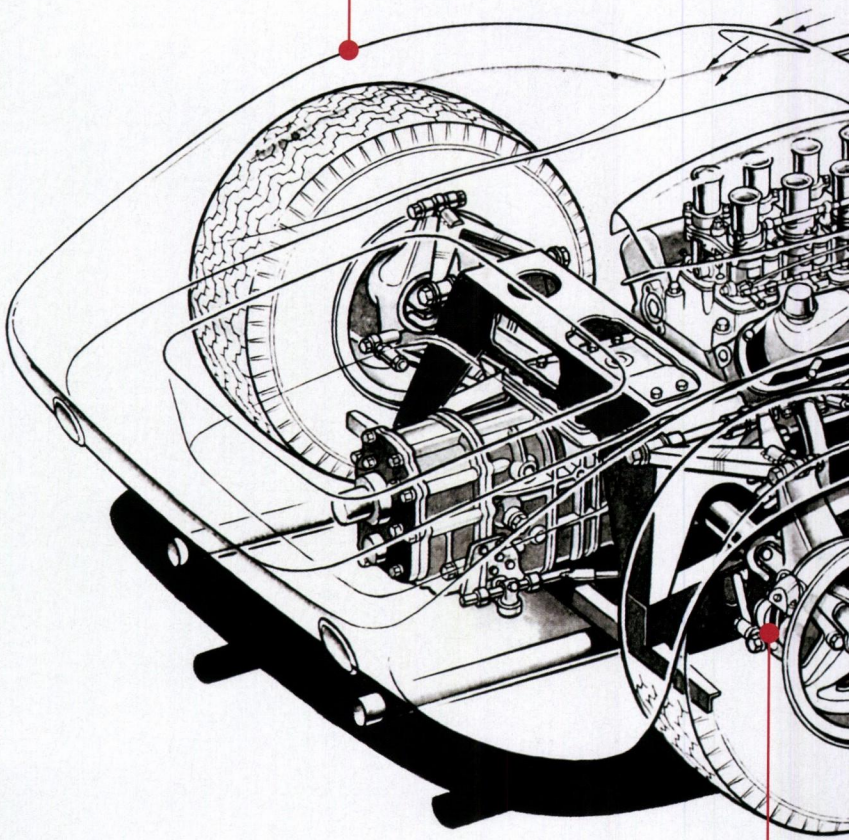
"Colin was so mad when he found out, he wanted to prove to Ford and the world that he was a better designer than Eric Broadley. But it didn't turn out that way, and it had happened once before: when the Lola Mark 1 began hammering the Lotus Eleven, Chapman designed the Type 17 – and that too was a disaster. I also fell out with him over that car, and that time he fired me!"



Jack Sears's 30 in the '65 International Trophy. The car nearly killed him

LAT

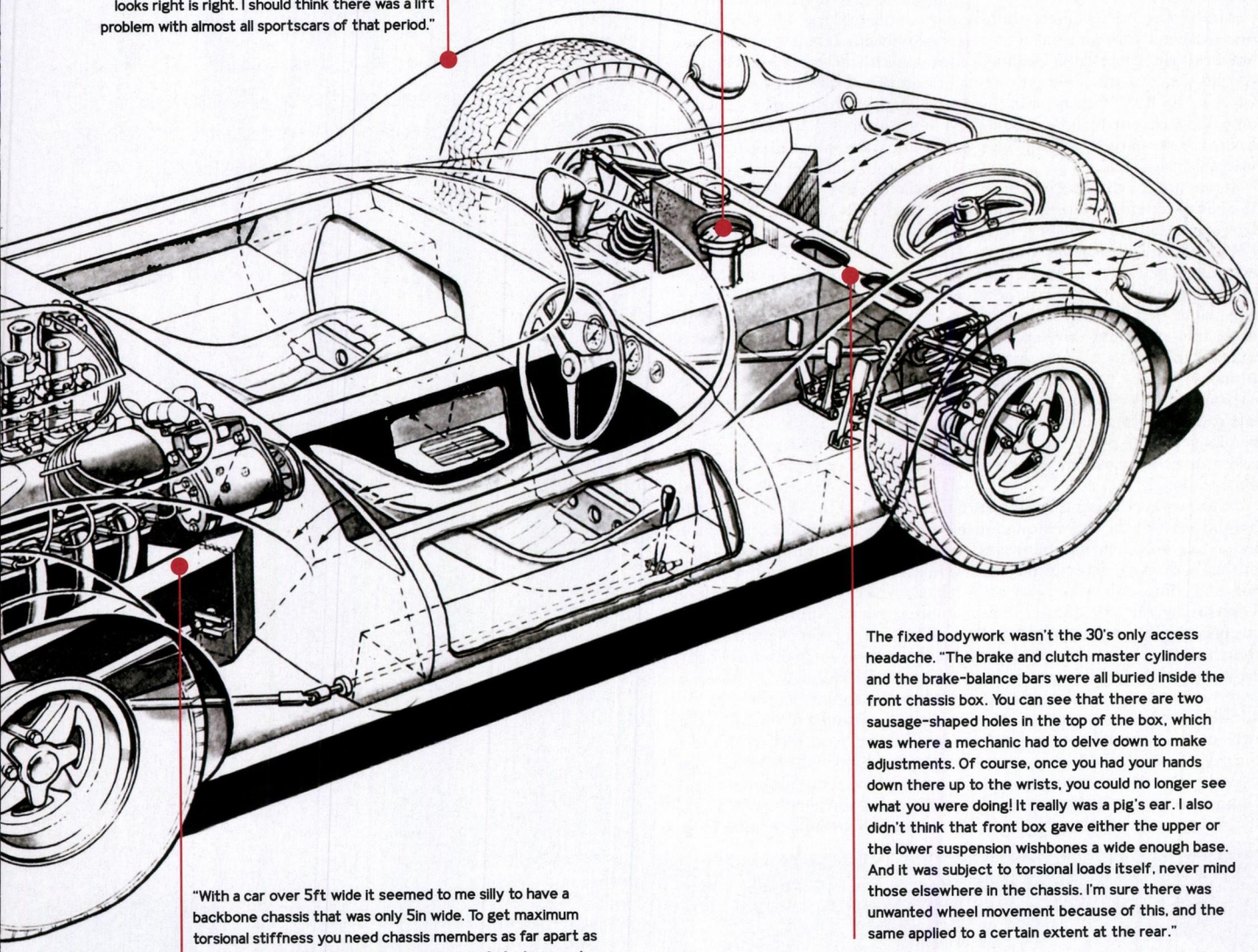
"It wasn't only the backbone chassis that was wrong; there were so many other problems with the car," says Len Terry. One of them was that it had a one-piece glassfibre body, which dropped over the frame and was bolted on to it. That was fine for a road car, but for a racing car, where you constantly want to adjust suspension and other things, it wasn't. Previous sportscars of this type, almost without exception, had lift-off front and rear panels. The 30 only had small removable bonnet and engine panels. Every time you wanted to adjust, say, the front suspension, you had to take the wheel off to get at it, which in turn meant you had to jack the car up. So from a set-up point of view at the circuit it was dreadful. Again this was all down to the fact that eventually it was going to be a production car."



"The 30's brakes were another bone of contention. Chapman decided from the start that all the car's variants would run on 13in wheels. I thought them completely inadequate fitted to a 4.7-litre V8-engined sportscar, and so it proved. The brakes were far too small and you couldn't get cooling air to them as you could with an open-wheeled car. Eventually the 30 was switched to 15-inch wheels and ventilated discs. Colin may also have chosen 13-inch wheels because he wanted to keep unsprung mass to a minimum but the main reason for it was that he wanted to standardise everything across all the proposed five models."

"The bodywork was the only part of the 30 I had anything to do with. It was, in effect, a smoother version of my 1962 Terrier Mk6 sportscar. Aerodynamically the car was good but [contrary to contemporary reports] it wasn't wind tunnel-tested while I had anything to do with it." In customers' hands Type 30s began sprouting spoilers front and rear, suggesting lift problems. Was that a concern during the body's design? "Yes and no. You must appreciate that aerodynamics didn't really come into race car design until later in the '60s when we began using wings. In '64 it was an unknown subject, basically, and we worked by guess and by God - what looks right is right. I should think there was a lift problem with almost all sportscars of that period."

When John Blunsden track-tested the modified JCB Type 30 for *Motor Racing* in 1965, he described the ZF gearbox as having a bit of a truck feel about it, That resulted from Chapman's placement of the main fuel tank. "The central fuel tank was within the main chassis member, which was a good place to have it in many ways because it was closer to the car's centre of gravity. But it meant that the gearchange, which would normally have been there, was moved over to the right-hand side. As you can see in the drawing, that meant there was quite a dog-leg in the gear linkage, which was what made the gearchange less than sweet."



The fixed bodywork wasn't the 30's only access headache. "The brake and clutch master cylinders and the brake-balance bars were all buried inside the front chassis box. You can see that there are two sausage-shaped holes in the top of the box, which was where a mechanic had to delve down to make adjustments. Of course, once you had your hands down there up to the wrists, you could no longer see what you were doing! It really was a pig's ear. I also didn't think that front box gave either the upper or the lower suspension wishbones a wide enough base. And it was subject to torsional loads itself, never mind those elsewhere in the chassis. I'm sure there was unwanted wheel movement because of this, and the same applied to a certain extent at the rear."

"With a car over 5ft wide it seemed to me silly to have a backbone chassis that was only 5in wide. To get maximum torsional stiffness you need chassis members as far apart as possible. In the 30 the chassis was a tuning-fork shape and, as first proposed, the forks were of channel section as on the Elan. I saw straightaway that structurally that was a fault, and Chapman agreed that we should box in the rear members. Even so it just wasn't stiff enough, particularly in the 20-gauge steel he originally specified [it was increased to 16-gauge]. We put the first one we built through a rudimentary torsion test and it took a permanent set at quite low loading, well under 1000lb ft per degree. I think this lack of stiffness accounts for the poor handling of the car. What kept Colin's mind on it was that the backbone was so cheap to produce by comparison with a monocoque or spaceframe. And because he'd envisaged production versions of the car he wanted to keep it."

THE FIRST OF THE LINE

"What is not well known is that the Lotus 30 was the first of five projected variants. Number two was basically the same car but with a 1.6-litre Lotus-Ford Twin Cam engine. Numbers three and four were going to be closed, road-going coupé versions of one and two, and number five was going to be a racing version of number four. Number four eventually became the Europa, and after that the Esprit. This was all planned from the outset. When Colin first brought the scheme in for me to evaluate, he told me this was his idea. But I may be the only one he told, because when I mentioned it to Ron Hickman he was surprised."

MAD FOR IT

1995: Oasis rule the music world and Colin McRae is the motorsport equivalent, dripping with attitude and zest. What's the story of his WRC glory? John Davenport looks back

Ten years ago British rallying got the same kind of boost as that recently experienced by English cricket when, on November 22 1995, Colin McRae captured the title of World Rally Champion by winning the RAC Rally of Great Britain. Ever since the disappearance from the WRC of major British motor manufacturers in the '80s, the UK's rally drivers had shone only intermittently on the WRC scene. Now there was a constellation radiating in their midst.

McRae rewrote the history book of British rallying and did it in a bravura style. Until Colin bounded on the scene in the 1990s, Roger Clark's '76 RAC victory was the only WRC event to be won by a British driver in the 20-year period since its inception in 1973.

It was not for the sake of trying. We had excellent drivers like Andy Dawson, Malcolm Wilson, Tony Pond and Russell Brookes, but the majority of works drives were going to Scandinavians. Of course there is a name that has been left out here, that of Jimmy McRae, five times British Rally Champion and runner-up in the European series. McRae came to rallying relatively late in life and showed his skill to be of a very high order but had no easy route to expand his activities outside the UK.

In some ways the fact that McRae Snr did not have the chance to shoot for a full WRC programme was probably the key factor in his son winning it more than 10 years on. With his dad rallying almost exclusively in the British Isles, Colin got the chance to become part of the rally scene at a formative age. When barely into his teens McRae Jnr was allowed to have a motorcycle, and two Scottish scrambling titles fell to the lad before he was 14.

At 16 he discovered that he was eligible to compete in autotests, and the 'bikes were sold to acquire a Mini. In due course he became West Scotland Autotest champion and the same year he did his first rallies in a borrowed Hillman Avenger. With advice from Jimmy, a Sunbeam 1600 was acquired for 1986 and the Colin McRae rally career got under way with an assault on the Scottish championship. And assault it was as the Sunbeam (and the Scottish scenery) bore the brunt of it. "I never had any real tuition from anyone," he explains. "I learned about the handbrake on those autotests. Left-foot braking all started in the Sunbeam. It had weak halfshaft bearings that gave it a lot of knock-off with the brake pads, so I'd use my left foot to pump the pedal. Then I thought, 'Well it's there, why not brake with it all the time?'"

He got some help to rally a Vauxhall Nova in 1987 and did his first WRC round by visiting Sweden and making lots of holes in snow banks. The Nova saw him through most of '88, but borrowed Nissans, Peugeots and finally a Ford Sierra Cosworth from RED (with factory blessing) saw him win his first events outright and take home the Scottish title. The outcome was a deal for '89 whereby Colin would join Jimmy in the BRC driving an RED Group N Sierra as opposed to the Group A example pedalled by Dad, while Colin would also get a private Group A car for the National series. Junior opened the season with a stunning drive on the Swedish Rally, where his lowly 15th place at the end was only a result of multiple gearbox problems.

This and further National wins were enough to maintain Ford's interest and Colin was offered a Group A Sapphire for 1990. He won the first round of the BRC, the Cartel, but the car met its end in a major accident on the Welsh. From then on it was make-do-and-mend with a variety of Sierras, with which somehow the results seemed to »

Both LAT





Left: Catalunya Rally '95 saw a bitter Scot take a back seat to Subaru team-mate and local hero Carlos Sainz


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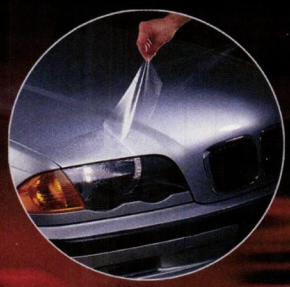
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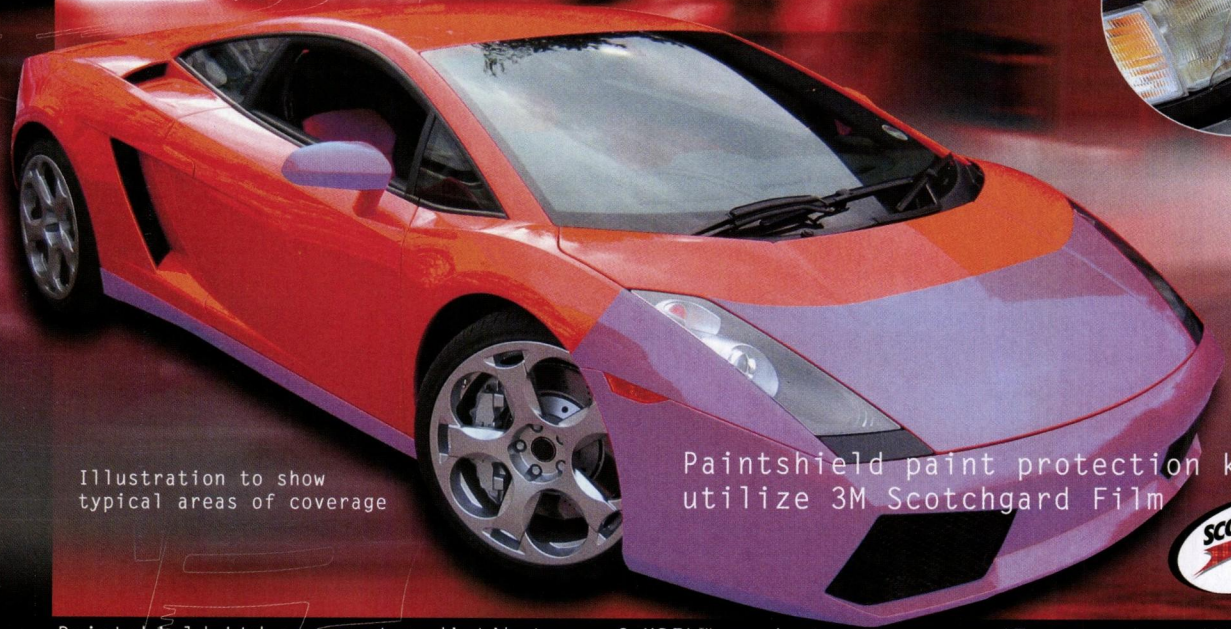


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come. For the RAC Rally he was equipped with the new Sierra Cosworth 4x4 and in this car he demonstrated to the world exactly what being Colin McRae was all about. Several excursions left the car looking poorly yet, when the engine was not misfiring, he was the fastest thing on the rally and eventually finished sixth.

Ford pondered giving Colin a car for 1991 but finally decided that at 22 he was too young for a full works drive. The future looked bleak until a discussion between Jimmy McRae and David Richards resulted in Colin being given a Prodrive Subaru Legacy RS for the BRC. At home he did not disappoint, winning four of the BRC qualifiers and sensibly finishing third on the last round to take the championship. With sponsors happy, Prodrive was able to offer him more of the same for '92 plus five entries on classic WRC events. Colin simply blitzed the BRC with six straight wins and showed he was fully at home in world-class competition by finishing second in Sweden, fourth on the Acropolis and sixth on the RAC. The only blot on the record was his visit to the 1000 Lakes, where he left the road no less than three times – once before the start – and arrived to the finish in eighth place with a car lacking even one straight panel. Neither Subaru nor Prodrive were impressed as the state of the car hardly matched their image of a professional approach to rallying.

Still, McRae was fast, quick to learn and rapidly establishing a good rapport with the Prodrive engineers. He was not overawed by team-mates such as Markku Alén and Ari Vatanen, and for 1993 earned promotion from the BRC and did eight WRC events including a run on the Safari Rally in a Vivio: the little car lost out but

'He left the road three times - once before the start'

Colin's experience of different conditions and rallies was enhanced. The Acropolis ended with an accident but, on an event that he had done twice before things finally came good, he took his first WRC win in New Zealand. A win on the Malaysian Rally followed and the second half of the season looked much better than the first. He could have won the RAC Rally in an Impreza but for a tree branch in Kielder that pierced the radiator.



McRage: Colin was incensed when team orders were invoked in favour of Sainz in late '95



'92 1000 Lakes saw McRae leave the road three times. Below: learning the ropes with Nova on '88 Manx

For 1994 he was now number two in the Subaru team to Carlos Sainz and had a full WRC programme. This was still the time of 'rotation', where some events were for manufacturer points only and others driver points only. By mid-season his best result was 10th on the Monte Carlo. A final shunt in Argentina left David Richards apoplectic, but then it was New Zealand again and McRae was magnificent: his control of the event showed maturity far beyond his 26 years. He went on to win Australia, finish fifth at San Remo and then confirm what everyone had known for years – that he could win the RAC Rally.

At the start of the 1995 season McRae was entering his third full season of WRC events with the Subaru team and his second at the wheel of the Impreza 555. At one and the same time, he was the apple of Richards's eye and the source of frustration. His team-mate was Sainz who, despite only winning one round in '94, had scored a string of podiums to wind up second in the drivers' championship, two places ahead of the Scot.

With just eight WRC rounds and every score counting, the season started badly for McRae. He left the road on the infamous Sisteron stage of the Monte Carlo; Sainz went on to win. Then in Sweden they both had their engines fail, so Tommi Mäkinen now led Sainz by five points and McRae by 25. A muted performance in Portugal saw the young charger finish third, while Sainz took his second win of the season. The Spaniard now led the title chase again and was 28 points clear of McRae. In Corsica they finished fourth and fifth respectively so the gap between them widened slightly to 30 points. Richards remembers that: "Colin started the season as the young pretender expected to sit in the shadow of Carlos. By the middle of the year he was mature



and reliable." McRae always saw that he and Sainz were "equal in the team – same equipment, same opportunities", but acknowledges that "the priority at the end of the year would depend on results."

As soon as the drivers' championship headed to the Antipodes »

McKlein LAT

things changed dramatically. Sainz had a mountain-bike accident and missed New Zealand and then retired in Australia. One might have expected McRae to have been more likely to have a spill but he has a theory: "It's a question of natural ability. I knew how to fall and he didn't." With a first in New Zealand followed by a second place in Australia, McRae jumped Sainz and was now seven points behind the new leader, Juha Kankkunen, and five ahead of his team-mate. Two events remained: Catalunya and the RAC, each the home event for one of the Subaru drivers.

For Richards there were several problems weighing on his mind: "The real issue was winning the manufacturers' championship for Subaru. It was clear that we could also get a Subaru driver to win the drivers' championship, though before Catalunya that was not certain thanks to the Toyotas of Kankkunen and [Didier] Auriol." Had he known that at the end of Catalunya Toyota would be found guilty of cheating and banned for '96, the situation during the rally might have been different. As it was, Kankkunen's Toyota left the road while in the lead just past halfway, leaving Sainz ahead of McRae by a mere eight seconds. At that point it seemed sensible to impose team orders and ask the pair to finish in that order, thus giving Subaru maximum manufacturer points and putting both drivers equal at the head of the driver standings.

A press release was issued to that effect. Colin was unhappy. "I had a meeting with Colin and Jimmy that night and made it clear that I wanted the drivers to hold position," says Richards. "I'm not sure what happened but I think Carlos wound Colin up the next morning. It was quite clever really as it could easily

'DR didn't wave a big stick; he waved my contract'

be a let-out for Carlos if he failed to win the championship." Colin recalls: "I never actually agreed to the team order. Both of us had a fair chance for the title. Carlos never said anything because of course it favoured him. If I were in that situation where a younger driver was beating me, I would support us having a straight fight. You very rarely find that where you have two drivers who are in the groove and fighting that they crash. Normally one wins and the other doesn't. Driving when you are not focused is more likely to result in an accident. In any case, I was dead sure that if Carlos was leading the RAC Rally and needed to let me past to win the championship it would be World War III and no prisoners..."



1995 RAC Rally: Britain hails a new hero as McRae takes the WRC drivers' title

Whatever, McRae flew on the third and final leg. Sainz's advantage disappeared and the team made several frantic attempts, including putting two team members in the middle of the road on the last special stage – but not slowing McRae one iota – to address the problem. It was left for a final showdown before the last control. Richards again: "I wasn't prepared to give Carlos any excuse about not winning the championship. So Colin and I had a real shindig in the main street of Lloret de Mar with all the toys out of the pram. He did what I wanted but it was with great reluctance." Colin confirms that "DR didn't wave a big stick; he waved my contract. It was made clear that if I didn't take the time penalty and let Carlos win, I was going no further with Subaru."

Surprisingly, by the start of the RAC Rally both drivers seemed to have recovered their amiability, but Richards did have frequent chats with his young star: "I kept reminding him that all he needed was a clean run: no need to use his raw speed." With Toyota excluded from the WRC and both Fords and Mitsubishis falling by the wayside early on, it was a straight fight for the drivers' title. The initial advantage went to McRae when Sainz damaged his radiator, but then the Scot had a puncture and Sainz led. From then on it was catch-up for McRae, who took 18 fastest times to Sainz's five. The gap at the end was half a minute between them. Britain had a new World Champion.



'95 Monte: McRae was caught out. Below: WRC return – seventh on '05 Rally GB in Skoda



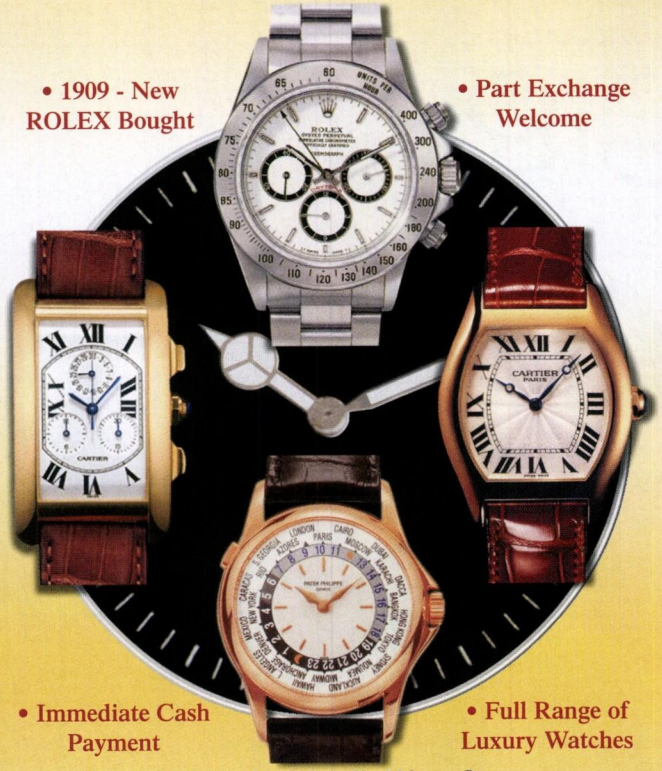
What does the man himself think today of that turbulent season? "It was pretty unbelievable when we did it but I look back and still find it amazing what we achieved that year. Perhaps the WRC is getting harder to win but it was certainly tough then. I would have liked to have won the title again – we came closest in 1997 – but perhaps that possibility is still open..." M

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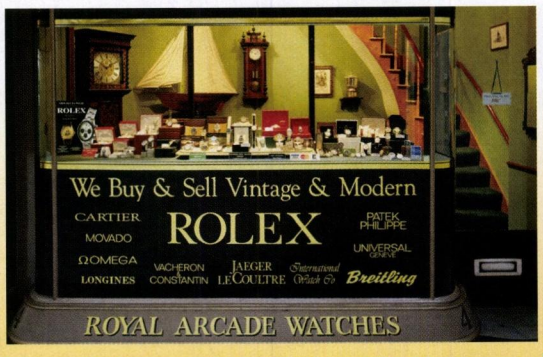
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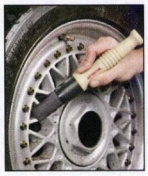
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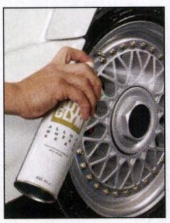
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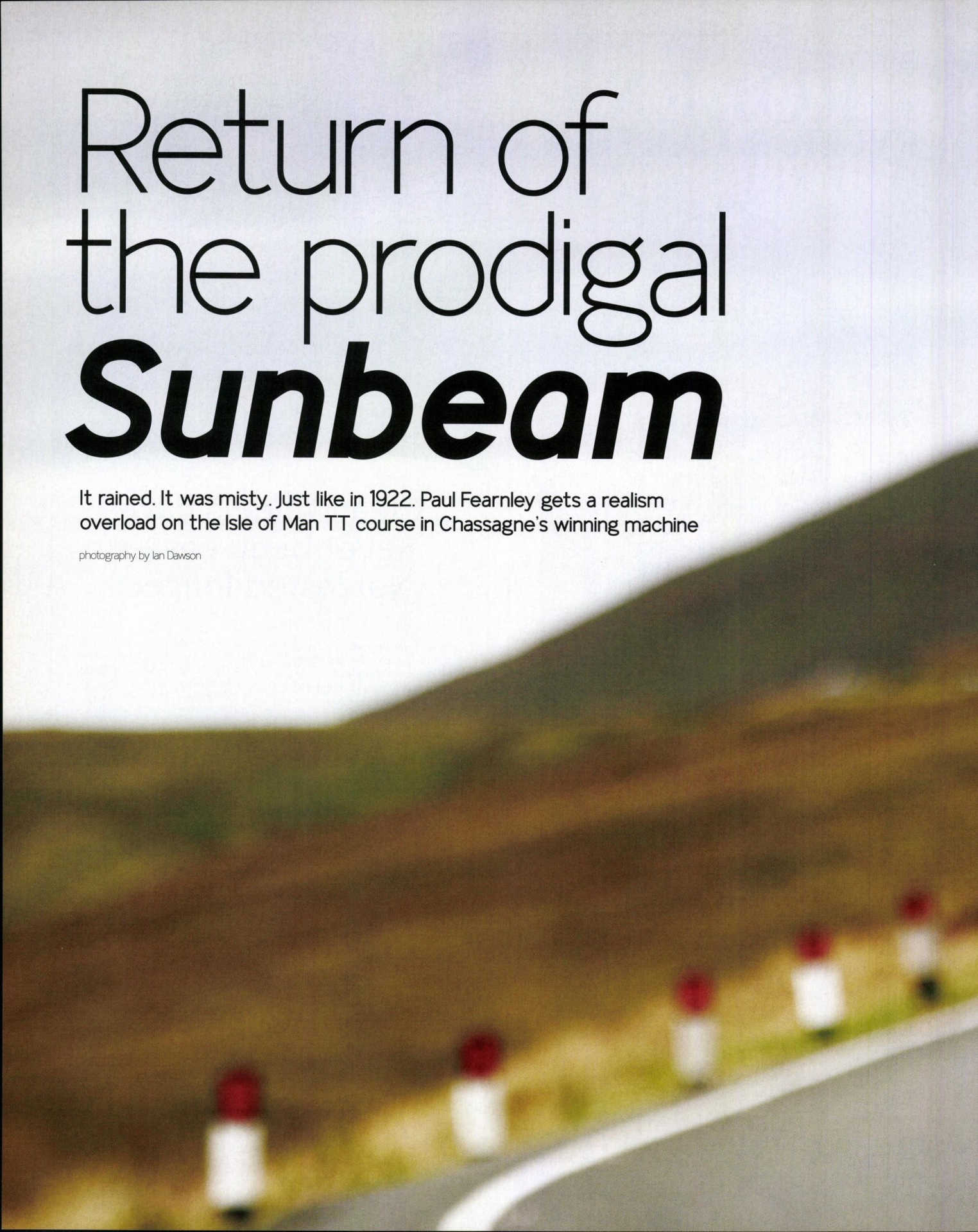
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Return of the prodigal **Sunbeam**

It rained. It was misty. Just like in 1922. Paul Fearnley gets a realism overload on the Isle of Man TT course in Chassagne's winning machine

photography by Ian Dawson





83-year flashback: no pursuing Bentley in sight, so Fearnley must be doing OK

Face stinging. Soaked to the skin. But pressing on. Despite there being only nine entries – three Sunbeams, three Bentleys and three Vauxhalls – and Jean Chassagne being in one of the fastest of them, the 1922 RAC Tourist Trophy was no sinecure for the Frenchman. His Sunbeam team-mate Henry Segrave had set the pace, but when he clunked to a halt with a puncture and pitted for a spare Dunlop, as well as fuel and oil, Chassagne skittered past to lead on the road – and on time.

That fourth lap had, according to *The Autocar*, seen the race "descend into a zenith of misery". On Thursday June 22, keyed-up racers awoke to windows drummed by incessant rain and the Sunbeam team, everyone's favourite, was in disarray. It was the last to arrive at the start above Douglas. And it arrived a car short. Kenelm Lee Guinness, the 1914 TT winner, had been forced into the spare because of engine trouble on his race car. He pronounced himself happy with his new mount – until its clutch failed as he left the team's Fort Anne Hotel base.

The grid was awash with rain and activity. Chassagne swapped from ribbed tyres to Dunlop's newest traction-treads, and with 10 minutes to go was rebalancing his front wheels. The Isle of Man's roads had been improved greatly from the two-rut tracks of its 1904 Gordon Bennett Trial, but the famous section over Snaefell was still a loose surface, and the roads which were sealed were now smeared with mud.

Only Segrave seemed unmoved. Statuesque in the cockpit, he tore into the conditions. Third away, he'd caught the Vauxhall and Bentley that had started ahead of him by Sulby Crossroads, halfway into the 37.75-mile lap. His 57.7mph average from a standing start would remain the fastest in this 302-mile encounter.

Chassagne, two minutes adrift, had expected this and was content to play the anchor role. He was an established part of Sunbeam's French spine: chief engineer was Brittany-born Louis Coatalen; the designer of this car's 3-litre engine was Swiss Ernest Henry of pre-war Peugeot fame. As a professional racer, Chassagne would happily peddle his skills – he drove for Peugeot and Ballot in 1921 – but he owed a lot to Coatalen, who had given him his break in the 1913 French GP at Amiens, where Chassagne repaid his faith with third place.

Sunbeam, therefore, was close to Chassagne's heart. And now, as he roared towards the team's signalling station at Hillberry, at the end of the four-mile descent to Douglas, he realised he was its only hope for a vital victory. 'Segrave out!' intoned the message. The American-born Englishman had misfired to a halt in Ramsey's Parliament Square, a contact-breaker having failed in one of the magnetos. The on-board kit did not include a spare, and the 1384ft ascent to Brandywell on four cylinders was an impossible ask.

The pressure on Chassagne was immense: Sunbeam sought redemption after its disappointments of 1921, when its ambitious plan to build 10 cars for attacks on the Indianapolis 500 and French GP had come unstuck. Outshone by the Frontenacs and Duesenbergs at The Brickyard in May, it withdrew its seven-car entry from the July GP, citing a coal strike as the reason. But the truth was that Sunbeam had overreached itself and was underprepared. Political pressure saw it run four cars at Le Mans – two as Talbots, two as Talbot-Darracqs (it had merged with these companies in 1920) – but ignition and tyre troubles meant a best finish of fifth.

'The statuesque Segrave tore into the conditions'

With the GP limit trimmed to two litres for 1922, the TT provided a rare opportunity for the 3-litre to grab some glory... But could Chassagne keep it on the island?

I am experiencing a microcosm of Chassagne's predicament. Accelerating from The Gooseneck, the tight right that leads you from Ramsey onto the Mountain proper, I reach for second. The lever is a blend of engineering and aesthetics: a shapely forging crowned by a snooker ball-sized wooden knob which provides a satisfying tactile experience. Except when it's slick with rain. It's mounted outside the bodywork and my gloved hand slips off it. I find myself marooned in neutral and off the cams.

Potential problems lie around every corner of this epic circuit – even in the dry. Its scale dwarfs the 'Ring's Nordschleife; its challenge is hemmed in by every natural hazard – including fog. Like Chassagne, I nose that lucky horseshoe-adorned rad into the mist. Unlike Chassagne, the surface beneath my narrow Dunlops is tarred. And still the spring-spoke wheel flexes in my grasp as friction dampers and semi-elliptic leaf springs lose the battle against even modern-day bumps.

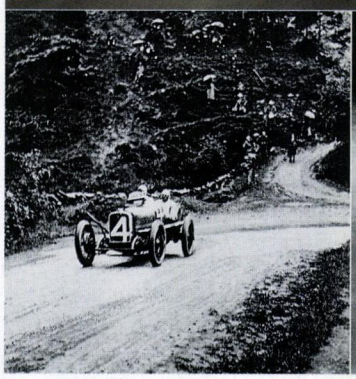
This track was not considered quick by 1922 standards, but it was fast enough for a prankster to paint an extra nought on his village's 10mph sign. And that's how it seems to me: fast enough. With second engaged and the revs wound back on – there's usable power from 2000 to 4500rpm – the Sunbeam dispatches fast bends with the tiniest of inputs. I essay third – push, slide towards you, push on this H-pattern four-speed crash 'box – and for a brief moment I am the 'Ghost of TTs Past'.

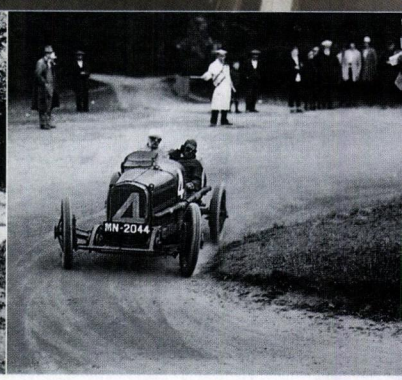
As the fog thickens, however, the lack of headlights makes it prudent to stop in a lay-by just short of The Bungalow. That's just fine by me. I wouldn't have fancied the descent even in perfect conditions: downhill in the 100mph top gear is distinctly Segrave territory. No, I'm happy to wait as the crew fetches the trailer from Ramsey Hairpin.

It's only now that I notice it. Had this been Sicily and the car an Alfa Romeo, a querying crowd would quickly have mustered, but even here, the 'Road Racing Capital of the World', most Brits barely stare, never mind stop. Yes, the weather is inclement, but the indifference is undeniable. I'd probably have been arrested on the mainland.

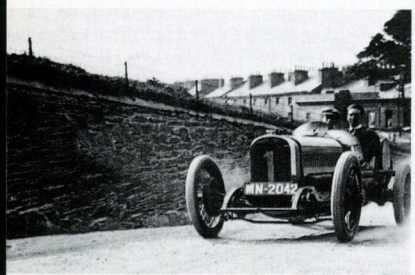
The situation was little different in 1903 when Julian Orde, Secretary of the Automobile Club of Great Britain and Ireland, was scrambling to find a venue for the Gordon







Segrave (below, both pics, though right-hand shot is practice run) expired, so 'our' Sunbeam took win



Kenelm Lee Guinness on practice run



Ramsey Hairpin is negotiated by Vauxhall in 1922 (left), but no crowd to watch Sunbeam in 2005



FASTEST LAPS

NO-ONE GOT CLOSE TO SEGRAVE'S STANDING-START EFFORT

Segrave	Sunbeam	39min 15.0sec	Lap 1
Chassagne	Sunbeam	39min 29.0sec	Lap 5
Clement	Bentley	39min 43.6sec	Lap 8
Payne	Vauxhall	40min 13.2sec	Lap 8
Swain	Vauxhall	40min 31.0sec	Lap 4
Bentley	Bentley	40min 51.2sec	Lap 8
Hawkes	Bentley	42min 12.0sec	Lap 8
Payne	Vauxhall	42min 38.0sec	Lap 1

Bennett Trophy. Racing was banned on British roads and the government was implacable, so Orde took the Trophy to Athy in Ireland.

The following year he looked closer to home for a site for the British team's Gordon Bennett Trial. It so happened that his cousin, Lord Raglan, was Governor of the Isle of Man... A deal was struck, King Edward VII gave his assent, and the island's Tynwald government convened on May 5, two months earlier than normal, to pass an act that permitted three days of racing per year. The island's motorsporting tradition began the following week.

The first circuit, known as the Highland Course, was a 52.1-mile affair which ran southwards from Quarterbridge to Castletown before heading north to Ramsey, via Ballacraine, Ballaugh – where it turned sharp left into The Curraghs – and St Judes. The daunting run over Snaefell completed the lap. The same layout was used for the 1905 Trial too, only this time there were to be four laps, not five, and no dead-stop checkpoints.

But that year's Gordon Bennett Trophy was the last. French manufacturers felt strangled by its three-cars-per-country rule, which is why free-trade GP racing was born in 1906. Orde knew which way the wind was blowing, cajoled a new Highways (Motor Car) Act through the Tynwald in '05 (this increased the days available for racing to six) and announced a new race: the Tourist Trophy. This was for touring cars not racing cars, and its winner would be decided by a complicated equation incorporating mph and mpg. John S Napier's Arrol-Johnston won at 33.96mph, with 1gal 6oz of fuel in its tank after four laps.

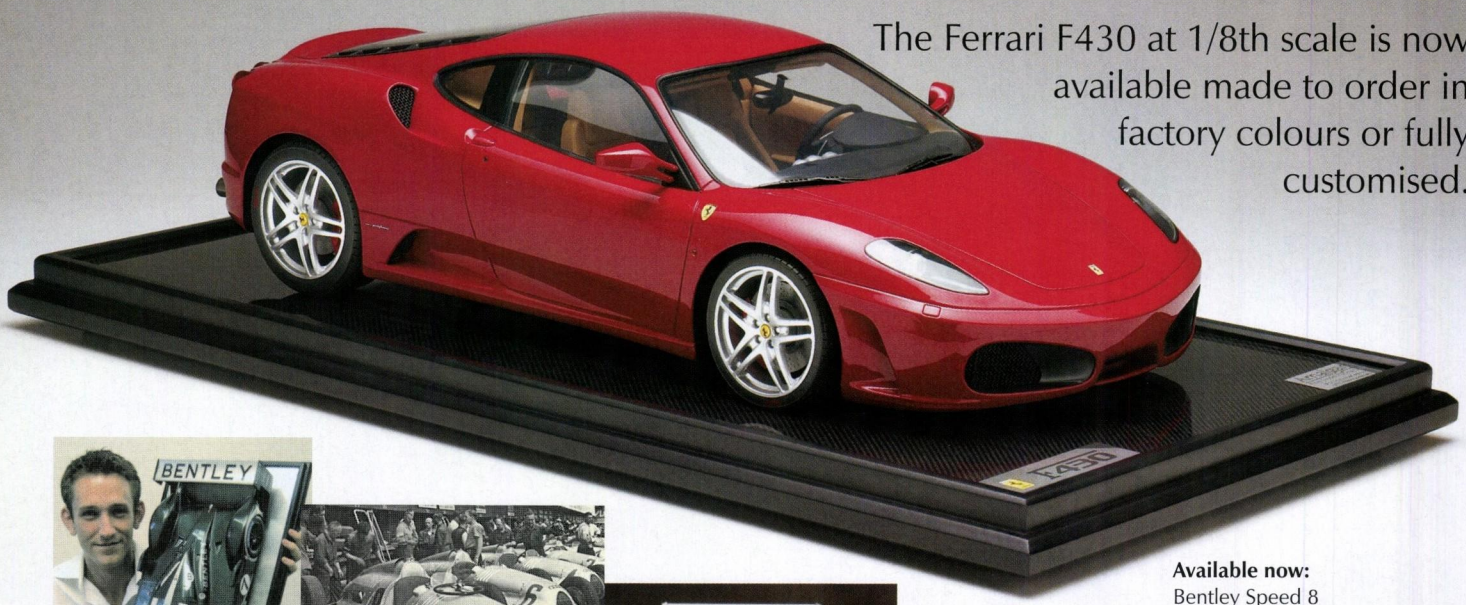
The event was a success – but not everyone was happy. Railway bosses complained about the disruption caused by the track's southern loop, which traversed five level crossings. From now on competitors would run west from Douglas to Ballacraine – and straight on to »

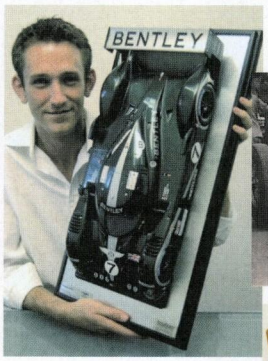
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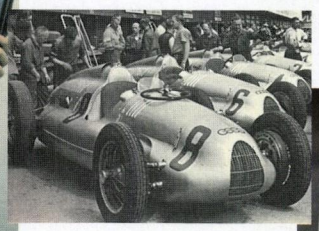
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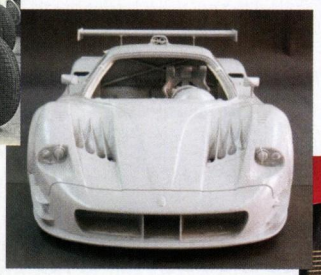
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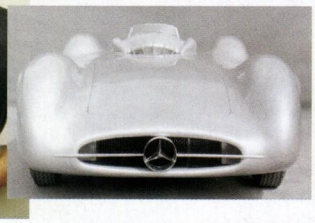














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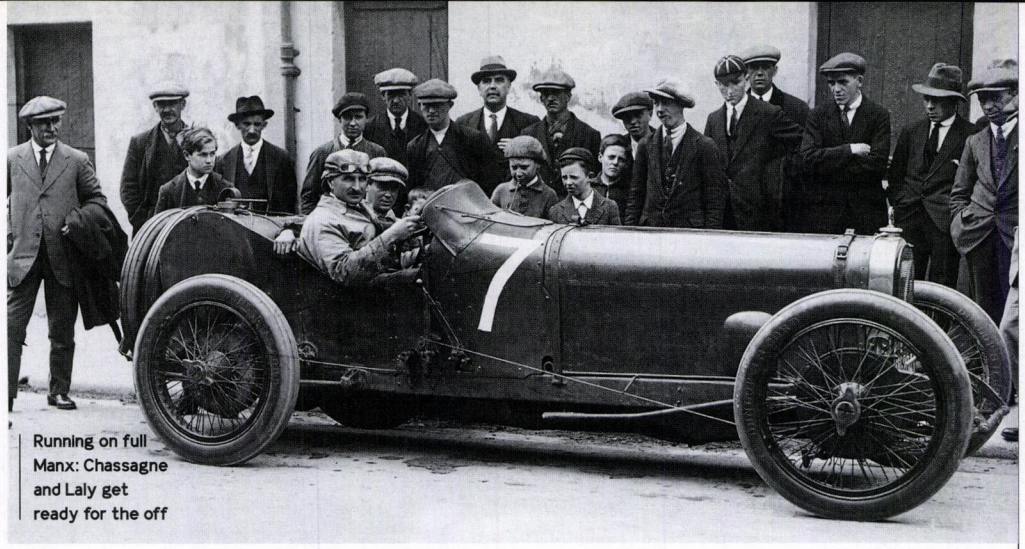






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Running on full Manx: Chassagne and Laly get ready for the off

Driving Chassagne's 1922 winner

Vigorous arm action on the air pump brings the fuel tank's pressure up to 1 bar. A couple of twists on the Ki-Gass primes the manifold. Both mag switches are clicked on. Now press the starter and simultaneously pull the steering column-mounted advance/retard lever towards you. And she fires. First time. And settles into a slightly lumpy tickover that harumphs down a drainpipe exhaust. This becomes a fruity rasp as the button throttle, originally central but now on the right, is blipped.

Clutch in. This multi-plate conical-disc item – six discs of phosphor bronze, six of steel – has more feel than anticipated and is rugged enough to endure the slip required to overcome a tall first gear. The four-speed gearbox is separate from the engine, albeit carried by the same subframe. Its cogs are huge, but with patience, and double helpings of clutch, fuss-free changes can be achieved via a lever which chonks positively into mesh with a surprisingly short throw. Even so, that 100mph direct top remains deselected. Third is good for 75-80mph which, given the vagaries of the brakes, is plenty.

Duesenberg used hydraulic actuation at the 1921 French GP, but Sunbeam stayed with cables for the following year's TT. Like everything on this car, though, this system bristles with neat touches: steel drums have aluminium cooling rings shrunk-fit to them; cables run in phosphor-bronze pulleys for ease of movement; any slack can be taken up via two spring-loaded ratchets that jut through the floor beneath the mechanic's legs, each of them winding in left- and right-handed threads. The resultant retardation is pretty good. It's just that it tends to dart the car towards the verge.

The worm-and-sector steering is meaty at low speed but lightens as momentum builds. It offers kart-like responses, with less than a turn from lock to lock – of which there isn't much, which is why the exit at Governor's was widened in 1922.

It's on the fast run to The Bungalow that this car is in its element: not much grip, attention-grabbing roadholding, but excellent handling. Sunbeam kept its centre of gravity low by stepping down the chassis between both axles, kinking the front axle at its centre and positioning the flywheel-less engine so that its dry sump would just clear the ground with both front tyres punctured.

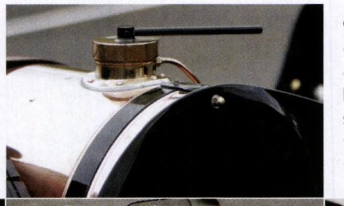
The chassis is simple: two longerons braced by pressed-steel cross members fore and aft and by a tubular cross member behind the gearbox. You might expect it to twist like *al dente* spaghetti, but there's little scuttle shake as the car corners impressively hard and flat.

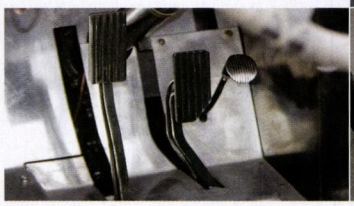
What's really impressive, though, is that engine. It's hard to believe it's only three litres, such is its length and depth. The straight-eight configuration, perfected in WWI, was in racing vogue. It had plusses: reduced reciprocating weight, even torque, high revs. And it had minuses: a mighty crankshaft that was difficult to to balance, to support and make stiff enough, and camshafts you could polevault with.

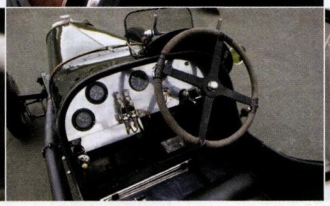
Sunbeam's version was drawn by Ernest Henry, designer of the revolutionary dohc four-valve Peugeot GP engine of 1912. He'd also conceived the twin-cam straight-eight that had given Ballot an edge when racing resumed after hostilities ended. The latter featured a roller-bearing crank; Sunbeam's runs in five plain, white-metal bearings. These by design have to be wide – there's a noticeable gap between the four-cylinder aluminium-alloy blocks – hence the engine's length. Even so, the bore is narrow (65mm), the stroke long (112mm), with domed aluminium pistons in steel liners. There is a single central spark plug and four tulip valves per cylinder in the non-detachable head, and there are two camshafts, which run in ball races and are driven by front-mounted spur gears from the nickel-chrome crank.

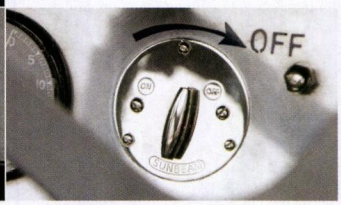
This is all cooled by separate water jackets, fired by two mags, and breathes, with a CR of 5.7:1, through two Claudel-Hobson updraughts. The bottom line is 110bhp at 4500rpm from 2973cc.

And the bills don't end there. The drivetrain concludes in an elegant back axle, the bevel-gear diff is housed in an aluminium casing and the Hooke-type halfshafts are enclosed by steel-tapered sleeves machined from solid and 3mm thick: very light, very expensive. No wonder Sunbeam eventually went bust.









Sunbeam's tiny button throttle is key to unlocking delicious engine rasp; steering gives surprisingly modern-day response

Peel. Two sharp rights there would send them up the coast, via Devil's Elbow, to Kirk Michael. Another change saw The Curraghs bypassed, Ramsey instead being reached via Sulby. This, the Mountain Course, was 40.38 miles long, and the Rolls-Royce of C S Rolls completed the four-lap 1906 race in 4hr 6min (39.4mph).

For 1907, changes involved the date and class structure. Convened in May, the entry was split into 'light' and 'heavy', the latter carrying a fixed wooden air brake to reduce speeds. The race won by Ernest Courtis's 'light' Rover at 28.8mph.

The major changes, though, came in 1908. Restored to September, the race was increased to 337.5 miles and would be decided by speed alone. The circuit was altered too: narrow Peel was deemed unsuitable, so cars turned right at Ballacraine, crossing Ballig Bridge on their way to Kirk Michael. At 37.5 miles this was the Four-Inch Course (competing cars were limited to a maximum bore of that measurement).

There was local rejoicing when W Watson of St John's won. There was disquiet elsewhere about the dramatic rise in speed: the victorious Hutton averaged 50.25mph. King Edward VII had recently given the Automobile Club his Royal assent but he disapproved of cars racing on public roads. And that was that until 1914. George V was on the throne when the island hosted its most ambitious car TT: a 600-mile, two-day affair for out-and-out racers. The Sunbeams of brothers Kenelm and Algernon Lee Guinness dominated, though the latter retired.

It was, however, undeniable that motorcycle racing was forcing the pace. The first two-wheeled TT was in 1907 on a 16-mile circuit, but they stepped up to the Four-Inch »



Run-in to Kirk Michael: don't park it here

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Start shot. Below: Bentleys on left, Vauxhalls in middle and Sunbeams right



Course in 1911. By 1914 the start was at the top of Bray Hill, where it remains today. And in 1920, instead of turning right, the bikes swept left at Cronk-ny-mona, turned right at Signpost Corner and completed the lap via Governor's Bridge.

The circuit, however, still wasn't quite as we know it nowadays. Mr Cruickshank, High Bailiff of Peel and Ramsey, had consented to competitors using his private road in Ramsey. But after the war this stretch fell into the ownership of Hugo Teare, a local MP who wanted his pound of flesh. The organisers re-routed down back roads, but the situation was unsatisfactory and a deal was reached for 1922. The New Mountain Course, today's Mountain Course, was born.

And how Chassagne must have been cursing it. *The Autocar* had described him in its TT preview as "quiet, unassuming, systematic and businesslike". But his pitstop on lap five revealed his true emotions. He overshot, splashed petrol everywhere and shouted at his riding mechanic, Robert Laly, throughout.

The cause of his disquiet was Frank Clement, who was cornering his stripped-down sportscar Bentley with "élan, verve, dash and fire". This pair had been running companions for much of the race, even though Chassagne was four minutes up on time, and glimpses of the Bentley had seemingly affected the Frenchman's equilibrium.

The Sunbeam was 30 seconds ahead of the Bentley on the road as they entered the eighth and final lap. Clement redoubled his efforts and scratched 21 seconds from that gap. But despite a slower average – 55.78 versus 56.44mph – than the 1914 victor, Chassagne had done enough. Or had he? Where was the yellow flag to signify the finish? Unsure, he roared on for another lap.

Chassagne had discarded his misted goggles, and the calcium chloride sprayed on the roads to quell dust was now being thrown up in the spray: his eyes were on fire. He was dog-tired too after more than five hours on this he-man's track. His mood can be imagined when, after this extra lap, he discovered that the *drapeau jaune* had been swapped at the last minute for a *bleu* one, without him being told.

There was something else he couldn't have known: his was the last 'competitive' car lap of this world-famous circuit. The field had been boosted via the concurrent running of a 250-mile race for 1500s, but it wasn't enough. Bikes were cheaper, more plentiful and caused less disruption. The writing was on the wall: two wheels good, four wheels not so good, on the three-legged island. M

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Fast section after Kate's Cottage. If only some drunken students would remove the cones



Our thanks to James Hanson of Speedmaster (www.speedmastercars.com or 01274 659336), Alan King and Keith Taylor for their help with this feature

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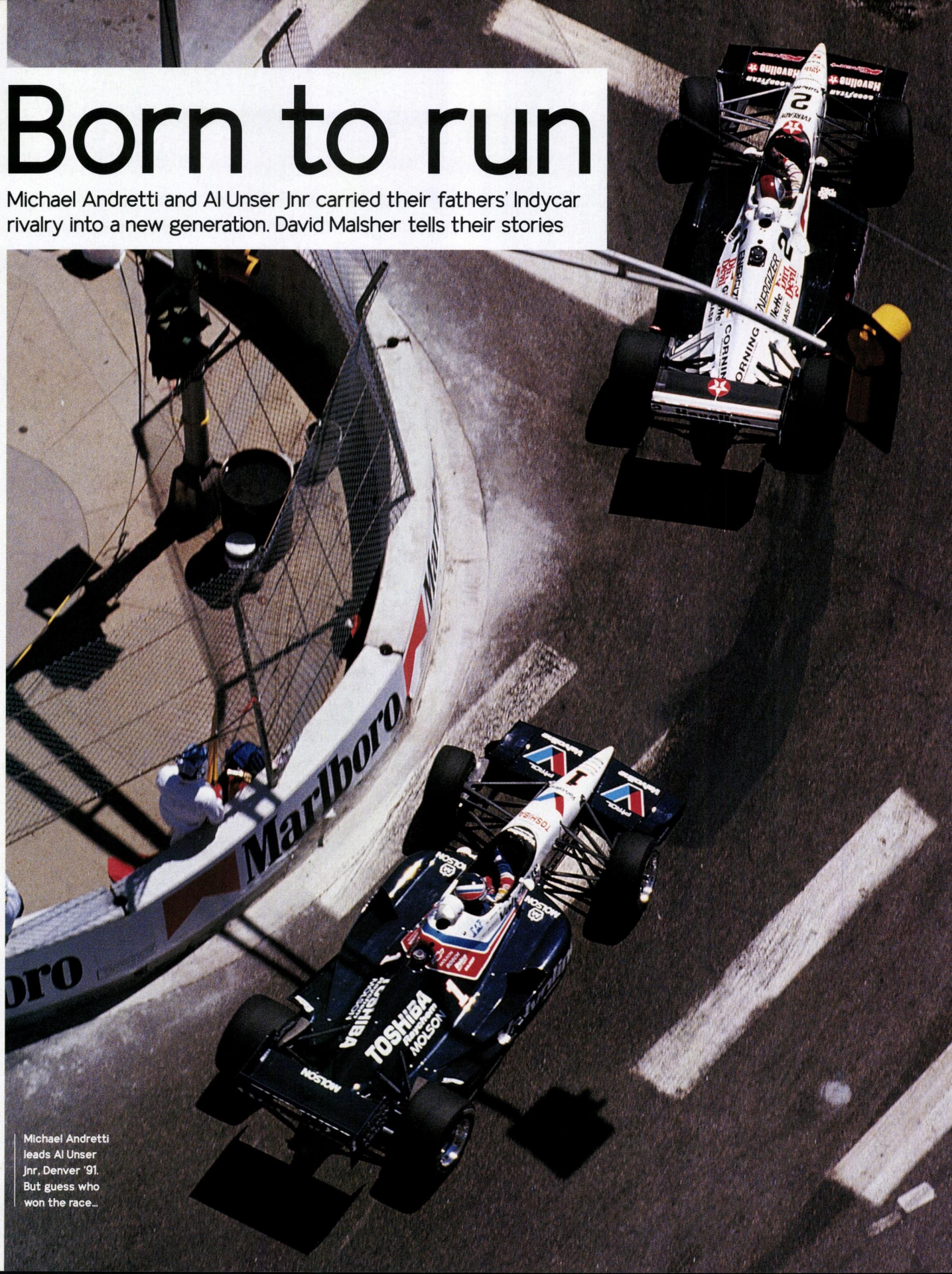
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Born to run

Michael Andretti and Al Unser Jnr carried their fathers' Indycar rivalry into a new generation. David Malsher tells their stories



Michael Andretti leads Al Unser Jnr, Denver '91. But guess who won the race...

Michael C Brown/LAT



The parallels are obvious: Al Unser Jnr and Michael Andretti, sons of Indycar legends and born within a year of each other, each take the CART title and a great many wins and both step out of their fathers' shadows to become legends in their own right.

But it's the differences as well as the similarities that make their careers so fascinating. Andretti: a natural pole-taker, a man who never said die, someone who wanted to be fastest in every session, a driver who felt obliged by his own burning desire to take fifty-fifty chances to make a pass for the lead rather than settle for a certain second place. Unser: a man who raced with his head as much as his heart, who drove with one eye on the championship, who rarely reached the ragged edge because his forethought and deep mechanical understanding had enabled him to perfect his car's set-up, who could make sublime passes look easy, who could pressure the driver ahead into a mistake simply by being there in his mirrors.

If that's what makes them different from each other, it is also what makes Michael and Al so obviously sons of their fathers, Mario and Al Snr respectively.

Unser agrees: "I would guess I was taught by my dad that if you went out there in practice and you were driving over your head then you had the increased risk of crashing. I approached it that practice and qualifying don't pay any money, don't pay points... So on Fridays and Saturdays of a race weekend I spent most of my time trying to make my car comfortable for raceday, and how it usually panned out was that the pace I was able to go in practice I carried through to the race and I could keep turning in those times. The better a car is set up, it gives you less work to do and you can apply yourself to the actual racing of it against your opponents."

And usually one of those opponents was Mario's son, who declares: "It wasn't a conscious thing to try and drive like dad. That's just the way I had been ever since I was a kid: attack from the word go. Al was very different from me in that he was very smart and patient from very young. I had to pass guys on *this* corner, *this* lap and that helped me get results, no doubt about it, but I reckon on some days driving like Al – letting the races come to me – would have served me better. Overall though, I can't say which of our approaches worked better because we always seemed to end up racing each other at the front come raceday."

Everyone knows statistics can tell lies, but in the case of Andretti Jnr and Unser Jnr they accurately represent the pair's vastly differing approach to a race weekend. In 309 CART starts Michael took pole 32 times, converting just 12 of those into victory. Al, by contrast, started from top spot just seven times in his 273-race career, but converted six of those into wins. (In other words, if Junior was that fast in qualifying, the rest might as well go home!) More startling still is the difference in laps led: Al was at the front for 3113 circuits, Michael 6607. Yet Unser quit CART with two championships under his belt, Andretti with just one. How so?

Well, for one thing Michael did make more errors than Al. He just didn't know how to give up, so unless he was leading he was going flat out. It's a great attitude that earns you fans, plaudits and self-generates an ability to drive harder, faster and longer. What it doesn't do is necessarily reward you with what your talent deserves. As Unser puts it: "If you are driving on the edge constantly then you have an increased risk of crashing. Whoever you are, you cannot drive like that all day long without making a mistake. Michael won more races than me, but you'd have to say he got through a hell of a lot more equipment too."

If that reads like a criticism, it was in fact said as an affectionate observation, identical in content and tone

> 'I had to pass guys on *this* corner on *this* lap'

to what Al Snr will say about Mario.

"Myself and Al were definitely able to relate to each other's family backgrounds being so similar," says Michael. "I don't even know if I'd call it a rivalry, because we just had a mutual respect for each other and we were pretty friendly too. My goal was never just to beat Al; my goal was to beat everybody. He just happened to be one of those guys because he was so good. Al was a year ahead on the ladder because he was a year older, and because he was doing such a good job that put a little pressure on me too."

By 1990 each of them had twice finished runner-up in the series. Unser was entering his fifth (and third consecutive) season with the Galles team and driving a Lola-Chevrolet. Andretti would have the same chassis-engine combo but run by Newman/Haas, having joined »

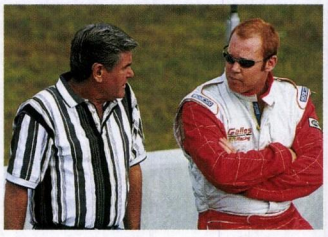
PARALLEL LINES

Al Unser Jnr	Michael Andretti
1981	
Al Jnr wins Formula Super Vee title.	Michael wins SCCA regional Formula Ford title.
1982	
Makes Indycar debut in a one-off for Forsythe at Riverside and finishes fifth.	His turn to win the Super Vee title!
1983	
Has first full Indycar season for Galles team; takes his first podium at Elkhart Lake.	Starts Indycar career by competing in final three races of the season for Kraco Racing - after taking the Formula Mondial (Atlantic) title. Finishes third in Le Mans 24 Hours, sharing car with dad Mario and Philippe Alliot.
1984	
Takes his first Indycar win (Portland) and two other podiums to pip Michael in the title race, 103-102!	First full season is with Kraco - he scores five podiums on way to seventh in the championship.
1985	
Driving Doug Shierson's Lola T900, he loses championship by just one point - to his dad, Al Snr! Wins at Meadowlands and Cleveland; six other podiums.	Andretti has a poor year, only three times qualifying in the top six and only once mounting the podium.
1986	
Finishes fourth with one win, and a whole lot of consistency - just two DNFs.	Michael's turn to shine. He takes his first three wins and first three poles on his way to runner-up spot in the title race. Leads more laps than champ Bobby Rahal (699-436).
1987	
A distant third in the title chase with four podiums but no wins.	Four wins and two poles on way to runner-up spot in the title race. Leads more laps than champion Rahal (again!).





Dad knows best! Michael Andretti gets some friendly advice from Mario (above), while Al Unser Jnr seems a little more defensive as he spends time with Al Snr





Andretti raced for McLaren, while Unser (far right in Williams) also tested in F1

Michael C Brown/LAT, Gary Gold/LAT, F Peirce Williams/LAT, Art Flores/LAT



his father in this team the previous year. Kraco Racing, his original Indycar employer, had taken him as far it could go before its Cosworth powerplant was left breathless by Chevy's swift development, prompting Michael to look elsewhere.

"The deal to join Newman/Haas actually came together pretty late in '88," he recalls, "but it was the right thing to do, because with a Chevy I started winning again. And it was good to be able to exchange technical information with dad because before that, being in different teams, we didn't really talk about those sorts of things."

That wasn't enough to tip the title balance in his favour though. Being a year older, it was appropriate that it was Unser who became the first of this great 'son-of' generation to win the CART title. Appropriate too that Michael was his closest challenger in terms of both points and race wins.

"To be honest, no, that didn't mean anything extra to me," says Unser. "I was just trying to beat everyone. What meant the most to me was the relief of pressure. I felt it had taken way too long to win my first championship – I had a real shot at it in my third year ['85] and lost by one point to my father."

Andretti will admit to being "a little frustrated, but mainly because it was me who had finished right behind him," but he responded conclusively in 1991 – eight wins and eight poles meant no-one else was really in the frame. Despite this dominance, however, Newman/Haas surprisingly elected to switch from Chevy to Cosworth power in 1992. The unit was smaller and lighter than that which it was replacing, but even so this seemed a curious time to switch. The team knew it would be a development year, but the unit's potential soon raised hopes that Andretti could again challenge for the title. And he might have done if that potential had been more closely matched by reliability. Despite leading 54 per cent of the laps that season, Michael couldn't match Bobby Rahal's finishing record. "If that season's races had been half-distance, I think I'd have led almost every lap!" laughs Andretti. He's only half-joking: remarkably he led the opening lap of all but two rounds.

The cruellest loss was at Indy. The Andretti family's ill luck at the Brickyard is legendary, of course, and even though he won it himself that year Unser Jnr has a little sympathy for Michael: "Everyone remembers that race as me beating Scott Goodyear by a fraction of a second and that we did it in the Galmer. But the reality is that battle should have been for second place. I mean, Michael was gone! He was in a class all of his own that year. Then with about 10 laps to go he breaks and gives me my chance."

Two years later Unser, having switched to Penske just as it became dominant, would win Indy again and follow this up with his second CART title. In the meantime, Michael to this day feels he sacrificed a tilt at both those accolades by making his ill-fated move to Formula One, handing the keys to the best Indycar to Nigel Mansell,



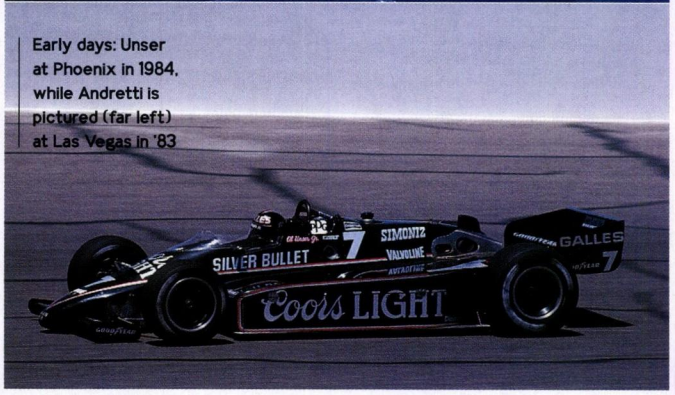
who was crossing the Atlantic in the opposite direction.

"Yeah, big mistake because by 1993 that Cosworth had the reliability to go with its power. Before I signed the deal with McLaren it was constantly in my mind about what I was sacrificing. I think one of those sacrifices was the Indy 500. Nigel gave that race away on the final restart because of his inexperience, and I don't think I'd have made that same mistake."

When Andretti's unhappy sojourn at McLaren ended and he returned to Indycars in 1994, driving the Chip Ganassi-run Reynard, it was with some relish that he beat Mansell – and indeed everyone else – in his first race back. But neither he nor Nigel had any answer to the Penskes throughout the rest of the year, and when Mansell went back to Europe at year's end Andretti was able to return to his spiritual home at Newman/Haas for '95. On reflection that might not have been the wisest move: from '96 to '99 only Ganassi drivers won the CART title, driving Reynard-Hondas on Firestone tyres. Armed with a Lola-Ford on Goodyears, Andretti challenged '96 champ Jimmy Vasser hard, but Newman/Haas switched to Swift in '97 and, although Michael was fully supportive of Carl Haas's decision to try to beat Ganassi by doing something different, wins were pretty thin on the ground.

Not as thin as they were for old rival Unser Jnr, who by the late '90s only got to see Michael on track as the Newman/Haas car went past to lap him. After stoutly defending »





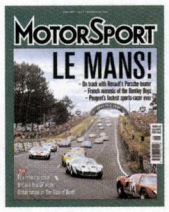
Early days: Unser at Phoenix in 1984, while Andretti is pictured (far left) at Las Vegas in '83

PARALLEL LINES

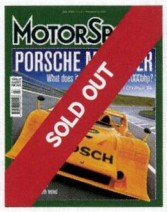
Al Unser Jnr	Michael Andretti
1988	
Returns to Galles, running a March-Chevrolet to four wins and second in the championship.	Sixth with five podiums, no wins and a solitary pole. Kraco switches from March to Lola mid-season.
1989	
Wins Long Beach from his first ever Indycar pole, and has four other podiums on his way to fifth.	Joins father Mario in Newman/Haas Lolas and wins two races and two poles to finish third in championship.
1990	
The year the sons come of age. With both driving Lola-Chevys, Unser takes six wins to Andretti's five to claim the title. Just one pole (Long Beach again).	Leads more laps but retires four times and is runner-up once more. Proves his speed again with four poles to Unser's one.
1991	
This time he wins just twice and is put in the shade by Andretti, though he takes third in the points.	Michael's turn! He takes eight wins, eight poles and leads an amazing 965 laps on his way to the title.
1992	
Drives the Galmer to third in points, but earns more money than champ Rahal and runner-up Andretti as his solitary victory comes in the Indy 500 – by 0.043sec ahead of Scott Goodyear.	Newman/Haas switches to Cosworth power and Andretti is even more dominant – yet somehow fails to scoop the title. Five wins, seven poles and 1136 laps led, compared to Rahal's 4-3-421!
1993	
Galles switches back to Lola, but again Unser can win just one race and he finishes seventh in points.	Departs for F1, driving for McLaren – just one podium finish in 13 races.
1994	
Moves to Penske as team switches to Ilmor power (Mercedes for Indy 500). Wins Indy and seven other races to claim title again.	Two victories in Chip Ganassi-run Reynard give him fourth in points – the closest rival to Penske triplets Unser, Fittipaldi and Tracy.

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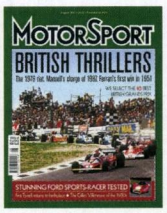
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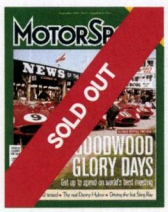
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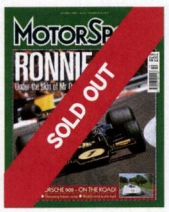
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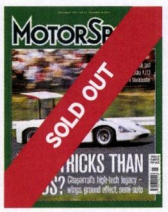
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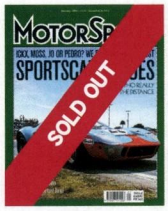
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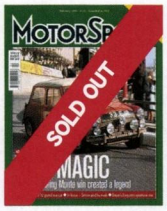
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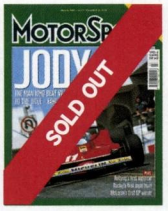
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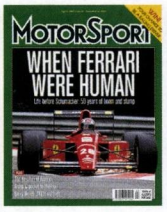
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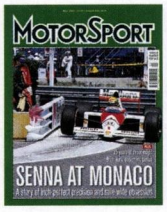
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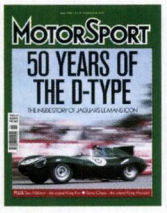
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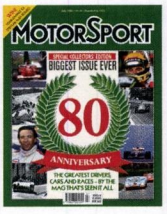
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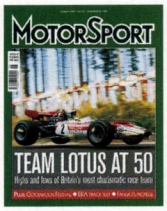
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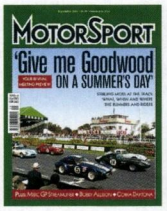
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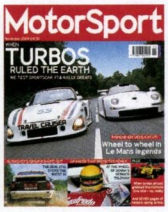
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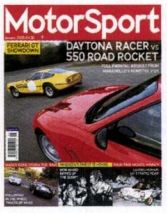
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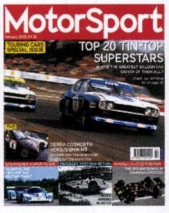
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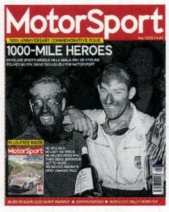
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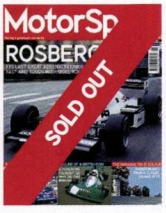
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his Indycar title in '95 (albeit in vain), the fortunes of Unser and Penske went into sharp decline. Failing to qualify at Indy in '95 had been a low point, but at least there had been four wins. As things transpired, his victory in Vancouver that year would prove to be his last CART success. He couldn't figure out the Penske PC25 on road courses, and in '97 it was team-mate Paul Tracy who grabbed three oval wins on the trot. By '98 the team's engine partner Mercedes had also slipped well away from the cutting edge of technology.

If the car wasn't up to much, neither was Al. His 18-year marriage to Shelley was ending, he was drinking heavily, had let himself get dreadfully unfit and, in early 1999, his family suffered a huge blow when eldest daughter Cody was struck by transverse myelitis, leaving her paralysed from the chest down. It was hardly surprising then that his racing was half-hearted, and unsurprising too that Roger Penske could no longer justify the retention of his services.

Some semblance of order had returned to his life by 2000, when he switched to the (then) all-oval Indy Racing League and, over the next four seasons, he added three IRL victories to his CART tally of 31. He also went through rehab after again falling prey to bouts of excess alcohol, culminating in a much-publicised roadside brawl with his girlfriend. Then he quit the sport, citing loss of enthusiasm and alarm at the driving standards in the IRL series as his (de)motivational factors.

By then Andretti had joined him in the IRL, albeit as a team owner. Michael had departed Newman/Haas at the end of 2000, after 10 seasons, to join Team Green in a three-car operation (along with Dario Franchitti and Paul Tracy) and the trio competed in the IRL-sanctioned Indy 500 in 2001 and '02. After buying into the team in '02, and scoring his 42nd and final CART victory, he and Barry Green switched across to the IRL full-time to form Andretti Green Racing, with full Honda backing. Andretti started the 2003 IRL season in order that he could compete at Indy for the 14th and final time, and had led 28 of the opening 94 laps when (predictably) his car failed with a broken throttle linkage. He then retired from the cockpit for good.

Since then Andretti Green Racing has become the IRL team to beat, and in both 2004 and '05 has produced the series champions – Brazil's Tony Kanaan and Briton Dan Wheldon this time around. Gratifyingly, this year Wheldon also

> 'If you were near Michael, you knew you were quick'

put the Andretti name in the Indy 500 victory circle for the first time since Mario won the race in 1969.

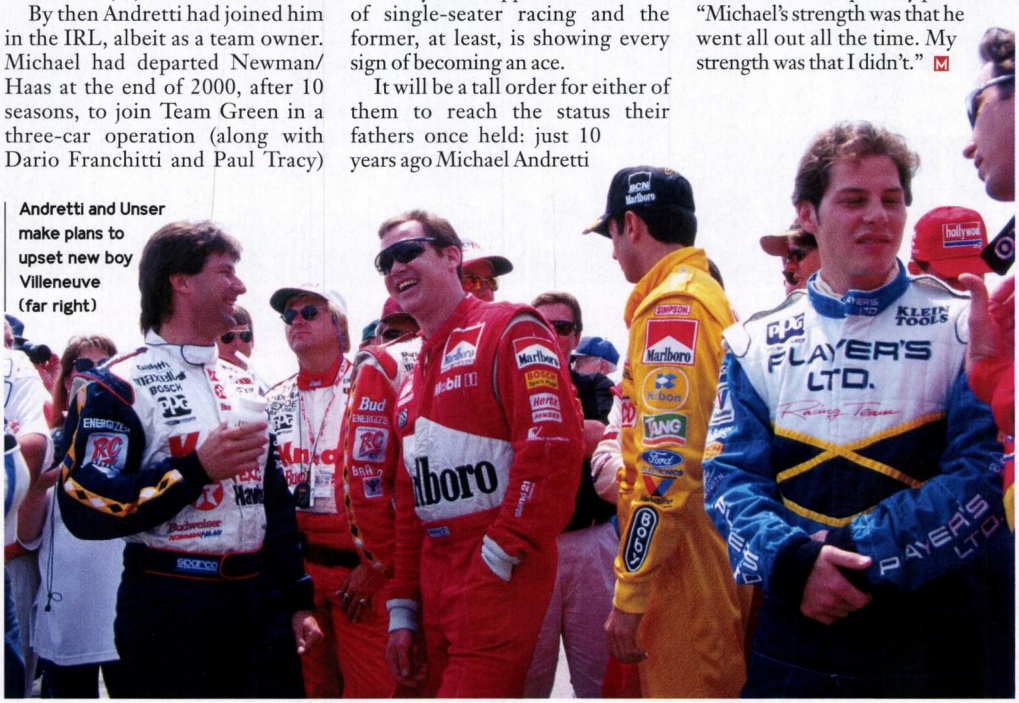
It strikes one as strange, then, that two careers that so closely paralleled each other should have now so comprehensively gone their separate ways. Andretti has made a real success out of his racing team, while Unser has slipped into obscurity. Now their sons, Marco Andretti and Al Unser III, are trying to make their way to the uppermost branches of single-seater racing and the former, at least, is showing every sign of becoming an ace.

It will be a tall order for either of them to reach the status their fathers once held: just 10 years ago Michael Andretti and Al Unser Jnr were genuine giants of the sport.

"I never thought of myself as a legend or anything like that," says Andretti. "I did think there was a period from the late-80s to the early-to-mid-90s when I was the driver to beat in Champ Cars. My strengths over Al were being more aggressive and qualifying better than him. As the years went on and track position became more important that started to catch Al out, and I was able to carry on being competitive for longer because I could still qualify. But in his prime Al was as good as anyone I've ever raced against."

The respect, as mentioned earlier, is mutual. "Michael was a great racecar driver, always tough to beat on any type of circuit, right to the end of his career," says Unser. "If you came in during practice or qualifying, checked out the timesheets and you were anywhere near Michael, you knew you were competitive. Simple as that."

Who was the best is a tough one to call, since although they sometimes had the same chassis/engine/tyre combo, they were never on the same team – although both state they would have welcomed that opportunity. But if pushed, I reckon as team-mates Andretti would have scored way more poles, they would have won the same number of races, but Unser would have won the title on the strength of racking up more minor placings over the course of a season. My reasoning? Well, as Unser himself exquisitely phrased it: "Michael's strength was that he went all out all the time. My strength was that I didn't."



Andretti and Unser make plans to upset new boy Villeneuve (far right)

Flores/Sutton

PARALLEL LINES

Al Unser Jnr	Michael Andretti
1995	
Scores four wins but is beaten to title by Jacques Villeneuve, despite leading more laps.	Returns 'home' to Newman/Haas. Three poles but just one win. Fourth in points.
1996	
Winless, but consistency takes him to fourth in the title race.	Championship runner-up to Jimmy Vasser with five wins. Six DNFs cost him a serious tilt at the title.
1997	
Blown away by team-mate Tracy: racks up just one podium finish to languish 13th in the championship.	Newman/Haas switches from Lola to Swift, and Andretti wins on its debut. Just four more podiums restrict him to eighth in points.
1998	
Two podiums and 11th in the championship. At least that's a bit better than '97!	Champion Zanardi leads 499 laps, Andretti leads 468. Alex wins seven races, Michael just one to take seventh.
1999	
Tries both Penske and Lola chassis but the best he can do is fifth at Cleveland.	Fourth in the championship with a win and a pole – but the Swift is no threat to Reynard.
2000	
Switches to IRL and wins in Las Vegas on his way to ninth in points.	Two wins and leads more laps than all but Montoya and Castroneves, but Mr All or Nothing winds up eighth.
2001	
Seventh in IRL points with win at Gateway.	Moves to Team Green. Third in the championship with one win.
2002	
No wins, but he's seventh in points once again.	Qualifying pace is withering. One win at Long Beach.
2003	
Closes his career victory tally with glory in Texas.	Now running team in IRL. Competes in four races, leading three of them, including Indy 500.



Photography by Peter Spinney/LAT

Coming in from the cold

This Ferrari 750 Monza was raced on ice, then disappeared for 30 years. Richard Heseltine tries it on asphalt

Beneath the thin veil of civility, Ferrari's 750 Monza is spring-loaded with malevolence. Slipping the clutch results in a kind of cardiopulmonary writhing, jerking forwards, the twin-cam four hunting and misfiring with a whip-crack detonation of sound that shatters all pretence of composure. This isn't going to be easy.

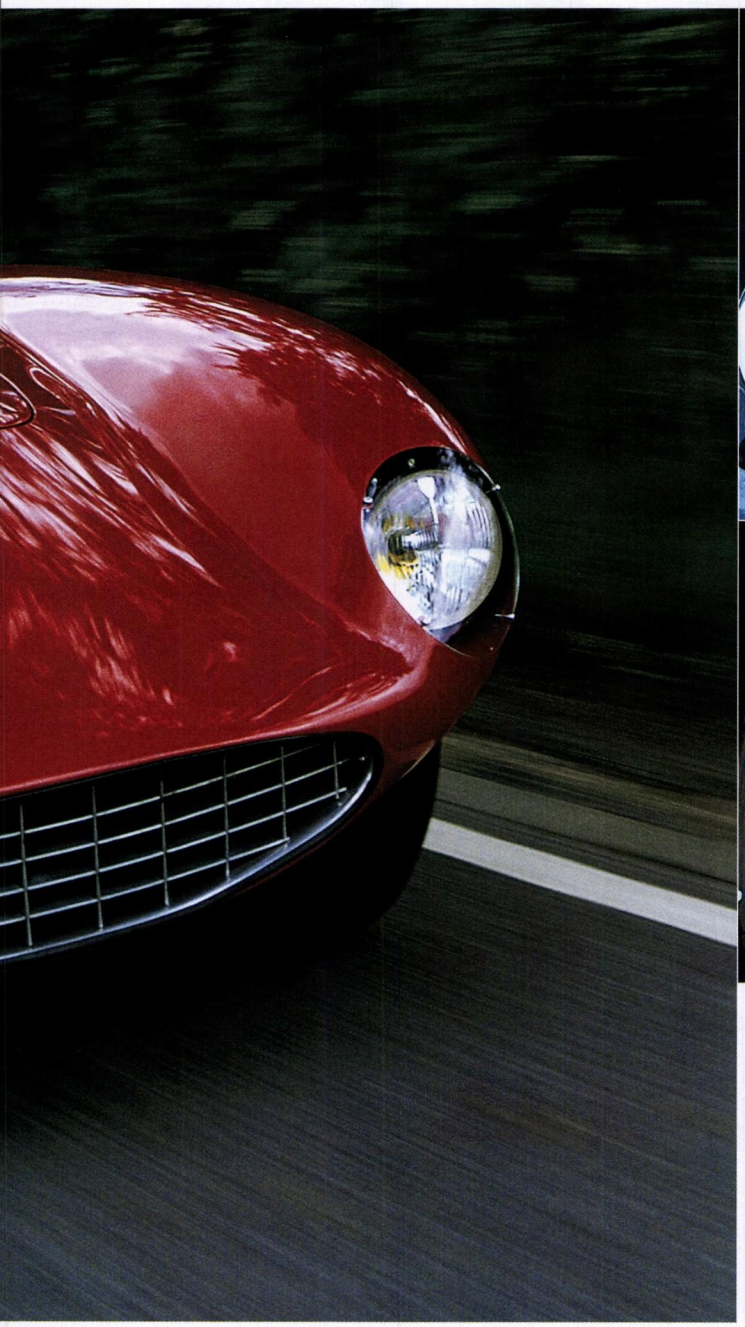
Into second; up, across the gate and forwards. Ker-clunk as metal meets metal. The extreme valve timing makes it chunter before all the cylinders come on song and wheelspin kicks in with unforeseen brusqueness. More revs and more noise. Not the sonorous and viscerally intense wail you expect, more a strung-out, disquieting clamour that's implausibly matched for volume by transmission whine.

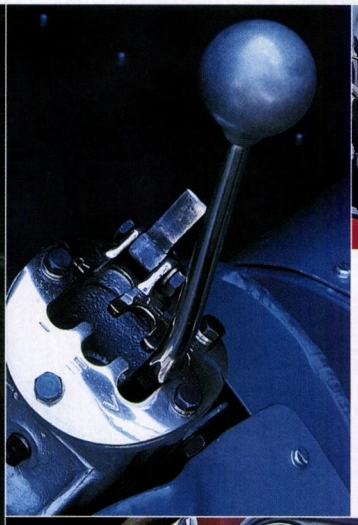
Acceleration is urgent. Violent too, pulling just as cleanly in the upper gears as in the lower ratios, the vexed issue of the fierce clutch soon forgotten once on the move. Despite the lack of mechanical synchronisation, cog swapping on the stubby, central remote lever is easy with familiarity, each blip on up and down changes ushering in a new regime of commotion that you feel in the pit of your stomach. This is epic stuff.

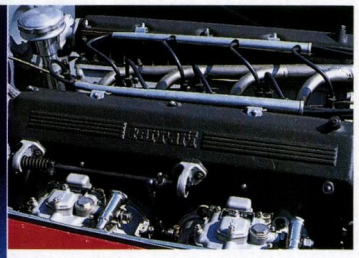
It should be. This is, after all, a sportscar easily capable of around 160mph, not too far adrift of the performance of the Scuderia's contemporary single-seaters with which it shares some ancestry: the 2999cc Monza is a direct descendent of the 2-litre 500 with which Alberto Ascari won the 1952 and '53 World Championships.

Ferrari first toyed with the idea of a four-cylinder sportscar in 1953, reasoning that it could make for a profitable customer racer. Starting with Aurelio Lampredi's proven oversquare four, a 2.5-litre variation was fitted into a 250MM for initial experiments. From there a prototype 3-litre sportscar, the Tipo 735, was entered at Senigallia that year – in Umberto Maglioli's hands it displayed tremendous speed but unfortunate fragility. Further races during the season fortified Enzo's resolve that there was merit to the idea, and the result was the Monza.

Lampredi devised a multi-tubular frame that was effectively a pair of cross-braced main girders with

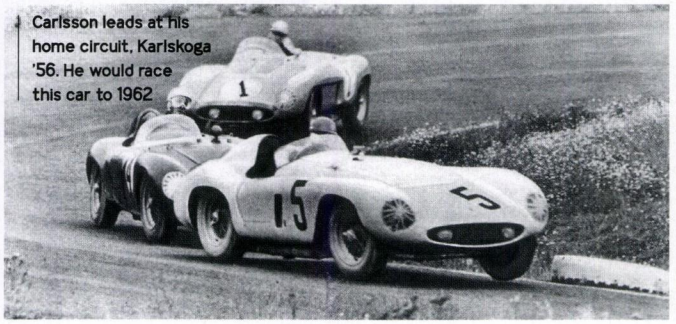






Left: canted-over five-speed shift pattern has reverse lock-out. Above: rev-happy four has GP ancestry with displacement of 750cc per cylinder. Below: rev counter dominates dash





Carlsson leads at his home circuit, Karlskoga '56. He would race this car to 1962

smaller round steel tubes anchoring the body. The front end was suspended by unequal length wishbones (early examples featured transverse leaf springs, later ones switched to coils), the rear by a de Dion axle located fore and aft by two pairs of parallel trailing arms and laterally by a central pin sliding in a block.

Using the Tipo 555 four-pot as a basis, the Monza engine featured twin overhead camshafts with integral heads and cylinders, fed by a brace of twin-choke Weber 58DCOE carbs. With a bore and stroke of 103mm x 90mm, the result was 750cc per cylinder, hence the numerical designation. Clothing the ensemble on production cars was coachwork by Sergio Scaglietti, the overall outline said to have been the work of Ferrari's son, Dino.

The car made its debut at Monza in June '54, where Mike Hawthorn and Maglioli became embroiled in a race-long dispute with the Fangio/Marimón Maserati, the Englishman taking the flag in the works 750 after the Bologna challenger blew up in the final stages. He would later drive an immaculate race to take that year's Tourist Trophy with Maurice Trintignant.

'Our' car enjoyed considerable success, but not on the world stage – or necessarily in what you would call traditional arenas. Delivered new to Jean Estager, the Frenchman entered it in the 1955 Grand Prix of Portugal, only to retire. That same year he moved it on, via Scuderia Ferrari, to the marque's Swedish concessionaire Tore Bjurström, who in turn sold it to Gunnar Carlsson in early '56.

The son of successful racer Axel Carlsson, Gunnar made his competition debut in the late '40s, swiftly proving a tough and popular driver in his Ford V8 special before upgrading, at the age of 29, to the Ferrari. Not that their relationship got off to a good start. More used to the bullet-proof qualities of his old Flathead-equipped racer, his maiden outing with the altogether more exotic Ferrari at the Hindas circuit – for an ice race – saw him grenade the engine after over-revving: this resulted in a conrod being jettisoned through the engine block, piercing the front wing and damaging Joakim Bonnier's Alfa Romeo Disco Volante which happened »

Ludvigsen



Thanks to Conrod Cars (07771965187) and The Nostalgia Forum (www.atlasf1.com)

Below left: Carlsson seen here (no 14) at the '58 'Ring 1000Km. Shared with Carl-Otto Bremer, the 'Ferrari Sweden' entry retired early



to be alongside. A 625 Monoposto unit was then substituted.

Yet he soon got to grips with it, taking third place in the 1956 Helsinki GP (when it wore blue and yellow national racing colours) and fourth the following year (by now in red with a white stripe). At Karuna for the Midnight Sun Auto Race, he defeated his biggest rival Curt Lincoln in his Ferrari 500TR for the top spot, while at the Gelleråsen circuit at Karlskoga, near his home village of Persberg, he proved near unbeatable, often besting overseas visitors. But arguably the most celebrated of his victories was at the Roskilde Ring in Denmark in August '58, when he beat Stirling Moss's Maserati 300S for overall honours. Carlsson would continue campaigning the car until '62, having by now notched up numerous wins at local level on asphalt and ice, before selling the car on. Not that he had finished with racing, proving a front runner into the mid-60s in a variety of machines from Lotus 23 to Porsche 904, despite losing an eye in a (non-car-related) accident. The Monza meanwhile effectively disappeared from view before emerging in the early '90s.

Now dazzling in its original *rosso corsa* (what else?), the 750 Monza is truly – really – breathtaking, the gossamer thin aluminium bodywork a reminder of just how beautiful sports-racers were before they went all geometric and slab of side. The muscular haunches and pointy snout lend it a confrontational attitude, although you doubt they were made with this much care in period. It really is perfect.

Inside there are all the traditional Ferrari reference points that have latterly become bourgeois clichés on road cars: alloy-spoked wheel, polished H-gate, here canted over slightly to the right with shift pattern designated from I to V (the 'box being in line with the ZF diff).

There's not much in the way of extraneous baggage but there's artistry among the functionality, the Veglia instrumentation – naturally dominated by the rev counter – bearing levels of detail that would send beauty arbiters into rapture. And of course the view ahead is sublime.

The Monza isn't happy idling. It isn't happy doing much of anything below about 4000rpm. At trundling speeds, continual use of first gear is necessary to keep the revs up otherwise the car will kangaroo. Or stall. Never smooth or remotely easy to drive at low speeds, the Ferrari is a revelation when allowed free rein. Delivering something like 250bhp at 6000rpm, it just builds and builds with a brutal menace that is nerve-jangling yet exhilarating at the same time. This is a short, compact car, with a wheelbase of only 7ft 4.5in, so it's no surprise that it's a little fidgety, especially over undulating surfaces: it doesn't like camber changes at all. Despite not exactly pushing the car anywhere near its limits – it had done all of six miles or so since restoration – you're all too aware that the rear end is hard sprung and a mite bouncy even though the steering is always communicative, the column avoiding the carbs by advantageously placed universal joints, the three-piece track rod being operated by a worm and wheel box.

'How he remained shiny side up – on ice – is a mystery'

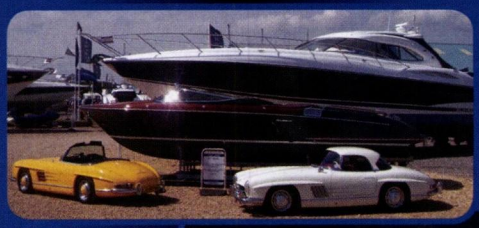
To be perfectly honest, most early Ferraris are pretty horrible to drive. Before you warm the Acetone and pluck the chicken, I should point out that this isn't one of them. When you're at speed, when you get it right, this is one of the most exciting cars imaginable. It's just that unlike some of its contemporaries which smudge the boundaries between fury and calm, the Monza is a resolute racer. Aboard a Jaguar C-type you could conceivably drive to the supermarket. In the Ferrari you'd be pummelled by the Polite Society long before. There's no duality of character here.

So the Monza makes no concessions to anything other than its purpose. More time with the car would help, but what is patently clear is that to get the most out of a 750 you'll need to be very handy. Quite how Carlsson raced this car on ice – and remained shiny side up – is a mystery. He must have had superhuman levels of car control or been altogether lacking in imagination. Or more likely both. M

Klemantaski

INWARDS

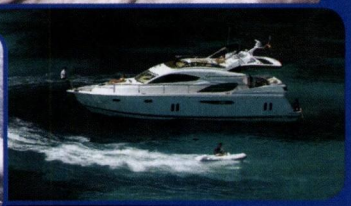
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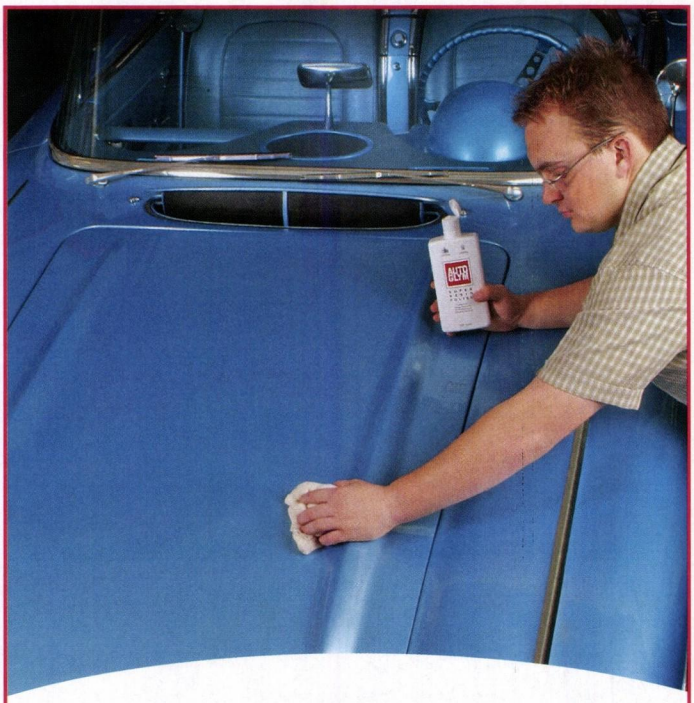
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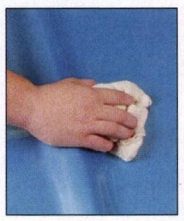
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Left: François Cevert drove a year-old McLaren M8F in the 1972 Can-Am for Gregg Young's Young American team. Although outpaced by the works McLarens and Penske Porsches, the Frenchman notched up a win at Donnybrooke. This shot is taken at Riverside, where he failed to finish. Note the sticker on the rear wing: Elf clearly wanted Cevert to carry its logos everywhere, not just on his F1 Tyrrell

Peter Revson behind the wheel of a Porsche Carrera RSR just before the first-ever IROC meeting, Riverside 1973. The series was initially organised by Roger Penske, and 'The Captain's' favourite, Mark Donohue, took the first title, but 'Revvie' ended second on points. Revson was third, fourth and seventh in the Riverside triple-header, but boosted his position with a fine second in the finale at Daytona in February '74

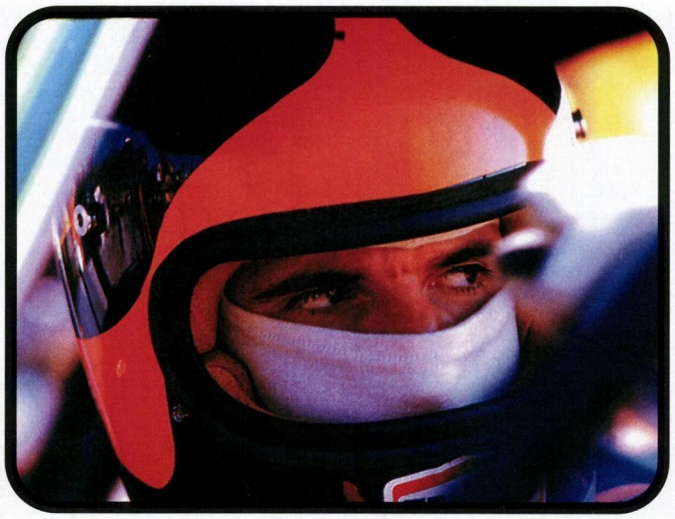


Taking the **eye line**

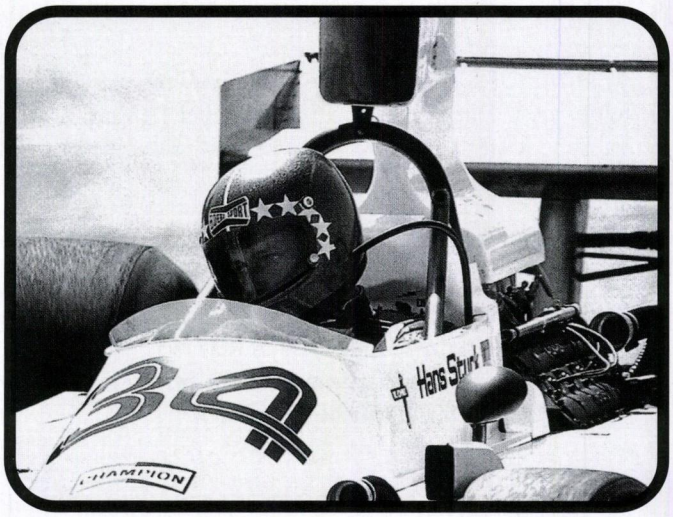
Most of the international stars raced in California in the '70s. Mike Hewitt caught them with his Pentax

Wife and kids? They get in the way of the important things in life like motor racing, don't they? Not so for Californian Mike Hewitt, whose family recently encouraged him to print up his slides and negatives from his 1970s collection, taken predominantly at Riverside, and send them to us.

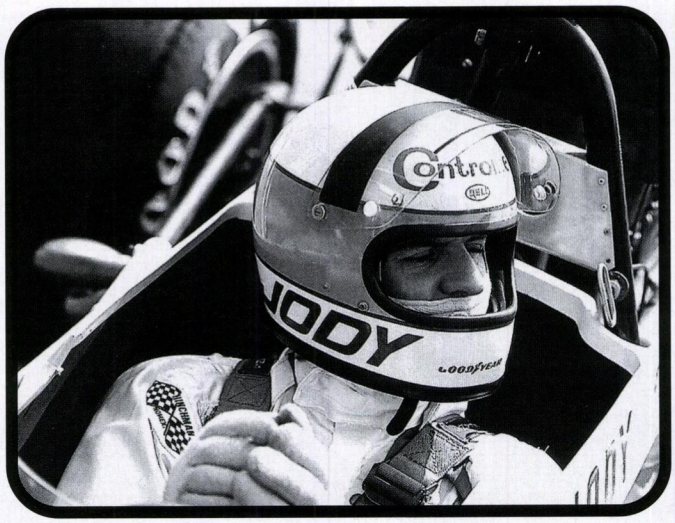
Mike, who now works at racewear firm Sparco USA, used to sneak into the pit lane early in the morning during practice days, when security was lax. His superb helmeted portraits of the stars of American and European motorsport arrived in our office a month or two back, and we had to share them with you. Enjoy them – and thank his wife and kids!



Emerson Fittipaldi in his IROC Porsche at Riverside '73. Fittipaldi was the only one of the 15 drivers who had not seen the track before, yet he qualified on pole. Then, on Saturday morning, he got held up in Los Angeles traffic on the way to the circuit and missed the drivers' briefing – the penalty was a back-of-grid start. Seriously miffed, he spun and damaged his car in race one and failed to qualify for the Daytona final



Right: no apologies for including this gorgeous shot of Hans Stuck, even though he got five pages in last month's mag! This is the German during practice for the first F1 Long Beach Grand Prix in 1976. Stuck had a bad time in qualifying and scraped his March into 18th place on the 20-car grid. He passed Alan Jones and Chris Amon on lap two, then clattered into Emerson Fittipaldi next time round, putting both men out



A young Jody Scheckter is unaware that he's just starting out on the road to winning his first major international racing title, the 1973 US Formula 5000 crown. Jody put his Sid Taylor Trojan T101 on pole for the opening round at Riverside, but was passed by Brian Redman in his heat and finished second. Scheckter was again beaten by Redman in the final, but the South African would go on to claim the championship



Below: *very* rare shot of Niki Lauda in IROC. This is 1978, when the format had changed so that drivers from different disciplines had to race together to qualify for the contest proper. The great Austrian put his Camaro on the second row (alongside Patrick Depailler) for the road-racers' Riverside heat, but his clutch failed at the start and that was it: after just a few seconds he was out of the series

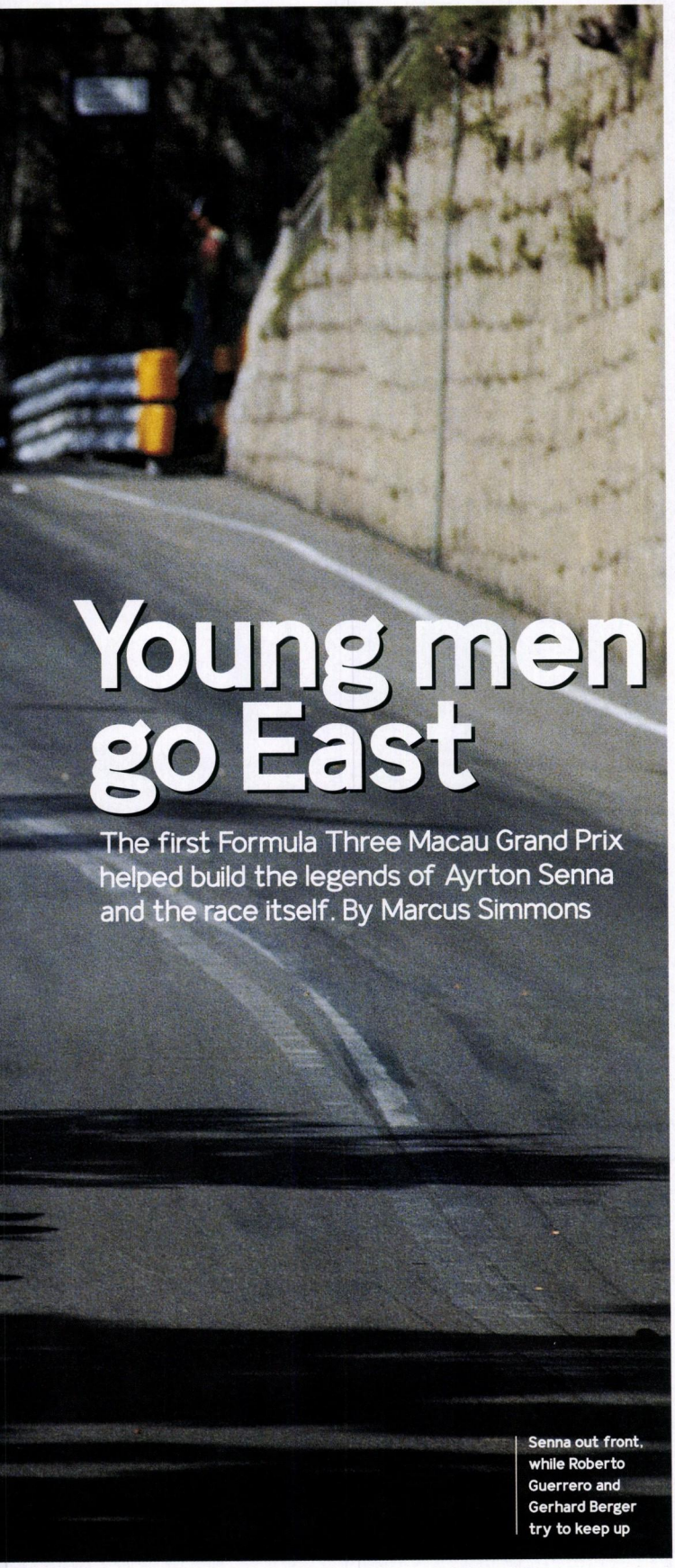


Above: Graham Hill in IROC. By late 1974, when this shot was taken at Riverside, the series had converted from Porsches to Chevrolet Camaros. Hill, who was less than a year from retirement, had almost as miserable a time as he'd endured during his just-completed final full F1 season: he failed to finish the opener at Michigan, then was 10th and sixth at Riverside to take 11th in points. At least he beat Jody Scheckter!



Rolf Stommelen gets ready for the six-hour *Los Angeles Times* Grand Prix at Riverside in April 1979. He led the race in a Porsche 935 shared with Brian Redman and Dick Barbour, but at half-distance Redman tripped over a backmarker and the car was delayed while a new rear wing and engine cover were fitted. They finished sixth. Four years later Stommelen would lose his life at the same track


Marlboro
Pool
Marlboro
3



Young men go East

The first Formula Three Macau Grand Prix helped build the legends of Ayrton Senna and the race itself. By Marcus Simmons

Senna out front, while Roberto Guerrero and Gerhard Berger try to keep up



Davy Jones tries hard to oust Berger for third. He did it - but then he crashed

Both LAT

Even 22 years on, the sound of a fist banging on a table may well be echoing around leafy Surrey. Dismayed by the red tape of motorsport's governing body and the intransigence of some of its officials, Barry Bland's dream of turning the Macau Grand Prix from an end-of-year jolly into a showcase for the world's leading up-and-coming stars was on the verge of being shattered.

Bland, whose Motor Race Consultants company also ran the Formula Two Association, had led the fight to switch the Macau street race from Formula Atlantic rules to F2 for its 1983 running. But, just two months after his plan was rejected, he showed up in Portugal's Far Eastern enclave with a glittering array of the year's finest Formula Three teams and driving talent. F3 was Bland's reluctant fallback option; a year later, when F2 died in Europe and made way for Formula 3000, he must have breathed a sigh of relief that things had turned out that way. "In retrospect F3 was the much more sensible thing to do," he admits.

This 'sensible thing' meant that the Macau Grand Prix became the single most important junior single-seater race in the world. The first running to F3 rules resulted in a startling win for Ayrton Senna in his final race before stepping up to Formula One. The legends of both Macau and Senna had moved from embryonic to reality.

But what was wrong with Formula Atlantic and how did Bland and MRC assume this power? For starters, Atlantic was the F3-level category for cars powered by 1.6-litre racing engines, born in America (as Formula B) before being introduced to the UK for 1971. Apart from its heyday in '73-75, Atlantic had never really gained a secure foothold in British motorsport and was pretty much dead in Europe by '82. But it had gone from strength to strength in North America and also had thriving scenes in Japan, Australia and New Zealand.

By the early '80s Atlantic grids were falling everywhere. Just as bad, the category had three different names! Down Under it was known as Formula Pacific and then, when FISA (then the sporting arm of the FIA) attempted to introduce a world championship for the class for '83, they renamed it Formula Mondial. This series was to be one of the whitest elephants in single-seater history, and lasted just one year.

Macau, which was traditionally fought out by the 'superteams' assembled by locally-based entrepreneurs Teddy Yip and Bob Harper, had run to Atlantic (or Pacific, or whatever) rules since 1974. But race coordinator Bland, who still assembles the entries for this race and the other international F3 events, felt it was time for a change. He'd only been involved with Macau for a couple of years, but was getting increasingly frustrated. "My secretary at the time was a friend of Teddy Yip's," he recalls. "She'd go out every year to the Macau Grand Prix to look after his guests. She'd come back with a resumé of the race and we'd forward the information to the »

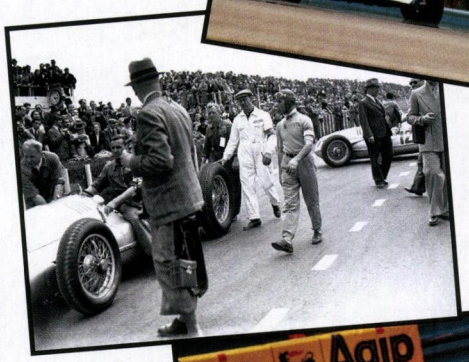
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The collection has been specially selected to reflect the many evocative circuits to have staged grands prix in this first 100 years: the 62-mile circuit outside Le Mans at that first race in 1906, the streets of Monte Carlo, the fast expanse of Reims, and classic venues such as Monza and Silverstone are the backdrop to a unique view of the sport. In addition to some of our classic images many are, as yet, unpublished.

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Formula Atlantic in 1980: Geoff Lees in front from Bob Earl (74), with Hasemi and Gloy on inside

press. Then in '81 they had a very poor race and we made a pitch direct to the Macau government to run F2.

"At the time we ran the F2 Association. We spoke for all the teams and had a direct link to FISA, and they left it pretty much to myself and a guy who represented the circuit owners. They liked that, because it meant F2 was a no-hassle formula for them – we sorted the dates, the prize money, the travel fund, the sporting regs...

"Atlantic was sliding downhill very rapidly, but FISA was persuaded by Ron Frost [the head of New Zealand's governing body] to do a global series and they came up with a championship which ended with Macau. All the drivers were totally unknown, so why would organisers pay vast sums in shipping them around the world? We went back to Macau in '82, where they had a dreadful race and we went to the Mayor of Macau, Roger Santos, who was a lovely guy. We said we could guarantee 26 F2 cars for the following year and we could virtually guarantee that 20 would finish."

To be fair the '82 race was eventful, but you could see Bland's point. There were just 18 cars, with the top 10 qualifiers covered by 6.48sec... Ensign Formula One driver Roberto Guerrero, racing a Ralt RT4 for Yip's Theodore team, threw away the race with three laps to go when he hit a backmarker. Tiff Needell should have inherited the lead, but had creamed his March into a 200-year-old piece of trackside scenery and damaged the suspension when the car jumped out of gear. Roberto Moreno, who had crunched his Theodore Ralt into Japan's Masahiro Hasemi at the first corner and pitted to repair his RT4's deranged nose, took the lead to take a last-gasp win by 26sec from Irishman Alo Lawler. After 32 laps just eight cars finished, and four of them were lapped.

Bland, working in conjunction with the Hong Kong AA's Phil Taylor, attempted to bring the top F2 contenders from Europe and Japan together, but that would mean cars that were much faster than Atlantics racing around a very tricky, very fast 3.8-mile track. "Ron

'Next door were 300 refugees from Vietnam'

Frost went absolutely bonkers," says Bland. "He was a senior representative at FISA and said, 'No way will we give the circuit a licence for F2.' He was probably right..."

Macau had spent $1.3 million on circuit upgrades for F2, but the big problem was the approach to the first real corner, Statue (now Lisboa), which came at the end of a mile-long flat-out blast through the kinks at Reservoir Bend and Yacht Club Bend (now Mandarin) and past the start-finish line. Statue needed a wider entrance, but that involved removing some 'sacred' trees and reclaiming land from the sea. This couldn't be done, so FISA rejected the F2 plan. "We went back with a proposal for F3," continues Bland. "FISA couldn't reject that because the power output was lower than Atlantic, which they'd already said it was safe for."

In a short time Bland assembled a superb entry of the best F3 runners in Europe which, combined with assorted 'guests', totalled 25 cars. Running under the Theodore banner would be British champion Senna in his West Surrey Racing Ralt RT3, as well as his title rival Martin Brundle and Guerrero (who had driven for Theodore in F1 in 1983) with Eddie Jordan Racing Ralts. European champion Pierluigi Martini was there with his Pavesi Ralt, along with some of his season-long opponents, including Gerhard Berger (Trivellato Ralt) and Tommy Byrne (leading the quintet of Gary Anderson-designed Ansons). From Japan came the Hayashi of Swede Eje Elgh, while ex-grand prix drivers Needell and Vern Schuppan, Macau stalwarts both, were also entered.

Macau has been developed hugely since those days, but back then everything was basic. "The pit conditions were pretty grotty," says WSR chief Dick Bennetts. Needell adds: "It was the best – but so third world. One year we had six Atlantic cars in a Nissen hut and next door there were 300 Vietnamese refugees – what a contrast to the decadence of motor racing! It was a real adventure and made you feel like a pioneer."

Theodore team-mates they may have been, but Senna/WSR had no intention of letting up in their fight with Brundle/EJR. "We ran our car as WSR and they ran theirs as EJR," laughs Bennetts. "We'd been at them all year in the British championship and had to continue it on."

Senna, Guerrero and Martini »



1966: Mauro Bianchi (Alpine-Renault) and Filipe Nogueira (Brabham) lead varied field

Both: Philip Newsome

MotorSport

At the Heart of Europe

Come September each year a large contingent from the HSCC ups sticks and is on the move to Belgium. A glorious circuit, great cars, a long weekend with your mates, biere blonde, moules frites and lots of track time makes a heady combination. Add in the joy of strolling along the pit lane during the night section of the Six Hours race and you can understand why the Spa Six Hour meeting has become a must do on many a driver's agenda. Like so many European Historic events British entries dominate the race card and everywhere you look in the paddock are wonderful cars carrying HSCC stickers. This year was no exception. The HSCC had two dedicated races for it's 'up to 2-litre single seaters' and drew a very healthy grid of fifty cars. Joining regular Club cars were entries from the European F2 Club and a contingent of European F3 screamers. The races were won by Philip Harper and Jacques Colibet (in a delectable Martini Mk19). There were excellent class winning performances from HSCC members Michael Scott and Ian Gray in Classic Racing Cars, Neil Fowler in Historic Formula Ford and Peter Richards in FF2000. Lincoln Small's BT30 and John Bradshaw's Chevron B39 looked great on the scenic curves around the back of the circuit.

In the feature Spa Six Hour race HSCC members occupied four of the top six positions. David Clark and Simon Hadfield took their Aston Martin DB4 GT into the lead with an hour to go and held on to the finish. They were joined on the podium by Rob Hartley, just one lap down in third in his Elva Mk7. Completing the picture, Simon Drabble and Brendan Roberts took fourth in their Merlyn Mk6A and Les Ely and Graeme Dodd steered their E Type to sixth. Across the race card HSCC members topped the podium with race wins by the GT40 of Leo Voyazides (GT'65), the Cobra of Oliver and Grahame Bryant (Gentlemen Drivers GT&Sports) and the Talbot 105 of Gareth Burnett (Motor Racing Legends). Simon Hadfield took two further wins sharing a Lola Chevrolet with John Clark in World Sports Car Masters and an Elva BMW Mk8S with David Clark in the HMRN Sports Racing Challenge. Winning is not everything and simply participating at this meeting is a joy. As competitors filed on to the ferries at Calais, to a man they were planning their return in 2006.

Earlier in the month the HSCC championships visited Thruxton. This had not been on the race calendar for many years and it was wonderful to rediscover the pleasures of gritting your teeth as you swoop through ultra fast Village and Church swerves. The BARC was most welcoming and the paddock had a good ambience. Classic F3 cars delivered the closest finish of the day with Steve Maxted's Argo JM6 pipping Iain Rowley's March 793 by a few tenths. In Historic Road Sports, James O'Mahony's thundering Chevrolet Camaro looked dramatic as it lead home Mike Eagles' Milano GT.

The climax of the championship season takes place at the Silverstone Finals meeting on Saturday October 15th. All the championships are represented and with contenders battling for point's position it should be another day of great racing. If you like historic racing at its best, you like the idea of close competitive racing on great circuits with good driving standards, why not plan to race with the HSCC in 2006?

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



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all arrived late, the night before qualifying began, because they'd been testing for the Brabham F1 team at Paul Ricard. "That made it a bit more difficult," says Bennetts. "Ayrton never even had the opportunity to walk the circuit." For Guerrero it wasn't so bad: he already knew the track, and he claims that he never felt jetlag while in the car. "When you have time to feel jetlag you do, and when you don't you don't," he says. "I was surprised at how little effect it had on me."

A late arrival he may have been, yet Senna took pole. In just three flying laps, before smacking the wall, he was third on the first day behind Guerrero and Brundle. But the Brazilian pipped the Colombian and the Englishman on day two.

With qualifying over and a day off on Saturday before the two 15-lap heats on Sunday, Senna fell victim to Macau's festival atmosphere. In his new book (see Reviews, page 23), Jo Ramírez, who was working for Theodore at the time, says: "Ayrton confessed to me that he'd been at a party the night before and had stayed a little too late and had consumed perhaps a little too much vodka." Ramírez believes this was Saturday night, but Bennetts reckons it was Friday. "What I was told was that a few drivers had spiked his drink," he says. "I had arranged a qualifying debrief for Saturday lunchtime, and I waited and waited. It got to six o'clock and I thought, 'That's not like him', so I did the changes anyway. He finally turned up at seven."

Whichever night the escapade happened, Senna was feeling rough for the first race, though not as bad as Martini, who slept through the eight o'clock warm-up session! Groggy he may have been but, after losing the start to Guerrero, Senna pulled off a sublime move on the EJR Ralt in the short chute between Statue and San Francisco Bend.

Guerrero takes up the story: "I was so disappointed from the year before. I was running away with that race and, oh my God, it was such a heartbreaker, so I was really hoping to do well the next year. I loved Macau – I always liked street circuits but that one in particular was fantastic, going up and downhill, a really good combination of corners.

"I jumped Ayrton at the start and coming out of Statue he came past me so fast I didn't know whether I was standing still. I was blown away. It was good that I led for at least one corner or something, but that was it! Especially the place he did it. It was, 'My God, where did *he* come from?' Obviously he was an unbelievable talent and it was actually cool to be able to be so close to him."

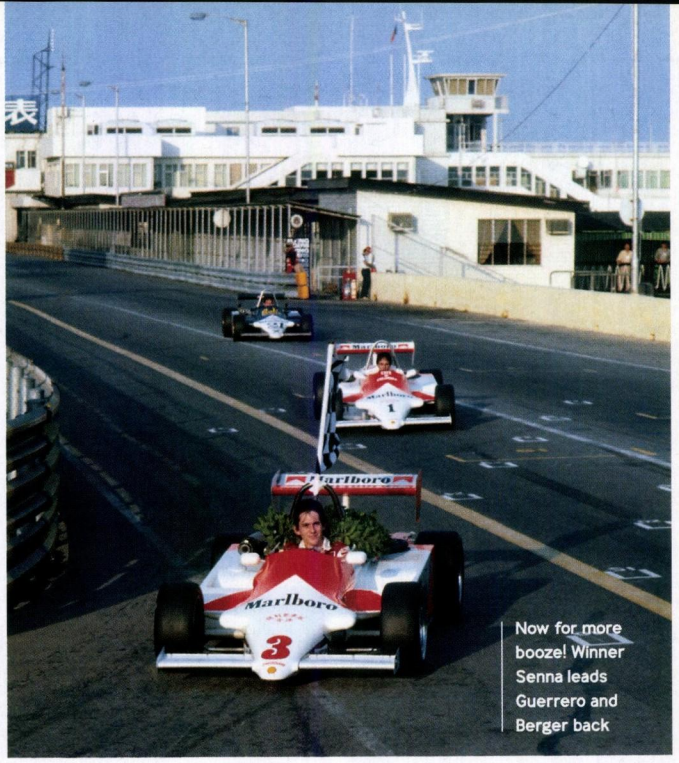
'I was told some drivers spiked Ayrton's drink'

Not for long though. By the end of lap one Senna was already 2.8sec in front, and he beat Guerrero to win the first 15-lap heat by 6.0sec. Bennetts still has Senna's times, and their stunning consistency shows what a special talent he already was. His pole was a 2min 22.0sec, and his 14 flying laps in the race read: 22.5, 22.4, 22.2, 22.8, 23.1, 22.0, 21.6, 22.9, 24.0 (possibly delayed by a yellow flag), 22.1, 22.4, 23.0, 22.3, 21.5.

After that, Senna went back to his hotel room to sleep off his alcohol overdose before returning to clean up heat two. With Brundle no longer a factor, thanks to an overoptimistic move by Martini, Bennetts told Ayrton all he had to do was finish just in front of Guerrero to win on aggregate. Even so, Senna drove hard until rolling off the pace over the final three laps. His 14 flying laps for heat two read: 23.3, 22.1, 22.2, 22.2, 22.5, 22.1, 22.2, 22.5, 22.4, 22.0, 22.8, 24.1, 24.2, 27.4. Particularly amazing are those nine consecutive laps within 0.5sec over such a long and challenging circuit, but they didn't surprise Bennetts: "When he won the first nine races of 1983 I stopped being amazed. What was really good was that we didn't do anything trick. We were all on the same Yokohama control tyres, so we just had to work harder on the dampers and on downforce. He arrived midnight Wednesday, had never seen the track and wasn't feeling well, but he just got stuck in. He did a storming job."

The whole event had been a resounding success. While Bennetts, Senna and WSR celebrated on the way home – "I had a mate at BA who was a first officer," says Bennetts, "so he allowed us to bring the trophy on the plane and keep filling it with champagne" – Bland was basking in the glow of an event that was already taking over from Monaco, thanks in part to its field-levelling control-tyre formula, as the most important F3 race in the world. In contrast to '82, the top 10 this time had qualified within 2.5sec, and on aggregate just over two minutes covered the top 10 finishers at the end of 30 laps of racing. "Having done the first year, word spread pretty quickly," he says. "It was well organised and people enjoyed it, and it continued the season so teams were able to keep their mechanics on." Logistically it was a success too: the cars had all arrived intact, with the exception of one crushed airbox, and the biggest problem was suffered by the Anson runners, who couldn't get round the ultra-tight Melco Hairpin in first practice!

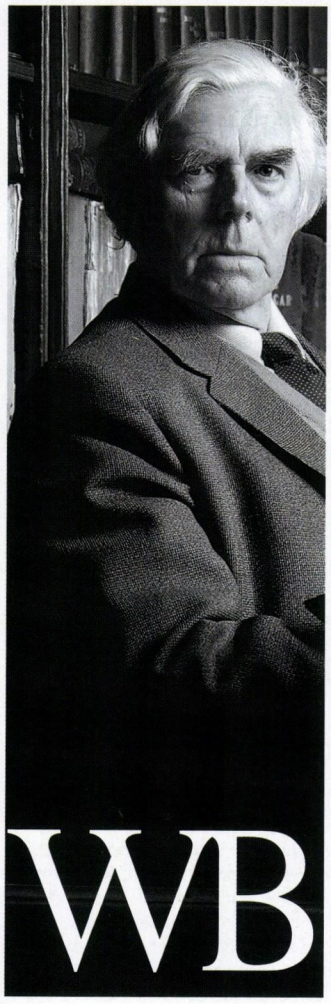
But the Macau experience did leave Guerrero with a lasting concern about Chinese food. "It was really quite an experience," he chuckles. "Westernised Chinese food is always something that people enjoy, but then after going to Teddy Yip's private parties, where they had real Chinese food, it kind of turned me off it. They had a pig that they would put on a turning table with little red balls in the eye sockets, and have the chickens also going round with their heads and feet still on. Now whenever I eat Chinese food I always have something in the back of my mind because of that, but I guess that was part of Macau!"



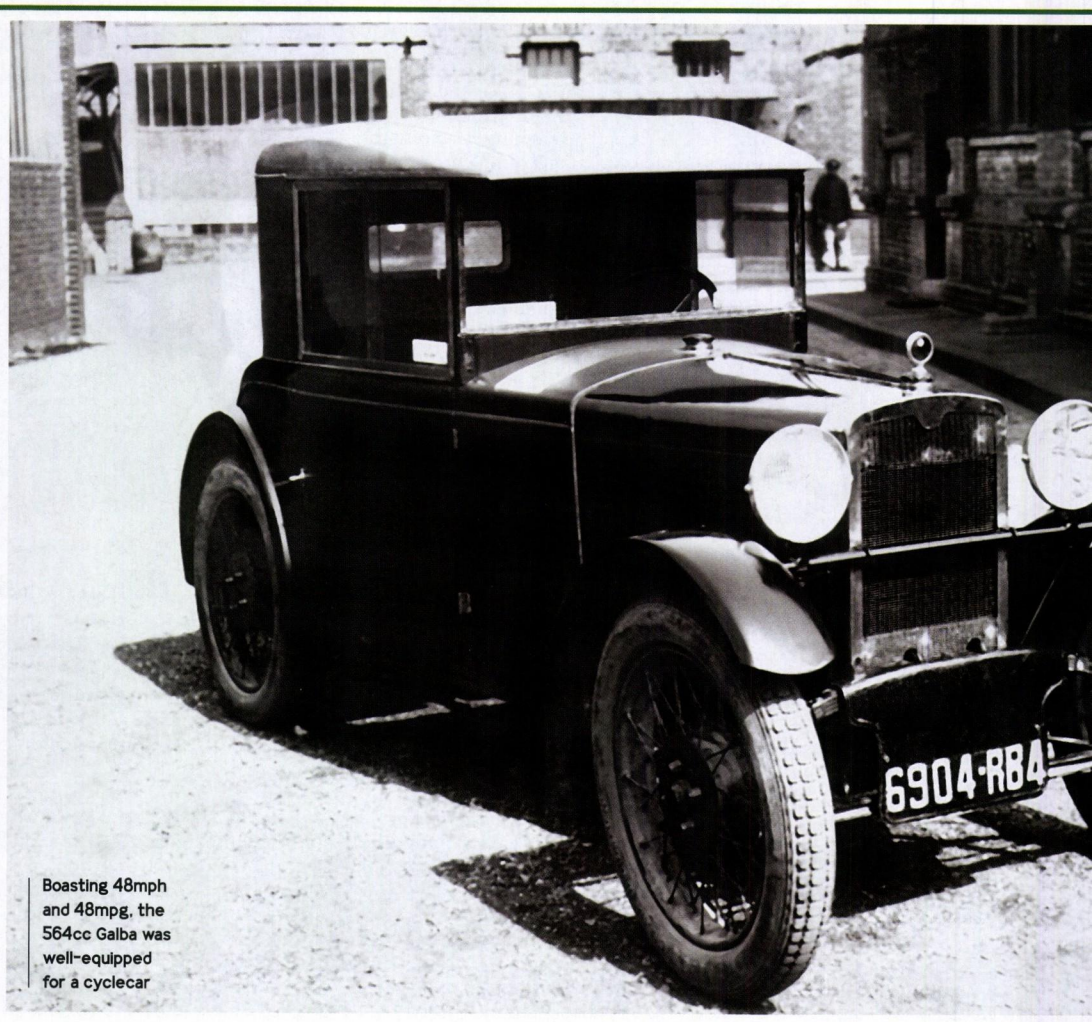
Now for more booze! Winner Senna leads Guerrero and Berger back


Teddy Yip with his all-star '83 line-up of Brundle, Senna and Guerrero

Both Sutton



WB



Boasting 48mph and 48mpg, the 564cc Galba was well-equipped for a cyclecar

Return of the cyclecar?

MotorSport used to investigate some forgotten makes, when I was able to offer more data about such cars than had appeared in the weekly motor papers. One forgotten make we did not explain was the Galba. It made its appearance in France in 1929 as a trim-looking little car with a vertical 180-degree twin-cylinder two-stroke engine, with a blower to feed mixture to the cylinders at the front of the engine, behind the combined dynamo/starter unit.

In unit with the engine was a cone clutch, fabric-lined, and a two-speed gearbox using a separate pinion for reverse. Torque-tube transmission was used, with suspension by transverse front leaf spring and quarter-elliptic back springs. The spiral-bevel back axle had no differential. Four-wheel brakes were used, with fixed cycle-type mudguards and wire wheels. The wheelbase was 7ft 4 ½in, the track a narrow 3ft 4in, the tyre size 26x3½in. The two-seater, with 48mph/48mpg claimed, was to sell here for a modest £75.

The Galba looked familiar, and research showed me that it resembled the Deguingand. The Galba had a 564cc engine, the Deguingand one of 735cc, also a two-stroke vertical twin. Both were the product of Monsieur Marcel Violet, one of the kings of the cyclecar. He had driven his Violet-Bogey in the cyclecar GP at Amiens in July 1913, but his claim to fame came in the cyclecar race at Le Mans that August, when he finished second in a Violet to a Rontiex. In the 278-mile cyclecar bash at Boulogne in 1921 two GNs beat him, but the dedicated Frenchman had proved the worth of his designs the year before, when he won the important, well-supported Le Mans contest at 47.17mph, beating the Ruby, Noel, Elfe and GN entries, with Antoine Mourre finishing in another Violet-Major.

He then took third place in the 1921 Boulogne race in a Weler, with which car he had a close association. At Le Mans Violet, who entered a Major under an assumed name, was second in a Major-engined Weler, unable to perform as impressively as André Lombard in a Salmson, which was hardly a cyclecar. Another Weler finished fourth driven by 'Sabipa' (Charavel) who later drove Bugattis. Another Major was a poor sixth, driven by Viale and entered as a Mourre, such was the complexity then of the French cyclecar world.

By 1925 Violet was back, having completed a link with the Sima Company in Paris, for which Violet provided his Sima-Violet racing cyclecars at a time when proper light cars had become the norm. With



twin-cylinder two-stroke engines, but now of the horizontally-opposed type, in the nose of the smart little beasts for maximum air-cooling, Marcel won the 750cc class at Montlhéry, with the 500cc division taken by Michel Dore's Sima-Violet. In 1926 in the Alsace GP Maurice Benoist (not Robert who was soon winning many races for Salmson) drove a 750cc and Stanton a 500cc Sima-Violet, and at Miramas Jack Enders won the 500cc section, with Stanton second. For the important GP de la Marne at Reims, Violet in his lone Sima-Violet won his class, at 55.76mph for the full 198 miles.

There were other not disgraceful appearances of these now outdated cyclecars, which remained in racing up to 1927; Marcel's Deguingand placed first of the 750cc cars at Boulogne ahead of a Sima-Violet, one of which appeared again in 1931.

If the prevailing petrol predicament escalates we may well see a big demand for small cars, followed by frantic experiments to find effective alternatives to fossil fuel and, finally, a return to pedals...

The original 'Nash TT replica

I had not realised that among the incredible variety and number of cars assembled at the Goodwood Revival was one with a creditable record of racing at Brooklands. It is the first Frazer Nash TT Replica of all, built in 1932 and distinguishable by its single door. The owner is RT (Robert) Beebee, whose father rebuilt it before handing it over to his son in 1993.

Roy Eccles ran it at Brooklands with satisfactory results. James Justice entered him for the 1932 Whitsun Meeting, presumably because he had not yet joined the BARC, ambitiously for a 'Mountain' Handicap, but the 'Nash retired on the first lap. It had recovered by Easter 1933, taking a first place in the Junior 'Mountain' handicap, and in August was unplaced in an Outer Circuit race, with a lap at 90.88mph. He was second in the senior race over this circuit in spite of a heavy handicap. In the LCC Relay race Eccles was part of the three Frazer Nashes team which finished sixth.



Roy Eccles slides first-ever Frazer Nash TT Rep around Donington Park in 1933

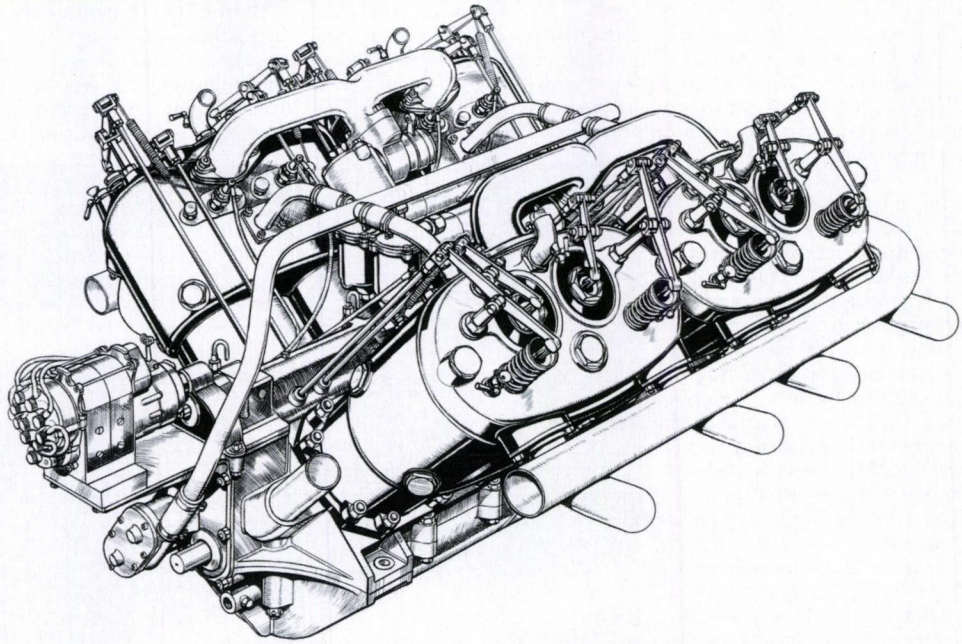
These successes continued in 1934 with a third in a 'Mountain' race, victory in an outer-circuit handicap with a 92.74mph lap, good for a 1496cc Meadows-Nash, and first in a one-lap sprint. RW Wright raced the car in 1938-39, with a third place in March 1939. I hope someone can fill in the missing record of Frazer Nash 2049, MV 2013.

Whatever happened to the badgebar?

Shire Books of Princes Risborough have a new volume of Peter W Card's *Motor Car Mascots and Badges*, with full colour pictures (ISBN: 0 7478 0629 2). There have been past full-scale books on both, but this is a good guide, priced at only £5.99, as Album 2005.

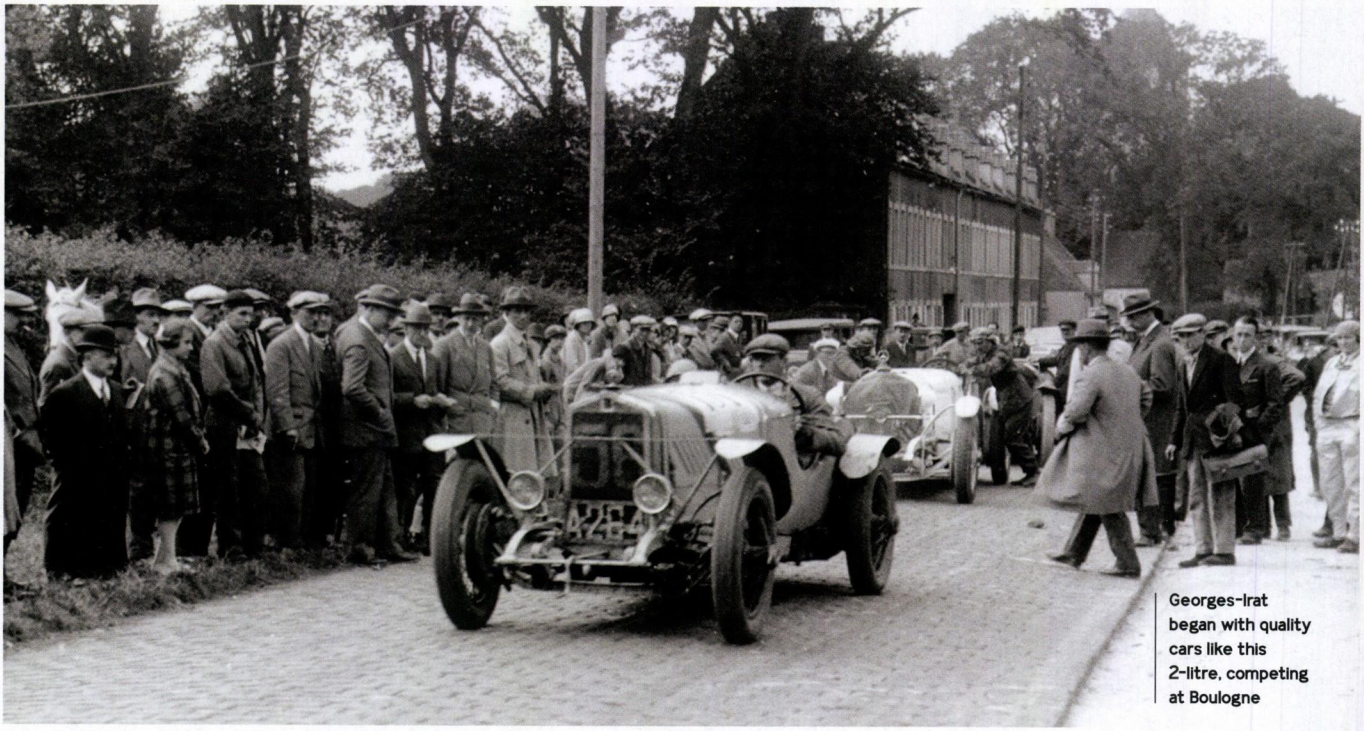
However, it is surprising that the Mercedes-Benz triple-pointed star is ignored, and I would have liked some reference to the early china Bean mascot. The author, as an auctioneer, deals in badges and rightly wonders whether the owner of the Lagonda LG 45 joined all of the 23 clubs whose badges his car displays - but as it was ethical to return a badge if you ceased membership, this is a moot point. Fake badges are warned against. Many versions of BARC and the Brooklands Aero Club badges are shown, including the 120 and 130mph ones.

As Card rightly states, badge carrying belonged more to the vintage period, so I cannot understand why Shire, which has albums about different periods of motoring, has apparently withdrawn its Vintage Car title.



It seems that efforts are now being made to run the engine of the 1905 200hp Darracq, after some carburation problems have been solved. Gerald Firkin's impressive recreation using the original engine appeared at the Goodwood Festival of Speed as a static display, but it will be wonderful to finally hear the roar from the stub exhausts of the 25.5-litre overhead-valve V8

LAT:NMM



Georges-Irat began with quality cars like this 2-litre, competing at Boulogne

French marque bounces back

Not exactly a forgotten make, the Georges-Irat is nevertheless not generally remembered. Which made the loan of one by Guy Dockerton in 1940, when the war had made it very difficult for motor-writers to obtain test cars, very welcome.

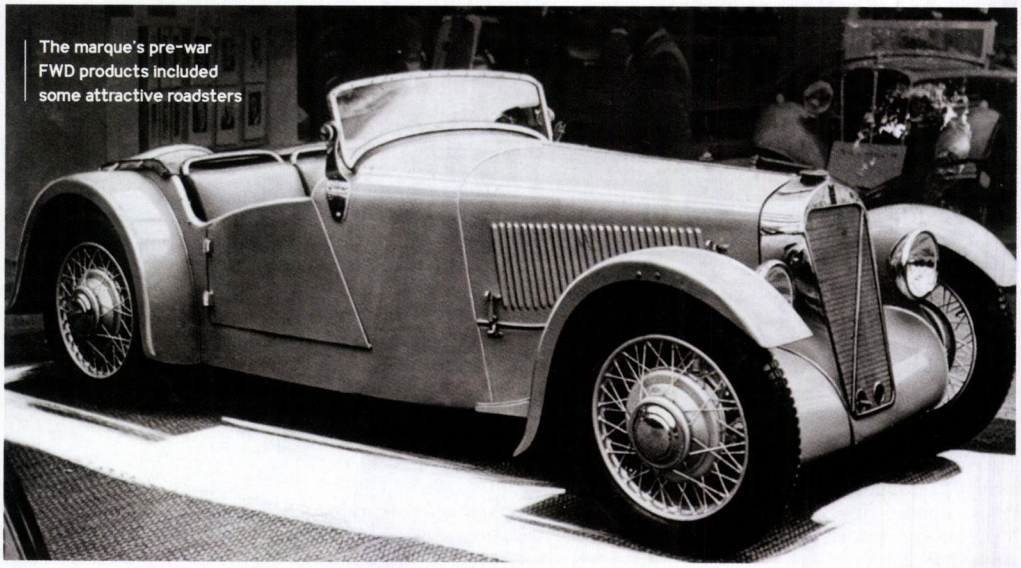
The French manufacturer, which operated from successive factories located by the river Seine in Paris, had made quality cars of many sizes and did not restrict itself to engine manufacture only until 1946.

The car loaned to me was their recently introduced 1.5-litre FWD model that followed their run of 1100cc Ruby-engined sportscars. This was very opportune because the only proper road tests I was able to do that year, in this war-devastated time, were of the 2.5-litre Daimler saloon and a Ford Anglia, plus a used-car appraisal of a long-chassis MkII Aston Martin, after *MotorSport* had published up to this time more than 144 such road test reports of new cars since 1924.

This Georges-Irat was the type that came from the Levallois-Perret factory of the company founded by Georges Irat. It was equipped with a 73x100mm (1911cc) Citroën engine and three-speed gearbox driving the front wheels and all-independent rubber suspension. Cars such as the vintage-period de Levard and Harris-Leon-Laisne, the Duncan Dragonfly, the abandoned Rover Scarab and the stillborn V8 Alvis TA350 also had rubber instead of steel suspension. On the Irat it consisted of thick strands of rubber cord. The ride was excellent, though there was some fore-and-aft pitching, so having a car on rubber was regarded as a good thing. There was no damping of any kind; radius arms located the wheels.

Had a world war not intervened Dockerton Motors had intended to sell this car from Guy's Notting Hill, London, premises for under £300. The three-on-one-seat car was to have been driven at Le Mans by Peter Clark. It was the only one then in this country.

Although the war was by this time well advanced I was surprised that I was allowed with a special pass to try the car's performance on a part of Brooklands Track. Three-up in the LHD car, and with screen erect, it covered the flying quarter-mile at 75mph, and did the same distance from a standing start in some 22 seconds. The weight was 18cwt. The gear lever protruding from the dash worked well, but the electrics were six volt. The Citroën engine had the normal single down-draught Solex carburettor. It was an interesting experience.



The marque's pre-war FWD products included some attractive roadsters

Alec Issigonis – an awkward genius

To augment my brief review of *Alec Issigonis* by Jonathan Wood, this very entertaining book telling so much of Alec's uniquely difficult character, I am reminded that in *MotorSport* we gave much enthusiastic coverage to the Mini, which I dubbed the 'Minibrick'; one of my test reports I headed 'Riding on Rubber for 10,000 Miles'. We also made appreciative comments on the Morris 1000, and earlier we had reported on Issigonis's Lightweight Special, etc. The book is not only revealing but contains data on production methods of the BMC and later companies, Mini design, and how Ford responded.

Jonathan obviously makes much of the rubber suspension which was a feature of the Mini, but omits any reference to the rubber-sprung Georges-Irat (see left). But apart from this full account of the life of a genius who made the Mini to his undeflected ideals, the book provides data on dates of Morris and Ford model runs, numbers sold, etc, and how finance was lost by Morris but not by Ford.

All of which I found of enormous interest and value. So I will forgive Mr Wood the error of saying Chitty-Bang-Bang 1 was stored in the André shed at Brooklands before it was broken up; the André business had faded by 1925 whereas Chitty was not destroyed until some six years later, and this mistake was not featured in my books, as Wood imagines. I have one of the drive sprockets from Chitty 1, but when offered its 23-litre engine, then lying in a builders' yard, I had sadly to refuse, having no means of collecting it, apart from my landlady being likely to object to it taking residency in my bedroom.



Sunbeams on the sands once more

To remember the fact that in 1925 Capt Malcolm Campbell raised the LSR to over 150mph on Pendine Sands, the STD Register, which caters for Coatalen Sunbeam, Roesch Talbot and period Darracq cars, had the Welsh sands closed for a short time so that 16 members' cars could parade thereon, led by John Carter's 1903 Sunbeam. The record-breaking 350hp Sunbeam, alas no longer a runner, was brought from the National Motor Museum on the Sunday and exhibited beside the 170mph Thomas Special 'Babs' in the Pendine motor museum.

The Campbell Sunbeam is a most impressive car with its 18.3-litre V12 engine and long streamlined tail. It was also on show at the VSCC Prescott hillclimb, and the STD Register is hoping next year to commemorate Segrave's 152mph LSR on Southport sands in a supercharged 4-litre V12 Sunbeam, with support already given by the council.

The Register Secretary is Mrs Gill Brett, 9 Hallett's Close, Stubbington, Fareham, Hants PO14 2LS; members get a newsletter and a quarterly magazine.

Top-shelf motoring

Writing Leonard Setright's obituary reminded me of when I had gone for the interview about writing for *Mayfair* magazine. It was at the Heathrow Hilton. The car park entrance was difficult to spot but after several circuits I found it. The interviewer arrived very late, explaining that he could not find either hotel or car park, adding "But that would be no problem for you, a sophisticated person!". During our interview I remarked on what a wonderful job the man had meeting all those girls. "Oh, no," he corrected me. "I never see them. I just select the pictures." He would receive some colour shots of a certain car and ask me to provide the accompanying text. The other day I decided to keep my motoring pages of the magazine and was reminded of how pretty (if that is the correct word) revealing, and in my opinion disgusting, these magazines were, apart from the car pages.

Working for Mr Royce

The history of Rolls-Royce is of interest to so many who do not own one of these cars that the latest of the R-R Heritage Trust publications, to R-R standard in spite of the highly competitive pricing, cannot but be readily announced. It is No36 in the series, *50 years with Rolls-Royce - reminiscences by Donald Lyre, C Eng, MIME, AFRAS.*

Starting as an apprentice draughtsman aged 14 in 1920, Mr Lyle worked with most of the celebrated staff who served Sir Henry Royce for 50 years. His story of how it worked out, and the great people he met, including working for Royce himself, is fascinating, and the 150 shining pages have 78 illustrations of these people, their houses, Royce's included, with interior shots, and of course cars and aircraft, even the Royce memorial window in Westminster Abbey, etc.

Incorporating many of the author's own sketches, this little book forms a unique record. £12 to non-members, ISBN 1872922 30 9, R-R Heritage Trust, PO Box 31, Derby DB24 8BJ.

LAT



Ben Collings (the builder) and WB beside the huge 18.8-litre Blitzen Benz recreation

A flying visit by Benz

I had an exciting day recently when Ben Collings came to show me the Blitzen Benz recreation which he built for Richard Crump. The lucky owner has had much enjoyable, trouble-free driving in it for considerable distances over Kentish roads, the same locality over which in the 1920s Lou Zborowski drove similarly powerful motor cars such as the *Chittys* and *Higham Special*.

Crump's car was described in *MotorSport* in the April 2003 issue. The impressive 18.8-litre engine reaches its peak revs at 1400rpm, and 100mph equals 1000rpm. This means that for law-abiding motorway cruising the engine is merely idling. My daughter had a stirring ride around the lanes in the Benz, which for her should endorse forever the view that "there's nothing like litres", especially when compared with the Austin 7s with which she competes in VSCC events!

Ben had been servicing the Benz, which entailed all-round oiling and driving chain adjustment. He nonchalantly cranks the enormous engine, helped by a decompression device, and it obligingly responds. Acceleration, exhaust note and all the rest of it seemed to intrigue passing travellers in their civilised modern wind-proof automobiles...

Ben has also restored and put back to original form the four-seater body on the 1913 200hp Benz raced at Brooklands by Sir Alastair Miller and damaged somewhat when John Morris overturned it at the Crystal Palace before the war. It belongs to George Wingard and has returned to America.



200hp Benz now back in four-seater form

ALFA ROMEO TF ACHIEVEMENTS

I was interested to know from Richard Heseltine's article that the Alfa Romeo which Agostino Lanfranchi raced at Brooklands had a genuine Targa Florio chassis and was not simply a tuned 22-90 sportscar.

Its achievements differ slightly from those in my Brooklands book, taken from the official BARC records. The car did not win two 100mph handicaps at the 1925 Whitsun races, which were to the credit of Philip Rampon's aged 10-litre Fiat and Jack Barclay's 1922 TT Vauxhall.

The Alfa's best race lap was 94.33mph, in 1926. It is so pleasing to know that this historic racing car is still running well.

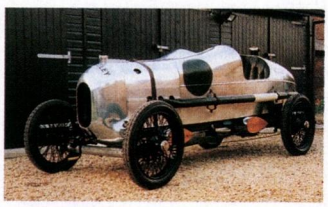
Moth rep takes flight

At three VSCC meetings this year Julian Taylor has run what, while a replica, is a very correct representation of the Wolseley Ten two-seater which Alastair Miller drove in the 1922 JCC 200-mile Race.

Miller had persuaded Wolseley to make racing cars, and the two single-seater 'Moths', also based on the very pedestrian Ten, performed astonishingly well, so much so that Woolf Barnato drove one; Miller's lapped at over 88mph. Even the aluminium-bodied sports version, costing a lofty £610, did only 55mph, although the small-production Brooklands speed model was guaranteed to lap at 70.

Miller must have paid expert attention to the tuning to get such results. As late as 1930 he won the Founder's Gold Cup race, with a lap of 83.28mph. I told the full story of these Moths in *MotorSport* in 1968.

Long after the original cars disappeared, John End produced a fine reproduction Moth, and his friend Colin Thomas a 200-mile replica. It is the latter which has reappeared.



Taylor's 200-Mile Race Wolseley replica



The most meritorious performance in the VSCC Western Rally was made by Miss Susan Hill, navigated by Robin Harcourt-Smith, in the one and only 1923/29 Helix. The Martin Trophy and special navigators award was won by John Potter and Brian Hughes in a 1927 12-50 TG Alvis.

Two Davids got mixed in the reference to Peter Binns's cars; it is David Filsell who is his ace navigator, David Thirlby the GN/Frazer Nash expert who is currently writing the definitive history of the Invicta cars.

Having mentioned how in the days of the open road *The Autocar* got its staff to describe their favourite runs, including those of Sammy Davis, the sports editor, I have been asked which the latter, as a racing driver, favoured; he opted for London, out by the Old Kent Road, via Eltham, Farningham and Wrotham, which reminded him of horse-folk deriding the very early cars he drove along it to Whitstable - "history in every village".

There is news that a recreation of one of the 1906 GP Darracqs is up and running impressively in New Zealand. It has an original 12.7-litre engine, said to have come from Wagner's car. Three Darracqs started in the 1906 GP, the other drivers Hemery and Hanriot, but all retired with engine failures. The car might come to Europe next year if the 1906 French Grand Prix is to be commemorated along with Szisz winning for Renault, just as Alonso is doing in today's F1 contests.

The Targa Rusticana Rally, which began as a tough, mainly Welsh event run by the Oxford University Motor Club in 1954, has survived, this year's 31st event having an entry of 80 pre-1974 classic and historic cars. The only breaks have been due to the Suez crisis and in respect for the funeral of Diana, Princess of Wales. The 2005 programme contains 10 praiseworthy items from *Motoring News* and six from *Autosport*. One has to respect a club which scorns PR and sponsorship. There were and are various classes but tradition listed the three top finishers, who in 1954 drove MG TD, Austin A30 and Citroën cars. This year the top finishers were: first, Roy Gillingham/Matt Fowle, Lotus Elite; second, Ian Crammond/Nigel Raeburn, Mercedes 280SL; third, Rob Dance/Graham Dance, Alfa Romeo Giulia Sprint GT.

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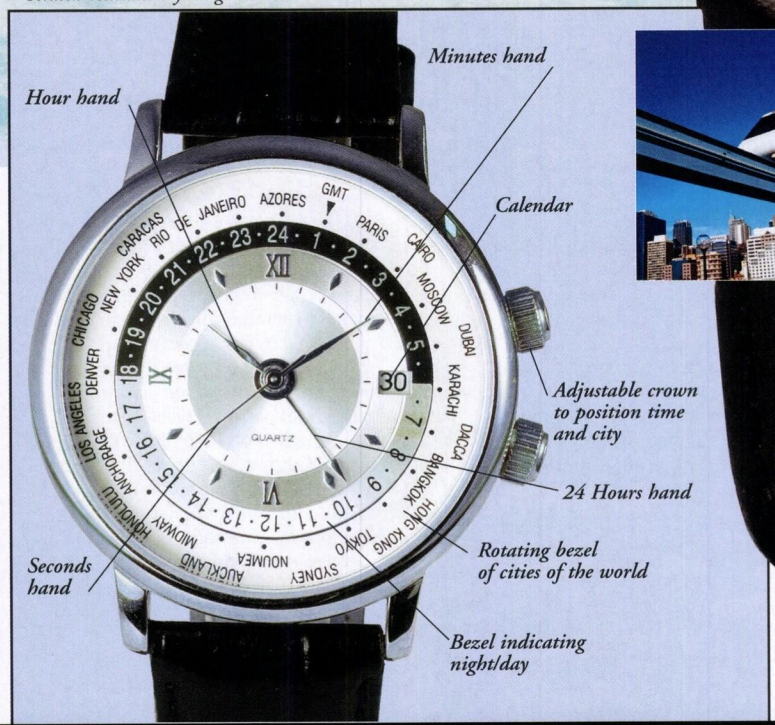
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WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT

Edited by Paul Lawrence

FAST TIMES

KEEP TRACK OF ALL THE ACTION



No time to stop for pub lunch and a pint: David Betts in his Shelby GT350



Ray Bellm wins a Silverstone dispute!



Varied field battles it out (above). Friedrichs (below) won the Index



Bellm's GT40 on top in first Tour

Tour Britannia September 5-8

Ray Bellm added victory in the inaugural Tour Britannia to his impressive record as a small but select field of cars contested the four-day event. Bellm's Ford GT40 ended the tour with a half-minute margin over the Lotus 30 of the intrepid Howard Redhouse, while Adrian Newey took his GT40 into third.

Received with the unanimous acclaim of the competitors, the Tour took in four days of English countryside, with races at Cadwell Park, Rockingham and Silverstone. Speed tests took place at venues such as Shelsley Walsh and Loton Park.

Bellm's attacking style paid dividends from the start, although Redhouse scored a famous win over the GT40s in a tremendous race at Cadwell Park. "That was a good *craic*," beamed Redhouse, while Bellm took second after fending off a determined challenge from Simon Hadfield at the wheel of Michael Schryver's Chevron B6.

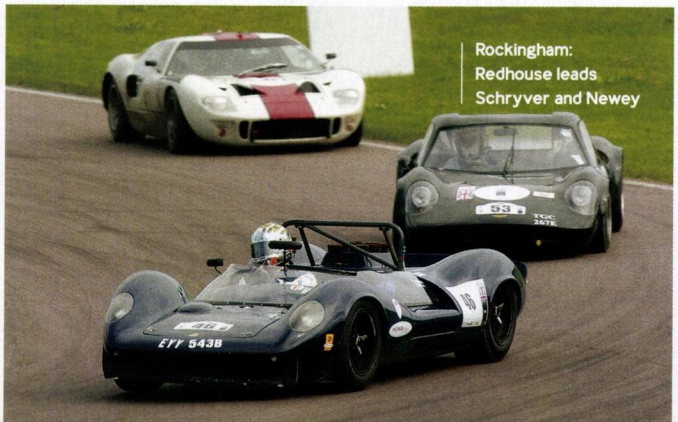
A series of short special stages throughout the rest of Monday allowed Bellm to take the overall lead and that was where he stayed, boosted by a commanding victory the following day at Rockingham.

A rear-hub drama cost the Chevron a lot of time, but it was fixed for Wednesday's loop, which took in Shelsley, Loton and Curborough.

Despite having never seen Shelsley before, Redhouse attacked bravely and pulled back some of Bellm's lead. But the time clawed back on the short stages was never going to counter the final day's pair of races on the Silverstone GP circuit, where the GT40 was in its element. Sure enough Bellm won twice to cement his event win, ably partnered by Paul Lanzante.

"I think they've done a fantastic job with the first Tour Britannia," said Bellm at the finish. Redhouse, co-driven by classic BMW racer Richard Shaw, had thrilled the fans with the mighty Lotus on his way to second overall, while Newey and Dean Lanzante took third, despite Newey's trip through the gravel trap at Priory during the final Silverstone race.

Schryver/Hadfield were able to salvage fourth from Nick Whale/Sally Wood (Porsche 911), while the Lotus Elan of John Sheldon/Lesley Stevens completed the top six. Victory in the Index of Performance went to the Alvis Speed 20 of Rüdiger Friedrichs/Wolfgang Kalf.



Rockingham: Redhouse leads Schryver and Newey



James O'Mahony goes wild in his Chevrolet Camaro at Thruxton. The circuit debutant took victory in exciting Historic Road Sports

Angoulême: Circuit des Remparts
September 17/18

DOCTOR PRESCRIBES FRENCH REMEDY

British drivers dominated the annual street race meeting at Angoulême to claim victory in five of the eight races.

Notable among the winners was Dr Tony Goodwin, who took the front-engined Formula Junior race in his Gemini Mk2 as the category tackled the tricky 0.8-mile circuit for the first time.

As ever the Frazer Nash race was a highlight, with victory going to the Supersports of Geoff Smith after poleman Peter Roberts spun on oil and ended his race against a kerb.

Rob Cobden (Riley Falcon Special) and Bob Allen (MGTC) both kept away from the kerbs and walls to win races, while the early-60s Lotus 7s of Jérôme Servies and Jacques Chartier topped the GT thrash.

Sadly, political machinations continue to put the future of this event under question, but efforts are being made to preserve a very special race meeting.

Tour of Flanders: British Historic Rally Championship Sept 17/18

EASSON RIFLES IN FLANDERS BATTLE

Jeremy Easson and Den Golding strengthened their title bid with victory on round seven of the Armajaro MSA British Historic Rally Championship, the Tour of Flanders in Belgium.

In the historic category Dessie Nutt and Geraldine McBride took their Porsche 911 to victory after pacesetters Steven Smith/Howard Pridmore went out early with gearbox failure on their 911. While Patrick Watts slid his Sunbeam Tiger into one of many ditches, Nutt and McBride emerged as commanding winners among the pre-66 cars.

Easson/Golding were challenged by the similar Mk1 Escort of David Stokes/Ian Oakey before the latter pair hit mechanical dramas on the final stage.

Instead it was Porsche crew Peter Lythell/Gill Cotton who moved up to second in the post-historics to score their best ever result.

Among the HRCR Classic category, Gareth Lloyd/Ryland James were commanding winners in their Mk2 Escort to tighten their grip on the championship.

Croft: Formula Junior
September 10-11

ARMER PIERCED BY WESTMORELAND

A double-header for the AMOC Miller Oils Historic Formula Junior Championship at Croft provided a win apiece for Simon Armer (Cooper T59) and Barry Westmoreland (Lotus 22).

In Saturday's race Armer fended off a challenge from Westmoreland to win by only half a second. Third, and best of the front-engined cars, was the Terrier of Derek Walker.

In the second race Westmoreland managed to get ahead and pulled clear of his rival for a commanding win. Having finished second to Walker the day before, Stuart Roach topped the front-engined cars in third place with another excellent performance in his Alexis Mk2. Fourth on Sunday went to American Ned Spieker (Brabham BT6) as he continued his annual summer foray to Europe.



Gareth Lloyd took Flanders Classic class

Thruxton: HSCC September 10

RALLY MAN TAKES TO GRASS BUT WINS

Even though he had not seen the circuit before the start of qualifying, Irish newcomer James O'Mahony clinched a memorable Historic Road Sports victory in his Chevrolet Camaro during the HSCC's first race meeting at Thruxton.

The former rally driver tamed the Camaro around the high-speed sweeps of the Hampshire track and recovered from a scary trip onto the grass at Church *en route* to victory. But his win was only confirmed when the engine of race leader Laurence Bailey's TVR Griffith rattled ominously on the final lap.

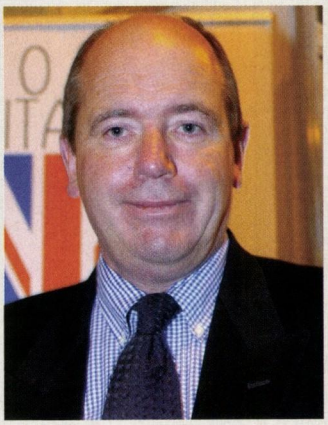
Dan Cox was another Thruxton debutant to win, scooping Historic Racing Saloon success in his Ford Anglia as Nigel Vaulkhard closed in fast over the final laps in his Ford Mustang.

Matthew Watts (Brabham BT16) and Ian Jacobs (March 742) took commanding wins in the Classic Racing Cars and the Derek Bell Trophy respectively, while Steve Maxted's Argo JM6 overcame the March 793 of Iain Rowley on its way to another Classic F3 success.

Neil Fowler (Merlyn Mk20), also racing at Thruxton for the first time, won a fine Historic Formula Ford 1600 race as Jamun T2-mounted David Gathercole and Nigel Bancroft in his Crosslé 20F put up a strong challenge. Final winners were Charles Barter (Datsun 240Z) and Charles Allison (Marcos GT).

»

Inside line



FRED GALLAGHER
Tour Britannia organiser

What has been the reaction to the first Tour Britannia?
Everybody loved the hillclimbs; the view on the airfield stages was fifty-fifty. The races were very popular. Normally you always get niggly complaints about events, but this has been 99.9 per cent hassle-free. The Index of Performance was taken quite seriously too.

What will you change for 2006?
We want to have a race each day and the rest split between hillclimbs and stately homes. One suggestion is to have a two-centre event to open up new venues and reduce road mileage. The regularity crews had a ball driving all the venues and we'll look at making an even more accessible package for them.

What's your entry target for '06?
Ideally 60 competition and 30 regularity starters would be perfect. That would give us two competition grids, maximum. Even if we limit it to 60 cars in competition there will still be space for the Minis and Escorts and cars like that.

What's the outline for next year?
We'll keep the event base in the middle of the country and hopefully finish at Silverstone again, as that worked perfectly. Maybe we'd start one day later, on Tuesday, and finish on Friday to give people a chance to get back from See Red at Donington, if that has the same date.

Did the event lose money?
We'd known for a while that with a fairly small starting list we were going to lose a fair bit, but we were determined to establish the event.

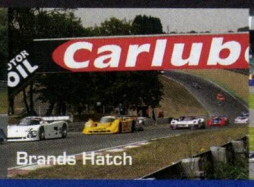
Jeff Bloxham, Jakob Ebrey, Charlie Wooding, Mike Hally

Group C GTP Racing

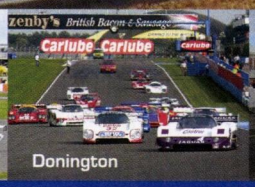
Main photo © Linzi Smart

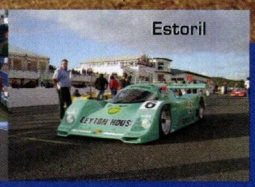












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Group C GTP Racing

Hadfield sweeps to trio of wins

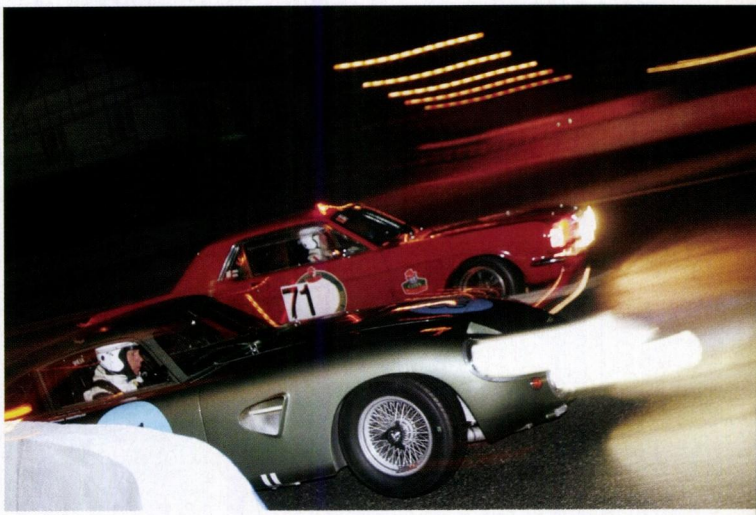
Spa-Francorchamps: Classic Six Hours
September 23-25

The Aston Martin Project 212 of David Clark, Wolfgang Friedrichs and Simon Hadfield finished just 19sec clear of the Marc Devis/Carlos Barbot AC Cobra at the end of a 92-car event interrupted for over an hour mid-race while an accident was dealt with.

For Clark and Hadfield it was the culmination of a successful weekend, for they also shared the winning Elva Mk8 in the Gentleman Drivers' Sports Racing Challenge, while Hadfield partnered John Clark to win the World Sportscar Masters race in a Lola T70 after overcoming a drive-through penalty.

Father and son Grahame and Oliver Bryant also had a successful weekend, winning the Top Hat Enduro in their Morgan Plus 8 before going on to take the two-hour Gentleman Drivers' GT & Sports Endurance race in their AC Cobra. In the Top Hat race they narrowly beat the Sunbeam Tiger of Chris Beighton/Jon Finnemore, which went on to win the British Sports and Saloon Car Challenge.

James Hanson took a pair of Grand Prix Masters wins with his Surtees TS9 and Leo Voyazides (Ford GT40) won both FIA Pre-65 GTC races. The FIA Pre-65 Touring Cars was dominated by the Alfa Romeo GTA of Dieter Anton, Gareth Burnett scored in the Motor Racing Legends Pre-War Sports race in his ex-factory Talbot 105, and Philip Walker's Lotus 15 took the BRDC Historic Sports victory.



Friedrichs and Clark were joined by Hadfield for Spa victory in their Aston Martin

Loton Park: VSCC September 25

BRIGHT GRAY WINS LAURELS IN HARDY

Carl Gray scored a famous FTD in his diminutive Hardy Special as the VSCC's hillclimb season wrapped up at Loton Park. In the absence of some of the big guns of VSCC hillclimbing, Gray threw the 1-litre supercharged racer up the Shropshire hill to go more than two seconds clear.

Gray dominated both runs. A first-run time of 63.61sec was good enough for FTD, but Gray dug even deeper on his second run and screamed to the top in 63.33sec to complete a perfect day.

A gaggle of cars battled for second FTD and, with a best of 66.01sec, it was Tom Walker who led the chase of Gray in his GN Special. That also counted as the best time by a vintage car. Just behind Walker's time was Martin Spencer, who topped the pre-war class in the ex-Basil Davenport GN Spider II.

Classic Marathon September 11-16

CORTINA AHEAD IN SLOVENIAN FINISH

For the first time in its 17-year history the Classic Marathon headed into Croatia, Bosnia and Slovenia for a week of competition on challenging roads and through spectacular scenery. After six full days of regularity sections and special tests, the Lotus-Cortina of Andrew Newman and Mike Hope took a narrow win over the Sunbeam Alpine of Malcolm Pickering and Simon Nagle.

Having been in the leading pack from the off, Newman/Hope moved into a 17sec lead on the penultimate day as the rally headed into Ljubljana for the final night halt. Having led the Winter Challenge earlier in the year before sliding off the road, Newman had to keep his focus through the final day in Slovenia.

On an event when less than four minutes of penalties covered the top 10 finishers, the final podium place went to the Reliant Scimitar of Richard Prosser/Andy Gibson. Early leaders Marc Tipping/Tony Jolly were fourth in their MGB GT.

Anglesey: Classic Weekend
September 24-25

WELSH COBB TROTS HOME TO EASY WIN

The inaugural classic race meeting at the Anglesey circuit was all about the Frazer Nash marque. From the modest field, Jonathan Cobb was easily the victor in his Supersport as the FN Gough of Geraint Lewis worked through to second.

With Cobb departed for the clashing VSCC hillclimb at Loton Park, the way was open for Lewis to win on Sunday from the BHD Special of James Parker.

Dean Butler's growing fleet of ex-IROC Chevrolet Camaros played a big part in the weekend, with team engineer Mikey Windsor-Price winning three times in all.



Carl Gray got the Hardy Special to the top of Loton Park to win the VSCC hillclimb

Brands Hatch: Thoroughbred Grand Prix September 24/25

BRABHAM BEATS ARROWS AT BRANDS

Supporting the A1GP event at Brands Hatch, the penultimate round of the FIA Thoroughbred Grand Prix season put classic F1 machinery into action in front of a 50,000 crowd. A brace of wins for Christian Gläsel's Brabham BT49D tightened his grip on the title going into the final round at Estoril.

Richard Eyre (Williams FW08) briefly headed Saturday's sprint race before Gläsel moved ahead, while Hubertus Bahlsen put his Arrows A4 off the road.

With the Arrows refettled for Sunday's feature race, Bahlsen chased Gläsel in the early laps. But as Gläsel went clear by over 16sec, Bahlsen was beaten to second by John Wilson (Tyrrell 011).

Mallory Park: Top Hat October 2

HAMMOND IN KEY TO SCORE IN CAMARO

The closest contest in the annual Top Hat Raceday came at the very end of the day. Nearly half of the Sebring Salute grid was absent following previous skirmishes, but the two-car lead fight compensated as Alec Hammond's Camaro was chased by the raucous Taydec Mk3 of Rod Smith. Only at the end of the penultimate lap did Smith summon up the courage to make a passing move.

Richard Butterfield's Mk1 Jaguar lapped the Oldies but Goldies field, but Andy Bacon was wonderfully consistent to take second in his A35. Chris Sharp benefited from a safety-car period that effectively put his rivals a lap down as the Elva Mk7 sped to a Cloth Cap win, while Mark Wright's new Escort Mk1 looked fantastic as it won in Groovy Baby!

Pit stops disrupted a great three-car Top Hat fight for glory that was eventually won by Robert Hartley's Lotus-Cortina, while the Elan of Stephen Doyle triumphed in a disappointing Best of British encounter.

TT Celebration: Isle of Man Sept 7-12

ISLAND HOPPERS IN CENTENARY BASH

Around 100 cars took part in the recreation of the inaugural Isle of Man Tourist Trophy race in September.

The event celebrated the centenary of the 1905 race. The oldest car was a 1903 Darracq, while the first car to return to the finish was Neil Corner's Sunbeam in the hands of Richard Fox.

Guests for the event included car and 'bike TT winner Stuart Graham.

Charlie Wooding, Dan Edge

DATA LOGGER

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Green's Maserati clips a camera seconds before his serious Goodwood crash

No more racing for Green

Freak accident at Goodwood means end of race career for well-known historic driver

Veteran historic racer Willie Green says his competition career is over following his serious accident in the Goodwood Trophy race during the Goodwood Revival Meeting.

Green sustained leg injuries after being thrown out of his Maserati 4CLT and was then run over by the car as he lay injured on the track. The Maserati had hit a television camera positioned close to the apex of Woodcote Corner before spearing to the left and hitting a barrier.

"How the hell I'm still here I don't know," said Green, 62. "The car ran over me twice. I just couldn't move out of the way. It was like a nightmare where you're tied to the railway track and the train is coming. I've probably done about a thousand races in everything imaginable and I'd never hurt myself in 45 years of competition.

"I should walk again, but I will never race again," Green added, before admitting that he still hopes to take part in track days and tests. "My wife and daughter were watching the race and I don't want to put them through that again."

Green was full of praise for the attention he received at the circuit. "The medical response team at Goodwood is as good as you'll get anywhere," he said, "and the marshals were wonderful."

After being treated at St Richard's Hospital in Chichester, Green has recently undergone extensive surgery in a hospital close to his Derby home. He remains in good spirits despite the severity of his injuries: "I've had support from people all over the world. I'm getting my legs sorted, but I'll never run or ski or play tennis again. It's more serious than people have said."

The cause of the crash remained unknown as we closed for press.

FJ racer seriously injured in Spa shunt

British Formula Junior racer Andrew Spence is making a steady recovery from the multiple injuries he sustained in a dreadful accident at Spa-Francorchamps during the recent Lurani Trophy round.

Spence's 1960 Elva 200 spun off at the top of Eau Rouge in the first of the weekend's pair of races and bounced off the tyre wall back into the path of the Lotus 22 of Michael Waller, who was unable to avoid a massive impact with the Elva. After being released from the remains of his car, Spence was airlifted to hospital in Liège.



Andrew Spence in his Elva 200 at Spa

Since then Spence has been undergoing surgery to fuse damaged vertebrae in his back. He also sustained 10 broken ribs as well as shoulder and leg injuries. Initial reports showed that he was slowly regaining feeling in his legs and he was due to return to the UK by ambulance early in October. The Ely-based driver now faces a lengthy period of recovery.

Waller, although understandably shocked by the violent accident, was uninjured in the collision.

During the same race Dr Dietrich Merkel was very fortunate to escape with nothing more serious than a broken nose when his Britannia flipped over while being towed behind a recovery truck. The German racer was knocked unconscious in the incident but was later able to return home.

MASTERS EXPANSION

The Masters series has taken a major step ahead with the announcement that the organisation has acquired the two Gentleman Drivers series formerly managed by Carol Spagg.

For 2006 the races for GT/Sports Endurance and Sports Racing cars will run alongside the Masters series for Grand Prix and World Sportscars.

Over recent years Spagg has built her twin series into popular and oversubscribed races running at major historic events across Europe.

"I'm handing on the control of a great group of people and a wonderful selection of cars so that a broader management can take it forwards," said Spagg.

GPM creator Ron Maydon added: "With this acquisition the Masters series now has an excellent spread of historic racing for drivers and owners. We are also now able to offer a much wider package to sponsors, festival organisers and tracks."

No 2006 calendar has been announced, but the Masters package now runs to six races, two of them over mini-endurance distances. Further acquisitions have not been ruled out, meaning the Masters group could soon have the potential to run complete race meetings.

COMBE CLUB SPLIT

The strong links between Castle Combe and the British Racing and Sports Car Club, which date back over 40 years, have been broken as the owners of the Wiltshire track seek to take control of the content of race meetings there.

Circuit owner Howard Strawford has resigned his position on the board of the BRSCC as a result of the split.

The move may well open up greater opportunities for classic and historic racing at the track. The HSCC hopes to run more races there; 2006 marks 40 years since its inaugural event - the 'Griffiths Formula' race - at the venue.

BROWN BACK IN BELL

David Brown has returned to the cockpit of his ex-Pescarolo Brabham BT30 in the HSCC's Derek Bell Trophy series almost a year after sustaining serious back injuries at Silverstone.

Though heavily damaged in the crash, the car has now been rebuilt.

Brown plans to run the BT30 in some Euro F2 races next year and is also having his ex-David Prophet BT6 converted back to FJ specification. "I was very steady to start with, but it was good to be back out again," said Brown after his return race at Thruxton.

SHOW TO MARK GP CENTURY

One hundred years of grand prix racing will form a centrepiece to the Historic Hall at the Autosport International exhibition at the Birmingham NEC over the weekend of January 14/15.

The stunning showcase of a century of grand prix cars will be presented by the Donington Grand Prix Collection and will be one of the most significant static displays ever seen at a UK show.

Set in over a thousand square metres of floor space, the display will include over 25 important racing cars, ranging from the 1934 Maserati 8CM of Tazio Nuvolari to the 1996 Williams FW18 with which Damon Hill lifted the World Championship title.

Other famous exhibits will include the 1952 title-winning Ferrari 500 of Alberto Ascari, the 1961 Lotus 18/21 that Stirling Moss took to victory at Monaco and the ex-Ronnie Peterson Tyrrell P34 six-wheeler.

This will be the first time that these famous cars have been showcased together outside the Donington Grand Prix Collection. A special centenary display by LAT Photographic will support the feature.

"We are privileged to be hosting this unique showcase at the biggest motorsport show, which will include some of the most beautiful grand prix racing cars ever," said Gavin Brown of Haymarket Exhibitions.



Donington's unsurpassed grand prix collection will provide cars for Autosport show

TRIPLE SCOTCH

The three surviving Ecosse C2 sportscars will be reunited under the Ecurie Ecosse banner for the 2006 Group C/GTP season.

Under the patronage of Hugh McCaig, the cars will be raced by Andrew Smith, Alasdair McCaig and Group C newcomer Tony Wood.

Wood will join the squad next year after his father Barry recently bought the Swiftair-livered C286 from John Pearson. Wood has previously raced in BRDC Historic Sports in a Lister-Jaguar.

McCaig Snr, who reincarnated the Ecurie Ecosse name in 1983, hopes that the three cars will race together in most Group C events next year. "It will be great to see all three back out with young drivers in them and not old farts!" he said.



Ecurie Ecosse trio will race in GpC/GTP

STELLAR KNELLER

Tim Kneller has been confirmed as winner of the VSCC *MotorSport* Brooklands Memorial Trophy for 2005 after an excellent season in both his Riley 12/4 and the Riley Brooklands of John Collins.

The trophy is awarded for the most successful pre-war car in the season of VSCC races. Kneller's campaign, which included driving the 12/4 to events, left him just three points clear of Julian Majzub, who was a multiple race winner in the Bentley Pacey Hassan.

"I've had a fantastic season," said Kneller, who topped his year with a double win in the pouring rain at Mallory.

FRIENDLY FIFTY

The Mallory Park circuit in Leicestershire will celebrate its 50th birthday in 2006 with a commemorative race meeting on Sunday May 21.

The content of the meeting is being designed to reflect the circuit's history, and Formula Junior is expected to feature prominently.

Now owned by former racer Chris Meek and operated by the BARC, the track opened with a motorbike meeting, on May 13 1956, which was followed by the first car meeting on Monday May 21.

NEWS IN BRIEF

Robin Brundle, younger brother of former F1 racer Martin, broke a long lay-off from racing to share the Toyota Corona of Andy Johnson in the St Mary's Trophy at Goodwood. The former saloon car racer finished 15th in Saturday's opening part of the race.

Philip Walker has won the BRDC Historic Sports Car Championship title in his Lotus 15. The title contest came down to a head-to-head between Walker and Graeme Dodd (Cooper Monaco) at the Oulton Park Gold Cup, and when Dodd elected to miss the Spa final round Walker was secure as champion.

Richard Trott returned to Thruxton for the first time in 22 years recently to contest the Classic F3 race in his Ralt RT1. His previous visit to the Hampshire track had been in a Ralt RT3 in 1983, when he shared the grid with Ayrton Senna da Silva and Martin Brundle. "I must have been awfully young in those days!" said Trott.

HSCC champions crowned before the final race of the 2005 season include Dan Cox (Historic Racing Saloons), Steve Maxted (Classic F3), Matthew Watts (Classic Racing Cars) and Simon Ashworth (Classic Sports). Road Sports titles fell to John Thomason (Triumph Spitfire) and Andy Shepherd (Lotus 7).

Although his venture to the Tour of Flanders Rally ended with his Sunbeam Tiger damaged in a Belgian ditch, former touring car racer Patrick Watts is aiming to rejoin the British Historic Rally Championship for the season final, the Somerset Stages at the end of October, partnered by Elgan Davies.

Nigel Hollier's planned return to rallying after a 30-year gap has been thwarted by delays in sourcing a front windscreen for his Alpine-Renault A110. A batch of new screens has now been ordered from a supplier in Finland, but will not be ready until after the end of the current BHRC season. Hollier's return is now set for March 2006.

The schedule for the 2006 Armajaro MSA British Historic Rally Championship has been confirmed by the Historic Rally Car Register, which has arranged a nine-round calendar retaining the same events as in 2005.

Gravel rallies in Wales, Yorkshire, Nottinghamshire and Somerset will be complemented by three asphalt events, on Epynt, the Isle of Man and in Belgium. The season starts with the Robin Hood Forest Stages on March 4/5 and runs through to October.

HAMMER DOWN

Racers that are going, going, gone



Bonhams' Important Sports and Competition Motor Cars sale at the Goodwood Revival on September 16 saw mixed results. The 1929 Monaco Grand Prix-winning Bugatti Type 35B was withdrawn after failing to reach its reserve, although a 1935 Type 56/50B GP car reached an impressive £815,000. The 1960/61 Emeryson-Climax F1 car failed to sell, as did the unraced 1985 Jaguar XJR-5 IMSA sports-prototype and the 1963 Lightweight E-type. The 1961 Sunbeam Harrington Alpine Le Mans Index of Thermal Efficiency winner featured in last month's *MotorSport* was sold for £54,300 (including buyer's premium), while the ex-Chris Lawrence Deep Sanderson 301 (above) made £34,500.

RM's August sale at Monterey grossed an astonishing £17 million, biggest seller being the Ford GT40 driven to victory in the 1965 Daytona 24 Hours by Ken Miles and Lloyd Ruby which sold for £1,390,276. At the same sale a restored Chaparral 1 sportscar made £320,833 and a Shelby Cobra 289 (below) with impressive period drag racing history sold for £250,556. Highlight of Gooding's concurrent sale at the Pebble Beach Equestrian Center was a Jaguar D-type (bottom) with Bonneville competition history knocked out for £1,008,333.





Jeff Bloxham/LAT Charlie Wooding, Mick Walsh

PACE NOTES

YOUR GUIDE TO WHAT'S COMING UP



Stig Blomqvist stormed to '04 Roger Albert Clark win. He may be back for more in '05

RACE PROGRAMME

Check out where the action is

OCTOBER

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

NOVEMBER

When & where: 2-6 SPAIN
What: Tour of Spain
Contact: www.faa.net

When & where: 5/6 ISTANBUL PARK (TR)
What: Classic Endurance Racing Series
Contact: +33 (0) 142 59 73 40

When & where: 10-13 EDINBURGH - GAYDON, WARWICKSHIRE
What: Rally of the Tests
Contact: www.classicrally.org.uk

When & where: 19-22 START IN SHEFFIELD
What: Roger Albert Clark Rally
Contact: www.rogeralbertclarkrally.co.uk

RAC runs for the forests

Roger Albert Clark Rally
November 19-22

The forests of Northumberland and south Scotland will again echo to the sound of BDA engines as the second running of the Roger Albert Clark Rally puts period cars into three full days of special stages.

The event re-lives the golden era of the RAC Rally and runs in its traditional month, with cars from the pre-81 era joining modern two-wheel-drive machines for the 29-stage rally, which starts and finishes in Sheffield.

In between, classic forest stages in Kielder, Twiglees, Castle O'er and Greystoke fit around two overnight halts in Carlisle. The inaugural '04 event proved a hit with competitors and fans, and around 100 cars are expected to start this year.

Star entries, rumoured to again include 2004 winner Stig Blomqvist and Malcolm Wilson, are yet to be confirmed. Former historic rally champion Steve Perez will be out in a Lancia Stratos. Other leading entries include Ford Escorts for Ray Bellm, Jeremy Easson and Graham Samuel, while 2004 class winners Chris and Hilary Green top the historic cars in a Lotus-Cortina. Their opposition includes the fleet Sunbeam Tiger of Paul Kynaston.

Saturday will also feature two short stages within the Don Valley Stadium, Sheffield. Sunday includes stages at Croft race circuit before the rally heads into the forests.

Monday centres on the south of Scotland, Tuesday's leg taking in increased stage mileage in Kielder followed by two more stages at Croft and a return to Sheffield. A separate Clubmans Rally will run after the main event through Monday.

Rally of the Tests
November 10-14

SCOTTISH FORAY FOR RALLYING CLASSICS

For the first time in its five-year history, the Rally of the Tests will venture into Scotland, starting from Edinburgh on Thursday November 10.

The recreation of the RAC Rally of the 1950s will finish at the Heritage Motor Centre motor museum at Gaydon on Sunday after overnight halts in Edinburgh, Penrith and Buxton.

The new route will start with three prologue tests at the Knockhill race circuit on Thursday evening before a long and tough day on Friday, running down through the Scottish borders with a mix of regularity sections and special tests.

After a night halt at Penrith, Saturday's route takes in the southern Lake District before heading into the Pennines and another overnight stop in Buxton. Sunday's route includes Cheshire and Staffordshire before the finish at Gaydon.

Heading the bumper entry, with a capacity 85-car field expected, will be the top two crews from 2004. Having been narrowly beaten by the Sunbeam Rapier of Robin Eyre-Maunsell/Peter Scott last year, Frank Fennell and Kevin Savage will be all out for revenge in their proven Mercedes 300SE.

Spectators are welcome at various venues, including: Thursday 5pm, at Knockhill race circuit; Friday 10am, Jim Clark Room at Duns; Saturday 10am, Lakeside near Windermere; Sunday 1.15pm, Curborough sprint circuit near Lichfield and 3pm, Heritage Motor Centre, Gaydon, Warwickshire.

Tour of Spain
November 2-7

SHELDON BACK FOR SPAIN PACKAGE TOUR

Le Mans veteran John Sheldon will be bidding for two consecutive victories on the Tour of Spain when the 2005 event begins in the first week of November.

Sheldon's Lotus Elan will head the 100-car entry for the five-day event, which kicks off in Madrid on Wednesday, November 2. The route takes in 13 closed road stages and races at Jarama and the Ascari circuit.

Fierce opposition for Sheldon will come from the Ford GT40s of Ray Bellm, Bill Binnie, Richard Meins, Adrian Newey and Dudley Mason-Styrron, and the gorgeous Ligier JS2 of Paul Knapfield.



Eyre-Maunsell's Sunbeam is a likely candidate for repeat honours on Rally of the Tests

www.rallyaction.co.uk Tony Large

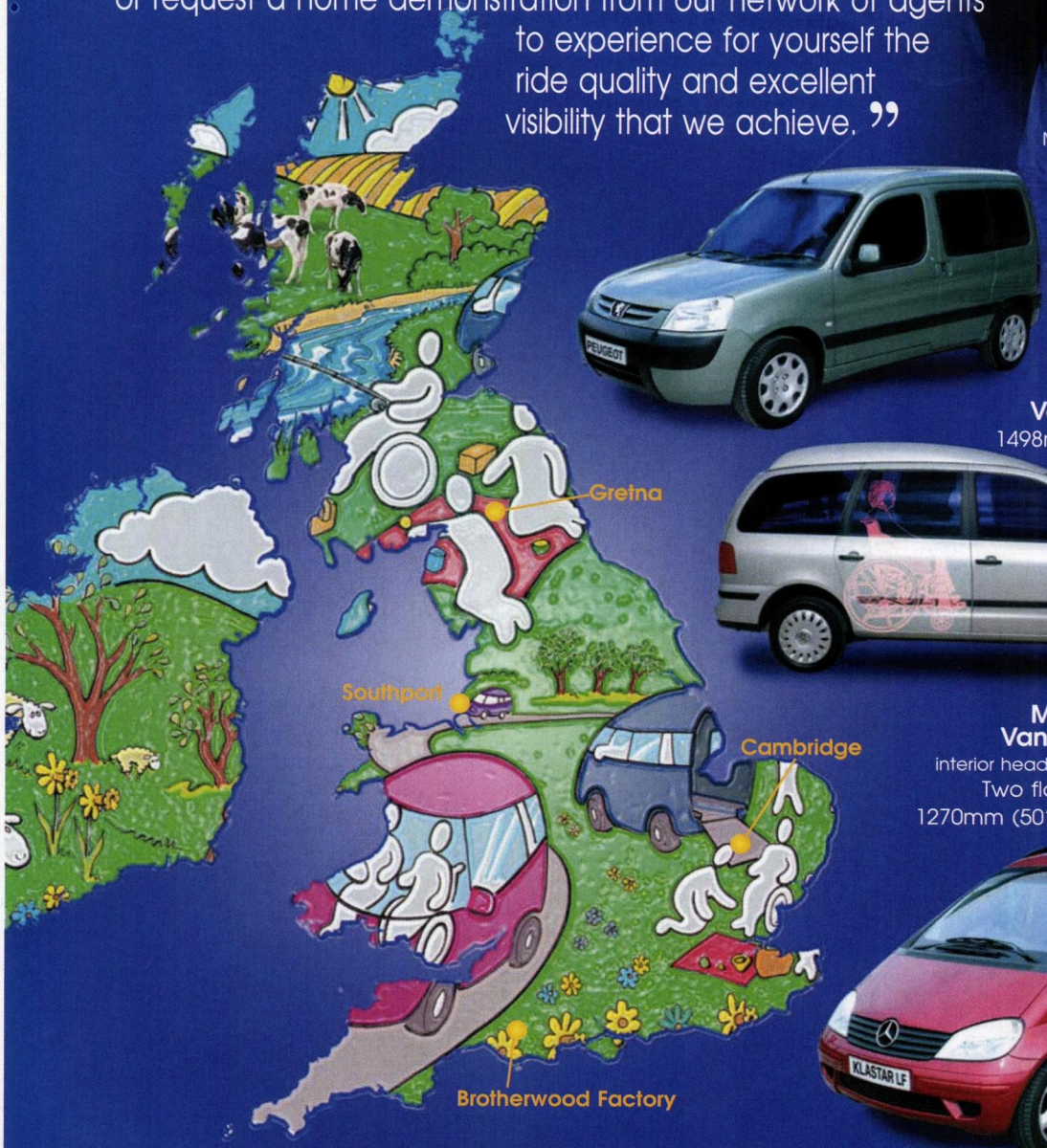


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Motability



Marcus Pye's Diary

Paying homage to the Maserati 250F, visiting the Brighton Speed Trials and railing against driving standards at Spa



Spa enduro was won by Aston Project 212 (ninth back). Below: TVR rocks Brighton

DONINGTON PARK: Difficult to believe, when one considers the extraordinary longevity of the model, that only two drivers won World Championship grands prix in Maserati 250Fs. That the opposition was immense, and well-funded, implies special talent was called for. Thus it was: Juan Manuel Fangio took six victories and Stirling Moss two as the duo wielded the trident of Bologna around stints for rival teams between 1954 and '58.

Four of Fangio's victories in the iconic 250F came in 1957, sowing the seeds of his fifth title. If his win at the Nürburgring, where he slayed the Lancia-Ferrari D50s of Mike Hawthorn and Peter Collins, was considered his most magical feat, his triumph on the tortuous streets of Monaco earlier that season was memorable too.

That day, driving chassis 2528, he beat Tony Brooks's Vanwall to the chequer. Unseen for many seasons, although owned by Neil Corner for donkeys' years, the car was a star of the VSCC's See Red festival at Donington Park on the first weekend of September. Demonstrated by his son Nigel, it joined more than a dozen 250Fs, plus several of the late Cameron Millar's clones, in a well-attended tribute to the marque's favourite car.

BRIGHTON: Almost overlooked in all the brouhaha surrounding Shelsley Walsh's centenary in August, the Brighton Speed Trials meeting also celebrated its 100th anniversary, on September 10. It's a quarter-mile drag race these days – with cars and motorcycles dispatched singly – a far cry from the early Edwardian events, run over greater lengths. But none the worse for that.

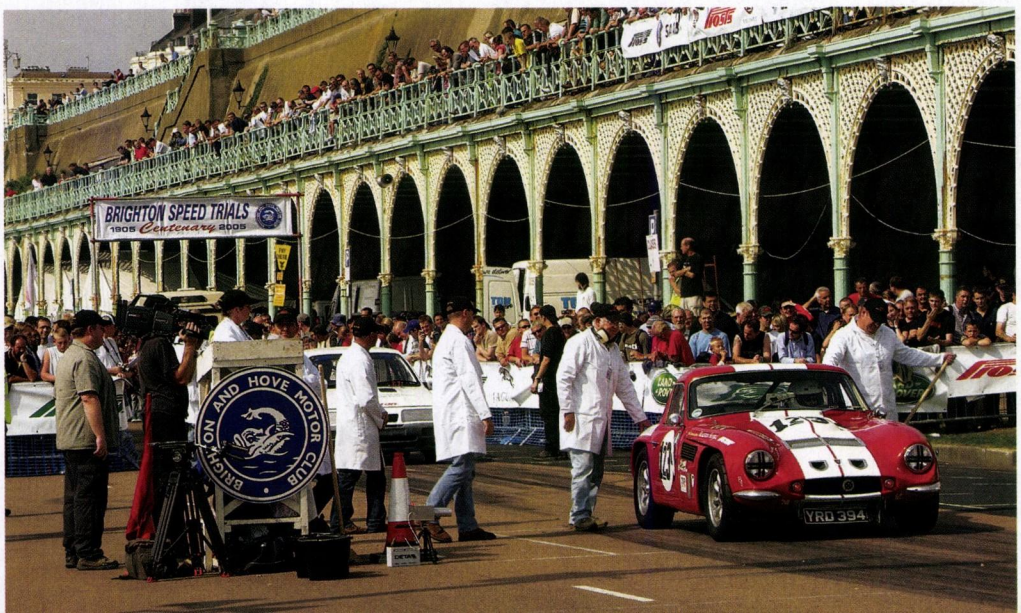
I've made the pilgrimage to Madeira Drive many times since the late 1970s, and love not only the spirit of the competitors but also the ingenuity of some of their machines. This time 94-year old Tom Delaney, who first took his Lea Francis in the '30s, strutted his stuff alongside his son Geoffrey and grand-daughter Lucy in Hypers. And transmission king Mike Endean set BTD at 9.45sec (with a terminal speed of 145mph) in his remarkable turbocharged, four-wheel-drive Ford Puma, a carbonfibre-shelled confection crafted by David and Sean Gould of hillclimb fame.

For all its beautifully-packaged complexity, I would still have loved to have witnessed the crude flame-spitting aero-engined monsters of the 1950s. Ted Lloyd-Jones's Rolls-Royce Kestrel-powered Triangle Flying Saucer (which looked like a bloated 500cc Formula Three car perched high on its Daimler Dingo scout car chassis) and the Merlin-powered Swandean Spitfire Special of intrepid Sussex garage proprietor Michael Wilcock must have been something to behold. The latter machine is apparently being restored by Clayton Beeler of St Louis, Missouri, USA...

SPA: Barely having drawn breath since commentating at Goodwood's Revival meeting, I took on a similar role at Francorchamps the following weekend. The Spa Six Hours is another event that I've adored from the angles of reporter and competitor down the seasons. Staying in a gourmet's paradise, 20 minutes away, hadn't hindered my enjoyment of the Ardennes either.

This year, following a late change of plan, I decided to 'rough it', sharing a motorhome in the paddock with a couple of pals. The old Talbot looked a bit incongruous among the acres of Americana, and didn't have wind-out sides, but the Olleys' 'mobile Hilton' got their FF2000 Delta there on just the one tank of diesel. And my goodness, following nearly 16 hours at the microphone on the Saturday (the feature race didn't start until gone 6pm) the 100-metre trek to my digs was welcome, with track action due to recommence at 8.30am.

Almost 700 cars and well over 1000 drivers make the event not only one of the world's great historic racing festivals but also a logistical nightmare to control. But this time the conduct of some drivers in the dark was abysmal and an enormous incident – during a safety-car period – resulted in the race being red-flagged for a further hour. More stringent ground rules, zero-tolerance discipline, tighter vehicle eligibility and mandatory night practice are needed to restore the race's appeal in '06. M



Charlie Woodfine, Eric Richardson

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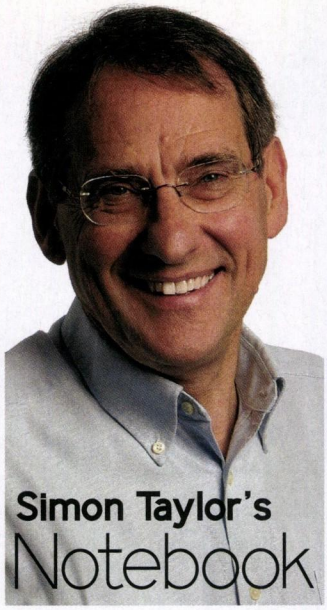
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Simon Taylor's Notebook

All over the country there are still traces of forgotten racetracks which put old wartime airfields to primitive use



F3 battle at Boreham in 1952: straw bales and a huge crowd behind string

In Hampshire the other day, on the A338 between Fordingbridge and Ringwood, I found myself driving through a peaceful little village called Ibsley. At once a tiny bell rang in my head.

To the left down Mockbeggar Lane, beyond those neat modern houses and the 'olde worlde' pub, Ron Flockhart's Mk2 BRM once shrieked its V16 song and the Ecurie Ecosse C-types of Jimmy Stewart and Ninian Sanderson did battle. There was a disused wartime airfield at Ibsley, and between 1951 and '55 its 2.1-mile square of perimeter roads became a racing circuit. The local club, the West Hants & Dorset CC, attracted quality fields – Mike Hawthorn, Roy Salvadori, Colin Chapman, Archie Scott Brown – even though it couldn't afford much start money. It was impossible to fence off the circuit, so spectators got in for free: the only revenue came from car parking (50 pence) and sales of programmes (10 pence). It was a different world.

World War II left scores of such airfields scattered all over the country. Today's tracks like Silverstone, Goodwood, Croft, Castle Combe, Snetterton and Thruxton started out like that, of course. But a whole lot more did briefer circuit duty and then were abandoned as increasing safety requirements and deteriorating surfaces made them unusable. Most have been forgotten by the history books. Gransden Lodge is noted as the venue for the first post-war meeting in 1946, and Boreham later became the home of Ford's competitions set-up. But who now remembers Brough, or Gamston, or Thornaby, or Whitchurch?

Wales had Fairwood, Scotland had Charterhall, Turnberry and Winfield, and even nethermost Cornwall had its own racing circuit. This was Davidstow, where with meteorological optimism six race meetings were run between 1952 and '55. At almost 1000ft above sea level, RAF Davidstow was said during the war to be Britain's highest operational air base. It lay on Bodmin Moor under the shadow of Brown Willy, Cornwall's highest hill, and was notorious for dreadful weather and thick fogs.

On three occasions Davidstow ran what were grandly labelled Formula One races – several F2 Connaughts and Cooper-Bristols turned up, but the only genuine F1 car to appear was Leslie Marr's streamlined Connaught. Against five other starters, including an 1100 Cooper-JAP, Marr inevitably scored an unchallenged victory.



'Nashes vintage and PVT at Anglesey

'The single phone was buried in a biscuit tin'

The hardy members of the local motor club who organised those Davidstow meetings usually had to deal with torrential rain and thick fog, and facilities were basic to say the least. There were no buildings, and the only communication with the outside world was a single telephone which, according to Davidstow historian Peter Tuthill, was buried between meetings in the sodden moorland turf inside a well-greased biscuit tin. Temporary latrines were dug, and on one occasion the stormy winds blew away the canvas walls, revealing a surprised row of men doing what men do in latrines. The regulations stated that a competitor who was black-flagged should stop at the pits; but there were no pits. Spectators were kept back behind waist-high scaffolding poles, up against which they parked their cars: when an Austin-Healey charged off the track it stopped itself against a spectator's car just in time to prevent the driver being decapitated.

The 1955 tragedy at Le Mans sparked off new safety regulations across Europe, and these more than perhaps anything else spelt the end of the most basic circuits. But other aerodrome venues continued to appear. In 1958 four meetings were run at Full Sutton, a recently vacated USAF atom-bomber base near York. The runways were long and the corners were fast sweeps, and when Jim Clark (Jaguar D-type) set the lap record at an average of 103.8mph it became the fastest track in the country. There is now a prison on the site: perhaps the inmates can still, as they lie in their bunks, occasionally hear the boom of the D-type's exhaust echoing across the exercise yard, or the paddock laughter of Innes Ireland and Jimmy Blumer.

Nowadays, when race spectators expect to be fed and watered (and protected from injury), running a race meeting is not the carefree matter it used to be. At Silverstone, for example, there would be busy club meetings almost every weekend in the season, run by smaller clubs like the Peterborough MC, Nottingham SCC and Eight Clubs. Soaring circuit fees have now driven most of these clubs away. Silverstone, about to embark on a £600 million redevelopment programme, unsurprisingly says that hanging on to the British Grand Prix is its top priority. Smaller events, which are hard to make profitable these days, figure lower down the scale.

But the clubman can still go racing up and down the country: Castle Combe, Mallory Park, Croft, Snetterton and others all run excellent club meetings. Britain's youngest fully operational racing circuit is Ty Croes, on the island of Anglesey at the very top left-hand corner of Wales. Run by staunch enthusiast and former racer Richard Peacock, this delightful little track is in profitable use some 45 weekends a year. It may lack some of the facilities of a Silverstone or a Brands Hatch, but it still understands the importance of making racing available to drivers and to clubs at an affordable price. At the upcoming December 4 meeting, all entrants get qualifying and three races for a £100 entry fee, with optional testing the day before at £65. In September the small but energetic Chester MC ran a successful two-day, 12-race event there: it was the club's first race meeting for 38 years.

On the primitive roads of the 1950s, merely getting to Davidstow or Turnberry was a major undertaking. Nowadays modern motorways can whisk you to the Menai Bridge very rapidly, so it's no surprise that Ty Croes is thriving. The racing is safer and the plumbing is better, but the spirit of Davidstow and Full Sutton lives on. M

LAT Bourne Photographic

Parting Shot



BRITISH FORMULA THREE, BRANDS HATCH, 1992
Pedro Diniz did little to suggest he was ever going to make it to F1 in his early years - and this race was no exception! The Brazilian's Edenbridge Racing Reynard-Mugen clipped team-mate Warren Hughes on the first lap and clouted the barriers
photograph by LAT

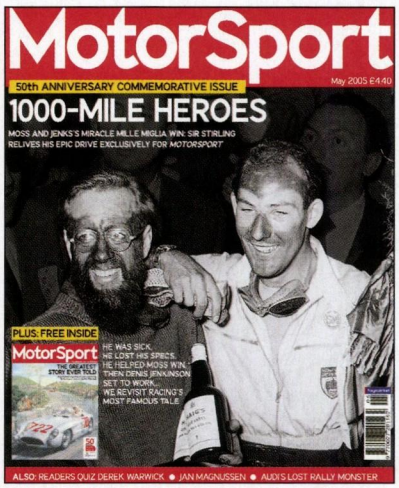

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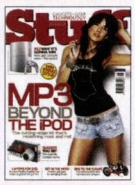
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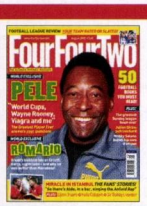
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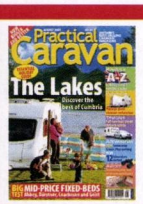
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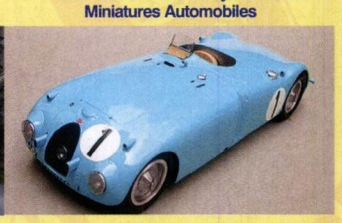
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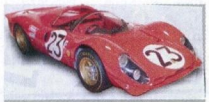
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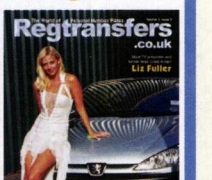
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A88 EYS	BAN II0N	PI30 YCE	COU 53N	DEY I	EI4 LES	EY2 ERS	9II GE	I VYN	LAM 8E	LY7 THE	9II MO	NOR 4S	PJ8 BUH	PIW 9II	RI3 LEV	S3I DON	SEL 88Y	TJ2 TAN	TJ3 NCH	W4 KES
A93 BOT	C84 NKS	QR3 6K	COW 3IIS	DEZ I	EI4 MEE	EY4 MES	G3 ALY	LAN 8AE	LAN 6I3Y	M444 BON	M100 BEY	NOR 8S	PJ8 HAN	PLA 7T	RI3 4IA	S3I ONE	SEL 8IY	TJ4 ROB	TJ5 TAN	W4I SHY
ABR 8M	BAP 7I5E	SBR 4Y	COW 5IIS	DH4 IIA	EI4 ME	EY7 LES	GEA IY	LAN 8IY	LAN 6I3Y	M488 ETT	MAC 837H	MOD 35Y	NO5I FKR	PL4 7T	RI00 AST	S33 SAY	SW0 I2D	TJ6 OKE	TJ7 OUR	W4I5 HAW
L48 REY	BAR 7IE	8 REE	COW I3Y	DI8 BLO	EI4 MEG	EY7 LEY	GI3 DGE	LAN 8IZ	LAN 6I5Y	MAC 857H	MOD 8IY	NO5I TER	PI ONK	RI2 DBE	S3 TH	SW0 I2I	TR0 7T	TR4 I5Y	TR4 I6Y	W4 RNR
ACH 350N	BAR 842A	B23 NDA	CR0 XOH	DI3 DEN	EI4 NOR	EY8 ERS	G33 SON	LAN 8SK	LAN 6I5Y	MAD I5SN	MOD I5SN	NI0 YES	PI0 ONE	RI0 DSH	S37 TER	S77 GSN	T77 ERS	TR5 I6Y	TR5 I8N	W4R 2GN
ADA IIIS	BAS IIIL	82I ONY	COX I9Y	DII3 LEY	EI5 DON	EY9 ERS	G3 FFS	LAN 8OX	LAR I4M	MAD IC	NII OLE	NII6 ENT	PI0 ORE	RI0 ROB	S60 YEW	T8	TU4 I6Y	TR5 I8Y	TR5 I9Y	W4R 3IN
ADB 3IN	JBA 5S	8I2I GGS	CR4 I6Y	DII CKY	EI4 SON	EY9 FOR	G3I LAR	LAR 2IN	LAR I4N	MAG 4ER	NII0 MOR	NII8 RAT	PI0 POZ	RI0 SUE	S6 FFE	T8 BS	TUB 8S	TUB I5Y	TUB I6Y	W4R 3TY
ADK IIN	B47 TEN	B20 OHO	CR4 I6Y	DII VIE	EI4 TON	EY9 ERS	G3 NEE	LAR I4N	LAR I4P	MAG 4ES	NII5 ERS	NII5 RAT	PI0 PEE	RI0 TRA	S63 ERS	T8	TUB I5Y	TUB I6Y	TUB I7Y	W4R 3UU
A64 THA	B84 TES	B120 OKS	CR4 IEI	DII NAN	EI4 TON	FAB 3R	G3 NEE	LAS 4ER	LAS 4RD	MA6 0FS	NII5 RAT	NU5I RAT	PI0 PEE	P6 RTE	R6 FFE	S8E BA	TUB 8S	TUB I8Y	TUB I9Y	W4R 3WT
AGA 7E	B8 YLY	BRU 70N	C2 EAK	DII3 GLE	EI4 WES	FAC 70R	G30 FRS	LAS 4TR	LAS 4TS	MA8 I4N	MO02 BYS	NU5I RAT	P85 TLE	Q32 SFT	I20 GER	S8I3 ARN	S77 SON	TUB I5SY	TUB I6SY	W44 UGH
AGE IT	B34 KYS	BRU I5SR	C2I EAS	DII VIE	EI5 BEN	FAI ATT	G30 FRS	LAS 4TR	LAS 4TS	MA9 3HR	MO02 LEY	NU7 TON	P85 TLE	Q32 SFT	I4	S8I3 ARN	S77 SON	TUB I5SY	TUB I6SY	W8 UGH
AGG 3R	B34 MES	BI2 YAN	C2I5 PPS	DI SCD	EI5 BBS	NI FAG	LAS 4TR	LAS 4TS	MA9 3KY	MO02 LEY	NU7 TY	GPO 77S	GPO 77S	RON 377E	S8I3 ARN	S77 SON	T44 BER	TUF IN	TUF IN	W4V ISH
AGN 37A	B3 CCA	BU II30	C120 UCH	DI7 TON	EI5 BEN	FAI THH	G3S SON	LAS 4TR	LAS 4TS	MA9 3KY	MO02 LEY	NU7 TY	HPO 773R	R0 ITH	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AI3 RNE	B EES	EB UDD	C120 UCH	DI8 NEW	EI5 DEN	FAR 6IW	GH0S TLY	LAV 3IN	LAV 3IR	MA9 3KY	MO02 LEY	NU7 TY	GPO 77S	RON 377E	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
4I LA	EB UUP	BUF 70N	C120 UCH	DI8 NEW	EI5 DEN	FAR 6IW	GH0S TLY	LAV 3IN	LAV 3IR	MA9 3KY	MO02 LEY	NU7 TY	HPO 773R	R0 ITH	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
4 KAN	B6 GUM	E8 ULL	C120 UCH	DI7 TON	EI5 DEN	FAR 6IW	GH0S TLY	LAV 3IN	LAV 3IR	MA9 3KY	MO02 LEY	NU7 TY	HPO 773R	R0 ITH	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ALB 3IZT	B3II NDA	EB UNL	C120 UCH	DI7 TON	EI5 DEN	FAR 6IW	GH0S TLY	LAV 3IN	LAV 3IR	MA9 3KY	MO02 LEY	NU7 TY	HPO 773R	R0 ITH	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ALD 7N	B6K IR	E8 UNN	C12 VMP	DI8 XEV	EI5 DEN	FAR 6IW	GH0S TLY	LAV 3IN	LAV 3IR	MA9 3KY	MO02 LEY	NU7 TY	HPO 773R	R0 ITH	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ALD 3N	B3 LLE	EI3 UNN	CRV 574L	DI8 XEV	EI5 DEN	FAR 6IW	GH0S TLY	LAV 3IN	LAV 3IR	MA9 3KY	MO02 LEY	NU7 TY	HPO 773R	R0 ITH	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ALD I7ON	B3II NDA	BUR 63R	CRY IIE	DOD 650N	EI5 DEN	FAT IIK	GII GGS	LAV 3IN	LAV 3IR	MA9 3KY	MO02 LEY	NU7 TY	HPO 773R	R0 ITH	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ALF 23D	B3I7 LEY	BUR 63R	CIII VER	DOD 651N	EI5 DEN	FAT IIK	GII GGS	LAV 3IN	LAV 3IR	MA9 3KY	MO02 LEY	NU7 TY	HPO 773R	R0 ITH	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
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A157 EAD	B355 ANT	BUV IE	CUS 50N	DOL I3Y	I EFT	F4 YAS	GII2 VAN	HEC 70R	JMO 5S	LEF 7Y	MA5 7IF	MOY IE	ON5I DWS	QR4 IIU	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
J4I TON	EI3 EST	BUX 3Y	CUS I73R	DOM 4N	3 GAN	F34 STS	GII53 LLA	H63 EGS	LAJ0 8	L33 GGE	MA7 TEE	MOY IE	ORE IIIV	MR02 GAN	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
J4I ALX	B3 TSY	BUX 70N	CUT 73R	DON 4EN	E6 ENT	F34 STS	GII53 LLE	H33 NAN	LAJ0 8	L33 GGE	MA7 TEE	MOY IE	ORE IIIV	MR02 GAN	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AMB 205E	B3 TTY	BYR 4M	33 CWA	DON IY	E6 LEY	F3 ELY	GII TAS	H6G 6IE	JON 570N	L3I GHP	MA8 I4N	MOY IE	ORG 4N	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AMB I3R	BEV 8N	BYR 4N	DAB IIR	DI0 OLE	E6 LON	F3 ENY	6I VEN	H6L 58Y	L3I LAH	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AML 62J	BEX IIIL	C8 DBY	D8 CEY	DO4 IEY	E6 ORE	F34 VER	GII6 EIE	H6V 4R	LA4 SAS	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AM02 OSO	BI3 XON	I CAD	D14 CEY	DOR 3Y	9II EK	FEL IIIX	GLA 553R	H6M 5IY	LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AND 234S	B3 YER	C4I LAN			EI4I NES	FEN 50M			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AND 27E	B537 NON	CAL I7M			EI5 COX	FEN 50M			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AII6 ELL	BI ASD	CAN 3S			EL0 3N	FER 50N			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ANN 377A	BI DSS	CI4 NEY			EL0 3R	FER 68L			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ANN 377S	BI05 TON	CI5 HEJ			EL0 3W	FER 68L			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ANS 3L	A8I LLY	CAR 3Y			EI GEY	FI NCH	GI6 VER		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ANS 73Y	BIII LLL	CAR 53IY			EI3 ETH	FI4 VEL	GI6 VER		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
9II AO	BIII NDY	C45 HEJ			EI58 BHA	FI5 PSY	GI6 VER		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
APE I	BIII NDY	C45 SON			EI AWF	FI0 PSY	GI9 VER		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ARB 3R	BIII RCH	CAT 2IN			ELL 4M	FLO I2Y	GI0 BLE		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ARC IIE	E8I RCH	CAT I3Y			EI MES	FOR 63T	GI0 DBY		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ARC IIE	BI55 OMS	CA VNT			EI MSG	FOR 63U	GI0 DLY		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ARD 3N	BI AGG	CAW I3Y			EI0I SEO	FOS 53Y	GI0 FFE		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
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ARL 377E	BI END	CEC IL			ELS 70N	FOU I0S	GOM 3S		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ARM 50N	CBL I5S	CEN IE			EL VES	F2 FOX	GI0 OBY		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
A RNE	CBL I5S	CER I7H			EL WEN	F2I TON	GI00 CHY		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AR5I NCL	B7 OGG	CII4 FFE			EI YSA	F24 NKY			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AS5I NEL	M8I0 UNT	CII8 NEY			EL0 5AY	F24 SER			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ARW 7N	BI VEY	CHE 57ON			EML 7N	FRU I3S			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
9II AS	BI VNT	CHE I27L			EMM 377S	FI FRY			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
A58 URY	BLY 70N	CHR I5IE			EII RYS	FRY 6R	E6 ORE		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
A5II BYS	M8I YTH	CHU 6B			EM5I CYS	FU5 I3R			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ASH 8Y	9II BO	CHU 8Y			8 ENB	SFU I3R			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ASK 9Y	BIO ASE	CLA I2A			END 34N	FUR 5E	GO0 6H		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
ASOA J2D	BO ASY	CL 4YY			EN ROH	FUR 6H	GOU I0Y		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AST 2ID	B0 BSY	CI34 VER			3 NRY	FYN 3S	G6 VAN		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
W45 TLE	BOB 87S	CLE 4R			ENR I6A	FYN 3S	G9 VAN		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
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AU02 EYS	BO EE	CI07 HES			EI2 LAM	G8 GER	GR4 6SY		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AUD 3N	BO GLE	CLU 3R			E2 NSP	G8I NES	HGR 4Y		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AII5 TEN	BOG 6IS	CI04 TES			EI RNA	G4 LES	GR6 6ES		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
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AXT 3N	I30 NES	COG 63R			EI2 YLS	G4II NON			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
A7I ETT	BOO 7S	COG 6IN			ED5 DEN	G8 NGE			LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
AYR 3S	F80 OTH	60 KE			E4 RRY	G422 ATT	GI20 VER		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
N47 ERS	8 ORG	60 LE	D3 LLS	DUX IIE	E5 MEX	GA5 SON	GI2 VBB		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
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BAG I3Y	BI0 UND	COO I4N	DES 80IS	DI YPE	E7 VER	GB4 6RR	GUI 3OT		LE3 JOY	LAA 4ER	MA8 I4N	MOY IE	ORN 58Y	MR02 LEY	S8I3 ARN	S77 SON	T46 AUR	TUL IIIP	TUL IIIP	W4V IIE
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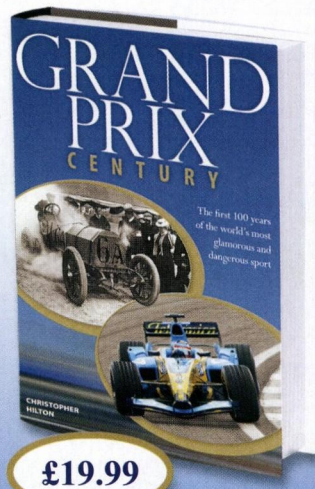
I EFT

DUX IIE	DI YAS	E5I HER	GA5 SON	GI3 GAR	GII ARD	GUD 9E	HUM 83R	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA
CDY 3R	DI YPE	E7 TLE	GAT 3S	GI4 ULT	GUN 8Y	EII UNT	HUS1 ONS	I4 CEY	I4 GER	I4 GER	I4 GER
D77 LAN	E22I DGE	E8 VER	GB4 6RR	GI5 ARD	GUS1 AVO	E6U 7TON	HUS1 ONS	KEU IN	KEY 5E	KEY 5E	KEY 5E
D77 SON	E2 YLS	E8 YES	GC4 NEN	GI5 BLE	GUT 5IE	H4I LSY	HYD 3S	KT3 MER	LA4 DWA	LA4 DWA	LA4 DWA
D7 SON	3 VAN	3 VES	GAY 70N	AR5I GYT	H4I LSY	H9SI DPS	I NNS	LA44 HER	LA4 DWA	LA4 DWA	LA4 DWA
D77 SON	E4 COT	E8 DES	GAW I3R	GI5 BLE	H4I LSY	I NNS			I4 GER	I4 GER	I4 GER
D13 VON	E8 DES	E9 VER	GAY 70N	H4I LSY					EI YON	KEY 5E	KEY 5E
D13 WAR	E8 GER	EVE 77E	GAY IE						GI MGF	MR5I YON	MR5I YON

I CSF

DBH I	I DYK	E3 ESJ	GNA	HGE	DI2 JBB	I KCK	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA
DBH I	I37 E	E3 ESR	GNM I	HGG 772	M12 JBW	I KCN	I4 GER	I4 GER	I4 GER	I4 GER	I4 GER
DBK I	I45 E	E4 ETK	GNM I	HHN IJ	JB2 I	KD 3348	KEY 5E	KEY 5E	KEY 5E	KEY 5E	KEY 5E
DBM I9	C2N 4I2	E5 ETS	GP 9	HHS IJ	NI JCF	KD KDB	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA
DBN I	C2N 4I3	E6 EVE	GP 22	HI 5NT	NI JCO	KD KDC	I4 GER	I4 GER	I4 GER	I4 GER	I4 GER
DBN I	C2N 4I4	E6 FEC	GPO 4I	HJ 5NT	JCO 67	KD KDK	KEY 5E	KEY 5E	KEY 5E	KEY 5E	KEY 5E
DBN I	C2N 4I5	E6 FEE	GPO 4I	I HA	JI0 JDB	KD KDL	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA
DBP I	C2N 4I6	E6 FEF	GPO 4I	I HJA	NI JDD	KD KDM	I4 GER	I4 GER	I4 GER	I4 GER	I4 GER
DBT I	C2N 4I7	E6 FEG	GPO 4I	I HJF	NI JDD	KE 9330	KEY 5E	KEY 5E	KEY 5E	KEY 5E	KEY 5E
DBW I	C2N 4I8	E6 FEH	GPO 4I	I HJP	NI JDD	KI KEB	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA
DBX I	C2N 4I9	E6 FEJ	GPO 4I	I HJR	NI JDD	KI KEB	I4 GER	I4 GER	I4 GER	I4 GER	I4 GER
DBY I	C2N 4IA	E6 FEK	GPO 4I	I HJS	NI JDD	KI KEB	KEY 5E	KEY 5E	KEY 5E	KEY 5E	KEY 5E
DBZ I	C2N 4IB	E6 FEL	GPO 4I	I HJT	NI JDD	KI KEB	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA
DC I	C2N 4IC	E6 FEM	GPO 4I	I HJU	NI JDD	KI KEB	I4 GER	I4 GER	I4 GER	I4 GER	I4 GER
DCI I	C2N 4ID	E6 FEN	GPO 4I	I HJV	NI JDD	KI KEB	KEY 5E	KEY 5E	KEY 5E	KEY 5E	KEY 5E
DCM I	C2N 4IE	E6 FEO	GPO 4I	I HJW	NI JDD	KI KEB	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA
DCN I	C2N 4IF	E6 FEP	GPO 4I	I HJX	NI JDD	KI KEB	I4 GER	I4 GER	I4 GER	I4 GER	I4 GER
DCO I	C2N 4IG	E6 FER	GPO 4I	I HJY	NI JDD	KI KEB	KEY 5E	KEY 5E	KEY 5E	KEY 5E	KEY 5E
DCP I	C2N 4IH	E6 FES	GPO 4I	I HJZ	NI JDD	KI KEB	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA
DCR I	C2N 4II	E6 FET	GPO 4I	I HK	NI JDD	KI KEB	I4 GER	I4 GER	I4 GER	I4 GER	I4 GER
DCS I	C2N 4IJ	E6 FEU	GPO 4I	I HKA	NI JDD	KI KEB	KEY 5E	KEY 5E	KEY 5E	KEY 5E	KEY 5E
DCT I	C2N 4IK	E6 FEV	GPO 4I	I HKB	NI JDD	KI KEB	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA
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DCV I	C2N 4IM	E6 FEX	GPO 4I	I HKD	NI JDD	KI KEB	KEY 5E	KEY 5E	KEY 5E	KEY 5E	KEY 5E
DCW I	C2N 4IN	E6 FEY	GPO 4I	I HKE	NI JDD	KI KEB	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA
DCX I	C2N 4IO	E6 FEZ	GPO 4I	I HKF	NI JDD	KI KEB	I4 GER	I4 GER	I4 GER	I4 GER	I4 GER
DCY I	C2N 4IP	E6 FFA	GPO 4I	I HKG	NI JDD	KI KEB	KEY 5E	KEY 5E	KEY 5E	KEY 5E	KEY 5E
DCZ I	C2N 4IR	E6 FFB	GPO 4I	I HKH	NI JDD	KI KEB	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA
DD I	C2N 4IS	E6 FFC	GPO 4I	I HKJ	NI JDD	KI KEB	I4 GER	I4 GER	I4 GER	I4 GER	I4 GER
DD1 I	C2N 4IT	E6 FFD	GPO 4I	I HKK	NI JDD	KI KEB	KEY 5E	KEY 5E	KEY 5E	KEY 5E	KEY 5E
DD2 I	C2N 4IU	E6 FFE	GPO 4I	I HKL	NI JDD	KI KEB	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA	LA4 DWA
DD3 I	C2N 4IV	E6 FFF	GPO 4I	I HKM	NI JDD	KI KEB	I4 GER	I4 GER	I4 GER	I4 GER	I4 GER
DD4 I	C2N 4IW	E6 FFG	GPO 4I	I HKN	NI JDD	KI KEB	KEY 5E	KEY 5E	KEY 5E	KEY 5E	KEY 5E
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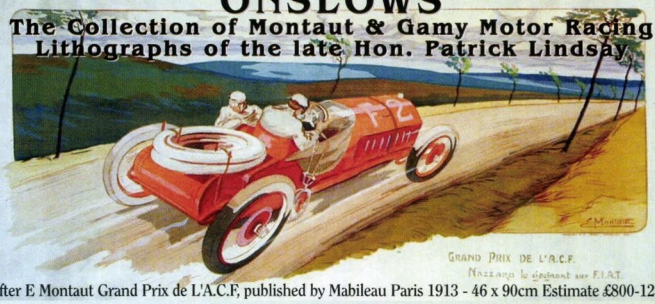
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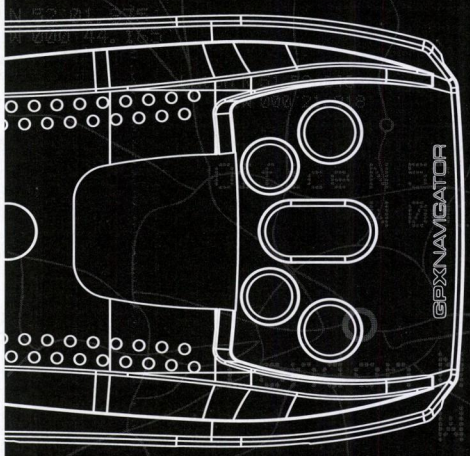
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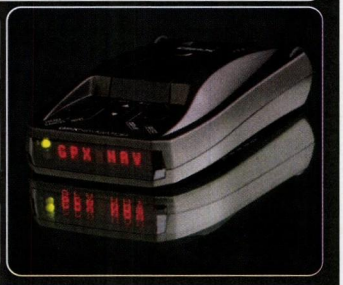
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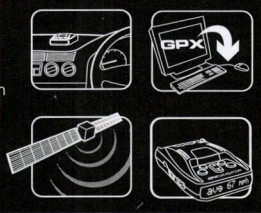
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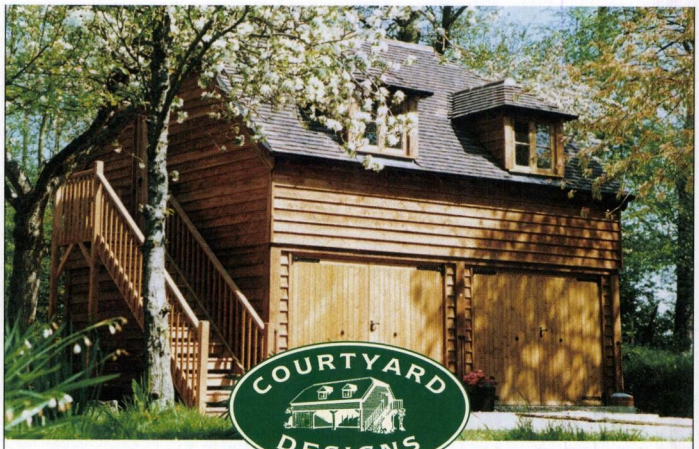




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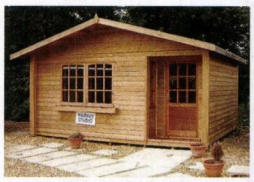
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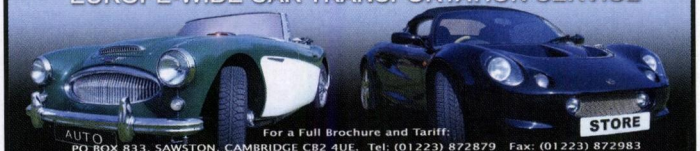
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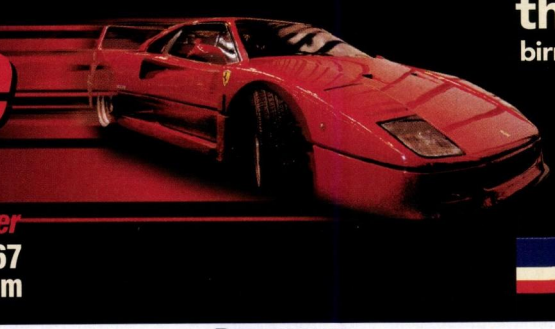
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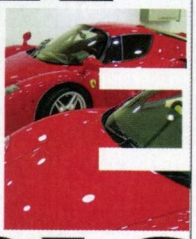
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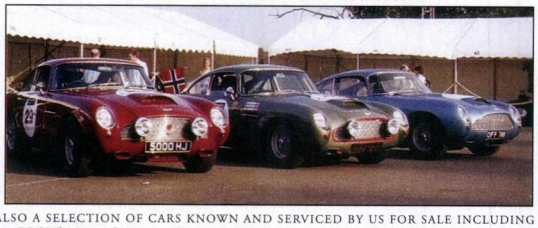
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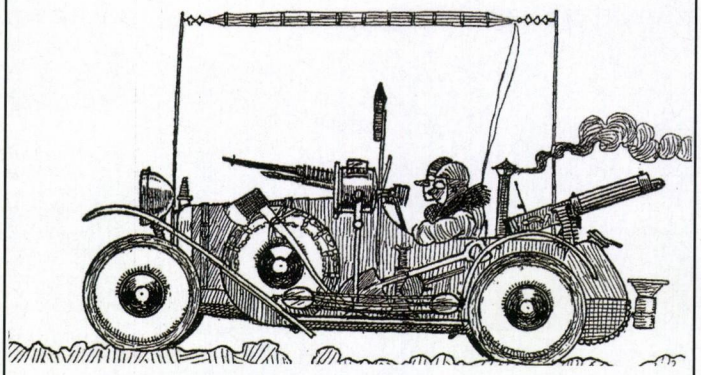


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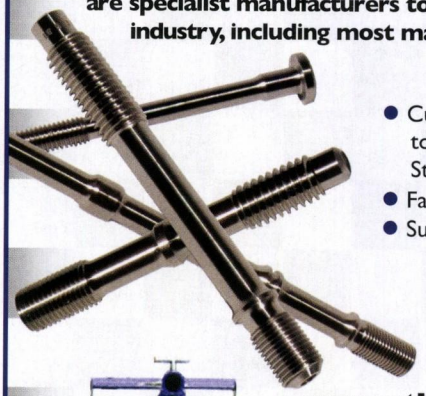
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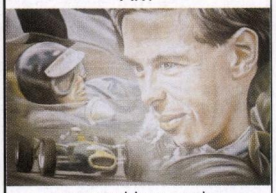
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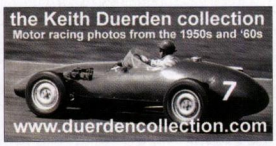
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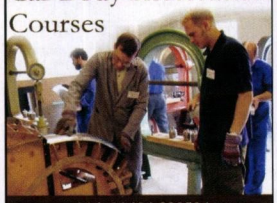
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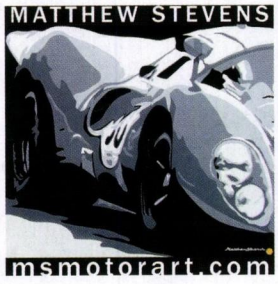


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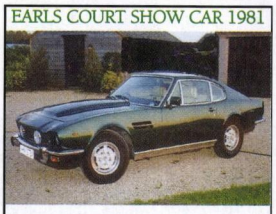
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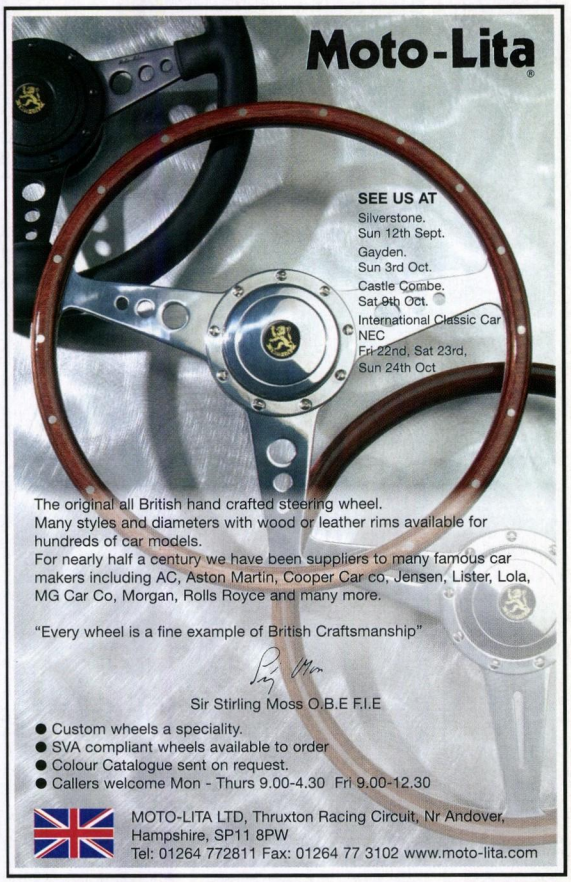
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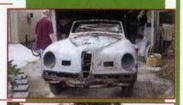
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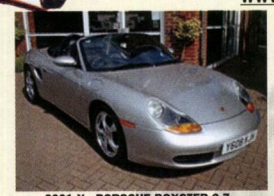
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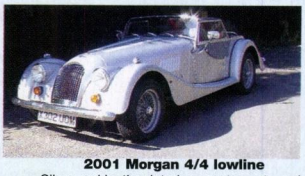
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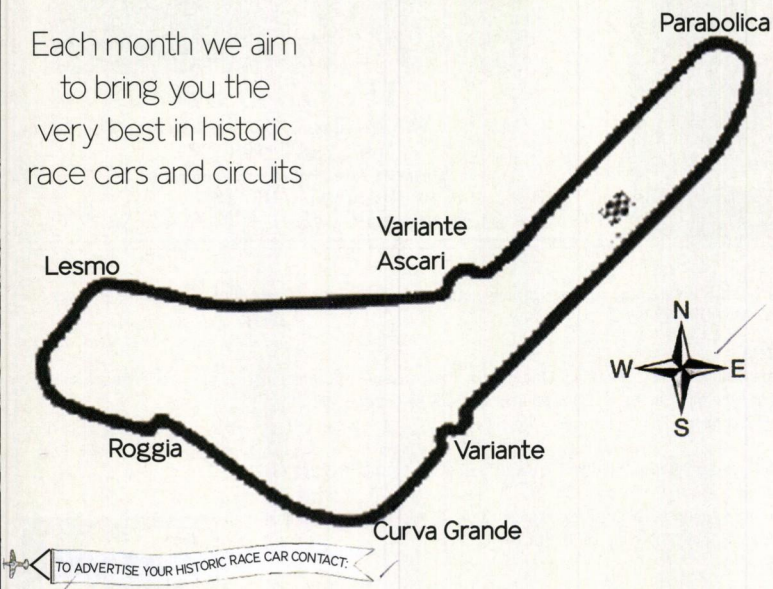
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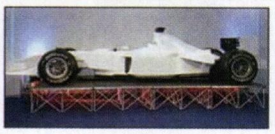
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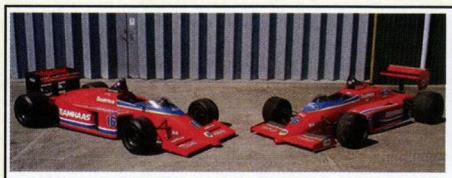
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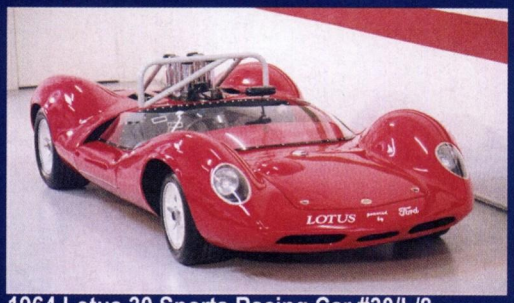




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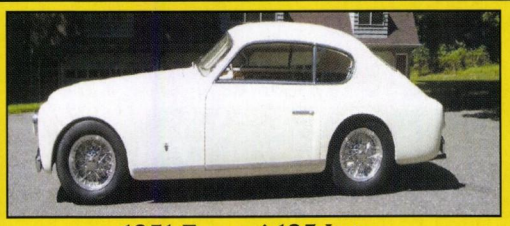
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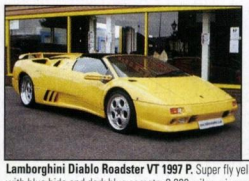
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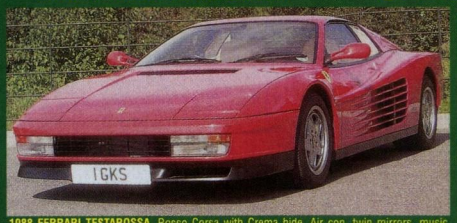
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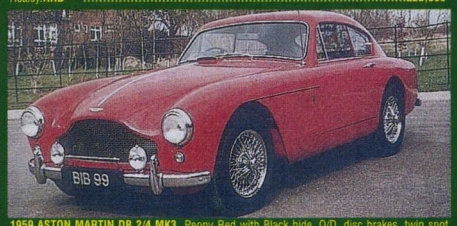
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1967 AUSTIN HEALEY SPRITE 1275 MK4. Tartan Red, with Dark Grey trim, ex-Jersey car, 37K from new, heater, wire wheels, wood rimmed wheel. If there's a better example out there, I would like to see it; absolutely stunning.**RHD -** **£8,995**



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1961 JAGUAR 3.8 MK2. All synchro with O/D. Carman Red with Black hide. Last owner since 1993. A fully restored and upgraded example with elec steel sunroof, rack & pinion, PAS, CWW, modified engine, uprated suspension, heater & cooling system, central locking, CD auto changer, Motolita steering wheel, inertia seat belts etc. In excess of £50,000 spent; a superb example. **RHD -** **£19,995**

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

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

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

1971 MGB 1.9 ROADSTER. Tartan Red with Black hide. Just restored in our workshops using a new heritage shell. Every component new, overhauled or reconditioned. O/D, wire wheels, sports seats, unleaded up-rated engine, stainless exhaust, Motolita steering wheel, up-rated suspension etc. They don't come any better..... ..... £13,995

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

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

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

1965 TRIUMPH 2000 MKI RACE CAR. Built/developed over 15yrs by Carlow Engineering, dry sumped, C/R gearbox, LSD, rose jointed susp, front/rear ventilated disc brakes, long range fuel tank, Donington 1.23, definite front runner in many historic series, or superb track day / sprint car. Fresh engine just fitted, whole car fully prepared, cost in excess of £80K to build. Vast amount of spares & data, the cheapest historic race car you are likely to find and road registered £11,995

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

1969 MGB 1.8 ROADSTER. Teal Blue with Black hide. Restored some years ago to a very high standard. Uprated suspension, CWW, mohair hood, wood rimmed steering wheel, wing mirrors etc. A very nice example..... £8,995

1979 TALBOT SUNBEAM LOTUS. Black over Silver with Grey cloth trim. Re-built some years ago using the last factory shell. Uprated suspension, quick rack, rear anti-roll bar, oil cooler, Uprated engine, LSD, Skip Brown competition exhaust, spot lamps, fire extinguisher. An outstanding low mileage example, presently prepared for sprinting & hill climbing; would make a serious rally car..... £8,495

1990 LOTUS ELAN SE TURBO. In GP White with Black hide & hood. 100K miles with total history, equipped with PAS, elec windows and mirrors, high grade music system, cat 1 alarm etc. A most outstanding example and sure to appreciate..... £7,495

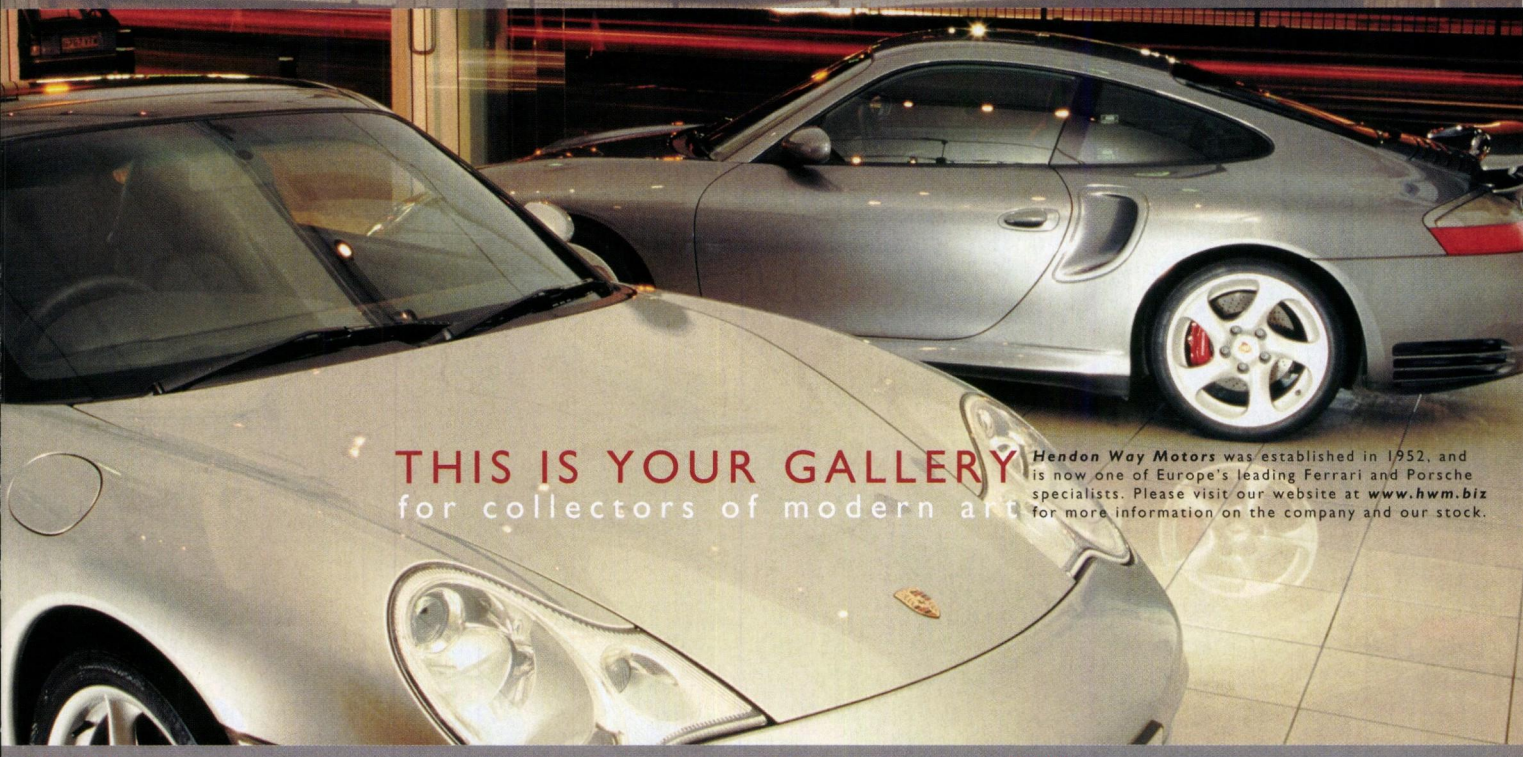
1980 PORSCHE 924 LE MANS. GP White with Black pinstripe trim. Local car, 49K with total service history, elec windows/mirrors, radio/cass, twin spot lamps, sun roof. A most outstanding low mileage example of this limited edition Porsche £6,995

1983 PORSCHE 924 LUX. Guards Red with Black pin stripe trim. 90K miles with extensive service history. Sun roof, alloy wheels, elec windows, driving lamps, radio/cass, P.D.M. etc. An exceptional example and superb value..... £4,995

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PORSCHE 911

MODEL TYPES 997 / 996 / 993 / 964

2004/5 PORSCHE 997 C2S COUPE SEAL GREY 8000 miles
Black leather, heated seats, SAT NAV, park assist, 19" classic alloys, tracker

2004 PORSCHE 996 C4S TIP CABRIOLET BASALT BLACK 16000 miles
Black leather, PCM2, PSM, sports exhaust, park assist, litronic lights

2004 PORSCHE 996 CAB SEAL GREY 10000 miles
Black leather, PSM, computer, BOSE, park assist, litronic lights, heated seats

2003 PORSCHE 996 C4S TIP BASALT BLACK 20000 miles
Light grey lthr, PCM2, PSM, white dials, s/roof, lit lights, park assist, heated mem seats

2003 PORSCHE 996 C4S LAPIS BLUE 12000 miles
Metropole blue lthr, PCM2, PSM, white dials, s/roof, BOSE, mem seats, lit lights, p/assist

2002/03 PORSCHE 996 TURBO SEAL GREY 7000 miles
Black leather, mem seats, al pack, sunroof, BOSE, SAT NAV, PSM, CD

2002 PORSCHE 996 TURBO ARCTIC SILVER 15000 miles
Black leather, PCM, PSM, white dials, litronic lights, heated and mem seats

2001/02 PORSCHE 996 TURBO BASALT BLACK 20000 miles
Black leather, sport seats, climate, ali pack, BOSE, SAT NAV, red callipers

2002/03 PORSCHE GT2 BASALT BLACK 12000 miles
Black leather, full al pack, yellow callipers, CD, sports seats

2003 PORSCHE GT2 MIDNIGHT 7000 miles
Black leather, al pack, yell callipers, uprated CD, sports seats, litronic lights

2003 PORSCHE 996 GT3 MkII ARCTIC SILVER 9000 miles
Black leather, ceramic brakes, carbon pack, litronic lights, climate control

2000 PORSCHE 996 GT3 OCEAN BLUE 37000 miles
Black leather, climate control, white dials, red calipers

2001 PORSCHE 996 CAB TIP ARCTIC SILVER 12000 miles
Blue leather, PSM, cruise, comp, htd mem seats, 18" alloys, ruffled leather

1999/00 PORSCHE 996 CAB TIP OCEAN BLUE 30000 miles
Metropole leather, mem seats, al pack, litronic lights, PSM, SAT NAV, 6CD

1999 PORSCHE 996 CAB POLAR SILVER 51000 miles
Blue leather, electric seats, climate, GT3 alloys, 6CD, al pack, wind def

1999 PORSCHE 996 C4 COUPE OCEAN BLUE 42000 miles
Savanah leather, climate, sunroof, air bags, PSM, 18" alloys, 6CD

2003 PORSCHE 996 C2 COUPE SEAL GREY 20000 miles
Black leather, 18" wheels, uprated radio/CD, computer

1997 PORSCHE 993 TURBO 4 430bhp ARCTIC SILVER 27000 miles
Grey leather, sunroof, 18" alloys, red brake, calipers, climate, uprated CD

1997 PORSCHE 993 C2S ARCTIC SILVER 20000 miles
Blue leather, sports seats, climate control, uprated radio/CD

1997 PORSCHE 993 C2S ARCTIC SILVER 45000 miles
Blue leather, sports seats, sunroof, white dials, 4S suspen, 18" alloys, CD

1997 PORSCHE 993 TARGA TIP SILVER 38000 miles
Blue leather, 17" split rim alloys, alarm / immobiliser, remote locking, CD

1995 PORSCHE 993 COUPE TIP ADVENTURA 62,000 miles
Savannah leather, climate control, comp, sunroof

1995 PORSCHE 993 C2 COUPE TIP POLAR SILVER 57000 miles
Black leather, sunroof, climate control, uprated radio/CD

1994/5 PORSCHE 993 C2 COUPE TIP MET BLACK 54000 miles
Grey leather, climate, computer, uprated radio/CD, immob, sunroof

1995/96 PORSCHE 993 RS 3.8 LW MIDNIGHT BLUE 25000 miles
Original UK supplied with full cup aerokit, one of only 48 RHD examples

1995 PORSCHE 993 CAB MIDNIGHT BLUE 55000 miles
Grey leather, sport seats, wind de?ector, 17" alloys, 6CD stacker

1994/5 PORSCHE 993 CABRIOLET Aventura 60000 miles
Grey leather, sport seats, air bags, alarm / immobiliser, CD

1993/94 PORSCHE 964 CAB METALLIC BLACK 73000 miles
Linen leather trim, sport seats, excellent service record

1990 PORSCHE 964 CAB RED 56000 miles
Linen leather, sports seats, electric roof, CD, 17" alloys, remote locking

PORSCHE BOXSTER

MODEL TYPES 2.5 / 2.7 / S 3.2

2004 PORSCHE BOXSTER S ATLAS GREY 7000 miles
Light grey leather, 18" alloys, litronic lights, ally pack, BOSE, heated seats

2002 PORSCHE BOXSTER S ARCTIC SILVER 9000 miles
Red leather, SAT NAV, PSM, al pack, air bags, red callipers, CD, hardtop

2001 PORSCHE BOXSTER S ARCTIC SILVER 14000 miles
Metropole leather, climate, wind def, CD, 2 owners, stunning example

2000/01 PORSCHE BOXSTER S LAPIS BLUE 25000 miles
Metropole leather, wind def, white dials, air bags, GT3 alloys, red callipers

2000 PORSCHE BOXSTER 2.7 OCEAN BLUE 28000 miles
Grey leather, climate control, on-board computer, air bags, 17" alloys

FERRARI

ALL MODELS

2003 FERRARI 360 F1 ROSSO RED 4000 miles
Tan leather, xenon lights, SAT NAV & bluetooth, radar, red callipers, 6CD

2001/2 FERRARI 360 SPIDER MET SILVER BLUE 9000 miles
Blue leather, litronic lights, challenge grill, suspension mode

2001 FERRARI 360 MODENA ROSSO RED 20000 miles
Black leather, uprated CD, badges, suspension switch

2000 FERRARI 360 MODENA F1 MET SILVER 23000 miles
Black leather, air bags, susp switch, xenon, Daytona seats, recent service

1999 FERRARI MARANELLO 550 SILVER 13000 miles
Full leather trim, electric seats, suspension switch, Ferrari service, 6CD

1998 FERRARI 355 SPIDER ROSSO RED 26000 miles
Crema leather, climate suspension switch, CD, stunning condition

1994 FERRARI 512 TR ROSSO RED 10600 miles
Crema leather, red carpet, climate, alarm, CD, excellent service history

1992 FERRARI 348TS Black 9000 miles
Black leather interior, climate, alarm, 2 owners, excellent service history

1991/02 FERRARI 348 TS ROSSO RED 23000 miles
Crema leather, red carpets, climate, el mirrors, excellent service, MOTs

1991 FERRARI TESTAROSSA ROSSO RED 17000 miles
Black leather, CD, climate, electric mirrors, adjustable steering, 16" alloys

1991 FERRARI TESTAROSSA RED 5500 miles
Crema leather, climate, 18" alloys, central locking, 10CD

1985/6 FERRARI MONDIAL COUPE QV RED 54000 miles
Crema leather, climate, sunroof, excellent history, last QV Mondial built

1985 FERRARI MONDIAL COUPE QV ROSSO RED 36000 miles
Black leather, 3 owners, excellent full Maranello service history

1967 FERRARI 275 GTB4 Red 27,000 miles
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1955 FERRARI 750 MONZA ROSSO CORSA
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1999 JAGUAR XJR 4.0 LTR SUPERCHARGED . Anthracite with doeskin Leather, Aircond, Criuse, Electric sunroof, Full Electric pack, Latest Alloys, 90000 FJSH. 2 Owners, In mint out of the Box Condition, (a True Classic Jaguar).....£14950



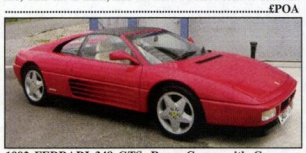
1985 BENTLEY MULSANNE TURBO, Lagoon Blue with Champagne Leather, Blue Dash Top And Blue Carpets. 63000 miles Only with FSH. Sold By Us To its last Two Owners (10 Year Period) Without Question One of The nicest You will Find, Stunning £14,950



1985 (DEC) FERRARI TESTAROSSA.Rosso corsa with Niro Leather,air-cond, multi CD, Alloys, 38000,Miles with FFSH (belts just done) all Invoices, Mots, Handbooks, tools etc. In concours winning Condition, I have not seen a betterexample to date £38950



1967 Rolls-royce Silver Shadow 1. RHD, Sage Green with green leather and carpets, Factory (original) Fitted air-cond, knee rolls, PAS. 29000 miles Only Surperb History file, This car is mint, and the best we have seen to date..... .....£POA



1992 FERRARI 348 GTS. Rosso Corsa, with Creamer, Aircond, Star Alloys, All Books, Tools, Invoices etc. 9000 Miles, (repeat) 9000. FFSH,AS BRAND NEW £41950



1994 WINGFIELD E-TYPE LEIGHTWEIGHT. No2 of 12. Built for its first owner (Sir Anthony bamford) to a very high spec and Standard, Please see our web-site for full details etc or contact martin daly .....£POA.



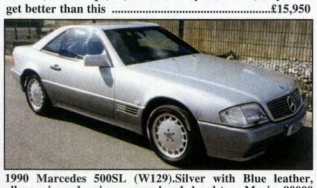
1968 BRISTOL 410 COUPE, silver over oxford blue, grey leather trim, in the last family for 10 years, superb history file, and a lovely original example that drives as new, please see our web-site. £24950



1966 BRISTOL 409 COUPE AUTO. goodwood green with tan leather trim, minilite wheels, selectaride,massive history file. supurb example, very hard to find like this, please view our web-site. £25950



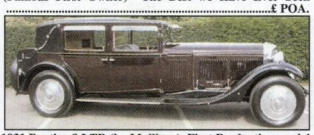
1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this £15,950



1990 Marcedes 500SL (W129).Silver with Blue leather, alloys, aircond, criuse,power hood, hard-top. Music, 90000 Miles with Full, Mercedes Main dealer History. This car Looks 2 years old, (best we have seen) £17950



1938 ROLLS-ROYCE 25/30 LIMO By H J Mulliner. Black over Oxford Blue Over Black, Blue Leather to the Front, and Tan Cloth To the Rear, (with Division) last Owners Circa 32 years, Restored to Concours Standards, (Famous First Owner) The Best we Have Ever Seen .....£ POA.



1931 Bentley 8 LTR (by Mulliner). First Production model # (YF5001). Historically the most famous of all Bentley 8 Ltr Saloons. Please see our website .....£POA



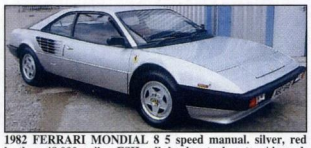
1965 VOLVO 1800S, (THE SAINT) Monza Red, black leather trim, superb Original example that has been lovingly restored by its last owner to a very high standard.The Best £14,950



1936 Rolls-Royce 20/25 sports Coupe (By Coachcraft Of london.) Very Rare. Finished in Black Over Primrose with black leather. This Magnificent Machine was Fully Restored to Concours winning standards in 1997 by Jack Barclay Of London. and was displayed in the RAF museum Hendon. As one of its Original Famous Owners was, Wing Comander WOLF BARATO. the bentley boy, who raced the famous blue train (and won) from Monaco to London., please see our web-site for more hotos/details. .....£POA



1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only.....£19,950



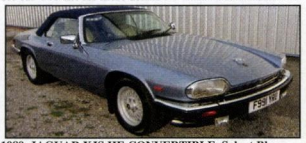
1982 FERRARI MONDIAL 8 5 speed manual. silver, red leather 48,000 miles FSH, all books, tools, etc. Aircond, superb, original mint example (very very rare like this) ..£18,750



1984 SCIMITAR GTE 6A AUTO.Champagne with full black leather piped, PAS, full Electric Pack, Minilite Alloys, 46000 Miles Only with Full History, This is the Nearest to a brand-new Example you will Find. Stunning £9950



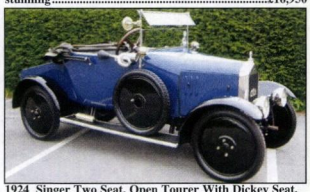
1990 ASTON MARTIN VIRAGE AUTO.Finished in Balmoral Green With magnolia leather piped Green, alloys Air-cond , 34000 miles with FSH, (90% Aston Factory). Please see our web-site for more details etc £29950



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



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



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



2000 (2002 FIRST REG)VW BEETLE 1600. (air cooled) proper Herbie.!!GP white, with Grey Trim, One owner 352 miles Only, Repeat 352 Miles only,as Brand New out of its box.!!Very Rare, and special £12950



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



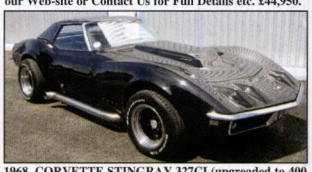
1957 JAGUAR 3.4 MKI, MANUAL. Black with Original Red leather Trim, and rear Spats. 54000 Miles only with a total History From new, Superb Mint Original car, with all books tools etc, Matching numbers , original bill of sale, log book etc. Stunning £16950



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



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



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



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



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1967 Healey 3000 Mk3 phase 2.mint.

1996 Bentley Turbo RL (as New)

1952 Bentley R Type, (rare manual) first owner for 22 years famous french nobility

Ferrari 308 GTS LHD, Concours winning Example.)

1968 Porsche 912, Coupe, Restored and mint.

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

Duncan Hamilton at the wheel of his HWM during the Daily Express Trophy race, Silverstone, 1953



1962 Aston Martin DB4 GT Zagato, Chassis no. 0190/L
VGF1 was the subject of a total restoration between 1995 and 1997 as well as a recent $30,000 refurbishment programme. Now offered in superb condition throughout . £POA.



1967 Ferrari 330 GTS
LHD. Red with tan trim and Borrani wire wheels. Recently restored to a high standard, with photographic record. Exceptionally fine example. £POA.



1995 Aston Martin Virage Lynx Turbo
Engine turbocharged and enlarged to 7-litres - now produces 725 bhp and 1,150 lb ft of torque! Transmission, brakes, suspension and steering all modified to suit. Exterior standard except for larger diameter wheels and additional cooling ducts. Currently available at a fraction of the build cost. £89,950.



1959 Ferrari Dino 246 GP car, Chassis no. 0006
This magnificent Grand Prix car was reconstructed by Graypaul Motors in 1972 using many original important components such as engine, transmission, brakes, suspension etc. 270 bhp. Full FIA papers. This car has been campaigned throughout Europe for many years with notable success. Perfect for the 2005 season. £POA.

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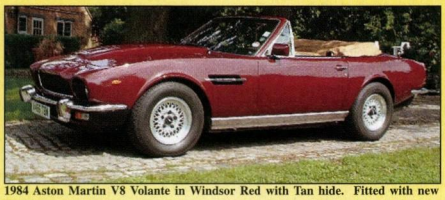
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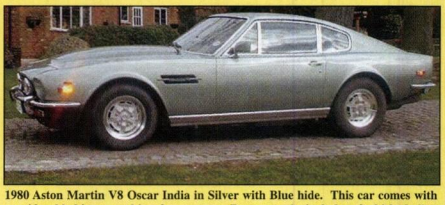
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1980 Aston Martin V8 Oscar India in Chichester Blue with Beige hide. For the last four years, this car has been the property of an enthusiastic AMOC member and has been fastidiously kept. There are recent servicing accounts with the car totalling around £4,000 and the car is in very fine order. £32,950



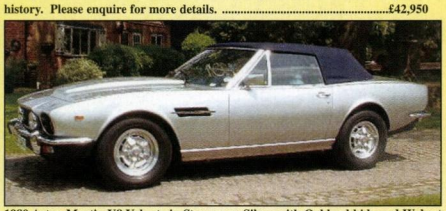
1984 Aston Martin V8 Volante in Windsor Red with Tan hide. Fitted with new Black mohair hood, automatic transmission and BBS alloys. One of the best examples we have had in recent times with a complete Aston Martin factory service history. Please enquire for more details. £42,950



1980 Aston Martin V8 Oscar India in Silver with Blue hide. This car comes with considerable history and is a 3 owner car. Recent works include refurbished alloy wheels and a full service. £26,950



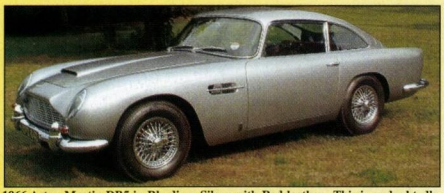
1988 Aston Martin V8 Vantage Volante in Suffolk Red with Magnolia hide piped Red. Fitted with X Pack specification, Red carpets, Ronal wheels and 5 speed Manual gearbox. An excellent example with low mileage from new and full Aston Martin service history. £69,950



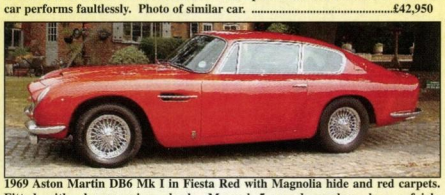
1980 Aston Martin V8 Volante in Stornoway Silver with Oxblood hide and Walnut cappings. This car, during the past six years, has been the subject of a virtual rebuild in that it has been re-trimmed, re-painted and the engine has had an unleaded conversion. Its hood has also been replaced in Dark Blue mohair and the car performs faultlessly. Photo of similar car. £42,950



1970 Ferrari 365 GTB Daytona Plexiglass. This is a completely immaculate example totally restored in 1987/88 to an extremely high standard. Completely re-painted, re-trimmed, engine completely rebuilt, suspension rebuilt and advertised in 1989 for £325,000. This is a really excellent example and is sensibly priced. Full details on request. £89,950



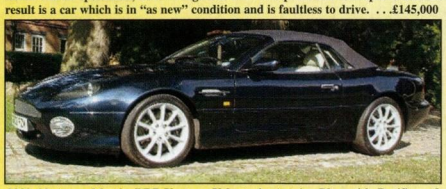
1966 Aston Martin DB5 in Rhodium Silver with Red leather. This is undoubtedly one of the nicest examples on the market today. It is finished with the original Red hide interior and has been the subject of a total chassis-up restoration by renowned Aston Martin specialists, Rex Woodgate & Co. No expense has been spared and the result is a car which is in "as new" condition and is faultless to drive. . . .£145,000



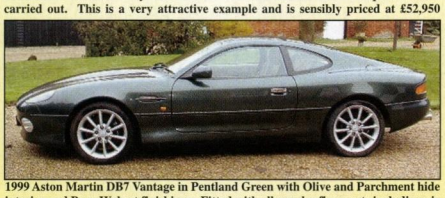
1969 Aston Martin DB6 Mk I in Fiesta Red with Magnolia hide and red carpets. Fitted with chrome wire wheels, Manual 5 speed gearbox, has a fairly comprehensive history file dating back 14 years. In 1991 the car had a complete restoration when the body was removed from the chassis and a complete rebuild carried out. This is a very attractive example and is sensibly priced at £52,950



1968 Aston Martin DB6 in pale metallic Blue with original Black leather interior. An extremely nice example and has been in its present ownership since 1998 during which time it has had £15,000 spent on maintenance and improvements. The chassis has been completely rust proofed and undersealed and an unleaded conversion added. Fitted with chrome wire wheels and 3 eared spinners. £44,950



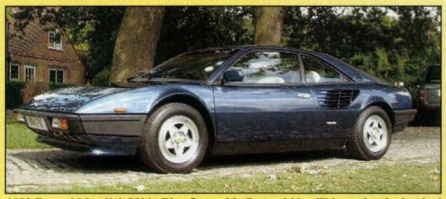
2002 02 Aston Martin DB7 Vantage Volante in Antrim Blue with Pacific and Parchment hide. Fitted with Sat Nav, 18" alloys, automatic transmission, heated front screen and leather hood cover. Has a complete service with the Aston Martin factory. Sensibly priced at £59,950



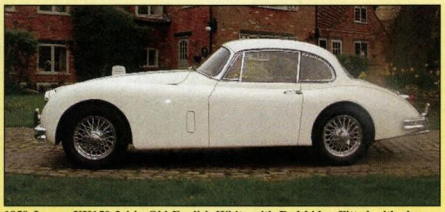
1999 Aston Martin DB7 Vantage in Pentland Green with Olive and Parchment hide interior and Burr Walnut finishings. Fitted with all usual refinements including air conditioning, 18" alloy wheels, electric heated seats. It has covered only 25,000 miles with full Aston Martin service history. Sensibly priced at £47,950



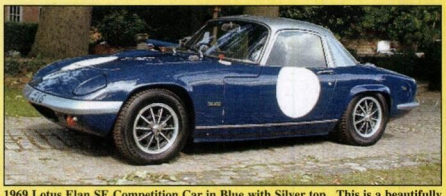
2001 V Aston Martin DB7 Vantage Volante in Mendip Blue with Cream hide piped Blue. Fitted with premium audio system, heated front screen, wind deflector, burr elm dash, sports steering wheel, Blue leather dash and doors. Excellent condition, one owner from new and full Aston Martin service history. 20,000 miles. £56,950



1983 Ferrari Mondial QV in Blue Sera with Crema hide. This car has had only 4 owners from new and has been the subject of a considerable restoration by marque specialists. Only 39,000 miles from new with previous MOTs dating back to 1990 to substantiate mileage and complete with driver's handbook. The car is in excellent condition throughout and represents very good value at £ 14,950



1959 Jaguar XK150 3.4 in Old English White with Red hide. Fitted with chrome wire wheels and Avon turbospeed radials, this car has been the subject of a fully comprehensive rebuild by Jaguar specialists 7 or 8 years ago and is in the condition you would expect from such a restoration. Its only deviation from original is the addition of a 5 speed gearbox for high speed motorway cruising. £29,950



1969 Lotus Elan SE Competition Car in Blue with Silver top. This is a beautifully prepared car with full historic identification papers (FIA) and is eligible for events run by Top Hat and Gentlemen Drivers. Fitted with roll cage, full harness and seat belts but the modifications are too numerous to list so please enquire for a more detailed specification. A very inexpensive introduction to this type of racing at only £14,950



1996 Porsche 911 Carrera 4 in Silver with Grey ruffled leather. Fitted with black hood and all usual refinements including electric windows and mirrors, 6 speed Manual gearbox and stereo system. Full service history. 57,000 miles. Sensibly priced at £27,995



1996 Bentley Continental R in Peacock Blue with Cotswold hide piped Blue interior. Fully documented service history and specification including alloy wheels, electric seats, heated front seats, CD multiplay and air conditioning. Cost new £190,000. .....£53,500



1995 Aston Martin DB7 Coupe in Chiltern Green with Magnolia hide. All usual refinements including Burr Walnut cappings, 18" alloy wheels, air conditioning and electric heated seats. Full service history. 52,000 miles.....£33,950

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