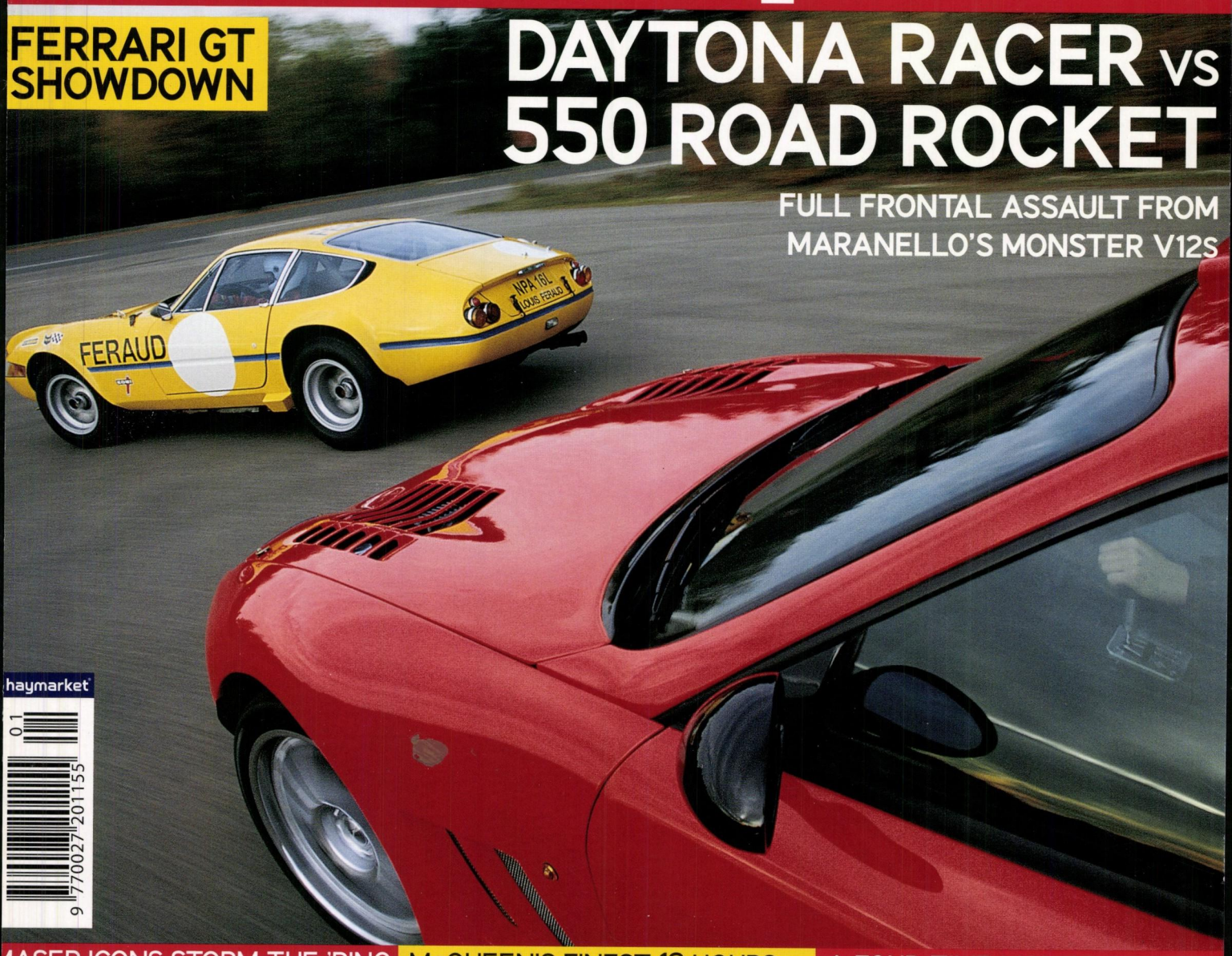
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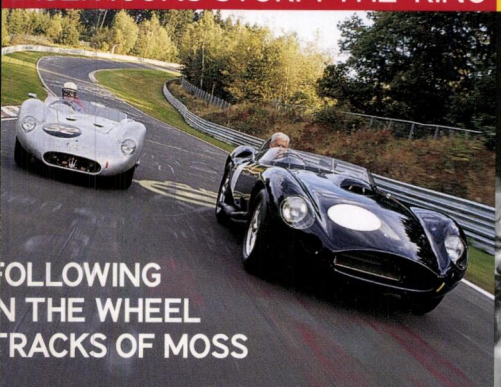
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Peter Spinney/LAT

British Formula One team that wasn't so dusty

Underneath this military-looking, surprisingly scratchy car cover lay Britain's world championship dawn. Draw it back and you could glimpse that bulbous shape, the high seating position and long tapering nose. Once fully removed you could circle the British Racing Green machine noting its toolmaker's fit and finish and attention to detail. Britain no longer needed to hide its face in the GP paddocks.

Forthright boss Tony Vandervell wanted everything to be just so. He had seen how Mercedes-Benz had gone about the business of winning grands prix – and how BRM hadn't. Making sure that these covers were a snug fit – a press-studded flap allowing his beloved racers to be manoeuvred without their removal – was a small, but absolutely indicative part of what he and his team were all about. M

'Britain no longer needed to hide its face in the grand prix paddocks'

Thanks to the Donington Grand Prix Collection (tel: 01253 338260) - open seven days a week, 10am-5pm, last admission 4pm

MotorSport Jan 2005

MotorSport incorporating *Speed* and *The Brooklands Gazette*

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'There it is, your futuristic wedge, parked next to the humdrum three-box saloons of your rivals. It's gonna be a good day'

Munari on his way to victory. The 1974 San Remo had far more Tarmac miles than previous years

Paul Fearnley's

Off the line

DREAM JOBS

Who are you in your motorsport dreams? Stirling Moss, straining nerve and sinew to hustle a 300SLR over the Futa Pass under the hour? Jim Clark tricycling a Lotus Cortina through Paddock Hill Bend? Or is it an odd one: Mick Hill grappling with his Chevrolet-powered VW Supersaloon; Frank Lockhart rim-riding a 1920s US board track; or Roger Dorchy topping 400km/h on the Mulsanne Straight in his WM?

Mine's a weirdy: Sandro Munari, 1974 San Remo Rally.

The *libretto* is this: Stratos just homologated, big lead at end of leg one, *parc ferme* in Siena. Lancia has booked me (aka Sandro) a luxury hotel room with a balcony overlooking the city's picture-perfect *Campo*. Early restart, shutters flung open for a breath of fresh, hint of mist. And there it is, your futuristic wedge, parked next to the humdrum three-box saloons of your rivals. Yep, it's gonna be a good day.

At which point the fans ogling the Stratos spot me (aka Sandro) and cheer to the echo.

Reality, of course, isn't like that – not even for Munari. A bit of research removes the Siena backdrop; that San Remo Rally was based in… San Remo: start, finish, halfway halt. And it was an evening restart. It *was* a good (night and) day, however. Having overcome a Leg One 4min time penalty, Munari pulled away from the works Fiats, and eased off when his closest challenger, Markku Alén, limped into retirement with a broken wishbone.

Now this is where my daydream gets really weird: it's about going eight-tenths yet still pulling away in the lead; finding the time to revel in the V6 blip of a super-deliberate downshift, to experiment with trail-braking, early and late apices, to love the car you're in. Of course, 'my' Stratos is in the later Alitalia livery (those yellow Campagnolos!), not the earlier Marlboro paint job – but still I'd happily swap places with *Signor* Munari.

That's not an option, clearly. But I might be able to make *your* dream come true. No, I haven't got a works Stratos going spare…

Our March 2005 issue will be my last in charge. I have held down the (second-) best job in the world for almost five years and the time is ripe for new blood to steer the magazine deep into the new century.

If you have a broad knowledge of motorsport's history, a realistic attitude to sampling other people's million-pound racing cars, and can spell the word 'of' correctly, drop me a line at the address opposite ('snail mail' or e-mail) and we will add your name to the mix.

I would like to point out that the job is not all beer, skittles and track tests – and that a grasp of magazine practices would be a handy bullet-point on your cv. But more than anything else, the successful applicant will be passionate about motorsport's past and *MotorSport*'s future.



Subscription hotline 08456 777819

McKlein

P1

A jostling pack of news, views & comment



US team owners buy Cosworth

Legendary engine firm will remain in UK - and in Formula One

After a month of rumour, Ford has finally sold Cosworth Racing, one of motorsport's most famous names, to Kevin Kalkhoven and Gerald Forsythe, co-owners of the Champ Car World Series. They bought the company after making guarantees worth £30m about its future. The purchase brings to an end a 35-year partnership between Cosworth and Ford in grands prix.

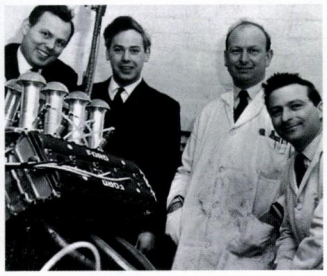
Ford rejected a rival offer from IRL IndyCar team owner Chip Ganassi even though his figure was higher. Ford vice-president Richard Parry-Jones said that "a good future for our employees was a critical element of our criteria. We gave all the serious offers our consideration, and on balance we found that the Kalkhoven/Forsythe bid was the one to go for."

The Champ Car team owners convinced Ford management that their business plan would offer good security for Cosworth employees, including the existing management structure. The guarantees ensure that employment conditions will remain unchanged for a three-year period, as US takeover laws require.

Kalkhoven also promised to keep Cosworth in Formula One, confirming that both Minardi and the new Red Bull team, also recently sold by Ford, would be powered by its engines during the 2005 season.

Cosworth's supply programme for the Champ Car series will continue, but Kalkhoven also hinted at new projects in lesser single-seater 'ladder' series in the USA, and in the marine market.

Cosworth was founded in 1958 by ex-Lotus employees Mike Costin and Keith Duckworth, and began by tuning Ford engines for racing. In 1967 came the most famous and successful F1 power unit of all, the legendary DFV, which dominated the grid for 15 years and notched up 155 grand prix victories; the Indy version, the DFX, took 151 wins and 10 Indianapolis 500 victories.

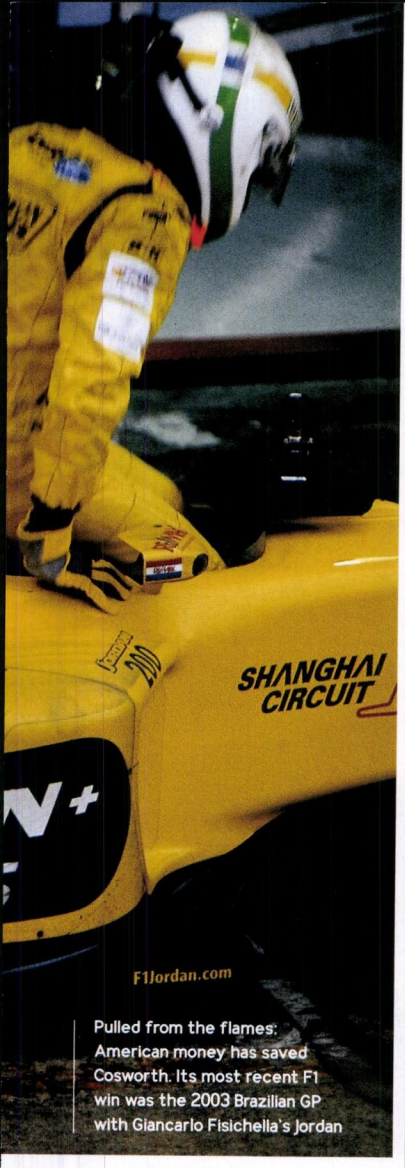


DFV heroes (from left): Bill Pratt, Keith Duckworth, Mike Costin and Ben Rood

Duckworth said: "The new owners seem to be the right type – they're self-made men. We achieved astonishing things in the days of racing entrepreneurs, but after my time the company fell into the hands of professional managers, and that's bad news for a specialist firm."

Dick Scammell, who joined the firm in 1972 and went on to become its MD, told *MotorSport:* "I am very pleased to see it go to someone who is actually interested in motorsport. I'd like to see Cosworth back where it belongs – at the front of the field, not only in Formula One but other areas, too. I still feel proud when a Cosworth engine wins."

all LAT



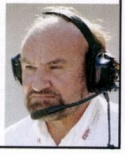
Pulled from the flames: American money has saved Cosworth. Its most recent F1 win was the 2003 Brazilian GP with Giancarlo Fisichella's Jordan

FACT FILE
The new owners



GERALD FORSYTHE
US industrialist who first ran a car at Indy in 1983. Returned in '93 as a team owner, winning CART title in 2003 with Paul Tracy. Expanded his interests to circuits, including Britain's Rockingham oval, and to event promotion. Co-founded Open Wheel Racing Series to take over CART.

KEVIN KALKHOVEN
Australian venture capitalist who made millions in the 1990s through industrial lasers. Founded a Champ Car team in 2003, then, with Forsythe and Paul Gentilozzi, bought the troubled CART organisation in '04, saving the series.



CHAMPIONS FINALLY MEET

Michael Schumacher and Sébastien Loeb went head to head at the recent Race of Champions in Paris. Their three-race face-off on a purpose-built figure-of-eight track in the Stade de France is believed to have been the first showdown between the reigning Formula One and World Rally champions.

Although Jody Scheckter, Alan Jones and Keke Rosberg, and Björn Waldegård, Ari Vatanen, Stig Blomqvist and Hannu Mikkola all contested the Rallysprints held at Donington Park in the late 1970s and early 1980s, the current champions of both codes were never in the same place at the same time.

In Paris, contractual difficulties kept Schumacher out of the WRC Citroën and Peugeot on hand, so he and Loeb fought it out in 170bhp bike-engined buggies built specially for the occasion. Schumacher won 2-1.

This battle was the highlight of an event that saw young Finnish racer Heikki Kovalainen, the reigning Dallara Nissan World Series champion, upstage the more established stars by winning the Race of Champions itself. The impressive Kovalainen was unbeaten aboard buggy, WRC car and Ferrari 360 Modena until his last race of the evening.

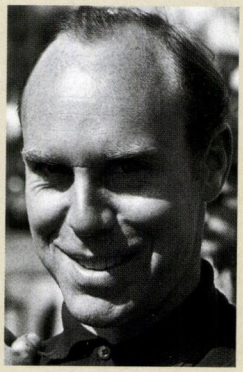
But his defeat on that occasion allowed France, represented by Loeb and Mercedes DTM ace Jean Alesi, to pip Finland to the national honours. Kovalainen's team-mate was Peugeot WRC star Marcus Gronholm.





Schumacher and Loeb let rip (top) and shake hands afterwards (above)

My hero
by Richard Attwood



I'm not sure that I would call him a hero but I always admired Stirling Moss. Everybody did. I read Derek Bell's *My Hero* in the November issue and, like him, I wrote to Moss – and not just because I was a fan. When I learned that he had a Standard 10 as a road car – registration number SM7, I believe – that had all manner of special tuning bits (Borrani wire wheels), I wanted to find out more. I had a rather more normal Standard at the time and wrote him a letter asking what he'd done to his car as I was interested in making mine go faster. He did write back, too, although maybe not as quickly as he did with Derek's request. Among other things, he told me that the engine's got to breathe.

I really appreciated him taking the time to write back as he was probably inundated with letters and requests. As it happens, I started my career with that Standard, racing it at Goodwood and Mallory , before moving on to a TR3A and then into Formula Junior.

&favourite road car

I'm not really into road cars. Driving on the roads isn't as much fun as it used to be as there's such a volume of traffic. Then there is the depreciation on new cars which is ridiculous: I just won't pay the money. At the moment, I drive a disreputable Peugeot 405 with a very high mileage, which has been featured in the press recently: it's probably the best-known 405 in the country. I must admit that I am taken with the Audi A8 and am thinking of buying one – once the price is right, of course.



Attwood is no fan of road cars: Standard was first racer



Graham Brasier and Dennis Greenslade in their VW-Okrasa

Tragic road accident mars LE JOG

Welsh police to enquire if driver fatigue was to blame for fatal crash

An accident on LE JOG claimed the life of Graham Brasier when his 1959 Volkswagen-Okrasa collided with a tree on a link section at Llanfrynach, near Brecon in Wales.

The 68-year-old Cornishman was taken to Abergavenny's Nevill Hall Hospital but died in the early hours of Sunday December 5.

His navigator Dennis Greenslade was treated for a foot injury but was allowed home the following day.

Brasier had just left the Magor Services rest halt on Saturday evening, the first day of the Land's End-to-John O'Groats Classic Reliability Trial, when the accident happened on a main road. This section did not form part of the competitive event.

But Inspector Eric Bailey from Dyfed-Powys Police is reported as saying that he would be investigating whether driver fatigue had played any part in the accident.

Both Brasier and Greenslade (63) had a lot of competition experience and had contested the same event in 2003, when they retired.

LE JOG, which had started from Land's End that morning, continued to its scheduled John O'Groats finish on Tuesday morning, following overnight halts in Chester and Newcastle-upon-Tyne.

Because the accident will be the subject of an inquest, the Historic Endurance Rally Organisation was unable to comment further.

This was the first serious crash in the event's 10-year history.

GRAHAM BRASIER

From Tywardreath Pa, Brasier was a respected competitor across a spectrum of grass roots motorsport. As well as events like LE JOG, he was a regular competitor in Classic Trials.

"He was incredibly popular, everybody knew him and he was involved in the sport from every angle," said Joanna Brown of HERO.

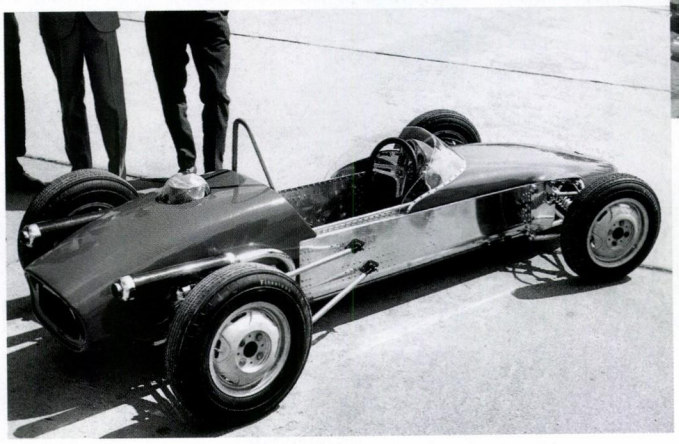
To his family and many friends, *MotorSport* offers sincere condolences.

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 January 5. In the event of there being more than one correct answer, we will favour the entry with the fullest information.

Good luck!

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Mike Johnson LAT



Last month: Grac MT16S
Where & when: Paul Ricard, April 1972
Winner: Pictured in practice for the opening round of the European Sports Car Championship, the Grac (*Groupe de Récherches Automobiles de Courses*) MT16S was driven by Lionel Loghes and practised by 'Robert Cyprien' (Christian Mons). The Cosworth FVC-powered car retired early. Grac was formed in 1963 by French designer Serge Aziosmanoff.

Well done, **Roger Hermsen**.

1793

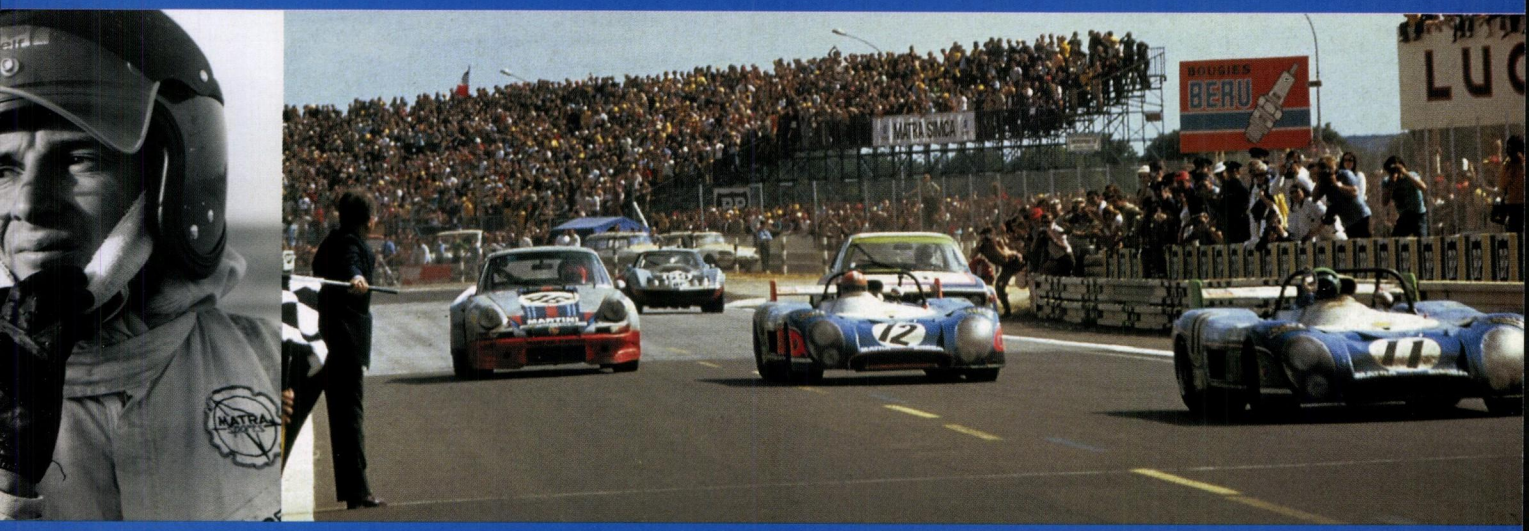
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The day I beat...

THE TWO MIKAS



STEVE ROBERTSON: British F3, Silverstone, July 1990

The two Mikas, Häkkinen and Salo, were the class of British F3 in 1990. I was best of the rest, but I beat them fair and square on the Silverstone National circuit.

The key to winning in F3 is to lead at the end of the first lap. I didn't do that at Silverstone, but my first-lap pass on Häkkinen taught me what I needed to take the lead the next time around.

I made my move on Häkkinen at Brooklands at the end of the long straight. I was so late on the brakes in my Bowman Ralt, Mika and I touched – but we made it.

Paul Stewart had a small lead, but now I knew how late I could brake at Brooklands and pulled the same move a lap later.

Salo closed right up at the end, but I just held on. It was my only win in a season in which I had eight other podiums – but it could have been a different story had I been out in a new Ralt RT34 rather than an RT33.

It was a good win, but the Fuji international at the end of the season was my best F3 race. Michael Schumacher and I sped away in the final, but my VW-Spiess engine cut out. It then picked up again, I broke the lap record chasing him and was just about to make a move on the last lap when it died for good. If it hadn't, this column might have been called 'The day I beat... Michael Schumacher'.

Honda F1 team on horizon



Jos Verstappen tested Honda's Dallara prototype in '99, but the project was nipped in the bud

Car giant promises increase in F1 profile

Honda looks set to run its own team in Formula One for the first time since 1968 following an announcement that it intends to buy a 45 per cent stake in BAR.

The Japanese giant, which has supplied engines to BAR since 2000, is widely tipped to complete a total buy-out and rebranding of the team within the next two years. It has already drawn up plans for a new $50m wind tunnel and has pledged an increased investment of $100m a year on top of the similar amount it already spends on development.

The team's main shareholder and primary sponsor British American Tobacco is apparently keen to sell its existing stake in light of stringent anti-tobacco laws to be introduced across Europe in 2005. There is a fly in the ointment, however: former team principal Craig Pollock, who still owns BAR shares, is taking legal action to stop Honda's buy-in. The move could embarrass BAT, but is unlikely to thwart Honda's long-term ambitions.

The manufacturer has enjoyed huge success in F1, but only as an engine supplier to Williams, Lotus and McLaren during the late 1980s and early '90s. It came close to a full-blown return in 2000, with Jos Verstappen testing a Dallara-built Harvey Postlethwaite-designed test mule in '99, but Honda's board refused to sign off an annual budget of £125m and the plan was shelved. It appears that opinions have changed.

Former world champion John Surtees, who transformed Honda's GP fortunes during the '60s, is sure that the new-look team will prevail: "I think what it is often overlooked here in Europe is that Honda is in motorsport to develop people; the publicity aspect is secondary. It has a proper management structure and what people learn in racing is carried through into the production of road cars. There is a real legacy of engineering at Honda. When it pulled out of F1 at the end of 1968 the Civic was unveiled not long after and suddenly Honda was seen as a serious manufacturer. Its take-on-the-world attitude stemmed directly from motor racing. A lot of people I knew on the F1 team went on to run the company.

"I can see no reason why Honda won't be successful again in F1."

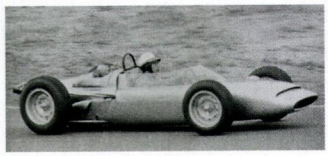
BAR finished second in the 2004 constructors' standings on the back of Jenson Button's 11 podiums. Otmar Szafnauer, vice-president of Honda Racing Development, said Button is key to the team's future: "We have specifically targeted 2006 as the year in which we want to win the title. We fully intend to win a number of races next season. The increased investment, together with closer technical collaboration, is a reflection of that... We need a driver of Jenson's quality to do that."

But David Richards, the architect of BAR's run of results in 2004, will not be on board to steer the revised team. With his contract up for renewal, he has already left.

FACT FILE

Honda in Formula One

1964 After testing a Cooper chassis (below), Honda builds RA271. Unknown Ronnie Bucknum drives it in three GPs



1965 Richie Ginther wins Mexican GP in RA272 (below)



1967 John Surtees wins Italian GP in Lola Indycar-derived RA300
1968 Honda withdraws from F1
1983 Honda re-enters F1 with Spirit 201
1984-87 23 GP wins and two world titles with Williams; two GP wins with Lotus
1988-92 44 GP wins and four world titles with McLaren (below)



all LAT

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30 Apr	Larz Anderson Auto Museum, Brookline, Massachusetts, USA
16 May	Les Grandes Marques à Monaco
4 Jun	Aston Martin Works Service, Newport Pagnell
11 Jun	R-REC Centenary Rally, Kelmarsh Hall, Northamptonshire
8 Jul	Goodwood Festival of Speed, Chichester, Sussex
29 Jul	RROC Annual Meet, Greenwich, USA
12 Aug	Quail Lodge, California, USA
10 Sept	Beaulieu Autojumble, National Motor Museum
16 Sept	Goodwood Revival, Chichester, Sussex
23 Sept	The Gentlemens Sale, Parc des Eaux-Vives, Geneva
7 Oct	Hershey, Pennsylvania, USA
16 Oct	Classic & Motorcycle Mechanics Show, Stafford
4 Nov	London to Brighton Veteran Car Run
	Auction, 101 New Bond Street, London
12 Nov	Petersen Automotive Museum, Los Angeles, California, USA
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5 Dec	Olympia, London
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Roger Albert Clark RALLY

Just like old times. The traditions of the RAC Rally have been revived in a historic event that looks certain to grow in popularity. By Paul Lawrence

Photography by McKlein

"This is the way a rally is supposed to be," said Stig Blomqvist during a quick service halt in a lay-by off the A68 in Northumberland. "It's no different to 1983," added the Swede on his way to winning the inaugural Roger Albert Clark Rally.

De Lacy Motor Club's ambitious attempt to recreate the RAC Rally as it was in the 1960s and '70s – no pace notes and tough Scottish border stages over three-and-a-half long days – proved to be the hit of the year. Uncertainty and ill-founded rumour dogged the build-up and was partly responsible for an entry of just 28 historic cars along with eight running in the Open rally for modern two-wheel-drive cars. But with Blomqvist, Malcolm Wilson and Hannu Mikkola in Mk2 Escorts lined up against leading contenders from the MSA British Historic Rally Championship, the entry was at least packed with quality.

A short spectator stage at Rother Valley got the competition under way as Jeremy Easson set the initial pace. That stage also gave a first indication of just how the event had captured the imagination of the fans as thousands packed into the country park near Sheffield.

It was the same story the following day when five stages preceded the first foray into the forests in the dark and wet of Sunday evening. "Ice, snow, fog and rain. Just like the RAC Rally of old," said Mikkola at service in Carlisle before heading for Harwood and Rooken forests. The sound of hard-revving BDA engines piercing the darkness had the spectators enthralled.

Before dawn broke on Monday thousands of fans were packed into Ae forest. The attacking Richard Tuthill's rally fell apart on a downhill hairpin here when his Porsche 911's throttle cable snapped. Five minutes ticked away before he could fit a spare.

With Tuthill out of the running Wilson and Blomqvist battled for the lead and by the end of Monday Wilson was almost a minute clear. Mikkola had struggled through Kershope and Ash Park on Monday evening with electrical dramas and dropped a whopping 7min when the car stalled.

But it was Tuesday's 5am start for a blast through Kielder that delivered the sting in the tail. Nursing a car with ailing suspension, Wilson plunged far up a firebreak and out of the rally, handing Blomqvist a comfortable lead. "An incredible adventure," said Wilson. "My body is going to take weeks to recover!"

While Blomqvist won the Classic division, Easson stormed the Post-Historics after a mighty drive. "They've recreated the old-style event and I'll definitely do it again next year," he said.

Mikkola finished third overall on what may have been the Finn's last major rally. "We were very lucky to keep going," admitted Hannu of his car problems – and after signing yet another autograph.

"It was an absolutely wonderful event," enthused Ray Bellm after taking fourth in his Mk1 Escort with Dorian Evans on the maps. "I'm the best of the amateurs!"

The other notable performances among the 18 historics to complete the full event came from Chris and Hilary Green, who romped to the pre-1967 spoils aboard their Lotus Cortina, while Bryan Gill/Nigel Hutchinson took a class-winning ninth overall in their Opel Kadett, the only non-Escort in the top 10. The Opel is a veteran of half a dozen RAC Rallies 20 years ago in the hands of Gill's father John.

As the weary survivors arrived back in Sheffield for the finish, members of Roger Clark's family were there to greet them. "It is just so sad that Roger is not here to see all this, because it's overwhelming," said Judy Clark, summing up a rally that honoured her late husband's memory in the best way possible.









Top: Cars and drivers take a break at Don Valley rugby stadium in Sheffield. Left: Old rivals Blomqvist and Mikkola share a joke. Below: Fans get in the RAC spirit to give Richard Lepley's Escort a shove. Bottom: Mikkola won two RACs in Escorts, but could only finish third this time











Clockwise from top: Stig lets it all hang out at Croft; BRDC chairman Ray Bellm capped a great first year in historic rallying by finishing – what he called "first of the amateurs"; Ford WRC boss Malcolm Wilson looked set for victory until the final morning; Steve Perez (Porsche 911) bit the dust (or should that be mud?) on the Chirdonhead stage; Chris Green splashed to a class win in this Lotus Cortina Mk1; scenic stages typical of RAC





Nigel Roebuck's Legends

Zandvoort, the circuit in the sand dunes – a great track with the best corner name in F1. Tarzan is so much better than 'Turn 1'

In recent years there's been a spate of new circuits in world championship use, and I mean tracks not merely new to Formula One, but tracks new, period, built in unlikely places and paid for with government money, specifically with the intention of raising a country's profile and boosting its tourist appeal.

Thus we have embraced Sepang in Malaysia, Sakhir in Bahrain, and Shanghai. All have been designed by one man, Hermann Tilke, who is also responsible for the reprofiling – some would say emasculation – of Hockenheim.

In paddock chat you can refer to these 'new generation' circuits as 'Tilke 1', 'Tilke 2', for each uses a formula which eschews any ultra-fast, testing, corners and attempts – very necessarily in this era – to offer at least a whiff of an overtaking opportunity. Each one – given that money is no object – has state-of-the-art 'facilities' beyond the dreams of traditional circuits of long standing, such as Imola and Silverstone, and therefore the drivers, spurred by the powers-that-be, tend to be gushing in their praise of them.

Publicly, anyway. Alain Prost, still a man who delights in irreverence, offered his own thoughts earlier this year: "People say the drop in F1's popularity is because of Schumacher winning all the races. I don't think it's only that. It's a bit of everything. People seem to have less character, less personality... the drivers are afraid to speak the truth, and the fans smell that.

"When they were asked about the track in Bahrain, for example, they all said to the press that it was fantastic. Well, I've talked to 20-30 per cent of them, and they all told me it was shit!"

Still, Bahrain, like other 'Tilkes', takes in the long-straight-followed-by-slow-corner sequence so vital in the design of any track if passing manoeuvres are to be attempted. This isn't rocket science, as anyone who ever went to Zandvoort will tell you. If you watched at Tarzan, the wide, multi-line, 180-degree right at the end of the long pit straight there, you saw a whole season's racing in one afternoon. The entry to Tarzan made you acutely aware of what men in cars can do.

Sadly, F1 deserted Zandvoort in 1985, but to this day I hold it was the best circuit for *racing* I ever saw.

Nor was it conceived by a computer. During the occupation of Holland Nazi gun emplacements in the sand dunes were linked by a series of service roads, and after the war these formed the basis of part of a new race circuit designed by John Hugenholtz, later responsible for Jarama and Suzuka.

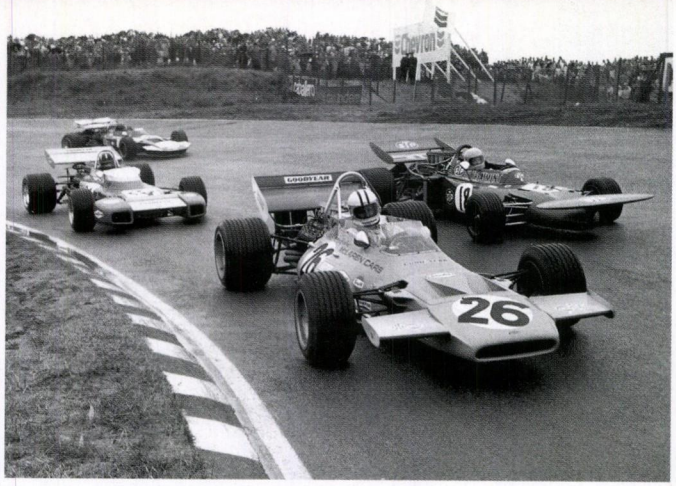
In the hazy distance you'd see the cars exit Bos Uit, a long crocodile on the horizon, then begin to splinter, reds and yellows and blues fanning out and darting across the road, as Tarzan rushed up to meet them. At that stage it was a matter of staying off the brakes as long as you dared.

This was a stretch of racetrack to concentrate the mind. I remember Patrick Tambay talking about pit signals in 1982. "I found myself acting like a computer," he explained. "You're doing close to 200mph, but you know where your pit is – so you know that board is for you. You see it and store the info away. You can't do anything more with it immediately because here's Tarzan, and you can't miss your braking point. Then, out of the corner, your pit signal comes back to you and you register what it all meant."

For spectators, too, it was exhilarating – but scary. I invariably got through a lot of cigarettes during the course of a Dutch Grand Prix. Once in a while, as with Riccardo Patrese's Arrows in 1979, you'd get a complete brake failure. In 1980 the front suspension of Derek Daly's Tyrrell collapsed under braking, and two years later it happened to René Arnoux's Renault. In every case the car went straight on, through the inadequate run-off area and head-on into the tyre wall. Always the impact



Brake, brake, brake! Prost leads Arnoux, Pironi, Tambay and the rest in 1982



Denny Hulme, Nanni Galli, Graham Hill and Gijs van Lennep tackle Tarzan in the wet, 1971

'Any track with some bottle-age invariably has a residue of tragedy'

was of shocking violence, and old notebooks reveal a sudden deterioration in my writing each time.

Somehow those three all walked away, but Zandvoort had some truly dark days. In 1970, my first time there, I remember clearly that pillar of black smoke twisting into a grey sky, scanning my lap chart and realising that Siffert and Courage were missing, and seeing Jo in the pits later, which meant it was Piers; remember, too, the joyless face of Jochen Rindt on the podium afterwards. And three years later it happened again, to Roger Williamson.

Any track with some bottle-age inevitably has a residue of tragedy among the lees, but more often than not Zandvoort was all pleasure, with a unique atmosphere, redolent of barrel-organ music, chips with mayonnaise and fresh, blustery, North Sea winds.

As well as providing a race of unusual sensation, it had also the knack of turning up an unexpected result. In 1959 the spoils were secured by Jo Bonnier in a BRM P25, the first GP victory for the team and the only one of the Swede's long career. Wolfgang von Trips scored his first GP success there. So did Graham Hill and James Hunt. Jimmy Clark took the race in 1967 (his fourth GP win at the track), bestowing the revolutionary Lotus 49 with a fairy tale debut, and three years later the equally innovative 72 won for the first time, in the hands of Rindt.

Think of Zandvoort, and all kinds of images come back: the mesmeric fight in the rain between Jacky Ickx and Pedro Rodriguez in 1971 – a 'Firestone grand prix' in which the Goodyear-shod Tyrrell of Jackie Stewart was lapped five times; Hunt closing the door on John Watson's Penske at the exit of Tarzan in '76, and getting away with it; Hunt trying the same with Andretti a year later – and not getting away with it; Mario, fibreglass burning, leading Ronnie Peterson in the year of the Lotus 79; Gilles Villeneuve passing Alan Jones on the *outside* of Tarzan, a spectacular prelude to his fabled three-wheeled return to the pits in '79; Jones taking the lead from Prost in '81, then losing it again within seconds; the clash between Prost and Nelson Piquet – aspiring world champions – in '83; the memorable closing laps of the last race, with Niki Lauda holding off Prost for the final victory of his career.

Hugenholtz died in 1995, and it's our loss that his influence is gone today, for he was a master of imaginative race circuit design – albeit one, of course, operating in a very different time from Tilke, a time when panache, even risk, were considered to be essential ingredients of GP racing, when the overwhelming considerations were other than safety and ease of TV transmission.

"Probably a lot of today's TV viewing public doesn't remember some of the older circuits, and how great they were," laments Patrick Head. "Like the Österreichring, like Kyalami, like Zandvoort. These days I quite like Monaco because, although it's a pain to get around and full of posers, at least it's *different* from all the others. Increasingly the tracks are becoming interchangeable. That's a great shame. What is happening at the moment is very short-sighted."

Amen to that. Even 20 years ago it was becoming all too apparent that Zandvoort, with its primitive facilities, could not long survive in the 'corporate era'. Caviar was coming; chips and mayonnaise were on their way out. M

One that got away

DEREK DALY: 1992 Sebring 12 Hours



His plan had been to retire at the end of 1991. But the chance of making history scotched that.

"Nobody had won Sebring three times in a row. I wasn't driven by it – had the team said no I would have happily walked away – but they wanted to do it." And so Derek Daly's career had two more races left: Daytona and Sebring in '92. The former ended with a shunt for co-driver Gary Brabham. It was the latter, however, that counted – and things were looking good.

As dusk descended the Nissan NPT-91A Daly was sharing with Geoff Brabham was out front, its closest rival, the Eagle-Toyota MkIII of Juan Fangio II/Andy Wallace, having lost almost a lap via an off-road excursion. But then the lights went out. Literally.

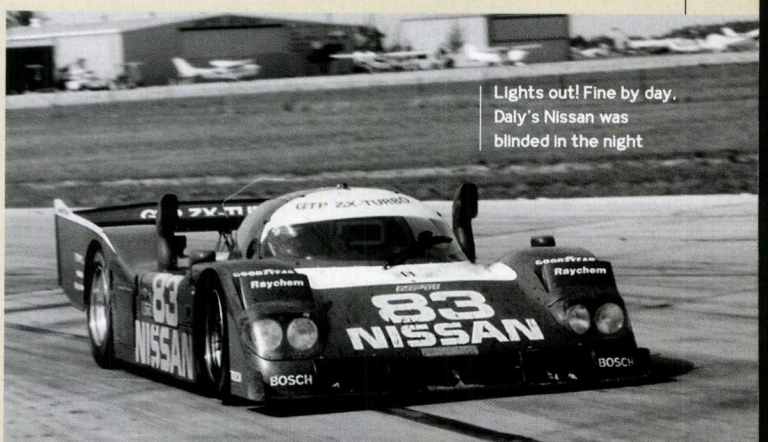
Arie Luyendyk, who had transferred from the team's other car after its lap 228 engine failure, jumped in for a stint, flicked the switch – and all was darkness. The team worked feverishly but the electrical gremlin proved elusive and five laps were lost. Brabham in particular drove like a demon, but when Daly climbed in for the last stint he knew the game was pretty much up. The Eagle had flown.

There was, however, a twist in the tail – and arm. "At the first corner of the very last lap the right-rear wheel came off," says Daly. "That corner is a very fast left-hander, definitely a place where you don't want to go off. But fortunately the wheel stayed within its arch until just after it, which meant that I had just enough braking and grip to scratch round. After that I crawled round the lap and drove straight into *parc ferme*." And so his career ended on three wheels – and with one good arm…

Before the headlight drama the team had reported gearbox bothers. For a reason best known to themselves both Daly and Geoff Brabham had decided to challenge the team's gargantuan refueller to a pre-race arm wrestle. The result? Both drivers tore a muscle in their right forearms. "It was okay to grip, push and pull, but going across the gate was very tricky because we had difficulty rotating our arms," admits Daly.

"It was great to finish my career in such a good car and with such a good team, but my desire to race had begun to wane as early as my first Sebring win, to be honest." PF

all LAT



Lights out! Fine by day. Daly's Nissan was blinded in the night

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Chasing Shadows: Kennedy managed just two race laps in this DN12-Ford

My only grand prix

1980 Spanish at Jarama
by David Kennedy

Your success in the 1979 Aurora British F1 series led to a Shadow drive in 1980. What was it like to find yourself in F1?
Very exciting. You're blinded by the light. When I was racing Formula Ford in Ireland if I'd told anybody that I wanted to go to F1 they would have sent me to the nearest mental asylum. It was like saying you wanted to land on the moon!

What was the Shadow DN11 like?
It was the most beautiful car I'd ever seen. Oh, how looks are deceptive. Being young and naïve I thought it was going to be quicker than anything else out there just because it looked so good. But we never really fully understood the car.

How bad was it?
We ran at Silverstone with two sidepod configurations. One of them was so effective that they pulled out of the chassis. But the team kept the ones that didn't pull out. Insane! You wanted the ones that pulled out, you just had to beef them up.

You failed to qualify in the early GPs...
In the first two races I was running with Stefan Johansson, one of the coming hotshoes, and I was faster than him, so at least I was doing what any driver had to do. But the car wasn't very good. Past the pits at Interlagos the chassis twisted and the steering used to lock. You had to arch your elbow into the monocoque to hold the steering wheel!

Did things get any better?
There were so many other subtexts going on: the team had big financial problems and didn't know whether it was going to make it from one day to the next. We thought the new DN12 would be the team's saviour. We tested at Nogaro... it was the first time I'd spun on a straight; the engine came apart from the chassis.

You finally started at Jarama after Ferrari, Alfa and Renault withdrew...
I knew the track from my F3 days and understood the technique that worked well around there. I made a really good start and was mixing it with a few of the guys. The problem was that if the car ever got into a sequence of porpoising or bouncing, you just wouldn't get it back. And that's what happened on the second lap, behind a couple of cars and in that disturbed air. The thing started bouncing – and bounced off the circuit. I was so pissed off that I didn't return to the garage. Instead I watched the race to see if I could learn anything.

The team folded after the French GP and you never got another F1 chance...
Rather than go back to the cliff face of F1 I decided to step away and do something else. I went to the States to do Can-Am, and then to Japan. I didn't make any effort to get back into F1. I didn't chase any teams.

That Spanish race ultimately lost its championship status so, technically, you never started a GP. Does that frustrate you?
It doesn't bother me in the slightest. F1 led to bigger and better things for me. To have it on my CV helped me make the next step into sports-car racing. I was thrilled to have had the experience, but more than anything else I was happy just to have survived. **AC**

15 minutes of fame

CHEVRON B41

1979 AURORA AFX CHAMPIONSHIP, ZOLDER



Needell almost gave B41 a debut win at Zolder. He was a close second

Romanticising about a second place, especially in a backwater national series, maybe over the top, but Tiff Needell's runner-up spot in the Belgian Cup was the closest Derek Bennett's Chevron marque ever got to F1 glory. With a proper F1 car, that is, even if the B41 was just a test hack.

"Basically it was Derek's project," recalls Bennett's right-hand man Paul Owens. "He locked himself in his little development shop and got on with it. After he died [in March 1978] I finished the car off with a couple of the lads. Derek was serious about F1, and we had spoken to VDS about funding a proper GP squad prior to his death.

"The B41 was based on the B37 Formula 5000 car. Of course, we'd run against F1 cars before with our F5000 machines and done very well [witness Peter Gethin's '73 Race of Champions win] but the B41 was effectively a test bed. Ground effects had just come in so the car was already obsolete – but it was only built to test Derek's ideas about suspension; we would have moved on with the aerodynamic side afterwards. But to be honest, after Derek died, it was all we could do to keep Chevron afloat: racing the B41 wasn't a priority. We sold the car [to Graham Eden] and it did race but I don't think it showed its true worth, though Tiff Needell made it go well."

Indeed. Eden gained sponsorship from Durex and ran the car for young British drivers in the 1979 Aurora AFX Championship. Needell was first up at Zolder on April 1, qualifying the B41 12th in a 23-car field. In wet conditions the F3 man moved up through the field and, as the track dried later in the race, found himself engaged in a tussle with Desiré Wilson in the Melchester Tyrrell 008, before having a battle with the Wolf of David Kennedy and Philip Bullman in a Surtees TS20. The win went to Kennedy by 0.2sec.

Throughout the year Tiff would swap with David Leslie, Ray Mallock and Kim Mather, but there were no more podiums. Owens: "Chevron usually won its first race every time it moved up a category, but with drivers hopping in and out, the B41 was never going to get developed." After a one-off for Mike Wilds in 1980, it was sold to Sweden. **RH**

all LAT

TRACK BACK

50/30/20/10 YEARS AGO



Ari Vatanen's remarkable comeback drive in the Peugeot 205 T16 was too much for Walter Röhrl

1985

Vatanen's four-minute warning

Finn storms back from huge checkpoint penalty to win Monte for Peugeot

When you commit just about the most basic error a co-driver can make, you know it's going to haunt you forever. No surprise then, that when *MotorSport* asked Terry Harryman if the 1985 Monte Carlo Rally is an event he is reminded of often, his reply was to the point: "Yep."

Silence.

Fortunately, the story of Harryman's gaffe at a time control has a happy ending. He might be weary of talking about it, but not as tired as he might have been: Harryman and his driver Ari Vatanen were slapped with a huge eight-minute penalty, triggering one of the greatest comeback charges in the history of the world rally championship.

The pair had won nine of the previous 10 special stages when they pulled into the overnight *parc ferme* at Gap. The Peugeot 205 T16 was the first to arrive, by some margin. Had their rivals been delayed on the run into town? No. The awful reality began to sink in.

The running of the day's final stage had been delayed by four minutes, time that Harryman did not account for at the checkpoint. He thus clocked into *parc ferme* four minutes early, earning a penalty that looked sure to have ruined a certain victory.

Harryman did not enjoy the break in Gap. "I was distraught," he says. "That night I began to run a bath, but stopped. I thought to myself, 'If you get in, you might just drown yourself'."

But typically Vatanen had not given up. "At first Ari said something like, 'How could you do this when we had such a great chance to win?'" says Harryman. "Then he just forgot about it and got on with driving."

There were 394km to the finish and Walter Röhrl's Audi Sport Quattro had an advantage of exactly 281sec over the Peugeot crew. The chase was on.

"It was the ride of my life," Harryman reflects. "To take that much time out of Walter Röhrl was incredible. It was all about pure ability and determination."

Röhrl had always maintained that the 205's speed advantage would allow Ari to make up the deficit, but few believed him. At first. But now the Finn was closing fast. So fast that the German star was forced into a tyre gamble.

The Col St Raphael stage began with a 7km ascent on snow, followed by 30km of asphalt. The problem the crews faced, as they had throughout the event, was strong sunshine melting the ice and snow: Vatanen chose snow tyres, Röhrl slicks. Audi's gamble backfired, Vatanen shot past just 2km from the stage start, and had retaken the lead by its finish. Over the last seven stages he opened a 5min gap to become the first Finn to win the Monte Carlo since Rauno Aaltonen in 1967; Harryman was the first Brit to win it since David Stone (co-driver for Ove Andersson) in '71. You can bet Terry enjoyed his bath that night.

all LAT

ALSO THIS MONTH IN '85

NEW TOLEMAN

Toleman launches its Rory Byrne-designed TG185 grand prix challenger. Only Stefan Johansson is named as a driver. The team faces a major sticking point as both Goodyear and Pirelli, Formula One's only tyre producers, say they cannot supply it.

DESERT STORM

Mitsubishi notches up a convincing 1-2 on the Paris-Dakar Rally (below). Frenchman Patrick Zaniroli leads Mitsubishi Pajero team-mate Andrew Cowan through the desert. Le Mans legend Henri Pescarolo suffers dreadful luck towards the end of the marathon event when he retires his Land Rover from fourth place just 40km from the finish.



LOTUS DOUBTS

Plans for Lotus to return to Indycars appear to be falling apart. Work continues on a new chassis designed under Gérard Ducarouge, but there are doubts over the funding for the Winkelmann Team Lotus operation. Signed driver Al Unser Jnr quits...

JONES RETURNS



Alan Jones confirms his return to F1 at the launch of Carl Haas' new Beatrice team (above). The Hart-powered car will make its debut later in the year. Jones says: "I'd like to think that we could have a serious shot at the world title in '86."

1995 Subaru ace Carlos Sainz fends off a strong challenge from Ford's François Delecour to win the Monte Carlo Rally. Sainz inherits the lead from team-mate Colin McRae on the second stage when the Scot plants his Impreza into a snow bank; McRae loses two minutes trying to back out, then realises he has selected first gear instead of reverse!

Delecour damages a shock absorber three stages from the finish and is forced to settle for second place.

Controversy dominates the whole rally: its new servicing rules ban mechanics from working on the cars in specified 'no-go' zones leaving all the drivers fuming. It forces them and their co-drivers to get their hands dirty.



Sainz and co-driver Luis Moya took first blood in 1995

1975



Carlos Pace scored a popular home win in the Brazilian GP

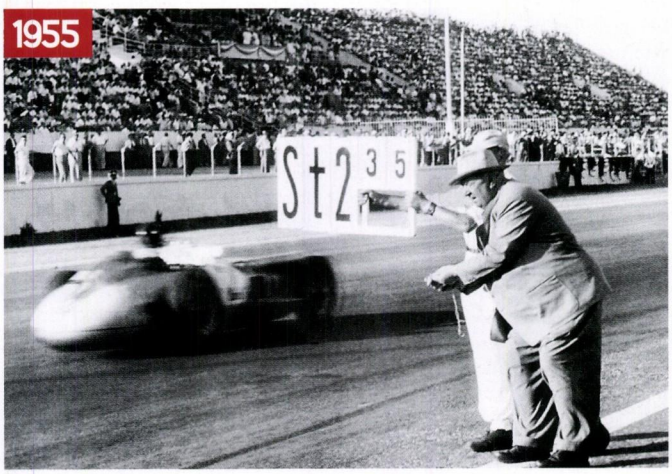
The BT44s of Carlos Reutemann and Carlos Pace and the Hesketh of James Hunt all led the Argentine GP, but both Brabham drivers and the Englishman throw it all away with spins. Their mistakes allow reigning world champion Emerson Fittipaldi through to win. Hunt recovers to finish second ahead of Reutemann.

Jean-Pierre Jarier causes the shock of the weekend with a pole position in the new Shadow DN5. But the Frenchman fails even to start when his final drive lets go on the warm-up lap.

Jarier looks set to make up for this disappointment two weeks later at the Brazilian GP where he once again takes pole. The Shadow dominates the race, but Jean-Pierre is left heartbroken just eight laps from the flag when the metering unit seizes, starving his Cosworth of fuel. His retirement hands the lead to Pace, who has passed Reutemann as his team-mate's tyres begin to degrade.

Pace drives an intelligent race to secure his first GP victory; doing so in front of his home crowd makes it all the sweeter.

1955

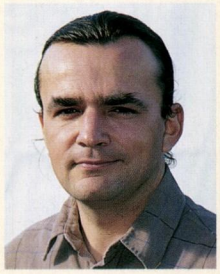


Juan Fangio withstands a fierce heatwave to win the Argentinian GP for Mercedes-Benz

Adam Cooper's

Trackforward

Toyota has underperformed in F1. It's time to deliver



At the end of the 2003 Formula One season Toyota twice qualified on the second row of the grid. Low fuel levels played a part – what else was the team going to do in Suzuka? – but nevertheless the car giant appeared to be making serious progress and its prospects looked as good as those of rivals BAR-Honda.

The reality was rather different and Toyota bumbled through 2004 without ever posing a threat to the top five works teams, or even to humble Sauber. The red-and-white cars sometimes qualified in the top 10 but were hopelessly inconsistent in races as they used up their tyres. A huge effort went into building a new chassis for the middle of the season, and yet it didn't make much difference. Inevitably the knives came out, the highest profile victim being Cristiano da Matta.

Will Toyota get its sums right and give its stars the car they want?

Messy. But perhaps when we look back a year from now it will be a different story. Certainly there will be nowhere to hide in 2005. Having hired Ralf Schumacher and Jarno Trulli, the team has two drivers capable of taking poles and wins, although both also have a reputation for underperforming when the car is not to their liking.

Much depends on technical director Mike Gascoyne. Not everyone in the paddock is a fan of the man who got his break under Harvey Postlethwaite at Tyrrell – mega salaries tend to generate jealousy – but Gascoyne achieved solid results at Jordan and Renault. His job is to get systems working, and kicking shoddy wind tunnel programmes into shape is his speciality.

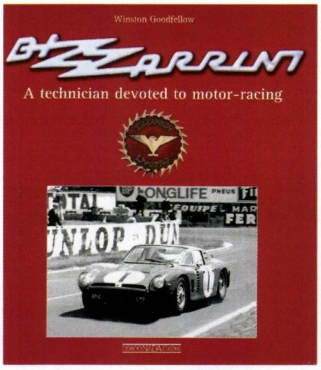
Will Toyota get its sums right and give its star drivers the car they want? It has to. It's as simple – and as difficult – as that.



Ralf Schumacher sampled a Toyota in Barcelona's winter tests. Will he shine in 2005?

LAT MAXPPP DPPI

Reviews



Bizzarrini: A Technician Devoted to Motor Racing, by Winston Goodfellow
ISBN 88 7911 317 8
Published by Giorgio Nada Editore.
£29.99

Engineer, designer, test driver, car manufacturer, university lecturer and farmer – sometimes simultaneously – Giotto Bizzarrini is nothing if not prolific. A sense that's immediately evident from reading this glossy hardback. There have been few texts dedicated to this maverick genius, most of which have been pretty dismal, so all credit goes to Goodfellow for getting the notoriously publicity-shy Bizzarrini to open up.

The breadth of this enigmatic Tuscan's career is extraordinary. The author recounts the story behind his stint at Alfa, his time working at Ferrari, the palace coup that ended his spell there and the move into becoming a car builder. Much of this will be familiar, but it is Bizzarrini the marque that's most of interest. With the Italo-American hybrids currently rewriting the past in historics, the results tables for Bizzarrini's competition forays make for interesting reading. Even if this, too, is familiar stuff to some, there are several stories which may not be: for example, we knew nothing of the mid-1960s 327cu in Chevy V8-powered *monoposto* that, for a few weeks at least, alluded to a future F1 entry. It's also good to see some proper information on the well-respected but rarely written about AMC AMX/3 supercar project.

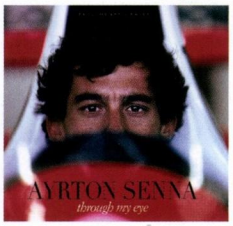
The text's fat could have been trimmed back a bit – in the foreword the author actually admits that he was asked to lengthen the original manuscript – and the extensive quoting from period road tests and other articles does get in the way at times.

Having gained Bizzarrini's trust, Goodfellow's obvious hero-worship does occasionally rise to the surface as he's loathe to be too critical of the man. This is in the main left to quotes from those who worked with him, which mostly boil down to 'he had a bit of a temper' soundbites.

What grates more than anything is the size of the typeface – it is ludicrously big.

These comments aren't intended to belittle what is principally a solid work, one that's reasonably priced and well put together. It makes for a fitting, if thinner, accompaniment to the author's earlier labour of love *ISO Rivolta: The Men, The Machines*.

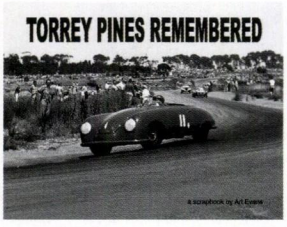
Recommended. **RH**



Ayrton Senna: Through My Eye
by Paul-Henri Cahier
ISBN 0 9760392 0 6
Published by Autosports Marketing Associates, £29.99

Paul-Henri Cahier approaches his job from the perspective of an artist, and when his muse was a man with an aura like Ayrton Senna it led to spectacular results. You won't see a better collection of photos dedicated to the Brazilian ace.

Senna's 10-year F1 career is broken down chronologically, making up over 100 pages of images – and there's not a single word to accompany them; a separate chapter is set aside for captions against thumbnails of the shots. **DS**

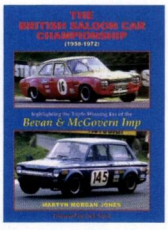


Torrey Pines Remembered - A Scrapbook
by Art Evans
ISBN 0 9705073 4 8
Published by Photo-Data-Research, $19

Another of Art Evans' scrapbooks which are fun for dipping into but unlikely to win any design awards.

If you're passionate about the embryonic days of US road racing, there's plenty to like here, with some evocative images of the short-lived California track spliced with reprints of period ads and reports lifted from the original programmes and magazines. It's always great to see photos of one-offs such as Roger Barlow's Simca Special and Ken Miles' Flying Shingle mixing it with exotica, and first-hand observations from those who were there is all good stuff. It's just that some worthwhile info is buried, repro is poor and the stick-and-paste approach to book production is a let-down.

Well worth a look but could be a lot better. Visit www.fabulous-fifties.com **RH**

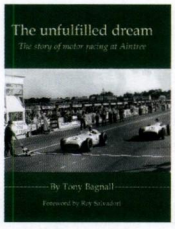


The British Saloon Car Championship 1958-1972, by Martyn Morgan Jones
ISBN 1870519 62 0
Published by Bookmarque, £39.99

The subhead reads 'Highlighting the Triple-Winning Era of the Bevan and McGovern Imp' – which says it all, really. The bulk of the text concerns tuning wizard George Bevan and his ace driver Bill McGovern and how they won three BSCC titles on the trot in a second-hand Hillman Imp.

With fresh gen on both men, the car's specification and a race-by-race account of their victory years, this is an enjoyable read, while the rivals chapter is a welcome touch.

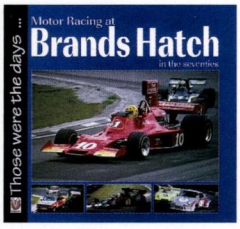
There's a wealth of images of tin-tops trading paint, although some colour would have been nice. And while the author's knowledge of all things Imp is well established, merging Jonathan Williams's GP career with Roger Williamson's is a bit of a faux pas. Even so, his love of the subject isn't in doubt. **RH**



The Unfulfilled Dream - The Story of Motor Racing at Aintree, by Tony Bagnall
ISBN 1903378 176
Published by TFM, £20

A timely new work that goes some way to filling a large gap in racing texts. In its heyday the Liverpool venue hosted the British Grand Prix five times, along with other major events, and Bagnall tells the story of how and why this happened, and outlines the later years as a shortened clubbie venue up to 1982. The author has clearly spoken to many of those who raced at the track (Roy Salvadori wrote the foreword), and you do get a feel for the place and its significance in motor racing lore.

It's also a pleasure to see the many images, most of which have never before been published. The occasional captioning error sneaks in, most obviously Dan Gurney being mistaken for fellow American racer Masten Gregory, but there's much to commend here. And it's excellent value, too. **RH**



Motor Racing at Brands Hatch in the Seventies, by Chas Parker
ISBN 1904788 06 8
Published by Veloce, £12.99

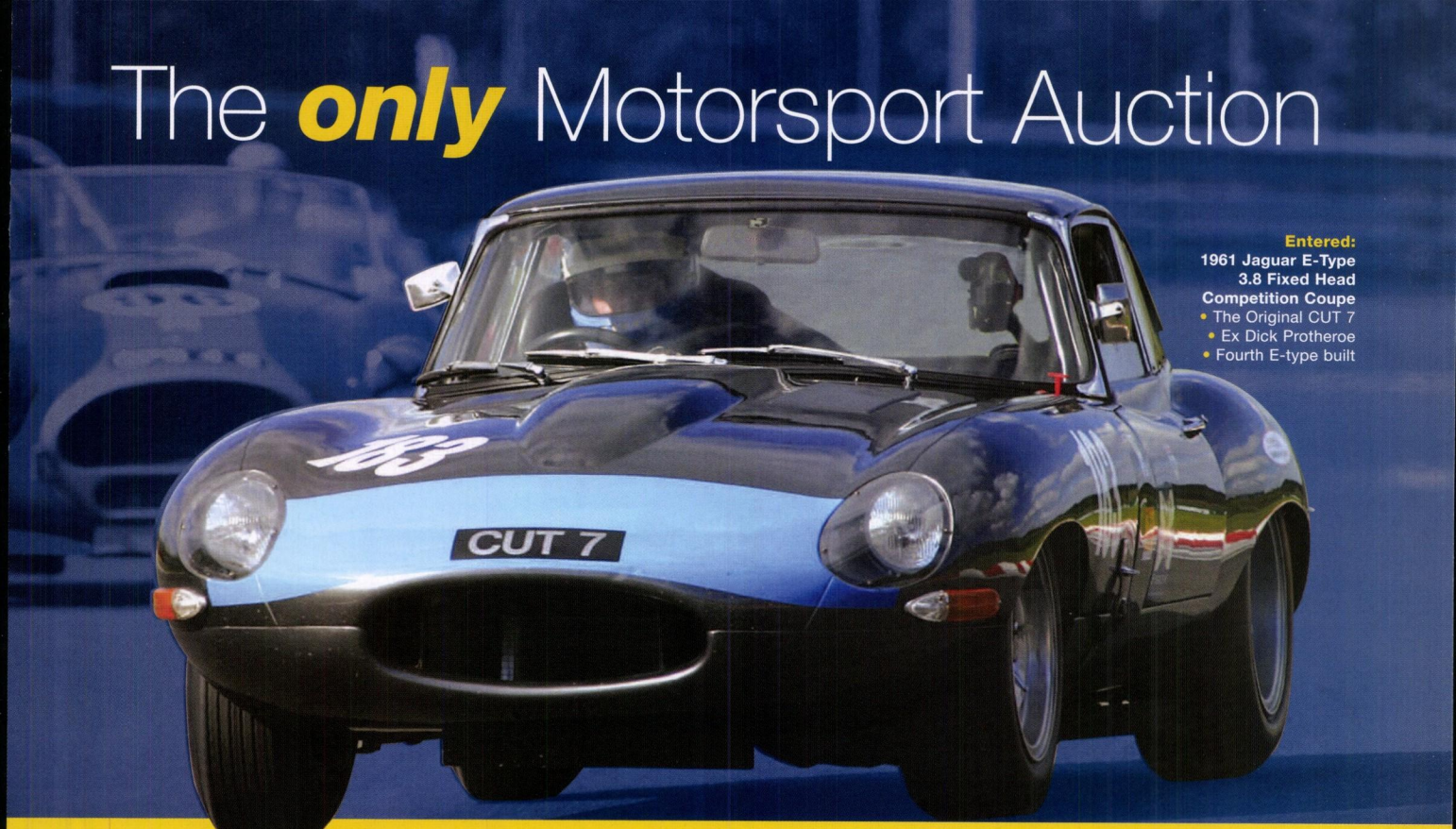
The latest addition to the 'Those Were the Days' series covers the golden era for everybody's favourite Kentish grand prix circuit.

Like its brothers and sisters, this work is cheap and cheerful and has a charming scrapbook quality. Indeed, the author was simply a regular fan during the 1970s, snapping every photo himself from the spectator banks at his beloved track. Not every shot is in focus, but they are all in colour, and there are a few absolute gems: the kind of thing we look out for in our own *You Were There*... series.

The chapters roll through the years giving brief reports of the major meetings, with some detail added in the captions.

In all, a book that is hardly definitive but certainly 'does exactly what it says on the tin'. **DS**

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FERRARI SLUR

Sir, Your *P1* report in the December issue headed 'Ferrari dictates future again' rather distorts the facts surrounding the switch to the 1.5-litre Formula One in 1961.

The new formula was announced in October 1958, 12 months before Jack Brabham had won the first of his back-to-back titles. By the time Brabham had won both those titles a clear two years had elapsed since its announcement. If anyone "pulled a rug from under our feet" it was Britain's motorsport industry which resisted the regulation change until August 1960, by which time its self-imposed uncertainty had served only to distract Coventry Climax and BRM from designing and producing suitable new engines for the first year of the new formula.

The proposal had been instigated by France and was passed at the CSI Committee by five votes to two, the two against being Britain and Italy, who supported a retention of the existing 2.5-litre formula – no extra 'tug' from Ferrari there then. It is true that no one (i.e. the British interests) was very happy about the change and that Ferrari was the sole team with a good 1.5-litre engine, but even then the 120-degree V6 was only devised over the winter of 1960. Ferrari realised at an early stage that resistance to the formula would probably be a waste of time and took advantage of the situation, although I believe that work was also started on a 'Sharknose'-based Intercontinental Formula chassis.

Your case against Ferrari is, therefore, unfounded. While the quality of your journalism remains of the highest standard, this particular item smacked of 'tabloid journalism'. Please don't venture down that avenue – rather remain authorities.

And please recapture your lost individuality by returning to a green-based cover!

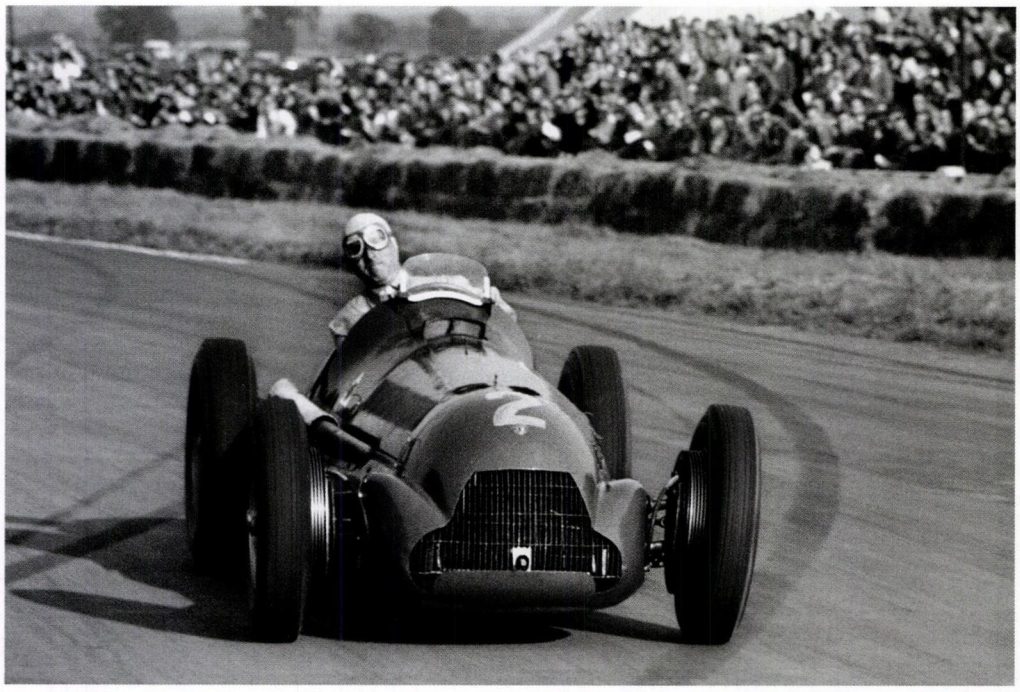
Mark Whitelock, via e-mail

Yes, but I still think Ferrari held a major key to F1's future in 1961, i.e. if Enzo had supported Intercontinental, 'team power' might have killed off the 1500s. - **Ed**

DOCTOR FEELGOOD

Sir, I thoroughly enjoyed the article on Giuseppe Farina; it brought back many pleasurable memories.

One was the September meeting at Goodwood, 1951. Farina came with an Alfa 158 – and a mechanic. He won three races: the Woodcote Cup, the *Daily Graphic* Trophy and a handicap. In the latter he was the last off, of course, he and mechanic pushing the car on to the grid. The mechanic removed from his overall pocket a small starting handle and slotted it in at six o'clock; one pull and the engine fired, and in climbed the good *Dottore*.



Reigning world champion Giuseppe Farina was a big draw to Goodwood's September meet in 1951. The great man didn't disappoint

Farina sliced through the field. On one lap he came upon Dennis Poore in his Alfa, his pass accompanied by much waving of fist.

I have often wondered who on earth managed to persuade Alfa to send a car to a Goodwood meeting.

Peter Whybrow, Bedfordshire

TONY LANFRANCHI

Sir, How sad that motorsport has lost another of its great characters. Tony Lanfranchi was my instructor at Brands Hatch Racing many years ago and his shrewd observations and comments no doubt helped us 'clubbies' improve our game.

In recent years I was pleased to renew our acquaintance when helping Don Thallon from Australia run his Lister-Jaguar and Cooper F1. Tony and his brother Peter were campaigning a Lotus Cortina and were very friendly and helpful to us whenever we had a problem. It was refreshing that Tony's enthusiasm for the sport was undiminished – he was good for many memorable tales during the evenings. He even happily went and sat 20 yards away for a smoke while we were still eating, and asked us to smack his hand if he continued to reach for his fags.

Sadly, it looks like they did for him in the end.

Keith Martin, Milton Keynes

VAUXHALL THIS?

Sir, I read with interest your brief interview with Murray Walker in the December issue (*My Hero & Favourite Road Car*). I was astonished at his support of BMW cars, particularly as his name was linked for so long with Vauxhall.

He worked in advertising for many years, and Vauxhall was one of his major clients during the era when the V8 Ventora was so ably driven by a young Gerry Marshall. Murray was known for his strong allegiance to the PC Viscount, FD and FE Ventora, and then Victor estates after the Fuel Crisis struck. He drove thousands of miles around Europe in these cars. In those days they were respectable upmarket cars, following the track victories of the Ventora-based 'Big Bertha' – not forgetting Andrew Higton's success in winning the caravan racing championship in the FE VX4/90 owned and tuned by Dealer Team Vauxhall guru Bill Blydenstein. And I am sure Murray would admit to having a hand in getting James Hunt involved with the promotion of the first car on the British market to feature a radio-cassette player as a standard fitting, the Vauxhall FE 2300S. It would be hard to imagine Schumacher wishing to promote an MP3 player in a Vauxhall Vectra, I know, but those were very different times.

Murray may always have had BMW motorbikes, but in your sister publication *Autocar & Motor* in the early 1980s he is on record as saying that his Mk1 Astra GTE was acquired to put the fun back into his day-to-day driving, describing it as "a four-wheeled motorcycle".

And Mr Walker was not the only celebrity Vauxhall user: test batsman Geoff Boycott took delivery of an FD Victor 2000 in 1968, and in the early '70s Ray Illingworth used an FE Victor 2300SL. James Hunt's own 'anonymous wheels of choice' during this period was an HC Firenza Sport SL.

Dave Richards, Oxford

KIWI ALFA TIPO Bs

Sir, It was fantastic to see the article on Alfas in your October issue. But of course the Tipo B went on winning long after 1935. »

LAT

GREGOR FISKEN

Fine Historic Automobiles



1934 Alfa Romeo 8C 2300

This long chassis Alfa 8C, no 2311228, was bought new in 1934 by the famous powerboat racer Mr Ambrogio Castiglioni who had the car beautifully rebodied as a spider by Zagato. The 8C remained in Castiglioni's family until 1952 when it was sold to the States and enjoyed by several long term collectors. This Alfa was imported to the UK in the early 80s and Paul Grist was commissioned to make a new Zagato-style Le Mans body which is finished in an attractive dark blue with red interior.



1951 Ferrari 212

Chassis No. 0102E is a matching numbers example and was originally supplied with a Touring body to Pietro Palmieri who campaigned the car in a number of early races and hillclimb events in Italy. 0102E was not only entered in the 1954 Mille Miglia, but it famously appeared in the film "The Racers" starring Kirk Douglas with its touring body modified by Carrozzeria Autodromo of Modena. It successfully competed in the 1988, 1989 and 1991 Mille Miglias before passing to its current owner in the mid 1990s who raced it successfully at the Monaco Historics in 1997.



1964 Brabham BT8

This Brabham BT8, Chassis no. SC2 64, was originally supplied to Hugh Dibley who campaigned the car for SMART in a number of events that season including, Goodwood, Oulton Park and the Silverstone International Trophy. The car crossed the Atlantic in 1967 where it continued to be campaigned by a number of Canadian privateers before returning to the UK in the mid 80s. SC2 64 has recently taken part in The Gentleman Drivers Series and it is also eligible for the Group 4 Series. A highly versatile and usable sports racing car.

GREGOR FISKEN

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1934 Alfa Romeo 8C 2300

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1939 Bentley 4 1/4 Litre 'Honeysuckle'

1947 Bentley Mk VI Convertible by Windovers

1953 Bentley R-Type Continental (manual)

1968 Brabham BT8

1952 Ferrari 212

1960 Ferrari 250GT SWB LHD

1964 Ferrari 250GT Lusso

1965 Ferrari 275 GTB/2 Alloy LHD

1954 Fiat 8V Zagato Elaborata

1931 Invicta Low chassis S-Type

1937 Lagonda LG45 Rapide

1954 Maserati A6GCS

1960 Maserati Tipo 61 'Birdcage'- ex Team Camoradi

1968 Porsche 910

1952 Siata 208 Spider

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Star letter



Mini piggyback: Marcos hitches unconventional ride to France

MARCOS MANTRA

SIR, I must bear the dubious responsibility for getting Jean-Louis Marnat and Jem Marsh together (*15 Minutes of Fame*, December).

Marnat was a client of mine in Paris whom I had met at hillclimbs in France and Switzerland in 1962 and '63. He was the man to beat in Mini Coopers but I don't think he was as quick as Mauro Bianchi in a Fiat Abarth; I was the scourge of the 1600 Porsches in a Lawrencetune Morgan Plus 4, and occasionally beat the odd AC Ace-Bristol.

I informed Jem at the 1965 Racing Car Show that I had a Frenchman who was keen to import his Mini-Marcos kits to France and dangled the possibility of a Le Mans entry.

The Le Mans shell was delivered to Paris on the back of my Mini pick-up. I was also involved in talks with Stuart Turner about the engine. He released one on condition that it was not attributable to BMC Competitions' Special Tuning.

I have to concur with everything Jem said in the article: the French made an absolute pig's ear of the car and we just slunk away when we saw it 'finished' at scrutineering. The team never even bothered to run-in the engine beforehand; it was a little bit tight to start with but was running a lot better by the end of the race!

Gregor Grant was absolutely correct, too: to classify as a finisher, cars had to come within a certain percentage of the winner's speed - and the little Marcos just squeaked in despite Jem's entreaties to the team to go slower.

Billy Dulles, Scottsdale, Arizona

Roy Salvadori sold Nuvolari's P3 (5005/50005) to Les Moore for £1000 and it came to New Zealand in 1950. With it Moore won the Lady Wigram Trophy Race in 1951 and '52 and Ron Roycroft won it again in '53. Roycroft also won at Mairehau, took the Molesworth Trophy at Ohakea and also secured the NZ hillclimb championship – on gravel roads! In 1954 he finished fifth in the New Zealand GP and won at Dunedin in '54 and '55.

Another Tipo B also came to New Zealand (5006/50006), Louis Chiron's more regular car. Frank Ashby acquired it and throughout the rest of its racing life, until it was restored, it had twin exhaust pipes which made it easily identifiable.

Bill Harris was possibly the last person to win a contemporary race in a P3: the NZ beach championship at Tahuna Beach in 1960, albeit fitted with a Jaguar motor.

I was fortunate to drive a few laps in the Nuvolari Alfa some time later in the car's life. Bloody fantastic!

Graham Vercoe, Queensland

MISSING MOUSE

Sir, I've read *MotorSport* since 1948 and always considered it to truly represent motor racing, not just F1.

Its new layout is in keeping with current ideas and I can live with that as long as you continue to have excellent articles like *Scarlet Fever* (October issue). But the Top 50 Partnerships without the White Mouse team of Chula and Bira?

This private team set new standards for race preparation, strategy and pitwork, and regularly beat the ERA and Maserati works teams in the 1930s. In addition, it won the British Gold Star for road racing three years in a row, 1936-38.

While your list of judges included many names, maybe you should have included Bill Boddy!

The article on Michele Alboreto was also wonderful; well-written, and so true of a great gentleman. I saw him win at Detroit in 1983.

Great magazine. Keep it up.

R F Truscott, Canada

Jenks on...

Race reportage, 1970

When I watch a motor race with a view to writing a story about it afterwards it usually involves constant writing in a notebook, a lap-by-lap list of numbers of the cars, frequent use of a stopwatch if one car appears to be catching another, notes of incidents and observations, and so on. If I watch from the pit area there is the addition of snatches of conversation with mechanics or team managers, race organisers, drivers walking back from derelict cars.

As a car disappears from the chart I make a note to find out later what happened, or look around for obvious signs. If a car makes a pitstop I endeavour to see what is happening and weigh up the effect it might have on the outcome of the race. When it is all over I reckon to have a good basic knowledge of the race and the work of filling in the gaps begins.

If it is a long-distance sportscar race I often watch the action away from the pit area, returning there when I know that refuelling and driver-changing stops are due, just to see that all is in order with the major teams and to get a feel of the pattern of the race. If the race has settled down in a battle of strategy with pitwork being all important then it is interesting to watch all the pitstops. If the differing abilities of rival drivers are going to play an important part then I can watch it all being played out from a little way.

At Le Mans I get a feeling for the pattern of progress and this allows time to eat or take an hour's sleep, but it pays to be flexible. I have lost count of the times where I have said to myself, "I'll take an hour off at midnight" but then choose to take a walk along the pits to make sure that all is in order. Of course, it never is and at 3am I think again of that "quick hour's kip". -Yours DSJ

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Jenks catches up with Senna for race info

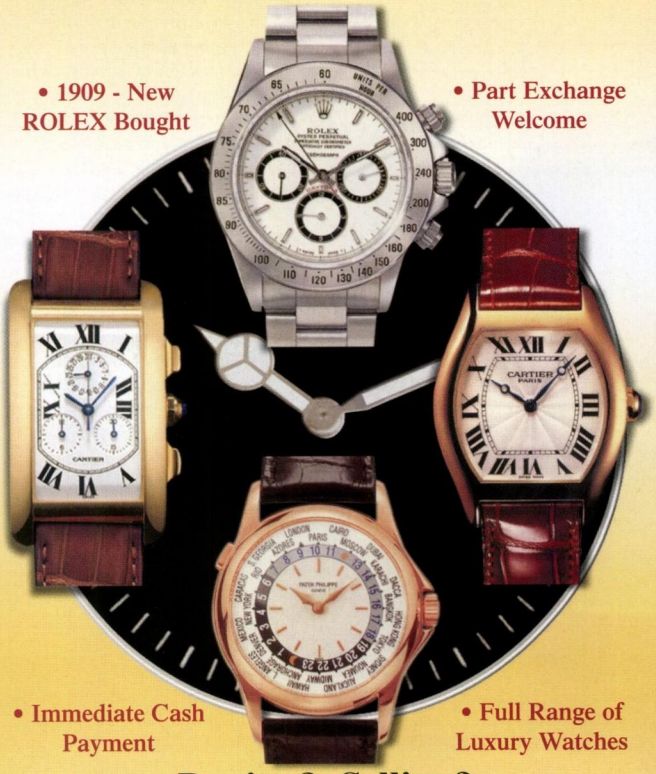
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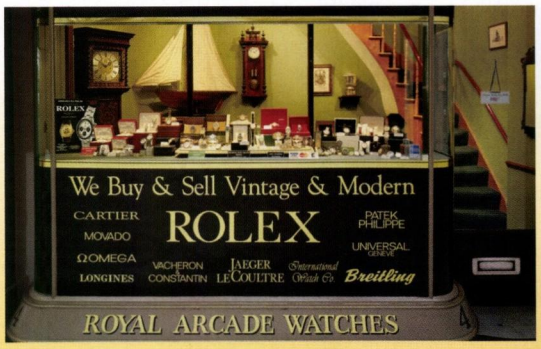
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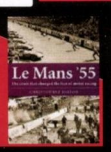
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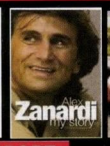
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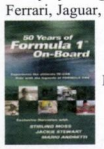
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You were there...

This month our series of photos taken by you features Adelaide GPs, rookie F1 tests and candid paddock scenes



Schumacher felt the heat in '94. His qualifying crash was just the start

Nigel Mansell has to wait for a lift after spinning in practice in 1991



Denis Jenkinson's *MotorSport* reports were the best way for **JOHN HOLLWAY** to keep in touch with GP racing until Formula One arrived on his Adelaide doorstep for the first time in 1985. He attended every one of the Adelaide races and was disappointed when the event was switched to Melbourne in '96: "The atmosphere was wonderful as the whole city got involved. In addition there was an end-of-term feel because it was the last race of the year."

One of the most popular support events was the Climb to the Eagle: historic racers were paraded through the streets and on the circuit, heading up to the Eagle on the Hill hotel about 14km outside the city. "There the cars were displayed while their drivers/crews enjoyed morning tea before driving back the way they had come. Over the years it gave spectators some wonderful sights, sounds and, in some cases, smells!"



Martin Brundle's spinning Zakspeed just misses Philippe Streiff's Tyrrell, '87



Alan Jones samples Mercedes W165 46 years after it won '39 Tripoli GP



Ayrton Senna on a hot one. He took pole position with this lap in '91



Alfa Romeo 158 and Mercedes W196 negotiate Adelaide traffic

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!



Brundle slides into a McLaren for the first time. He would wait 10 years to race one

Senna beat Niki Lauda's British GP grid time. Stefan Bellof also drove



All smiles: Danny Sullivan offers Brundle some tips for his Tyrrell run



Just weeks after Ayrton Senna and Martin Brundle had concluded their duel for the 1983 British Formula Three Championship, the pair were being put through their paces by various Formula One teams – and **CHRIS RIGG** was at Silverstone to watch.

The McLaren test took place in October. "The atmosphere surrounding the team was not helped by the fact that John Watson, who was present to set the cars up and set a benchmark time, had just been advised that he would not be driving for them in 1984," says Mr Rigg.

In contrast, the Tyrrell test in November was much happier. Danny Sullivan might have been on the way out of F1, but the difference was that he had chosen to quit, hence the smiles.



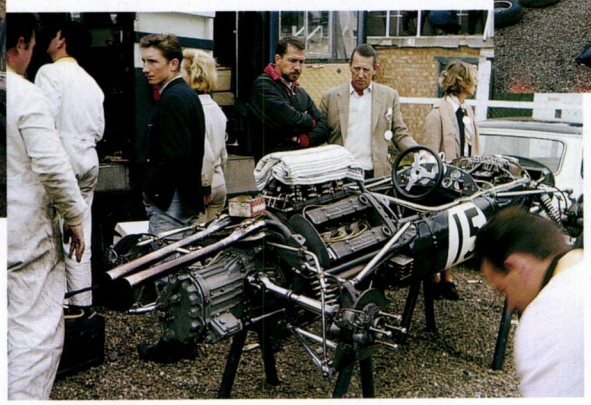
John Surtees' Ferrari 312 is ogled at '66 International Trophy. It finished second

These colour photos from the 1965 British GP and the following year's International Trophy emphasise once again just how close you could get 40 years ago. **IAN WHITE** remembers getting a real insight when he took these shots: "The areas allocated to each team were defined by ropes around which the public could gather and not only see the action up close but also listen in to the conversations between drivers, engineers and team managers."

In fact, the whole British GP experience was less formal back then: "You could dodge the jams by turning off the A5 at Paulerspury, a few miles south of Towcester, and taking the yellow roads on the OS map to arrive opposite Silverstone village on the A43. There a policeman would hold up the queue to let you in. I don't think they'd let you do that now."



Nothing to hide: Walker Brabhams are prepped out in the open in '65



Jo Siffert turns his back on Jo Bonnier and Rob Walker's chat

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From the Brabham BT44 to McLaren's F1, **Gordon Murray** has never forgotten about **style** in his car designs – and the **good news** is that he may not be finished with F1

Have you managed to track down the Lotus 7-type special you built back home in South Africa? Is it true that you designed your own engine for it?
John Lovell, Sevenoaks

I tried for about 10 years with the help of friends in South Africa to find my old 'IGM-Ford' with no success. Popular theory is that the car was written off some years ago. I did design and make the entire car, including fuel tank, seats etc. I also made the engine, including pistons, manifolds etc. The block and head started life as a 105E Anglia engine. I was 19 at the time.

What was Bernie E like to work for?
Matthew Cooper, Bromley

Bernie and I had a great relationship: he found the money and I ran the technical side. Even though we had a small budget Bernie never stopped me taking chances with innovative designs.

How good was Carlos Pace?
Chris Turner, Chipping Camden

I remember watching him in an F3 race at Thruxton when I was on my honeymoon. I was impressed by him then – but it was really Bernie who got right behind Carlos. We both felt that he had championship-winning potential.

When designing the BT52, how did you know it would work without a rear anti-roll bar and with a fixed rear wing? Were its race set-ups compromised by non-adjustability?
Dave Thompson, Gerrards Cross

We (the designers) had lost skirts and some two-thirds of our downforce for 1983 and I took a chance with a radical design which moved seven per cent of the car's weight onto the rear axle. I figured that the season would be all about power and traction and that races could be won (or lost!) on my 'half tanks plus a pitstop' theory; therefore, there would be no time for the usual set-up 'scratching' that went on during practice. I decided to remove both the temptation and the option by designing a non-adjustable car that was easy to work on. The BT52 was also the first grand prix car to have a pre-prepared race rear-end, including intercooler and radiator.

In 1982 you used Ford engines during periods of BMW unreliability. How were you able to do this without upsetting either supplier?
Chris Hardy, Bucks

Er… I think we did upset the suppliers from time to time! I think we proved the decision was the right one at the season's turning point – the Canadian GP – when we won with the BMW car and finished second with the Ford car!

How did you get roped into designing the Duckhams Special, and do you have any good memories of it?
Maindrian Pace, Portland, Oregon

Alain De Cadenet approached me out of the blue to do an all-British car for Le Mans; at the same time Bernie made me his chief designer. As I had already shaken hands with Alain I asked Bernie's permission to moonlight on the Duckhams-Ford. We had three months to do the car and I worked 20 hours a day until I suffered a complete collapse! Both men were instrumental in giving me the start I needed.

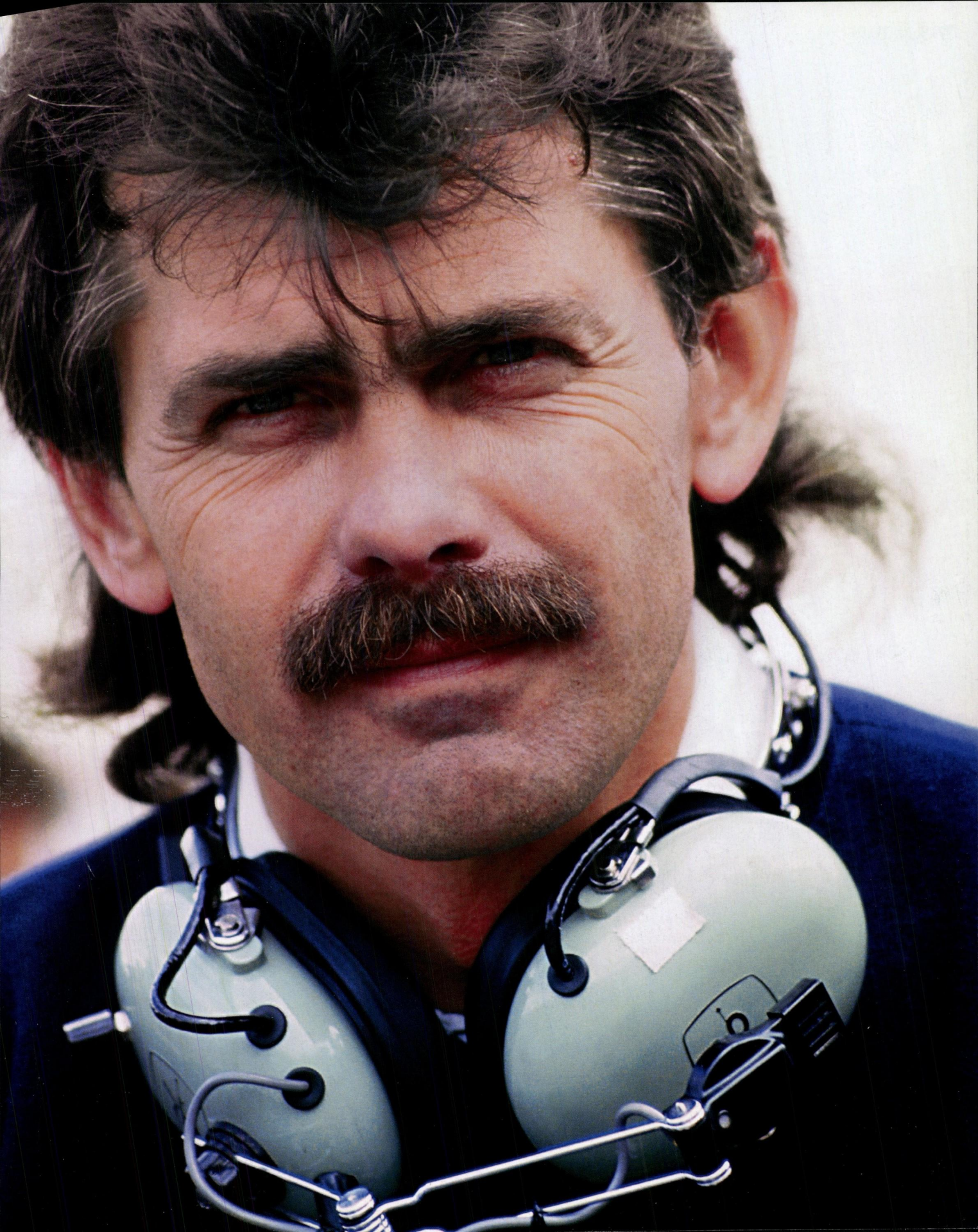
Did you know you were building a Le Mans winner in McLaren F1?
Jonathan Harry, Chichester

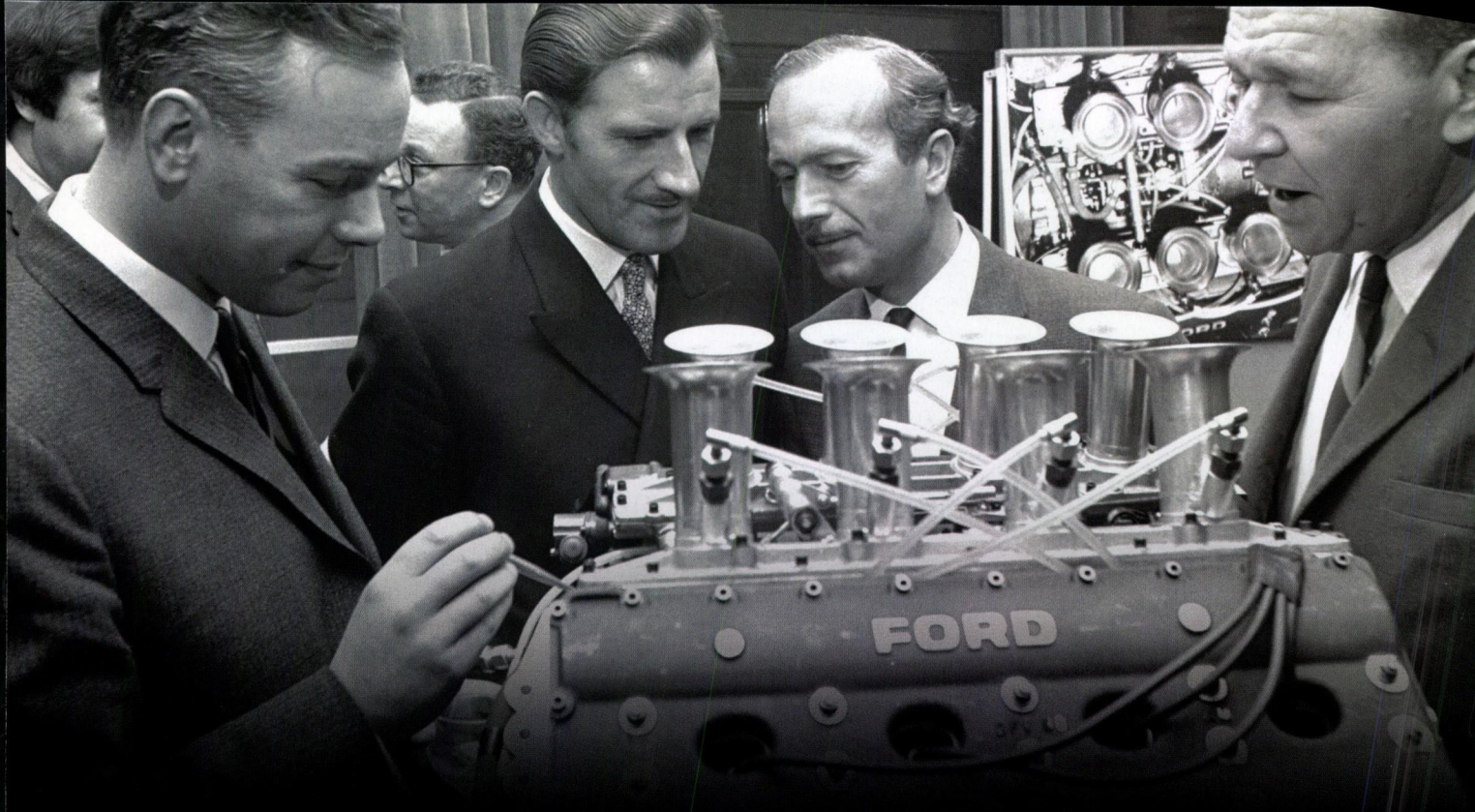
On the contrary, I stated that we shouldn't consider the F1 as a race car because it would compromise the road car. What I failed to realise was that coming from a racing background I applied all my usual design rules to its design, such as low weight, high stiffness, ground effect, suspension geometry etc. So in the end I was proved wrong, as the car won Le Mans – and two world championships! »



Alain De Cadenet and Chris Craft took the Duckhams Special to 12th at Le Mans in 1972

both LAT





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Which of your F1 boffin rivals do you most admire?
Dave Kox, Chieveley
Colin Chapman was always my hero, but I have a lot of admiration for Patrick Head.

Have you ever been tempted to design a ChampCar?
Llewyn Harrison, Bristol
I've been asked to design one many times but the time was never right. The closest I got to do a layout for an Indycar was in 1971 while I was at Brabham; it was to have a lay-down Offenhauser engine with an asymmetric Pete Weismann gearbox – a layout we revived in '86 for the BT55.

While developing the F1 you said the easy route was to build a car with someone else's V8 and sell it for £250k. Do you regret the SLR?
Nick Binns, Slough
The SLR was a completely different programme from the F1. We worked with our German partner but were not responsible for all the decisions. The V8 in the SLR is unique to the car.

Is it true you're currently working on a radical commuter vehicle?
Ben Caddy, Surbiton
Yes. I began work on a radical personal transport vehicle in 1993. It comes with an equally radical usage and environmental package, and together they could make a real difference to our pollution, traffic and parking problems. The car would not have been acceptable (I think) back in '93 but I feel the time is now right. I just hope that enough people feel the same way. As they always say, watch this space!

If you had carte blanche on the rules for F1 what would the specs be?
Jaap Blijleven, Heemstede, Holland
A long time ago Gordon Coppuck and I rewrote the rules for F1 on a plane coming back from America. I found these the other day and most of them would be relevant today. The regulations need to give designers more freedom to get the cars looking different from one another – and they need to change to make the racing more interesting. A few simple changes to the aero and tyre rules would sort it.

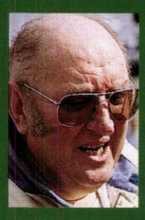
Could anything tempt you back into Formula One?
Ford Meechan, Hermanos, S Africa
Yes. I would like to have the chance to help sort out F1's problems.

With modern F1's technology and huge design departments could you walk in now and make a difference?
Brian Konoske, Santa Ana, California
I hope so. Any competitive business – and F1 racing is about as competitive as it gets – is down to just three things: hire the right people, formulate the right process and apply discipline by the bucket-load. Once you have worked using these principles it never leaves you – changes in technology make no difference at all. One area I would find difficult would be your point about the size of the current design offices – the law of diminishing returns applies to most businesses, but none more so than F1 design.

All your cars are visually striking. Could you bear to sign-off an ugly race car design if it worked well?
Michael McCartan, Pretoria, S Africa
It is still possible to produce good-looking racing cars – although more difficult these days because of the attention to detail demanded by the wind tunnel. But most car designers are not well versed in car styling. I have been very lucky in my career: of the 37 cars I have designed, the SLR is the only one I didn't style.

How much aerodynamic and CFD work was done in the design of the louvred nose for the Brabham BT42 – or was it designed on a napkin at the White Hart?
Steve Roby, via e-mail
It was a second-hand napkin!

Coming up...

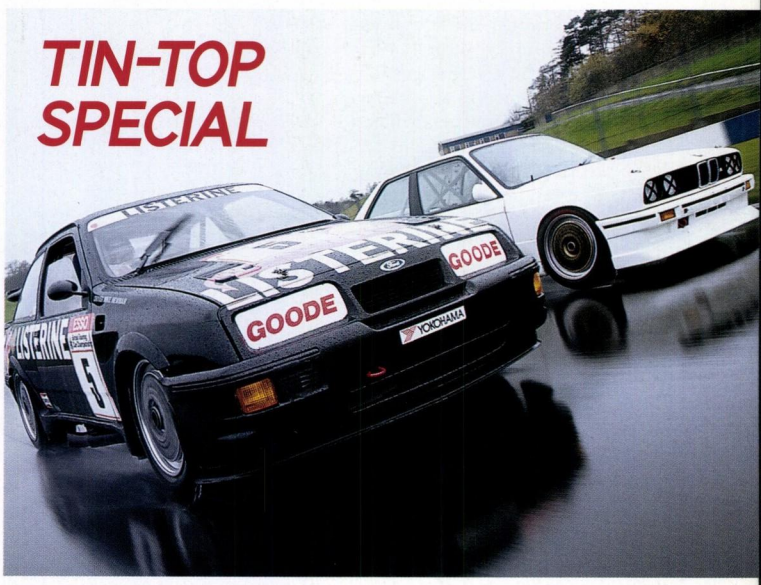

GERRY MARSHALL


SIR JACK BRABHAM


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Next month



SIERRA RS500 VS DTM BMW M3; TOP 20 SALOON ACES; STEVE SOPER INTERVIEW



MANSELL'S LOTUS F1 APPRENTICESHIP

plus

Schuey at Sauber: was his talent obvious?
Swede Savage: great name, tragic end
The strange tale of Merc's post-war return

David Shepherd LAT

ISSUE ON SALE JAN 21

Should have seen that coming. Giving impulse free reign, goaded into pressing on by the searing frenzy of that pure-bred V12 nearing its sweet spot, understeer beckons. And how. Braking for a sweeping, reverse-camber right-hander, the nose nudges left. Off the brakes, turn in and inertia takes over. Not so much a drift as a dive. Roll sets in, the back end gets jiggy before slowly finding equilibrium. Respect to anyone who raced a Daytona – 365 GTB/4 *Competizione* to give its proper designation – over any distance, never mind 24 hours. This is heady stuff.

In the greater scheme of things this isn't a classic Ferrari racer, but it is one of the most charismatic. Only 15 lightweight Daytonas were ever made (with varying degrees of lightness) and they more than proved themselves in battle despite being a less than obvious candidate for the task. Driven by a roll-call of aces from Bell to Merzario, Wollek to Unser Jnr, Le Mans class wins were just the start of it. As late as 1979, a full 10 years after the Maranello GT's first tentative steps into competition, the GTB/4 was still making its presence felt; witness John Morton/Tony Adamowicz's surprise second place overall in that year's Daytona 24 Hours.

And for the better part of three decades it remained the last of the front-engined Ferrari GT racers. That is until 2000, when French enthusiast Frédéric Dor, owner of the Switzerland-based Care Racing, hired Prodrive to transform the 550

'Respect goes to anyone who raced a Daytona... over any distance'

Maranello into an effective track weapon, following an aborted effort a year earlier with Italtecnica. The result was an emphatic GTS class victory at Le Mans in 2003 and, despite the arrival of the mid-engined Saleen S7R and Maserati MC12, domination of the FIA GT Championship.

Yet neither car was ever really blessed with much in the way of factory interest. When ushered in at the 1968 Paris Motor Show, critics were quick to label the Daytona as a dinosaur in light of tractor magnate Ferruccio Lamborghini's mid-engined Miura. Racing the brutish coupé wasn't very high on Enzo's »



Red lorry, yellow lorry?

Famously described as a fast truck, the Ferrari Daytona was an unlikely racing car. Built for comfort as well as speed, so was the 550 Maranello. Yet both proved winners. Richard Heseltine drives them to find out why

photography by Peter Spinney/LAT

agenda but even *Il Commendatore* realised that the association of a competition pedigree would provide a boost in sales, hence the customer assistance department at Modena offering some support to privateers.

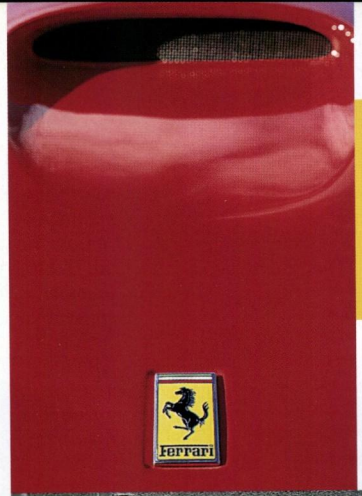
Nothing too radical, mind. If the GTB/4 was to stand any chance of success it was to be in endurance events where reliability was key. Contrary to popular belief, only the initial batch (as many as five) of these so-called 'lightweights' had mostly ally panels, which, combined with Perspex glazing and a glass fibre bonnet, resulted in a kerb weight of 1230kg, 400 less than the regular road car. Hotter cams and ported heads, along with increased spring rates, competition shock absorbers and wider wheels, completed the ensemble. Though not officially homologated for the GT class, NART ran an all-ally Daytona at Le Mans in 1969 for Sam Posey and Bob Grossman. Despite showing a commendable turn of speed against the likes of the Reine Wisell/Henri Greder 7-litre Corvette, it didn't make the race after a collision in practice with NART's 206S. Oops.

After predictable eligibility rows with the CSI, later cars – dubbed series 2 and 3 – had rather less aluminium body content, the latter being tuned for 450bhp to compensate for the extra burden. Even so, good results soon followed: Claude Ballot-Lena/Jean-Claude Andruet were fifth overall and took Group 4 GTS class honours at Le Mans for Ferrari's concessionaire in France Charles Pozzi (his equipe repeating the win the following year), leading home a train of four other Daytonas.

Including this one. A series 2 (so a 'mere' 405bhp), chassis number 15373 was ordered new by Jacques Swaters of Ecurie Francorchamps who ran it at La Sarthe for Derek Bell/Teddy Pilette/Richard Bond. It finished eighth overall and fourth in class. The old warhorse was then sold to Midlands Motor Museum founder Bob Roberts who, according to current owner Nick Mason: "Repainted it black in the belief that it would make it less conspicuous to the local constabulary."

Our 550, in contrast, has never turned a wheel in anger, despite the bespoilered posturing suggesting otherwise. Unlike the Daytona, a road car turned into a racer, the LM Limited Edition is a road-going facsimile of a racer built from a road car. All of which makes perfect sense.

Story goes that after the Le Mans class victory in 2003 Dor requested Prodrive build him a street-legal replica. After some deliberation »





Above & left: Two takes on Prancing Horses. Below: 405bhp for series 2, with 45 more in its ultimate S3 trim. Middle: More familiar pop-up lights replaced with faired-in lenses



'Chassis 15373 was ordered new by Ecurie Francorchamps'







Above: 5.5 litres of 550LM V12; 530bhp is just the start of it. More is to come thanks to some sensors from a Ferrari Enzo, apparently. Left: Stylised Xenon headlights

365GTB/4: 'A RIGHT OLD BEAST AT TIMES'

Undoubtedly the most experienced sportscar pilot Britain has ever produced, Derek Bell wasn't too keen to step down to a 365 GTB/4 for Le Mans in 1972 (below): "I must admit that the prospect of flogging a Daytona around for 24 hours wasn't too tempting.

"It was my third attempt at the race, having started out with a Ferrari 512 in 1970 and then a Porsche 917 a year later. I still thought of myself as a Prototype driver but there was a rule change capping the 'big banger' stuff at 3 litres, so they were down on entries for '72. I really did the race for Jacques Swaters of Ecurie Francorchamps who'd given me my first taste of sportscars some years earlier. I was helping out a friend - but was still grateful for the drive.

"I drove the legs off that car and it was a right old beast at times. The handling was very off but I was still relatively new to racing and couldn't figure out why it was behaving the way it was.

"About an hour before the race was over one of Ferrari's senior team members came over and told me to take it easy, to get it to the end; not to race. Then I went out and was reeling in Mike Parkes [in the Filipinetti Daytona], setting him up for a good battle. Going down the old Mulsanne Straight I had the legs on him and was going to overtake... but the marshals were all standing on the track waving their flags, so I couldn't. It was the last lap. That was frustrating - but to finish Le Mans is always a good thing.

"It was only after the race that I learned that our car had a broken rear anti-roll bar, which explained a lot! I don't have very fond memories of the Daytona as a racing car, but then my mind was on Prototypes."

That wasn't altogether the end of his Le Mans adventure for '72, though: "I had a Daytona road car. Anyway, I was driving back to my hotel from the track and was still very focused. The race car was incredibly noisy but the road car was a lot quieter, and I had the radio and air-conditioning on: all very civilised. Then my wife tapped me on my leg and said, 'I think we're going a bit fast.' I looked down and we were doing 165mph!"





Right: esmotorsport's 550LM may resemble an FIA GT racer, but it retains most of road car's civilities
Below: Arches and spoilers caricature the lines of both cars, 550LM more so



the Banbury concern declined, firm in the belief that such a task couldn't be performed economically. Undeterred, Dor teamed up with Roland Hall of esmotorsport (yes, it is all lower case) in early '04 for another crack. Leaked photos of this, the first car, saw a groundswell of interest in the project: plans are now afoot to build 49 more.

It was left to Bill Harris (once one of the core engineers behind the McLaren F1) to turn fantasy into reality. Prodrive, which had developed the Peter Stevens-styled carbon fibre add-ons, was less than forthcoming with supplying a set of these panels, so a race car was dispatched to GTR Ltd where copies were made, the only discernible deviation being inner rear arches which were reprofiled for greater tyre clearance. And the weight fell off: the front bumper alone, incorporating the lower airdam and splitter, comes in at a measly 4kg; the factory item weighed 28. While retaining road car civilities, the LM weighs 270kg less than the original. Add into the mix a 45bhp hike (with more to come) thanks to a remapped ECU and freer-flowing exhausts, the expected 206mph top speed seems entirely likely.

Thing is, and there is no getting around this, the 550LM's race influences will invariably polarise opinion on the road. Not that the Elvio d'Aprille-penned outline of the factory car was ever a work of great beauty, but those bulging flanks, allied to that preposterous rear wing (carbon fibre, of course; available in white or black) do lend the car an air of absurdity: we believe the modern parlance is 'pimped out'.

If anything, the wheel arch flares of the yellow Daytona don't exactly enhance the Leonardo Fioravanti-devised outline, but it gets away with it as aesthetics never really enter into the equation on the Mulsanne Straight (as opposed to the M42). What is certain is that few racers are as compelling and unsettling as this, even from a dozen paces away.

That's largely due to the Daytona's reputation as being a bit of a corpulent old tugger, which is only partially justified. With sufficient space to explore its huge performance – an honest-to-God 173mph – there's little to touch the road car for sheer exhilaration. However, find yourself on the twisty stuff and the brakes are the first to go, swiftly followed by your upper-body strength: steering is heavy and remote.

Though starved of luxuries, the *Competizione* is still patently a converted road car for all the gutted »



Above and above left: 365 wears extra light for Le Mans; 550LM lenses are standard. Left: No Dzus fastners here. Below: 550LM cabin retains air con and other road car civilities



'Preposterous rear wing does lend the car an air of absurdity'







Middle: 19in O.Z. alloys on 550LM. Above: Daytona cabin is old-school stripped out – it looks unfinished. Left: Daytona sits on iconic Campagnolo five-spoke alloys

550 GTS: 'IT CAN BE A BIT OF AN ANIMAL'

Having already sampled single-seaters up to F1 (he tested for Williams) only to become arguably the best tin-top pilot of the Super Touring era, Alain Menu patently likes diversity. So no surprise he said yes when asked to become part of the 550 Maranello GTS project.

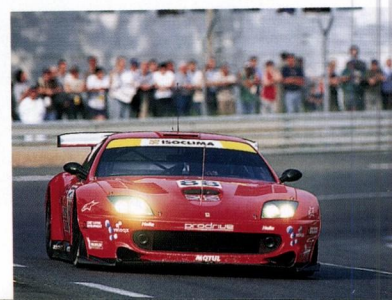
"It wasn't much of a decision really," says the amiable Swiss. "I was with Prodrive in touring cars in '99 and 2000 when it all kicked off. Of course I was interested. Racing at that level really appealed, and the fact that it was to be with Ferraris was a bonus. I didn't actually do that much of the development driving – Peter Kox did that – but I did manage a couple of races with the 550 in 2001 and loved it.

"It's a big car but it doesn't feel all that heavy because of the power steering. It had to be quite stiff, for sure, and this makes it a little lively at times. It can be a bit of an animal over the bumps, especially at Le Mans. The engine's very torquey from low down, and it handles pretty well. You can trust it."

Not that Menu could always trust his luck: "Le Mans in 2002 was very disappointing. It was my first time at the circuit and it was quite an eye-opener: quite challenging in places. I really liked the atmosphere there and enjoyed the fact that it was a team effort. We were going well, leading our class, when the car caught fire. That was it. Game over. It was such a shame. And then the following year they won without me!" (Below)

A return in 2004 looked perilously like giving him the win: "I thought so. Peter [Kox] and Tomas Enge, who'd won the class the previous year, were my team-mates and we were looking good." Then, shortly after the 20-hour mark – and with a five-lap lead – a broken wheel bearing caused a puncture. The time lost saw them drop to fourth in class.

"My best race with the 550 was probably the 1000-mile Petit Le Mans at Road Atlanta at the end of 2003. I was sharing with Peter and Tomas and we led home a Ferrari 1-2. That was very satisfying, especially as my year in the DTM [German Touring Car Championship, with Opel] had been so bad. It was nice to win something."





Above: Car was black, briefly - now back in its Francorchamps yellow. Below: Visually, 550LM is as extreme as road cars get: styling mods lifted from successful Le Mans challenger



door skins and pull cords. The large wheel remains tilted from the vertical; move the seat so you can outstretch your legs and you can barely reach it. The prospect of driving one around the clock is daunting.

That is, until you fire it up. Starter motor whirs before the thunderclap. Loud, urgent and instantly Ferrari, the mighty 4390cc 60-degree dohc all-alloy jewel is commotion itself. Once warmed up, easing onto the track, the steering's heft dissipates as you build momentum. But in no way does this car shrink around you: you are constantly aware of its size.

And is it fast. Accelerating is what the Daytona does best. The gear change seems infinitely friendlier than the road car's – albeit with the same long travel due to the transaxle layout – and has a satisfying self-centring action. Unexpectedly, the clutch is lighter than you remember, while the brake pedal is firmer for longer than it ever was in its regular application. That said, you still need to begin your braking about halfway down a straight to be sure of shedding enough speed to make the corner. Stamp on the anchors and you get the impression that they won't be with you for long.

This isn't a car that allows you to relax. At speed there's no let-up. You can feel it constantly moving underneath you, every twitch from the tail and every nuance of camber change directly telegraphed to your contact points. Drive with an economy of movement and the nose tucks in cleanly enough, but allow your concentration to lapse for a moment

'For all its faults the Daytona is a car you just want to keep driving'

and it will fight back: the front end washes out and it all gets a bit messy. There's no delicacy here: for what purports to be a lightweight racer, at 1454kg in its current trim, it's no such thing. But thing is, familiarity breeds confidence and for all its faults this is a car you just want to keep driving. Getting it right never felt better.

After which the 550LM might be expected to be an anti-climax. As much as anything with 530bhp can ever be an anti-climax. But not so. Those looks aren't all for show. It helps that the driving position is about as close to perfect as it gets, the carbon-backed seats offering plenty of support, the suede-covered



TECH SPECS

	FERRARI DAYTONA 365GTB/4 *COMPETIZIONE*	FERRARI 550LM
ENGINE		
Type	all-alloy V12 with DOHC per bank	all-alloy V12 with DOHC per bank
Capacity	4390cc	5474cc
Max power	405bhp @ 8300rpm	537bhp
Power:weight ratio	358bhp/tonne	392bhp/tonne
Fuelling system	six twin-choke Weber carburettors	sequential multi-point injection with electronic distributor-less engine management system
DRIVETRAIN		
Gearbox	five-speed all-synchro transaxle	six-speed all-synchro transaxle
CHASSIS		
Type	glass fibre floor, steel and aluminium body	composite and aluminium body
Wheelbase	2400mm	2499mm
Length	4395mm	4549mm
Width	1843mm	1935mm
Height	1220mm	1278mm
Weight	1454kg	1400kg (tbc)
Suspension (f & r)	independent, unequal-length double wishbones, coil springs/dampers	independent, double wishbones, coil springs/dampers, anti-roll bars
RUNNING GEAR		
Brakes	hydraulic, discs, servo assistance	hydraulic, cross-drilled & ventilated discs, ABS
PERFORMANCE		
Top speed	185mph	Top speed 206mph (tbc)
0-60mph	5.4sec	0-60mph 3.9sec (tbc)



three-spoker a delight to hold. The carbon fibre weave that pervades the cabin may be uncomfortable to traditionalists but you can't fault the quality: it's beautifully realised.

But that's not the good bit. Trying to leave behind the usual journalistic excesses is made all that much more difficult the second you accelerate. ES, sorry, es claim a 0-60 of 3.9sec. It's incendiary stuff: no hesitation, no flatspots, just an unbridled, linear release of power. It still weighs around 1400kg – not much less than the GTB/4 – but you'd never know. The time-honoured clunkiness of Ferrari gear changes is largely gone, yet for track use only the first four of the six cogs are necessary.

> 'No hesitation, no flatspots, just an unbridled, linear release of power'

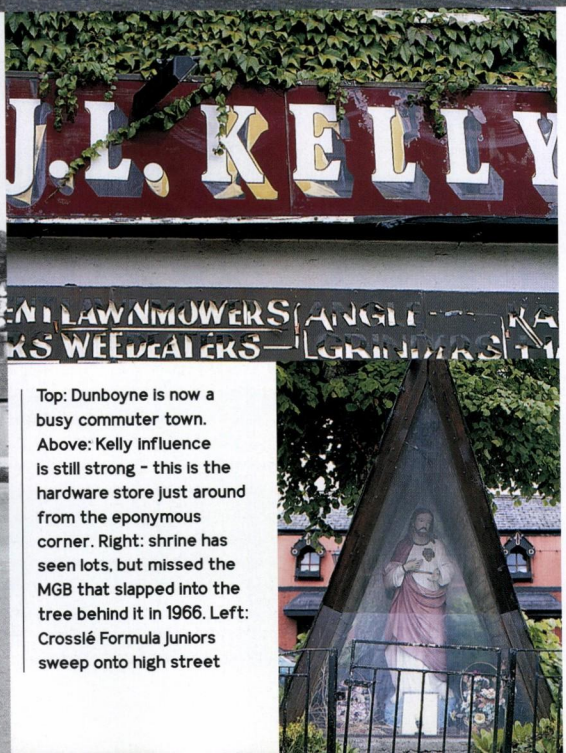
The regular 550 always was a very usable tool, and the controls here are much the same, although the steering has that bit more weight, the gain in feel being a bonus. The overall weight loss aids turn-in, too, the huge rear wing and rear diffuser pushing and sucking the car onto the road and removing all traces of aero lift: it feels pinned down on its springs. And the brakes – 359mm AP Racing discs front, 335mm rear, four-pot calipers all round – offer staggering levels of stop.

Currently fitted with an experimental damper/spring set-up, the suspension is said to be 30 per cent stiffer than the regular 550's, but there's little corresponding dart or kickback. The LM feels composed at all times. That this prototype is at the beginning of its development cycle, with the likes of Andy Wallace and David Brabham on test duties, and is so good out of the box, is a credit to es. As you should expect from a car that costs upwards of £90k. On top of the donor car, that is.

Similar in concept, diametrically opposed in ethos, the more youthful car will always be more efficient, the older machine often more rewarding. The LM is outstanding to drive, the Daytona less so. Thing is, flaws reinforce the positives; you cannot help but love the GTB/4. It doesn't do anything particularly well even by standards of its day, but few cars engender more entertainment than this. The 550LM proves that there is absolutely nothing wrong with progress; the Daytona proves that progress isn't everything. M







Top: Dunboyne is now a busy commuter town. Above: Kelly influence is still strong - this is the hardware store just around from the eponymous corner. Right: shrine has seen lots, but missed the MGB that slapped into the tree behind it in 1966. Left: Crossié Formula Juniors sweep onto high street

Dunboyne

A decade after Dundrod was closed to cars on safety grounds, this Irish circuit was flourishing - and claiming lives. Damien Smith reports

photography by Malcolm Griffiths/LAT

Nine o'clock in the morning and, just like anywhere in the western world, the roads are jammed. This was once a typical Irish village serving a local farming community and little else. But given that it's only 15 miles outside Dublin, just beyond the city's M25-style ring road, that has all changed. New houses are sprouting up, pushing the boundaries of the village further into the countryside. The growing population is made up of commuters who get into their cars each morning and drive bumper-to-bumper towards an ever-expanding, modern city. Dunboyne does retain some of its whimsical charm – the traditional pubs, the old Guinness ads on stone house walls – but slowly it's being smothered. Like the rest of Ireland, Dunboyne is catching up with the 21st century.

As their cars crawl over the high street's predictable speed bumps, few of the commuters will be aware that this road formed an essential part of Ireland's rich road-racing heritage. For nine seasons – 1958 to '66 – Dunboyne and its surrounding roads hosted the prestigious Leinster Trophy meeting, which attracted not only the cream of the local driving talent but also intrepid British invaders. This was an era of Formula Libre handicaps; a case of anything goes, from Formula Ones to Healey Sprites, one-off specials to Jaguar D-types.

Dunboyne's lanes may have been narrow, but this four-mile triangle was fast. Deceptively so. And as with all road courses, its dangers were obvious. The daredevils rode their luck for the first six years, but the inevitable could not be avoided forever. The deaths of an Englishman, a Scotsman, a Welshman and an Irishman over the course of three years spelt the end of this adventure in County Meath.

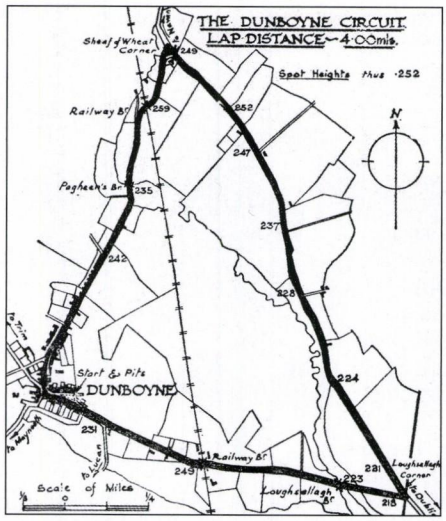
It began when Leinster MC went on the search for a new circuit to host its big event. The 8.4-mile Wicklow road circuit, which held the Trophy meeting, was considered obsolete by the late 1950s, plus the local farmers who leased their fields for spectator enclosures and the paddock were raising their prices.

"Leinster MC needed a triangular circuit based around a town or village a bit nearer to Dublin," explains Stuart Cosgrave, who was Dunboyne's chief marshal before becoming club president. "They looked at so many, but there was always two sides that were good and a third that was rubbish. Then they found Dunboyne."

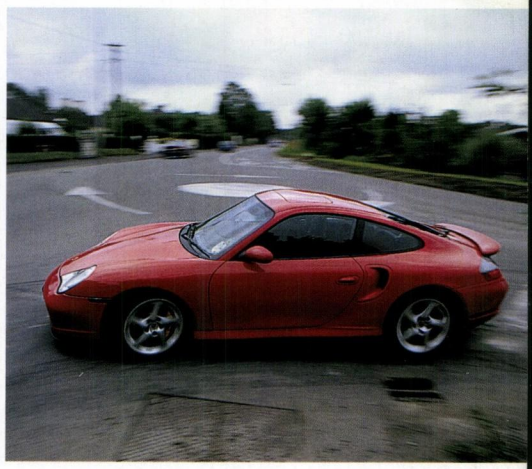
The circuit's first Leinster Trophy, in 1958, stands apart from the other eight because the lap ran clockwise; the direction was reversed the following year. "The main problem was that there was no escape road in the village running clockwise," explains Cosgrave. "Not that there was much running the other way!"

From 1959 the cars headed east from the start, which was sited between Kelly's and McCabe's pubs, towards the first of two humpback bridges over a railway line (there was a smaller one over the River Tolka, too!). Both were tricky, but the first was lethal. Dunboyne was one of the circuits where future GP star John Watson cut his teeth and he remembers Boylan's Bridge testing his mettle every time: "The bridge going out of the village was the quicker of the two. You could attack it, and it was a case of seeing how far you could fly. It was dangerous, no question."

Not half. Although the line is now disused, the bridge is as it was during the 1960s, the road swooping right just beyond its parapets. Drivers had to yump it at an angle in order to minimise the direction change on landing. Easy to lose time here; even easier to get it very, very wrong.



From Boylan's it was a straight blast, via another yump, this time over water, to the first corner of the triangle, Loughsallagh (aka Clonee), a tight left that led the cars onto the main Dublin-Navan road, the N3. The old road today feeds into a wide modern highway that in turn leads to Sheaf-o-Wheat, the triangle's second tight left. The other railway bridge – similarly shaped and just as narrow as Boylan's – looms fast from here, although its approach is slower. Upon landing (for the faster cars) it was foot to the floor for the daunting run back into the village, then time to set up for a kink and a fast left around Kelly's.





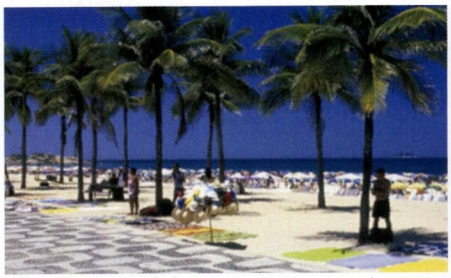
Loughsallagh Corner is today blighted by ubiquitous painted roundabout (above). Back in 1962, however, the track's first bend of note was free from any road graffiti (below). Bliss. Joe Flynn's 1.5-litre Gordini tackles it in 1962. The year before this combination had finished fourth in the Leinster Trophy race

Watson's love of Dunboyne precedes his conquests at the track. As a 15-year-old in the village square's grandstand, he enjoyed a prime view of Formula Junior's finest making their approach to the final corner: "It was the first time I had seen cars driven that hard, with well-known drivers behind the wheel: John Rhodes, John Love, »

Oliver McCrossan LAT

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On your doorstep: FJ Coopers of Bill Bradley, John Love, Peter Proctor and Tony Maggs await start of 1962 Leinster Trophy. Rope holds back next batch of cars



Bridge too far? Bikes come into land at Boylan's. Of the two humpbacks, its faster approach and longer flight concentrated the mind more than the other



Tony Maggs, Richard Attwood. They were coming into the village from a very fast run: a little kink left, change down a gear, then shoot into the village. The speed was just massive."

Rhodes won that first Formula Junior race at the track, the 1961 Dunboyne Trophy. He had already won at Phoenix Park and would claim the Irish championship aboard his Midland Racing Partnership-run Cooper. He remembers that approach to the village with a chuckle: "Paddy Hopkirk was the famous hero in Ireland at that time and he was driving a Lotus 18. We were side by side on the run back to the village and neither of us was going to give way. But I got him under braking for the final left-hander."

The size of entries grew as Dunboyne's annual meeting caught on and extra races were added to the bill. In 1960 the Holmpatrick Trophy was created: another handicap event, for cars "which in the opinion of the committee have not a speed potential to lap the Dunboyne circuit, in the dry, at over 75mph". Typically, that limit was not a strict red line – there was room for a bit of Irish flexibility. Thus Bill Lacy won in his TR3, at an average of 79.39mph and with a fastest lap of 81.60mph. So, who's counting?

But it was the Leinster Trophy that always topped the bill. Given its handicap format, a well-driven sports or GT car could prevail over the single-seaters, as South African Bob Olthoff proved in 1962 in a Healey 3000. Again Watson was in the grandstand: "The bloke drove the wheels off that thing. He was fantastic."

Perhaps the most potent single-seater was Jack Pearce's 4.7-litre Kincraft-Ford, one of the few cars to 'top the ton' at Dunboyne. Sadly, it was involved in the second of the track's four fatal accidents. The first, in 1964, had claimed the life of veteran Englishman Bill Rigg, who crashed his Lotus Elite on the second lap of the Dunboyne Trophy handicapper. The car hit a bank between Boylan's Bridge and the Loughsallagh turn. It disintegrated and Rigg was thrown from the wreck – a moment that marked the beginning of the end for Dunboyne's car-racing chapter.

A year later Pearce's Kincraft collided with Scotsman Adam Wylie's F2 Brabham on the run from the village to Boylan's during practice on a Friday evening. The Brabham struck a pole and flew into a field. Wylie died instantly.

Cosgrave: "We came upon the scene and there was a car sideways in the middle of the road. The driver [Pearce] was semi-conscious and asked, 'Where's the other driver?' We didn't know what he was talking about. At that stage we didn't know another car was involved. Wylie had gone over a ditch into a field. Going looking for him is some memory."

In the race the following day Welshman Tony David perished when his Lotus 22 broke a telegraph pole in two near the Loughsallagh Corner. Chris Summers dominated proceedings in his Chevy-powered Lotus 24, while Tommy Reid claimed a new lap record in his Lotus 22. His incredible mark of 101.24mph would stand as Dunboyne's fastest for ever.

Cosgrave had become club president by the time of the 1966 meeting: "I put in a chicane after the first bridge and came in for a lot of criticism. It was a case of trying to stop the tide coming in, doing anything to try to make it safer. But you could never make the whole thing safe."

Sure enough, the track claimed another victim when Dublin car salesman Kenny McArdle »

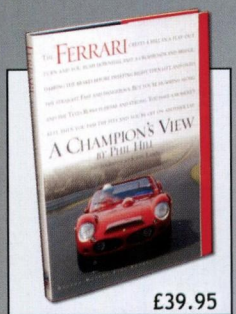


Above: Lotus 23B pits in 1962. Road narrowed as it exited village, so faster races sometimes started on main N3. Below: Difficult approach to second railway humpback



LAT Jim Donnellan

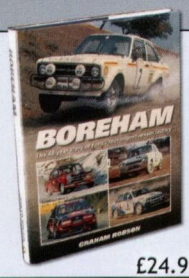
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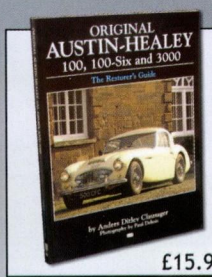
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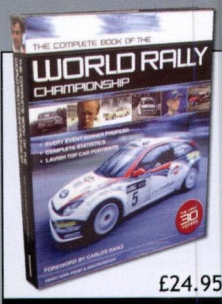
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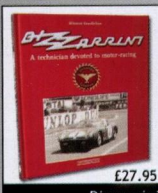
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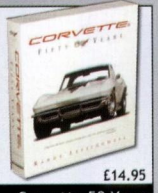
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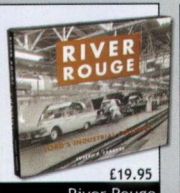
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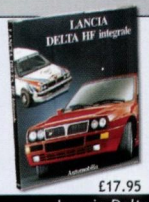
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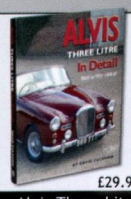
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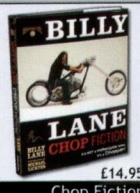
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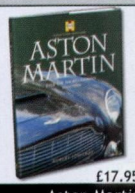
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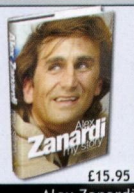
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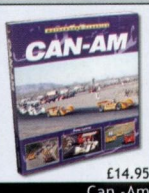
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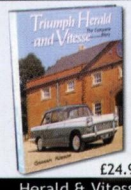
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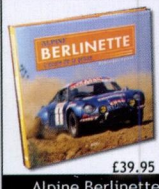
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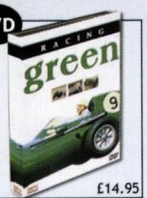
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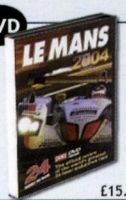
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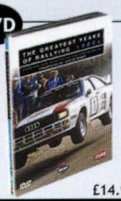
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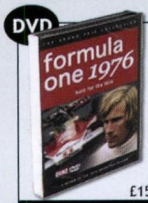
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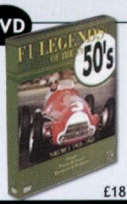
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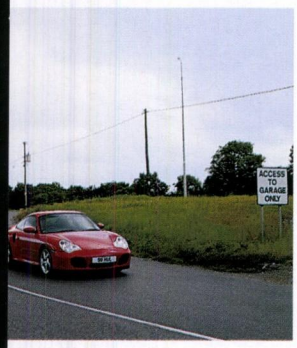
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rolled his E-type on the fast back straight and was thrown from the car. Enough was enough.

"We came under great pressure from everyone," explains Cosgrave. "Four fatalities in three years was too much."

For 1967 the Leinster Trophy switched to the wide Bishopscourt airfield circuit in Northern Ireland, while Cosgrave worked on an exciting new venue in the south: Mondello Park, situated on 72 acres of farmland near Naas, was unveiled on May 12, '68.

With hindsight it seems patently obvious that Dunboyne was living on borrowed time. Bike meetings, which also included some saloon car races, continued at the track beyond the final Leinster meet, but by July 1966 full-blown road circuits for cars were becoming scarce, even in Ireland: the last TT at Dundrod north of Belfast was already 11 years gone, while Jackie Stewart was still coming to terms with his recent Spa accident that had left him trapped unconscious in a bent-in-half BRM P261, doused in fuel in the middle of a hay barn. Thankfully, the only thing this crash triggered was his campaign to improve safety standards. It was not just JYS – attitudes to racing were changing. And Dunboyne's car races had survived longer than they probably had a right to – although not everyone agrees.



Turning left off N3 at Wheat-o-Sheaf to start final leg of circuit

Alec Poole, who would go on to become head of Nissan Motorsport Europe, says: "At that time we didn't think about the danger. The drivers were disappointed when the racing stopped at Dunboyne because we knew it was one of the last great circuits. There was no pressure to stop because of safety, it was because Mondello was being built."

Cynical? Cosgrave, unsurprisingly, is adamant: "If we'd stopped racing just because of Mondello we could still have stayed at Dunboyne for 1967. The fact is the RIAC would not have allowed it to go on. To begin with, Dunboyne was fantastic. I drove there on four or five occasions myself and it was a wonderful circuit. But the tragedies over the last few seasons cloud my memories of the place. They take the gloss off it."

Not so for Watson. The man who would relish street-circuit challenges in F1 got a buzz from racing through country lanes bordered by kerbs, telegraph poles, hedges and stone houses: "To be able to race on public roads legally... that was something to really look forward to. Places like Dunboyne made you a better race driver because there wasn't the run-off you had at airfield tracks. Mistakes were punished, sadly sometimes fatally. But the challenge of a track like that was, I felt, what being a racer driver was all about."

No question, pounding around Dunboyne would forcefully remind you that you were alive, but death – and the track's demise – was just around the next bend. Or over the next bridge. M





Sprites and MGAs to the fore at the start of 1961's Holmpatrick Trophy. It was won by Des Cullen, who here lags behind Stuart Cosgrave's similar machine

Why Watson and Poole were partners in grime

For Alec Poole, the Dunboyne circuit will always have a special place in his heart. "Some of the land halfway up the back straight was owned by the father of the woman who would become my wife," he says. "And my brother-in-law works at the business park that is built there now." He even has fond memories of an accident from which he was lucky to escape, because it led directly to the forging of his life-long friendship with John Watson. "In 1964 I rolled an Austin-Healey Sprite, fell out of the car and was pretty shaken up. Wattie was driving a Sprite, too, and gave me a lift back to the pits. It was the first time we met – so you could say it was a day of double disaster!"

Watson is proud to be listed among the winners at the track thanks to his victory in a Crosslé in the 1966 Dunboyne Trophy: "To win at Dunboyne was a definite rung up the ladder compared to winning on an airfield circuit. You knew you'd won a proper motor race when you brought the car back covered in streaks of mud. The trophy was not the silverware – for me, it was the grime on the car."



Safe as houses? Watson's Crosslé 7S heads for a win

Des Cullen LAT

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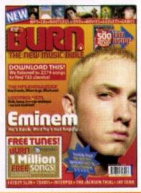
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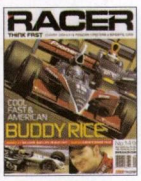


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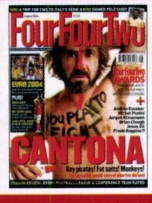


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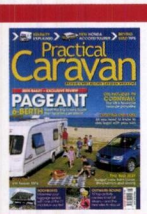
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Harry Hurst was just 19 when he took these photos. They are published in a new book, *12 Hours of Sebring 1970*, available at www.glorydaysofracing.com

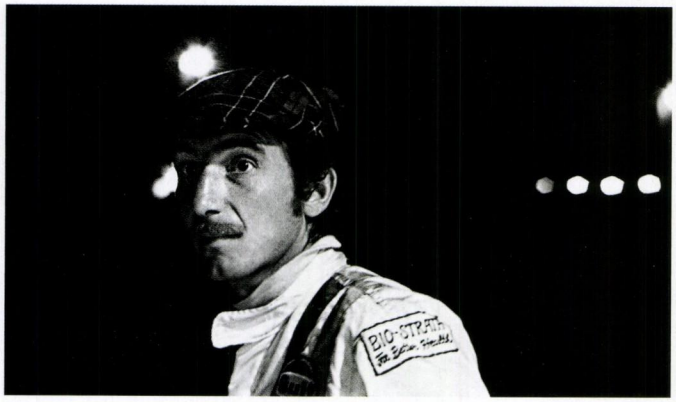


Peter Schetty consoles Ferrari team-mate Andretti, whose 512S has just retired with a broken gearbox less than two hours from the flag. He and partner Arturo Merzario had been nursing a huge 13-lap lead. A blown headgasket had stopped Schetty and Jacky Ickx's 512 earlier

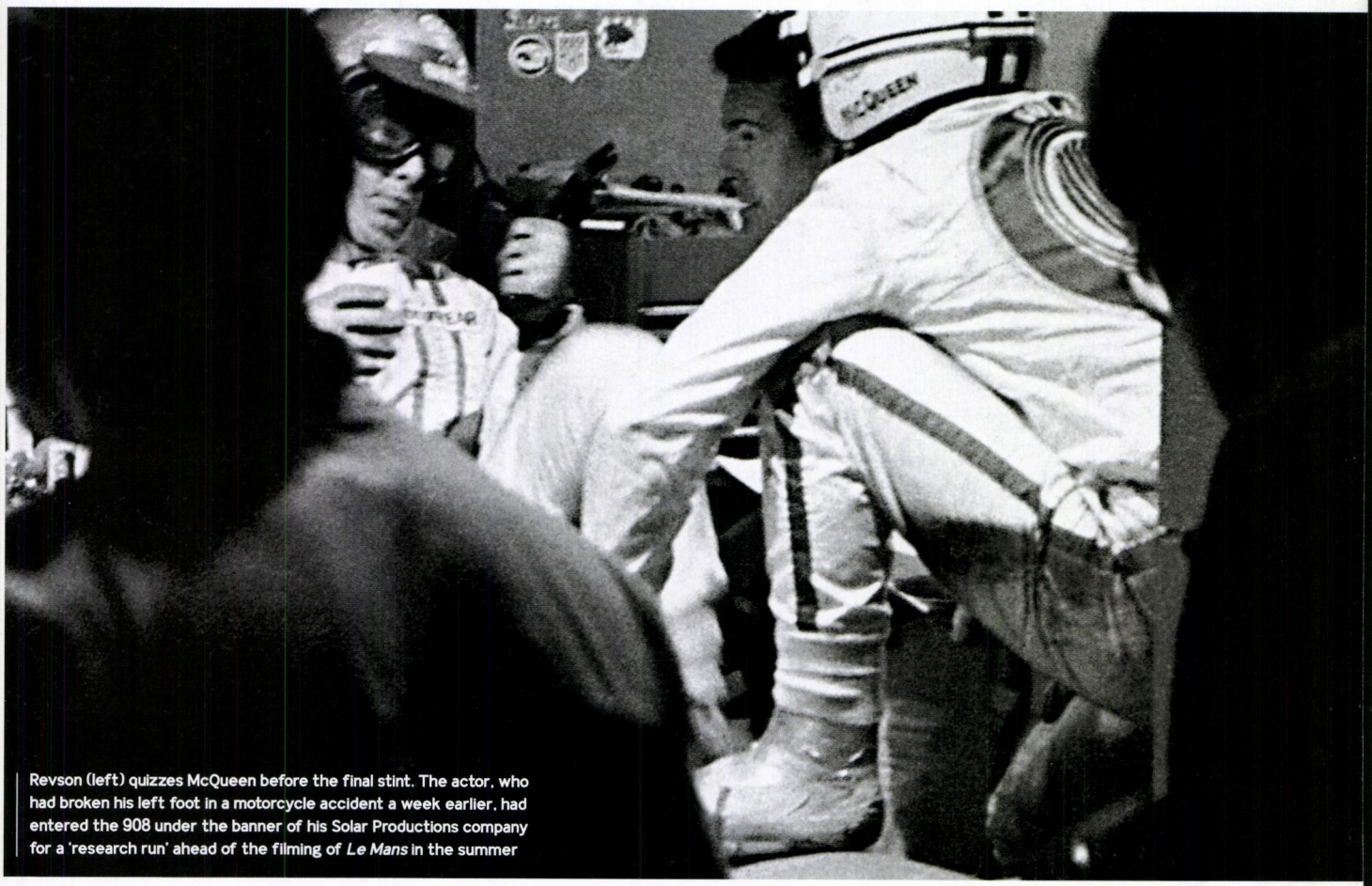
Action



Pedro Rodriguez climbs in for another stint in the Gulf Porsche 917. He takes over from his nemesis Jo Siffert, who had switched cars in place of Finland's Leo Kinnunen after his own hit trouble. 'Seppi' had taken the lead from Revson shortly after Andretti's retirement



Siffert keeps watch. Brian Redman: "Jo Siffert was a wonderful, mercurial character who, as a long-distance driver, had one failing – he only had one speed: flat out. We were leading Le Mans in 1969 by four laps, he missed a shift in front of the pits and blew the engine"



Revson (left) quizzes McQueen before the final stint. The actor, who had broken his left foot in a motorcycle accident a week earlier, had entered the 908 under the banner of his Solar Productions company for a 'research run' ahead of the filming of *Le Mans* in the summer

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SPECIALIST CAR DIVISION

Revson jumps in. Attrition and consistent driving had pushed his 908 into the lead briefly – until Siffert's 917 stormed past. "Revson was very talented as a driver," said Dan Gurney, who was sharing a Matra with François Cevert. "He had the potential to go all the way"



McQueen completed at least two stints, including the first. "He was losing as much as 14sec a lap to Revson," said a dismissive Andretti. But Redman said: "Steve was extremely good. If he'd chosen racing as a career at an early age he could have been as good as any of us"



Ferrari team manager Mauro Forghieri asks Andretti to take over the 512S of Ignazio Giunti/Nino Vaccarella. Andretti: "Revson was driving his heart out, but all the guy on the loudspeaker could say was, 'McQueen is in the lead!' That kind of fired me up, so I said, 'Okay'"

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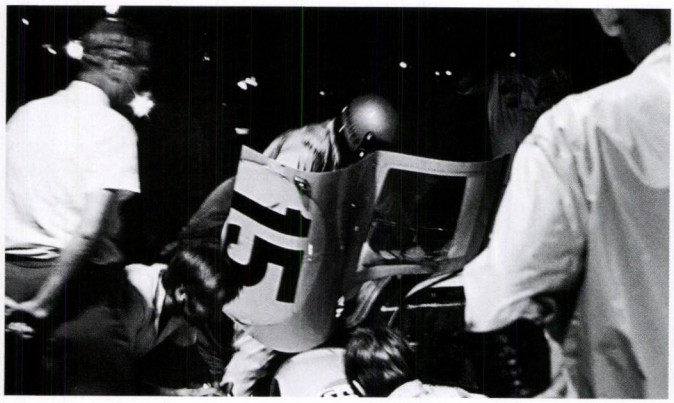
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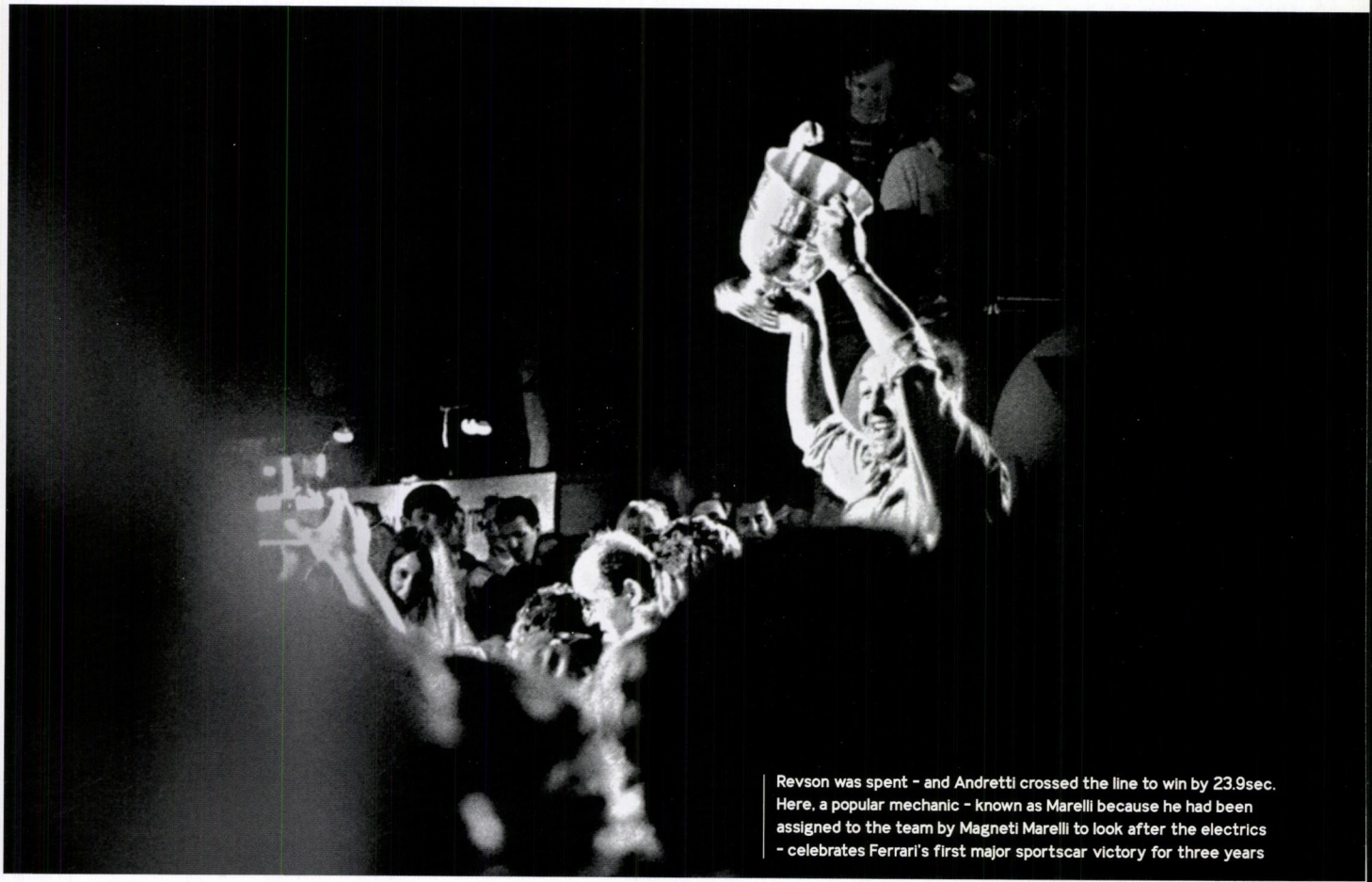
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With 22 minutes to go Andretti passes Revson for second place and is on the same lap as leader Rodriguez. The 917 is then forced to pit; for a second time hub failure delays the car. Pedro rejoins fourth, out of contention for the win. Andretti now leads, with Revson chasing



With just three minutes to go Andretti is forced to splash-n-dash. The rules state he has to get out of the car: "I threw myself back in, put on the lap belt - I didn't even fasten the shoulder harness - and off I went. Revson went by the pits as I was pulling out onto the track"



Revson was spent - and Andretti crossed the line to win by 23.9sec. Here, a popular mechanic - known as Marelli because he had been assigned to the team by Magneti Marelli to look after the electrics - celebrates Ferrari's first major sportscar victory for three years

Curious thing, the trick question. Name a rally which has been a part of the world championship for 30 years but which eight of our 16 world champions have never won. Give up? Well, the answer is Monte Carlo. It's an event that bestows its favours generously on some drivers, and on others not at all.

One on whom it did smile was Sandro Munari. A bit too early in the game to play for world champion, he did win the FIA World Rally Drivers' Cup in 1977, and as part of that achievement notched up his fourth Monte Carlo win; his third in a row. His story is incredible: he never intended to drive rallies, and if you were to ask which was his first rally as a driver, we would be back to trick questions again as the answer is astonishing...

Munari was born just after the start of WWII in the River Po delta region of Italy. In the late 1950s the young Sandro saw an article in a magazine about a new craze: go-kart racing. He visited the local scrapheap and was soon the owner of an engine and running gear from a Vespa scooter. With a home-made steel-tube chassis, he went racing. At one meeting he met Arnaldo Cavallari, who was already rallying an Alfa Romeo Giulia for the Jolly Club, and they became firm friends.

"At that time I had no knowledge, zero interest in rallies," says Munari. "But one day Arnaldo rang me to say that his co-driver was sick; could I come and write pace notes for him on a rally route near Ferrara?



Years of the Dragon

A strange brew of fiery Latin passion and Brit cool made Sandro Munari, *'Il Drago'*, a potent force in 1970s rallying, writes John Davenport

I didn't have the faintest idea what to do, but he said, 'Come anyway'." It worked out well, and Cavallari even let Munari drive his rally car on the way back from their recce.

Time passed as Munari improved his experience with karts. Then in 1964 Cavallari asked him to step in to co-drive on some Italian championship rallies. They won several of them and Cavallari secured the Italian championship that year. In October they were offered a works Alfa for the Jolly Hotels Rally, the precursor to the *Giro d'Italia*. Confusingly, the car was to be run by the Jolly Club (no connection) and when its boss Mario Angiolini submitted his list to Alfa's *Reparto Corse* for five crews, a trial was suggested at its Balocco test track.

Munari recalls that conditions were not the best: "The track was very wet and they had [Alfa racer] Teodoro Zeccoli there to show us the car and the lines. He set a time, then they sent out Arnaldo. He did 10 laps and got within 5sec of the time. Then it was my turn. I just had my karting helmet, which looked a bit funny, but I thought, 'What the hell!' I did my best, but after just five laps they signalled me to come in. I was very disappointed. Was I that bad? But then Mario told me I had been just one second slower than Zeccoli and that they were scared I would go faster. We got the drive."

The rally did not go particularly well. The first test at Enna-Pergusa saw Cavallari put the car in a lake, and then it broke its suspension on one of the hillclimbs. And before the event Munari had confessed to Cavallari that he would prefer not to drive any of the tests: his talent was as yet unconfirmed, his confidence seemingly low. But Angiolini was determined to get him a drive. The following summer he called Sandro and, for the first time, Lancia entered Munari's life. At that time the low-key Lancia effort was run out of the factory but controlled by a 'consultant', Cesare Fiorio, son of the Lancia marketing director.

Munari: "Cesare was trying to win the European Cup for Manufacturers and he wanted cars in all kinds of European rallies. He was taking René Trautmann to Finland and wanted Mario to run two more cars as back-up. So I found myself agreeing to do the 1000 Lakes. I was in a Flavia co-driven by Antonio Ghini [for many years subsequently Ferrari's PR man], and after we had been round the route once in a big American car, he decided I should do all the driving."

It was some debut. Trautmann left the road, Giorgio Pianta took a Flavia Zagato to 36th and Munari, in his first proper rally as a driver, was 43rd, five places ahead of a chap called Blomqvist in a Saab! Anyway, Fiorio's mission was accomplished and now he'd had a chance to meet and assess Munari.

"It was almost wintertime when Cesare rang and asked if I would be free to do Monte Carlo," continues Munari. "Of course I said yes, but again I had no idea what I was letting myself in for. I had no real experience on ice and snow. But they did arrange for me to go with an experienced guy, Georges Harris, who insisted on doing pace notes on all the road sections – he had been on the 1965 Monte in all the snow when everyone was late – but this meant that I didn't get much idea of the stages or how to drive. I had this idea about braking and accelerating at the same time with the right foot, but it was not until later that I found out about left-foot braking."

> 'After five laps they brought me in, scared that I would go faster'

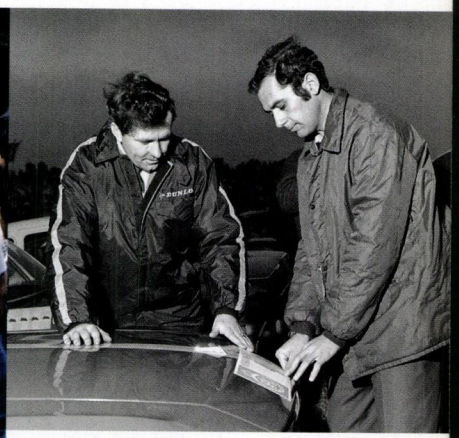
All things considered, they did well to finish. It was the year of the headlamp scandal, and so just about everything else got overlooked. But Fiorio offered Munari further rallies in the new Fulvia coupé. In San Remo, on the *Coupe des Alpes* and Tour of Corsica, he failed to finish, his most bizarre retirement coming on the *Alpes* where he was struck by a Citröen 2CV while waiting to turn left at a traffic light in Grenoble.

He fared better in 1967, starting with fifth place on the Monte and a second on the Geneva Rally. But as his ability progressed it soon became clear he needed a better co-driver: he secured the services of Luciano Lombardini, previously with Leo Cella. They won several Italian rallies before finishing second in Spain and then, gloriously, winning outright on Corsica.

This victory was an outstanding achievement in a 1440cc car. No one had ever finished this non-stop, 24-hour rally without some road penalty. Indeed, Shell had put up a prize fund for a clean sheet that accumulated with each year that passed. Munari and Lombardini missed collecting big time by just 8sec on Cozzano-to-Riventosa: "It was a long section, perhaps 84km, in the night. It was raining and just 4km before the end I spun. The road was so narrow that I had to drive back to find a turning place. »

all McKlein





From left: Flying Marlboro's flag in 1972; Sandro led '78 San Remo in a Fiat 131 but crashed out; Safari victory eluded him, even in dominant Stratos; '68 was a recovery year for Munari, seen here affixing RAC Rally plates to his Fulvia

Without that we should have been in time and not penalised a whole minute. On the recce, we met the Alpine drivers and they were sure this section was not on, dry or wet. They just laughed when I said I was sure it could be done. We overtook 15 cars on that section, including two Alpines!" Of the four special stages incorporated into the rally, Munari was fastest on three, despite the presence of Vic Elford's factory Porsche 911R. It was a stunning performance from a driver who had been rallying scarcely two years.

This was a key victory for both Lancia and Munari: it saw Fiorio move into the position he was to hold for more than 20 years, boss of Lancia's motorsport activities; for Munari, it implied more rallying, and for 1968 that meant starting off with Monte Carlo. Lombardini had been on the point of retirement, keen to spend more time running the family cheese and wine business near Bologna, but he was persuaded to stay on and keep the winning combo together. He had made one noble gesture already.

Munari: "In the Italian championship, both crew score equal points, and on Monte, when he was still with Cella, they were fourth and I was fifth, so he had one point more than me. But he wrote to the governing body to tell them that he was withdrawing so I could be the champion instead." It was a gesture typical of Luciano and thus made what happened on the Monte Carlo even more poignant. On a snowy road section in Yugoslavia a Mercedes coming the other way went out of control and Lombardini was killed. Munari was badly injured and had to be flown to Italy, where he had an operation to remove his spleen. The recovery, both physical and mental, was not immediate: "It took a long time. This was the worst thing in my life. I had done six rallies with Luciano and won all six. And it was I who had pressed him to continue. Even now it bothers me."

'I was unhappy about the team. They did a lot to make life difficult'

Munari's first time back behind the wheel of a rally car was in April when the dealer in Beirut invited him to the Lebanon Rally: "It was not a big deal, and when we got there I found out that it was not a proper rally, it was a regularity rally; but I was driving again." Fiorio let him find his feet by doing races like the Targa Florio, where he was ninth with Raffäele Pinto, and the 84 Hours of the Nürburgring, which he won with Pinto. He also won a couple of Italian rallies and contested Corsica and the RAC at the end of the year, but he was not yet back on top form. He was Italian champ in '69 (with the author alongside him), and for '70 he linked up with Mario Mannucci. At last *Il Drago* was back in business.

He did his first Safari in 1970, teaming up with local expert Lofty Drews. This was a special relationship that fired an enthusiasm in Munari for the event which never died; he tried for 10 years to nail that particular win, finishing third twice (in Fulvia and Stratos) and second once (Stratos). But it was back in Europe that his career was about to really take off.

Lancia had attempted to win the Monte for nine years and failed. In 1972 the Fulvia HF was past its best. The most one could say was that it was very reliable and well-proven; the all-conquering Alpine A110s of the previous year had upgraded engines but not gearboxes... When all the powder snow had settled, Munari had taken the win and both he and Lancia had taken another leap towards glory.

Waiting in the wings to replace the ageing Fulvia was the radical Stratos. But Fiorio was still haggling with Ferrari about a supply of engines; Munari's Monte win was the spur needed to conclude the business. As a result he found that his annual trip to the Targa Florio was not in a Fulvia but in a full-shot Ferrari 312PB Prototype. He shared it with Arturo Merzario. And won.

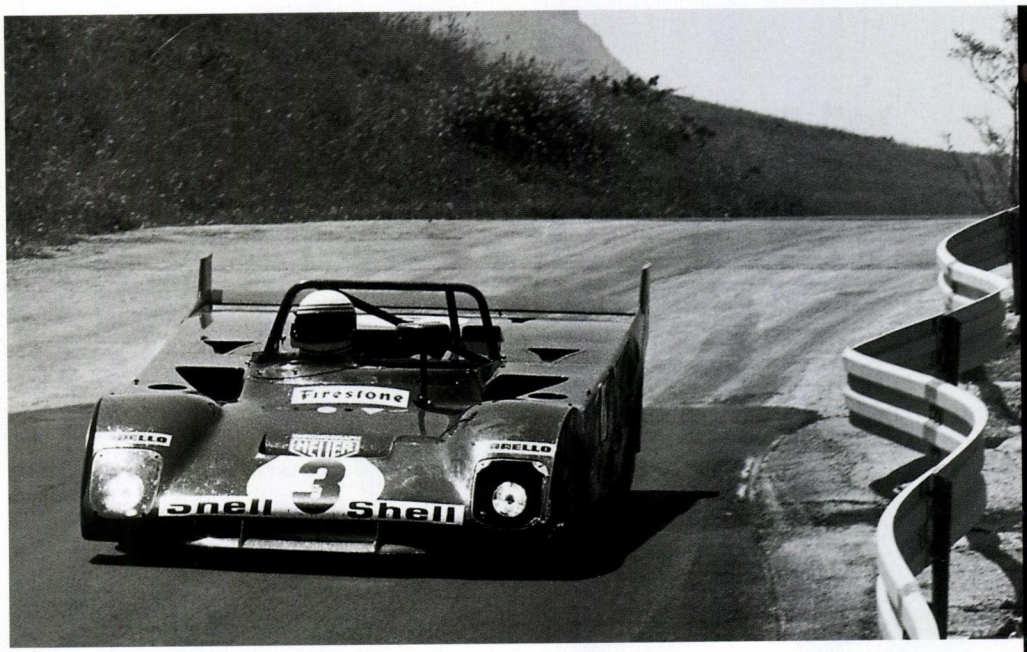
Munari did not have long to wait for the debut of the Stratos: Corsica in November. Early weaknesses with the rear suspension saw it retire, but by the spring of 1973 it took Munari to victory on the Firestone Rally in Spain, second on the Targa Florio and victory on the Tour de France. Together with good results in a Fulvia, this was enough to make him European champion.

In all these events the Stratos was entered as a Prototype; until its homologation went through late in 1974, it was not eligible for WRC events. The day after that occurred, Munari started the San Remo Rally – and won. He also won the Rideau Lakes in Canada and was third on the RAC which, in a season shortened by the fuel crisis, was sufficient to give Lancia its first WRC manufacturer's title. In the next few years Munari and the Stratos rewrote the record books, including a hat-trick on the Monte and winning the first FIA Cup for rally drivers in '77.

Munari had shown his speed and versatility, winning the Total Rally in South Africa in 1977. He was as convincing as he had been on ice, snow, Tarmac and gravel in Europe. But for 1978 there was a change to the hitherto stable environment of Lancia in which he had flourished. Fiat, long-time sporting rival of its neighbour in Turin, had 'liked the company so much it had bought it'.

FACT FILE
Munari's major victories

1967	Tour of Corsica	Fulvia
1969	Sestrière Rally	Fulvia
1972	Monte Carlo Rally	Fulvia
	Targa Florio	Ferrari 312PB
1973	Costa Brava Rally	Fulvia
	Firestone Rally	Stratos
	Tour of France	Stratos
1974	San Remo Rally	Stratos
	Rideau Lakes Rally	Stratos
1975	Monte Carlo Rally	Stratos
1976	Monte Carlo Rally	Stratos
	Rally of Portugal	Stratos
	Tour of Corsica	Stratos
1977	Monte Carlo Rally	Stratos





The Stratos would now have to take a back seat to the 131 Abarth and Munari would join a unified squad of Walter Röhrl, Markku Alén, Maurizio Verini and Jean-Claude Andruet. The problem was that the unification was far from perfect.

"I was happy to drive the 131; it was a good car. But I was unhappy about the team," reveals Munari. "They did a lot of things to make life difficult for me; it was the Fiat guys who had been racing against me for years. Of course I was a little slow on the first rally, in Portugal, where we were still using Stratos notes. These were all wrong for that car – you had to be much faster into the corners with a 131. But I was leading my second rally in the car, the Acropolis, when the rear suspension broke – and they would not repair it! In San Remo I led until, like Walter, I had brake problems; we both went off. And in Corsica I was leading when I had a puncture. I knew that the alignment was out, but they wouldn't adjust it. I did a 100km stage like that, had another puncture and no tyres left."

Munari had considered giving up at the end of the previous season. Now he was sure. He did one more RAC, as team-mate to Alèn, then confined himself to trying to win the Safari. He tried five times.

He now runs a driving school supported by Mercedes-Benz at the Adria International Raceway in his beloved Po Valley. *Il Drago* may find himself clothed in silver these days, but it was in the green, red and white Alitalia Stratos that he set the world's special stages alight. M





Top: Munari could be fierce, but in action he was always composed. From left: 312PB Ferrari was faster than previous Targa mounts: he and Merzario took 1972 win; '77 brought a third Monte victory; Munari broke Lancia's Monte duck in '72

X-ray spec

McLaren M19

Ralph Bellamy designed this car when F1 was still a sideline for the team. He explains to Keith Howard the problems this caused

In 1971 Bruce McLaren Racing began its first year without its founder. Bruce's death in a Can-Am testing crash at Goodwood the previous June had been a body blow, but the company he had created was big enough and resilient enough to cope. International in more respects than the many nationalities involved in it, McLaren competed in Can-Am and Indycar racing in North America, as well as Formula One in Europe.

Australian Ralph Bellamy joined the team from Brabham at the beginning of 1971, and just a year later returned whence he came, for reasons he describes opposite. Recruited to the F1 project, he soon discovered where it ranked in the Colnbrook pecking order.

"Can-Am was the big deal at the time – that was top of its heap," says Bellamy. "After that came Indycar racing. In terms of company policy, resources and kudos, F1 was bottom. So if any research money was going to be spent, it wasn't on F1. It was the opposite set of priorities to most of our competitors."

Bellamy found himself in sole charge of designing the new M19 and determined from the outset to equip it with an innovative rising-rate (progressive) suspension system front and rear. The car's inboard springs were conventional linear types but Bellamy's novel actuation system compressed the spring and damper by an increasingly greater factor the more the wheel rose in bump. At the front the top wishbone was extended inboard of its inner pivot, where it connected to one end of a short pullrod. At its other end the pullrod linked to the centre of a rocker arm, the inner end of which was pivoted to the chassis and the outer end to the top of the coil-over-damper unit. At the rear a different arrangement had to be contrived to fit the available space, but Bellamy spent many hours at the drawing board ensuring both ends of the car had the same rate curve.

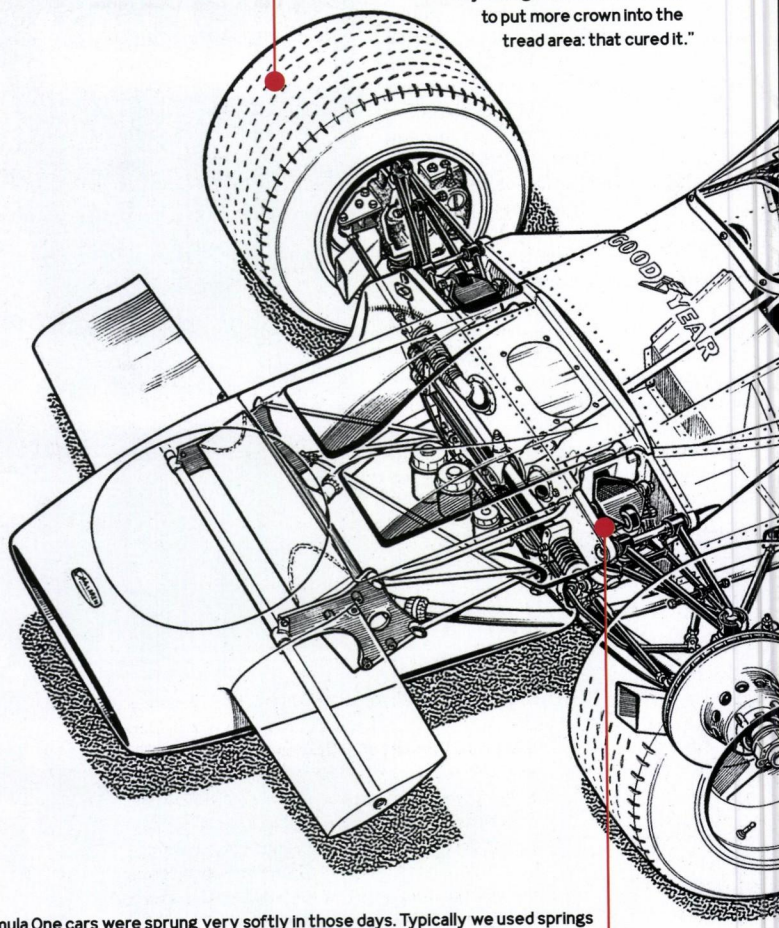
As it turned out, the decision to use rising-rate suspension was only half right. McLaren wasted most of 1971 failing to get to grips with the car's unfamiliar set-up requirements, leaving team leader Denny Hulme a lowly ninth equal in the drivers' championship. Only in '72, with the suspension problem sorted, did the car realise its full potential, with Hulme racking up three podiums and the team ending the year third overall.



LAT

Hulme spins his M19 in practice for the 1971 Monaco GP; he came fourth

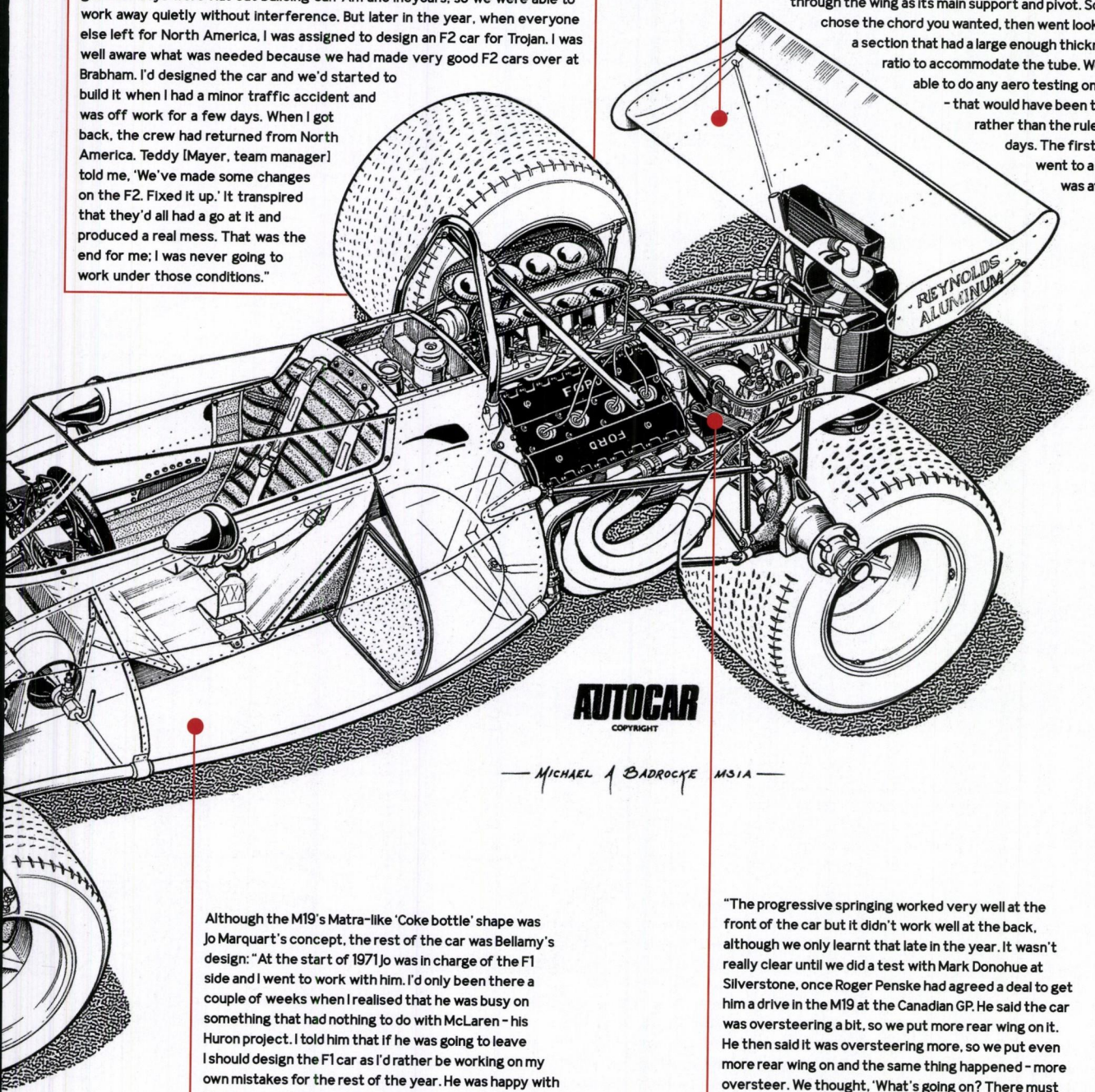
"Throughout that year we had a tyre vibration problem that we tried to eliminate. But I came to understand that you only got tyre vibration when you were generating lots of grip. So I asked Denny, 'What's wrong with tyre vibration? Why is it such an issue for the driver?' He said, 'Mate, you can't breathe!' When you were strapped into the chassis with this high-amplitude, medium-frequency vibration coming through it, you really couldn't. Eventually Goodyear fixed the problem when they realised that the relatively flat tread was distorting. They changed the construction to put more crown into the tread area: that cured it."



"Formula One cars were sprung very softly in those days. Typically we used springs of 300-350lb/in stiffness - equivalent to wheel rates of about 200lb/in - and we ran quite large ride heights. We had designed the car to run 3in ground clearance at the front and 3.5in at the rear, something like that. Even so, with a heavy fuel load under braking you were smacking the nose into the road unless you used bump rubbers in the suspension. When a rubber comes into action, it does so rather suddenly. Unless you have the opportunity to do lots and lots of testing and get the rubber lengths and stiffnesses just right, the balance of the car - the roll stiffness distribution front to rear - can vary as it rolls onto the rubbers in a corner. But if you have a progressive spring rate you have a smooth change in stiffness; there are none of the sudden notches in the rate curve you get with bump rubbers."

"When I joined, McLaren was still run the way that had suited Bruce. He and his crew made decisions on the basis of what they could see and hold in their hands. I came from a different school where you designed things, produced drawings and the parts were made, assembled and used. With the M19, all the good old boys were flat out building Can-Am and Indycars, so we were able to work away quietly without interference. But later in the year, when everyone else left for North America, I was assigned to design an F2 car for Trojan. I was well aware what was needed because we had made very good F2 cars over at Brabham. I'd designed the car and we'd started to build it when I had a minor traffic accident and was off work for a few days. When I got back, the crew had returned from North America. Teddy [Mayer, team manager] told me, 'We've made some changes on the F2. Fixed it up.' It transpired that they'd all had a go at it and produced a real mess. That was the end for me; I was never going to work under those conditions."

"The rear wing had two aerofoils - a large and a small element. If you look in the textbooks, that's how classic high-lift wings are supposed to be. The aerofoil sections would have been standard NACA ones, the 4412 or similar - that was a popular choice. We did not use the same section at the front because there you had to get a 1.5in steel tube through the wing as its main support and pivot. So you first chose the chord you wanted, then went looking for a section that had a large enough thickness:chord ratio to accommodate the tube. We weren't able to do any aero testing on the M19 - that would have been the exception rather than the rule in those days. The first time I ever went to a wind tunnel was at Lotus."



Although the M19's Matra-like 'Coke bottle' shape was Jo Marquart's concept, the rest of the car was Bellamy's design: "At the start of 1971 Jo was in charge of the F1 side and I went to work with him. I'd only been there a couple of weeks when I realised that he was busy on something that had nothing to do with McLaren - his Huron project. I told him that if he was going to leave I should design the F1 car as I'd rather be working on my own mistakes for the rest of the year. He was happy with that because he wanted to get on with the Huron." The principal reason for the bulbous side tanks was that they helped concentrate the fuel mass where it was wanted, but they also increased the chassis' torsional stiffness: "A car like the M19, which was physically big, was going to be stiffer than a car like the Lotus 72, which was slim. We were aware of this but I don't remember ever measuring the car's torsional stiffness to prove it."

"The progressive springing worked very well at the front of the car but it didn't work well at the back, although we only learnt that late in the year. It wasn't really clear until we did a test with Mark Donohue at Silverstone, once Roger Penske had agreed a deal to get him a drive in the M19 at the Canadian GP. He said the car was oversteering a bit, so we put more rear wing on it. He then said it was oversteering more, so we put even more rear wing on and the same thing happened - more oversteer. We thought, 'What's going on? There must be a message here somewhere.' We sat down and had a brainstorming session and decided maybe it was the rising-rate springing at the back. The more wing you put on the more it pushed the back of the car down into the stiffer part of the rate curve. Overnight they put an M14 rear end on the car and we went to test at Goodwood. That improved the car quite dramatically, and that's the way they ran it, pretty much, through 1972."



TWO-PRONGED ATTACK

Maserati built the best-handling sports-racers of the mid-1950s - and the most powerful. But it was unable to combine both elements, as Paul Fearnley finds out

photography by Walter Bäumer



The woodland creatures scurry, bolt and scramble, for the 'Bazooka', though still some way distant, is most definitely within earshot. This is not a car for the shy or sensitive, timid or tremulous. Genghis Khan or Vlad the Impaler would have loved it, though. Maserati's *Tipo* 54, that's *Mister* 450S to you and me, sounds like thunder and goes like the clappers. It has a preference for straights, swallowing them whole, but is allergic to corners. It's big, beautiful and brutal.

And it's obscuring, aurally *and* visually, its berserker little brother. My low-slung 200S nestles in the crook of an Arnie-bicep 450S wheel arch, those side-exhaust pulses flexing my ribcage in a sort of automotive CPR. Glancing up, I can't help but think it: tugboat nudges ocean liner into dock.

It's hard to be fair to the wean when you put this mismatched pair side by side. The 200S is curvy and sensuous, but the 450S is augmented and outrageous and draws gawping crowds. Onlookers take a few paces back when its 4.5-litre 90-degree V8 Richters into life, but they can't tear themselves away. In contrast, the four-pot in the 200S is blue-collar and buzzy, its nowt-below-two-five, jarring edge a cause of headaches, not happenings.

But look beyond the glitz and hammer of the 450S and you could well argue that the 200S was the more important car. Almost 30 were constructed – and sold – between 1955 and '57. Allied to a similar number of 150Ss during a similar period, it's no wonder that this was the Trident's golden racing era. The (financial) success of these privateer cars freed up the Orsi bros, Adolfo and Omer, to pour *lire* into their works Formula One and sportscar efforts. All was well with 250F and 300S, both of which were beautifully balanced and whose success (almost) balanced the books – but 450S was overblown and overdrawn. Its win-or-bust attempt to secure the 1957 sportscar title failed dramatically – and had dramatic consequences: Maserati almost went bust and its works team never fully recovered. The 450S wasn't the only cause of this sudden downturn in fortune – bedevilled business dealings in Argentina, Mexico and the US, plus the distraction of the forthcoming 3500GT road car, didn't help the Orsis' cause – but its $500,000 R&D programme was a mite excessive, while its gargantuan performance »

(and that of Ferrari's 4-litre V12s) monstered nervy powers-that-were into implementing a 3-litre sports-car formula from '58. The 200S wasn't without problems, but they were more manageable, less significant, and often somebody else's.

The smaller-capacity classes had a major significance for Maserati: not only were there several lucrative Italian races to be won – and grids to be filled – but more than that there were OSCAs to be beaten. This was a marque set up in 1947 by the three remaining Maserati brothers after their 10-year service contract with the Orsis had expired. Game on.

The 150S came first, the work of Vittorio Bellantani, soon to depart for Ferrari. Initially fitted with an unblown version of the single-seater 4CLT's four-valve motor, this was replaced by a four-banger based on the two-valve all-alloy twin-spark DOHC in-line six shared by 250F and 300S. Breathing through a pair of Weber 45DCO3s, it delivered 140bhp at 7500rpm – never quite enough for a car that looked delicate but weighed 630kg, dry. That's not much, but it's considerably more than its Porsche rivals. True, it beat a dozen 550 Spyders on its debut – a 500km race for 1500cc sportscars at the Nürburgring in August 1955 – but into that particular equation you have to factor Jean Behra and the de Dion version of the car; lesser drivers preferred the slower but easier-to-drive live-axle cars. The 150S had flattered to deceive.

This 200S, chassis 2401, the first to be built, started life as a 150S in 1955, but after Luigi Bellucci's DNF (when already in 2-litre form) in the '56 Mille Miglia it was drawn tightly to the works' bosom and became its racer-hack for the new model.

The 200S was basically a bored-and-stroked 150S (up to 190bhp at 7200rpm). Some of the early cars had the chopped-tail 150S body by Celestine Fiandra, but 2401 would sport Medardo Fantuzzi's sleeker styling which would become the model's norm.

And every tap of that fat man's hammer is here for all to see, 50kg of paint and filler having been removed to return the car to the bare-ally form that Stirling Moss would instantly recognise (see panel, page 72). Every welded stitch and knit, every hole cut then filled, tells a story. And it's clear that 2401 went through the gamut: five-speeder in for original four; de Dion in for live axle in mid-1956; 'passenger' fuel tank in, then out; oil tank under the bonnet, then in the tail; passenger door cut for new-for-1957 *Sports Internazionale* rules. And like all Maserati bodies it has its nuances: the right-front wing is taller and bulkier than the left, and the headrest is wider and longer, stretching almost to the tail's tip, than on any other 200S. It's a car awash with patina and personality.

And right now it's grumpy in the chill of an early Eifel morn. I don't crank on sufficient revs and so we harumph out onto the track. I dip the don't-slip-it multi-plate clutch, build the revs and try again. Better. But not by much.

My first gear change isn't a thing of great beauty either. The 'box is in-unit with the motor, its long lever recessed deep into the transmission tunnel by your left thigh. Holding it in the dog-leg first – it tends to jump



Karussell scrunches 200S suspension. Long-nose body hammered out by the legendary Medardo Fantuzzi. Despite sleek shape, car's weight put it on the back foot against more nimble Porsches

TECH SPEC
Maserati 200S

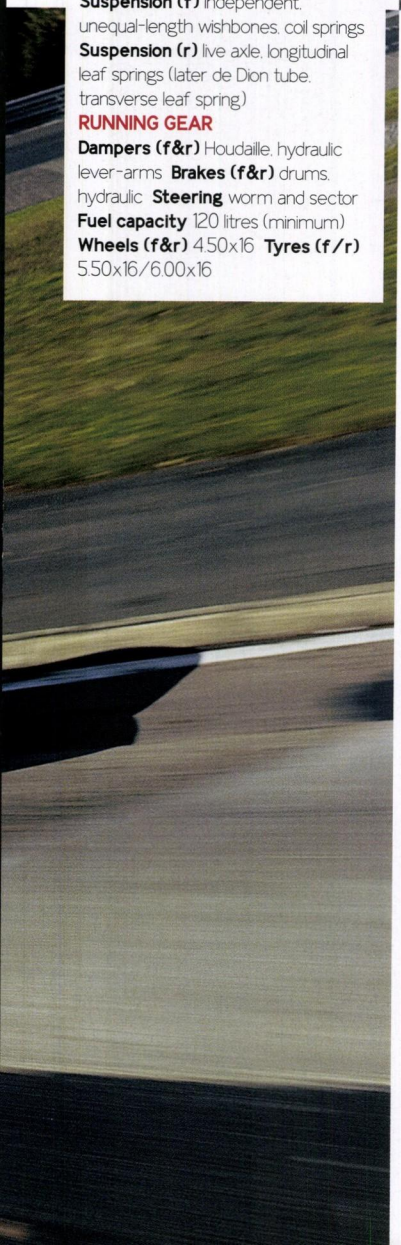
ENGINE
Type all-alloy in-line four, gear-driven DOHCs, two-valve, twin-plug, dry sump **Capacity** 1993cc **Bore x stroke** 92 x 75mm **Max power** 190bhp **Max revs** 7500rpm **Compression** 9.5-to-1 **Fuelling system** two Weber 45DCO3 **Ignition** dual Magneti Marelli battery and coil and/or magneto

DRIVETRAIN
Gearbox four-speed (later five), synchro **Clutch** dry multi-plate

CHASSIS
Type tubular lattice frame **Body** sheet aluminium over steel frame **Wheelbase** 2150mm (later 2200) **Track (f/r)** 1250/1200mm **Length** 3900mm **Width** 1450mm **Height** 980mm **Dry weight** 630kg **Suspension (f)** independent, unequal-length wishbones, coil springs **Suspension (r)** live axle, longitudinal leaf springs (later de Dion tube, transverse leaf spring)

RUNNING GEAR
Dampers (f&r) Houdaille, hydraulic lever-arms **Brakes (f&r)** drums, hydraulic **Steering** worm and sector **Fuel capacity** 120 litres (minimum) **Wheels (f&r)** 4.50x16 **Tyres (f/r)** 5.50x16/6.00x16



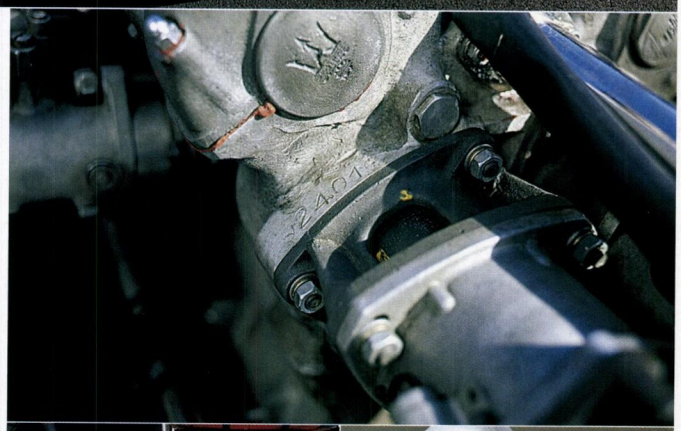


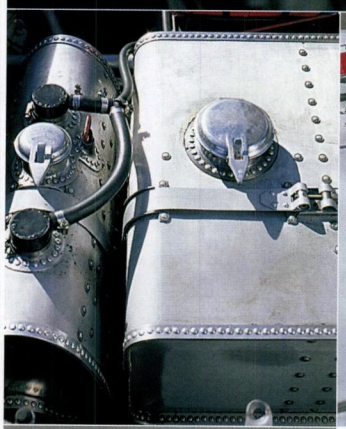
out – I raise the revs before attempting second. There's synchro, but not as we know it, and the detent-less lever lolls around a wide gate if you are not confident with it. And I'm not. Second is eventually engaged, but not before the cam is off. Spit. Hiccup. Harumph.

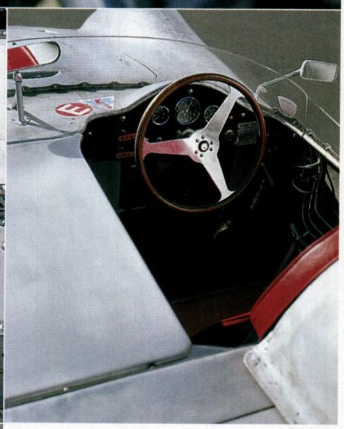
But once under way, and with a smidgen of heat in engine (there's 17 litres of oil to be scattered and scavenged), gearbox *and* driver, matters improve: this is a very manageable, nimble machine; no wonder its ilk starred in the European Mountain Championship. Skinny front tyres and positive camber make for light worm-and-sector steering, and that long, track-hugging nose eagerly sniffs out apices. With high cockpit sides, full-width windscreen, narrow footwell and spare-tyre well bulging out beside your left shoulder, this is a car that wraps itself around you. A privateer's car: mid-grid, comprehensible and forgiving, neither stupidly fast nor downright dangerous.

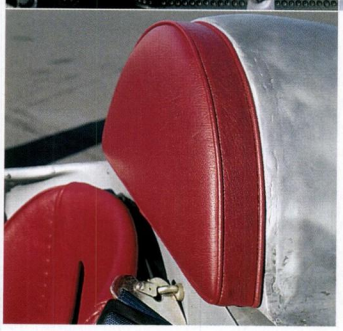
You couldn't get a starker contrast – the 450S is a hero's car: upfront and usually out front, incomprehensible and unforgiving, stupidly fast and – even in the hands of a Moss or a Fangio – downright dangerous. This is not a car that puts a comforting arm around you, instead it grabs you by the throat and challenges you to an arm wrestle. It looks big from without, and feels big from within. You sit low in its wide cockpit and grasp a three-spoke wooden steering wheel that's set a tad high for my taste. Sports-racers of the 1950s are usually cramped; I feel swamped in this. And daunted by that engine.

Circling and surveying the car as it was warmed-up I'd convinced »









From top: Looking for another gear? Car retains original engine – four-pot was basis of 'Birdcage' motor; fuel tank and oil tank now both in the tail – latter used to be under the bonnet to make space for larger long-range fuel tank; cockpit is compact, tonneau cover is removable, full-width screen added late in 1956 season to comply with Sport Internazionale regs; wider, longer headrest is unique to this car

myself that each bank had a different note: left pipe a background hint of high hat; right pipe the thud of bass drum. The stereo effect once in the driving seat, however, generates a towering wall of sound, menacing at tickover, otherwordly on the hoof.

There are, though, some crumbs of comfort: the clutch is light and Valerio Colotti's transaxle is a joy, short of throw, deliberate of action. This is a five-speed 'box as opposed to the four of most 300Ss, and it is sited ahead of the final drive whereas the 300S had its transmission to the right of the diff.

Clearly it's too simplistic to state that the 450S is a beefed-up version of its 3-litre predecessor, but think of it that way and you won't go far wrong. It retains, for instance, a coil-sprung wishbone front and transverse-leaf-sprung de Dion rear.

The heart of the matter, though, is very different: Maserati's first V8 since the R1 grand prix racer of 1935. Penned and overseen jointly by new tech boss Giulio Alfieri and engine specialist Guido Taddeucci, it's an impressive twin-cam twin-spark two-valve unit that displaces 4488cc, and which almost shook the factory walls down as it registered 400bhp on the dyno. The years of Ferrari outmuscling Maserati were definitely over.

The 450S prototype, unlovely with stub exhausts and a huge bulge in its bonnet (it featured the bodywork of the stopgap 350S), made its first appearance in practice for the 1956 Swedish GP. It honked down Kristanstad's straights, but teetered around what few corners there were. The 300S was way quicker.

The second effort, for 1957, was much better: stiffer frame, bigger brakes, stronger suspension location, more-in-proportion body. What's more Maserati had Stirling Moss *and* Juan Fangio in its armoury, and this superstar pairing romped away with the opening 1000Km at Buenos Aires in January – until the clutch failed, followed not long afterwards by the abused gearbox.

At Sebring in March, however, Fangio and Behra simply pulverised the opposition. Maserati had proved that not only could it construct the world's fastest long-distance racer, but also that it could prep it to go the full distance. The Mille Miglia, a race the marque had never won, couldn't come soon enough.

For this 1000-mile blat around Italy a two-speed 'overdrive' unit was slipped-in between clutch and transaxle. Operated by a push-pull that jutted through the centre console, it was designed to provide two sets of ratios: 'mountain', good for 160mph; and '*autostrada*', good for 185mph. Moss was told he could select either only when stationary, but this inveterate gadgeteer, a man always on the lookout for a technical edge, discovered that this could be achieved on the move. Less than five miles from the start in Brescia he selected overdrive top and grinned at Jenks as they pulled a majestic 180mph-plus. Then the brake pedal snapped. Clean off.

Two weeks later Stirling was leading the Nürburgring 1000Km when the left-hand halfshaft snapped and its wheel parted company.

Le Mans was a disaster for Moss and Maserati, too, due to a rushed, uneducated effort by Zagato to put Frank Costin's careful drawings for



Feel the force! Anything that looks this good and goes that fast can't be wrong. 450S has its faults – big ones at that – but all is forgiven when that throttle is (very gently) squeezed open

TECH SPEC
Maserati 450S

ENGINE
Type all-alloy 90deg V8, gear-driven DOHCs per bank, two-valve, twin-spark, dry sump **Capacity** 4477cc **Bore x stroke** 93.8 x 81mm **Max power** 400bhp @ 6250rpm **Max revs** 7000rpm **Compression** 9.5-to-1 **Fuelling system** four Weber 45IDM **Ignition** dual Magneti Marelli battery and coils and/or magnetos

DRIVETRAIN
Gearbox five-speed transaxle, synchro **Clutch** dry multi-plate

CHASSIS
Type tubular lattice frame **Body** sheet aluminium over steel frame **Wheelbase** 2400mm **Track (f/r)** 1335/1300mm **Dry weight** 790kg **Suspension (f)** independent, unequal-length wishbones, coil springs **Suspension (r)** de Dion tube, transverse leaf spring

RUNNING GEAR
Dampers (f&r) Houdaille, hydraulic lever-arms **Brakes (f&r)** drums, hydraulic **Steering** worm and sector **Fuel capacity** 140-180 litres **Wheels (f&r)** 5.00x16 **Tyres (f/r)** 6.00x16/7.00x16



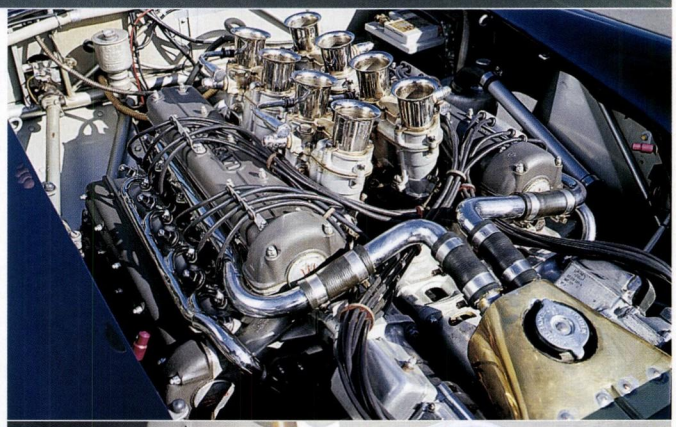
a streamlined coupé into metal.

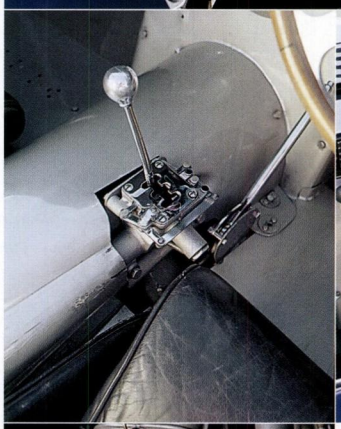
Yet a win at Kristianstad, where Moss shared his car with Behra, meant the title was still up for grabs at the Caracas finale in November: Ferrari scored a 1-2-3-4 to take the title; all three 450Ss (and the works 300S) were wrecked by accidents and/or fire. It was a knockout blow.

Thankfully for me (I think), 4502 avoided this carnage, stashed away as it was just south of the Mexican border, just out of the reach of the Inland Revenue Service, which was looking high and low for its owner – cement-and-construction baron, team boss and party animal, Tony Parravano. It eventually found the car and sold it at auction; it's still looking for Tony. How ironic that Parravano, the man whose cash kick-started Maserati's V8 project (initially for an assault on Indy with a 4.2 version) never got to see his 450S run in anger (see panel, page 72). If you're reading this, Tony – hey, you never know – you missed something really special. For without question this is one of the most exciting sports-racers ever built.

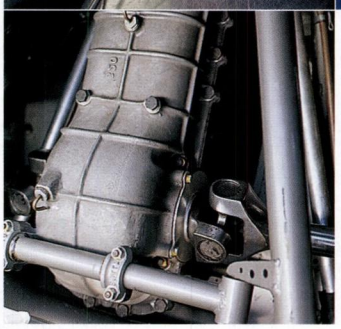
The first shock comes at the first corner. Travelling at no great speed I attempt to swing in – and nothing happens. The first quarter-turn of what should be lock appears to be play, at which point everything loads up and the nose grudgingly comes around. Okay, so you drive it on the throttle. But at this point you are entering Moss territory – and even he reckoned it a handful. Hmm.

Then there's the brakes. They are masterpieces of the casting art, all fins and radial holes drilled at an angle to improve cooling. Clay cold today, they feel dead and grabby. »









From top: Trying to appear casual and unconcerned! It looks complex but the V8 proved extremely reliable – even in 6.4-litre motorboat form; another jewel 'box from Maserati – light and positive to use; cockpit is commodious, wheel is slippery; transaxle is in-line and ahead of diff and de Dion tube, and although it looks strong the final drive (including the halfshafts) was the car's Achilles heel

A bit of heat would improve things – but I can categorically state that they are not up to the job. How? Simply because this much grunt and torque would test far more modern set-ups.

Cracking open the throats of the four downdraught Webers nestling down in the vee causes a supercar-like surge of urge. Snapping them open causes wheelspin in second – and third – in the dry, on the uphill rush to the Karussell. I can't drive like Moss, but I grin like him. And then the tail steps out through the gentlest of rights after the Karussell and I go all serious again.

And that's just 5400rpm (in only second gear) according to the tell-tale; 1600 revs still to go. I'm simply blown away. And that's with fifth gear still marooned and unused out on its dog-leg. This is one fearsome reputation that is fully deserved. It briefly crosses my mind that Moss might have spent the night before his Mille Miglia 'disappointment' stealthily part-sawing through the brake shaft with a nail file. His effort to lead the 'Ring 1000 'Clicks' in a 450S was Herculean.

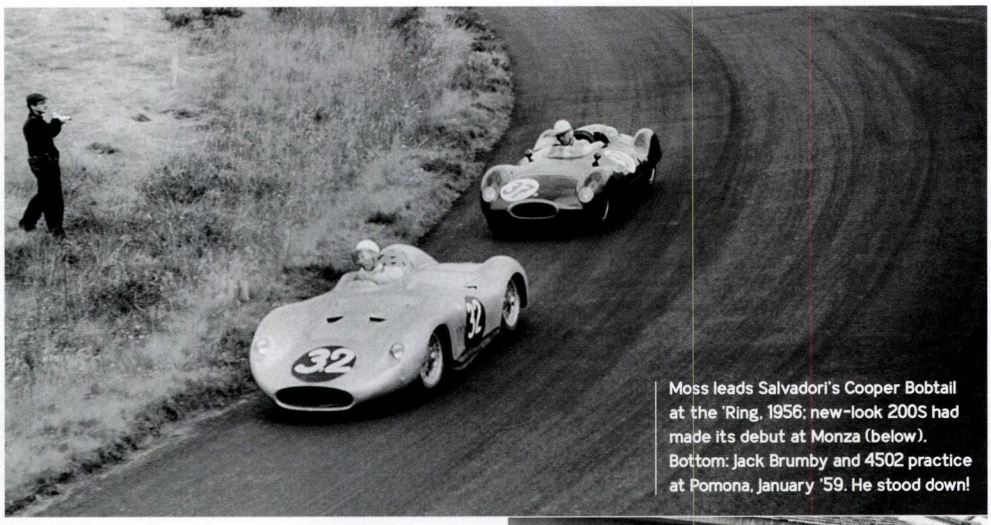
Moss will happily admit that he wasn't sorry to see the back of the 450S – and was lapping the 'Ring 18sec faster two seasons later in a 3-litre Aston Martin DBR1 – but cars like Maserati's 'Bazooka' don't merely weed out the good from the great, they put clear daylight between the great and the absolute best. Moss shone in everything he ever drove, and won only once in a 450S, but few cars can have spotlighted his talent as brilliantly, as untouchably, as this wilful beast. He must surely have revelled in that knowledge, in this situation – if not in the braking and handling that came with it. M

Thanks to Hartmut Ibing, Wolfgang Zweifler, Capricorn Engineering, Walter Bäumer and the Nürburgring for their help with this feature.



Horst Muller GmbH Bob Tronolone

From the Nürburgring to Mexico via Cuba



Moss leads Salvadori's Cooper Bobtail at the 'Ring, 1956; new-look 200S had made its debut at Monza (below). Bottom: Jack Brumby and 4502 practice at Pomona, January '59. He stood down!

MASERATI 200S - CHASSIS 2401

The story of 2401 is interspersed with a certain Mr Moss. His first acquaintance with it was due to *force majeure*. The 150S he was scheduled to share with Piero Taruffi in the 1956 Supercortemaggiore race at Monza spat its propshaft into the cockpit on the opening lap. In response, team manager Nello Ugolini plonked Moss in 2401 alongside Cesare Perdisa. They finished second.

Moss's next run in it came six weeks later in the Rheinland Cup, the 1500cc sportscar race that supported the German Grand Prix. By this time the still-unpainted car had undergone another of its updates and now featured a de Dion rear end - and presumably a 150S engine! Moss put it on pole position, only for the team to undergear it for the race, because of which Stirling could do nothing about Hans Herrmann's runaway works Porsche and had to settle for second.

Put into SI spec in preparation for 1957, Jean Behra won his class in the end-of-season Caracas GP - and there 2401 stayed, in Venezuela, having been bought by Ettore Chimera.

But Moss hadn't finished with it yet - thanks to another slice of *force majeure*. When his 450S was delayed by a New York dock strike, Chimera offered him his 200S for Havana's Cuban GP in February 1957. Having lapped 15sec faster around the 3-mile street circuit than anyone else in his class, Moss's race was cut short when the engine seized after just five laps.





MASERATI 450S - CHASSIS 4502

This car was meant to be the flagship of Tony Parravano's impressive race fleet, which included Ferraris as well as Maseratis, but circumstances overtook that plan. Although tested at Willow Springs in January 1957, 4502 didn't race until '59. And that was because an exasperated Inland Revenue Service was unable to locate it until the end of '58. Sold by auction in the parking lot of a Savings and Loan in the San Fernando Valley, it was bought by Jack Brumby of Italia Motors, with financial backing from Dr Rey Martinez.

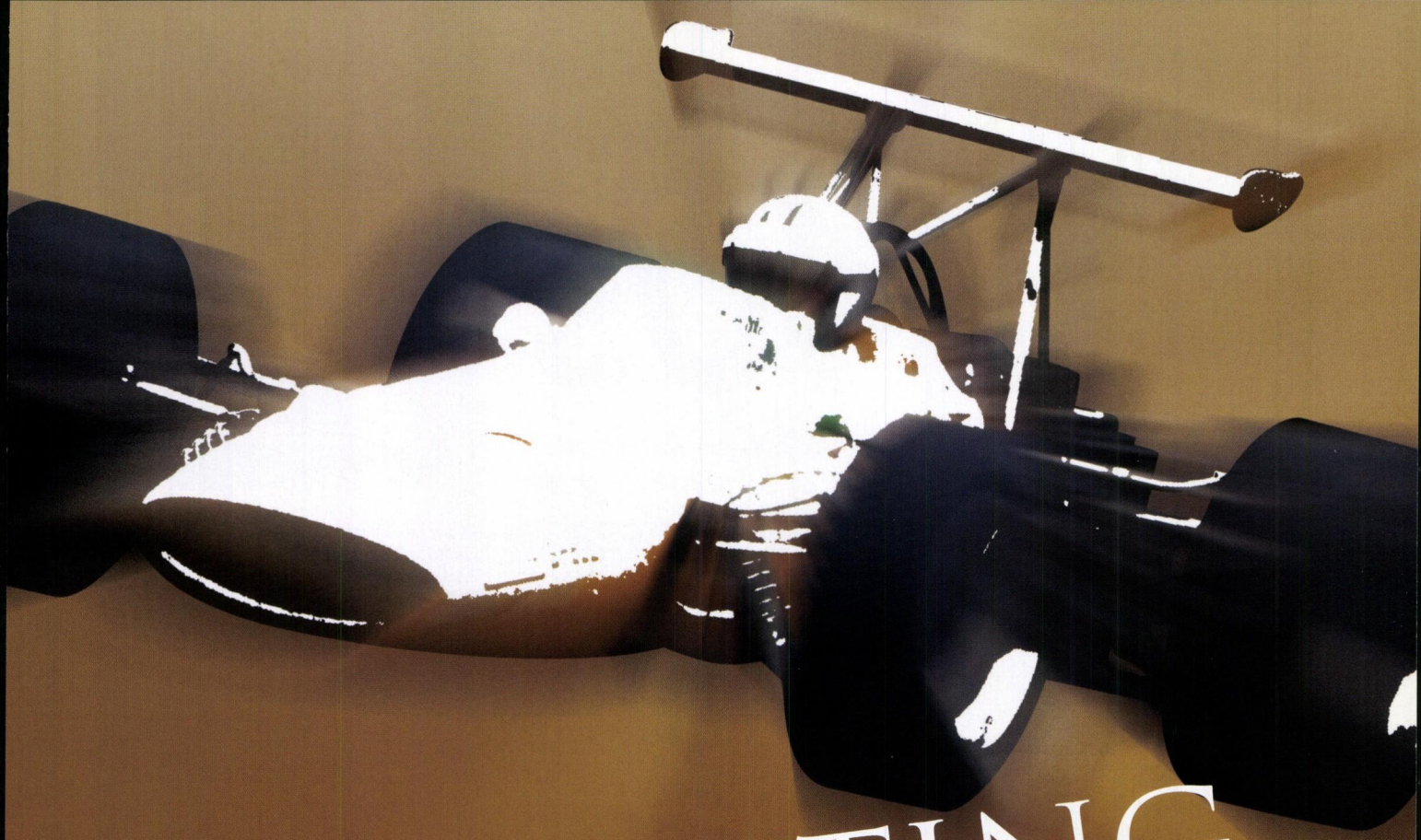
The now-silvery-blue machine was raced four times in 1959 by Billy Krause, a brave and talented hotshoe whose attacking, sideways style suited the car. Sadly, most of the American circuits on the West Coast's burgeoning sportscar-racing scene did not.

Krause finished second on his February debut with it at Pomona, despite the steering bracket tearing loose, and was leading the Examiner Grand Prix at the same track the following month when the car snapped into a late-race 360. The rear suspension's central locating bolt had sheared and an unsecured leaf spring sliced the right-rear tyre. Krause finished fourth on three wheels.

July's Kiwanis GP at Riverside looked more promising because the track was faster, but both Krause and relief driver Pete Woods were overcome by exhaust fumes. The team had cut an extra scoop into the body. Meant to cool the drivers, it merely funnelled gases into the cockpit!

There remained just one more outing - a DNF at Santa Barbara - before Krause and Brumby switched to a more modern, more nimble Maserati 'Birdcage'.

4502 reappeared in Chuck Kessinger's hands in 1961, but the combination proved uncompetitive against the latest machinery, and after a fourth place in a minor race at Riverside in March 1962, the car was pensioned off.



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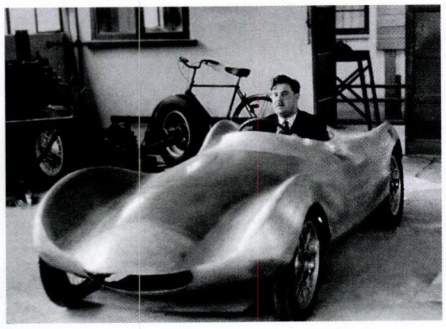
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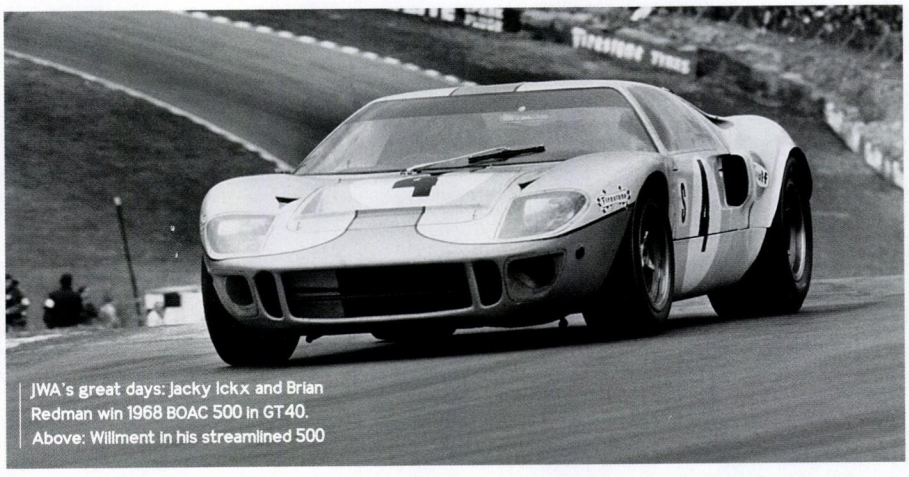
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From home-built specials... to GT40s



There were two JWs in JW Automotive: John Wyer was its leader, but John Willment had his triumphs, too. By Gordon Cruickshank



JWA's great days: Jacky Ickx and Brian Redman win 1968 BOAC 500 in GT40. Above: Willment in his streamlined 500

JWA. Three initials throbbing with racing significance, which reflect two very different men: John Wyer is famed as one of the great team managers; but it was his friend and partner John Willment who made the first big splash on the tracks.

Willment never looked like being content in the family sand, gravel and construction business, with a side division building boats. After National Service in the 1950s he began trading in army surplus trucks, and racing an Austin 7. But, says his daughter Avia, who now runs the businesses, he was more interested in the cars than the driving – "and he was a maniac behind the wheel."

Pictures in the family collection show him with a huge variety of cars, including a Bentley 4½ converted from an ambulance. "He was obsessed with Bentleys, and mad about engines," says Avia. He began building specials, and as soon as one was finished, he was on to the next. They included an all-enclosed four-cylinder 500, the famous Fruabodied 7-litre Cobra, and a handsome sportscar raced by Graham Hill and Stuart Lewis-Evans. He also entered a Cooper for Stirling Moss.

With fast cars and boats to play with, the burly and bluff JW was doing a good impression of a rich playboy. That stopped dead in 1960, when he married Dorothea. From that point he retired from racing and became a driven man. "I have to make my fortune for my family," he told his wife.

In 1961, on a plot of land by Twickenham rugby ground, John built a showroom – and he didn't even have a dealership contract. But very shortly Ford signs went up and the first JWA – John Willment Automobiles – was launched.

Within a year John had decided a racing team would be a good advert and invited Jeff Uren to run it. British saloon champion in 1959 and then Ford's rally team manager, he was the perfect choice. As was his way, JW left him to get on with it, with one proviso: he wanted Uren to use Ford's NASCAR weapon, the huge American Galaxie. "He liked things big and brash," says Uren.

Uren ordered a car from Holman & Moody. He knew where to go for a driver, too: Britain's first saloon car champion was short of a drive. Jack Sears takes up the story: "I'd been driving for Tommy Sopwith, but at the end of 1962 he closed his team to go powerboat racing. I had nothing to drive and was considering retiring – I'd been racing since 1950 – when Jeff rang me and asked if I was interested in a 7-litre Galaxie. I was doubtful, but Jeff said it would do the business. 'Trust me,' he said, 'but I need the answer tomorrow.'"

Nor was there a chance of a test drive: the Galaxie wouldn't arrive until May. Meantime the team would run Cortina GTs, another unknown quantity. But Sears did trust Uren and rang back to agree terms and become the first Willment driver. Good decision: he won the 1500 class from the back on the Cortina's debut, and kept on winning until the Galaxie finally arrived, for the *Daily Express* Trophy at Silverstone.

"I was so excited," says Sears. "We got pole easily, but to save the clutch I trickled off the grid – then passed three cars in one go. After that I left it in top the whole lap, and won by a huge margin." Thus ended Jaguar's domination of saloons: Sears was the clear champion before the season's end.

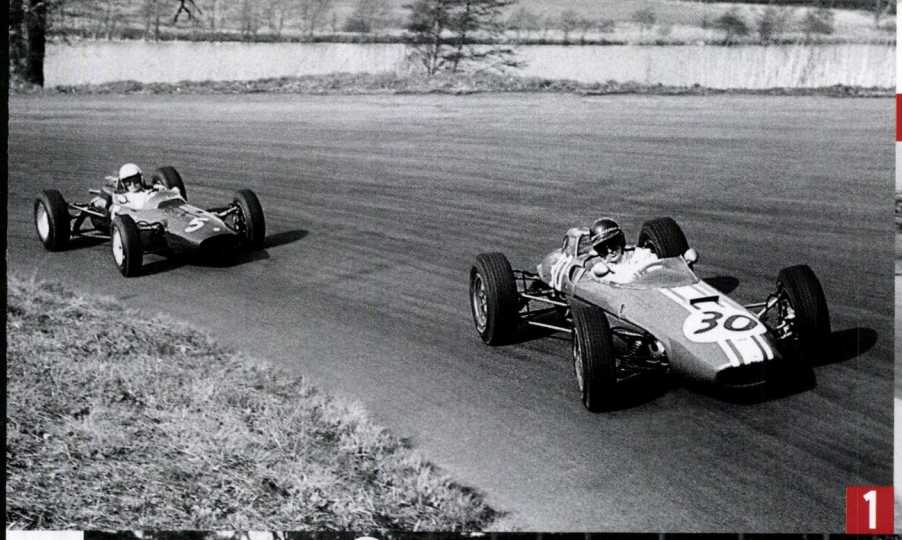
Uren had also recruited Bob Olthoff from South Africa, Australians Paul Hawkins, Frank Gardner and Brian Muir, and John Whitmore among others. As well as saloons the team fielded Elva and Lotus sportscars, a trio of Shelby Cobras – and Brabham and Lola single-seaters. F2 cars, but Willment was going grand prix racing.

For a private team, 1964's spread was astonishing – saloons, sportcars, GT, F2, endurance races, and a grand prix. Sears and Olthoff ran Cortinas, Galaxies and Cobras; Gardner drove saloons and F2, and made his and the team's grand prix debut in the F2 Brabham in the British GP. It was a disappointing day: FG crashed – and John got his hugely active team suspended.

With Uren as the hands-on manager, Willment rarely came to races. "He didn't want his young family involved in racing," says Avia, and he had his expanding business to run. But he came to that Brands meeting, and got stuck in when a dispute about start positions looked like robbing Sears of a spectacular last-lap win in his Cortina. In a frank pitlane exchange with Willment, Clerk of the Course Basil Tye ended up in a ditch. Sears, ever diplomatic, says, "It's not clear how he ended up there." Avia is blunter: "Oh, Dad thumped him."

The RAC promptly withdrew the team's race licence and Uren had to broker a compromise: "I argued for an alternative punishment because we had drivers under contract and a whole season of race entries. Finally they agreed to restore our licence, but to ban John from races – if he came and stood in front of the committee and apologised like a naughty schoolboy. He did, but he said it was the hardest thing he'd ever done."

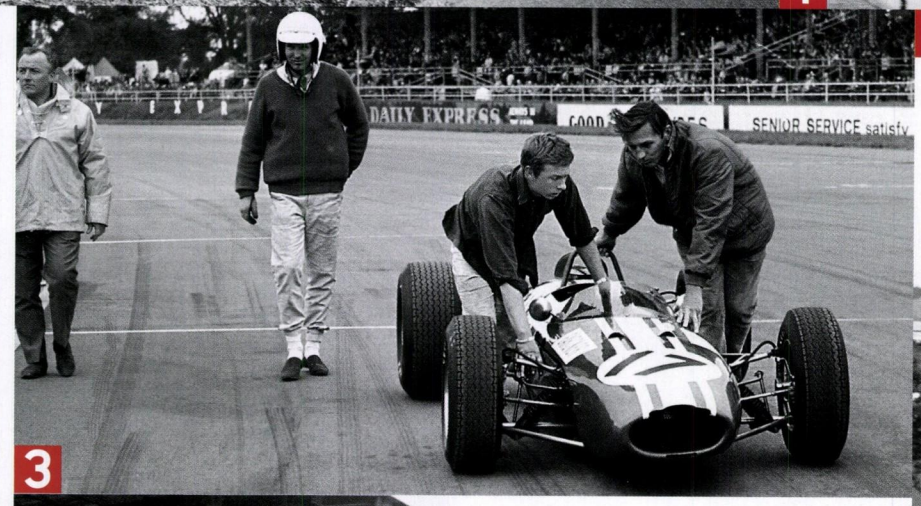
Willment wasn't content with running other people's cars. After Sears and Olthoff had finished behind Dan Gurney's Daytona Cobra in the 1964 TT, he tried to buy one of these aerodynamic coupes from Carroll Shelby. Rather than build another, the Texan sent drawings to Twickenham. The result was the mean-looking Willment Coupe. Sears scored another debut victory with it, followed by a win in the Guards Trophy at Brands, and a fifth in the Kyalami Six Hours. At the same track Hill and Hawkins took a 1-2 in the (F2) Rand GP. Willment was prepared to send his team anywhere there were races to contest. »



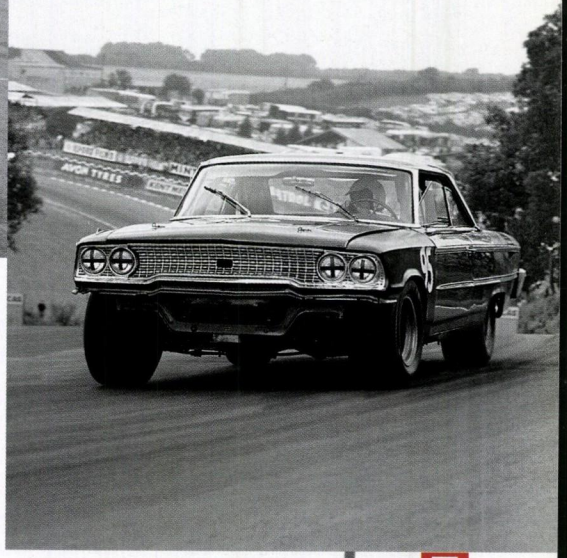
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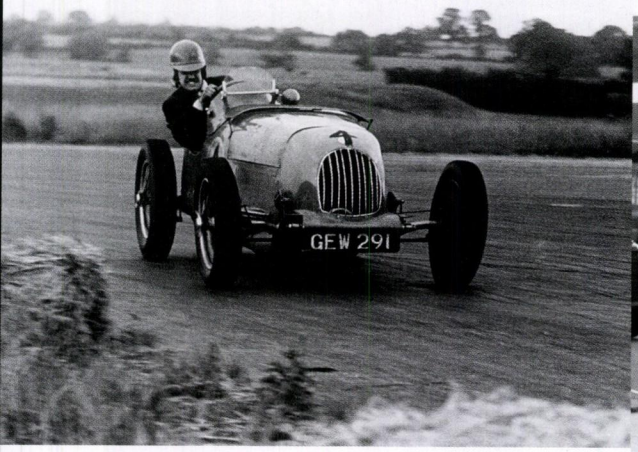
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5

1 Tony Hegbourne takes Willment F2 Lola to sixth in 1965 Oulton Gold Cup, Peter Revson's Lotus is behind 2 Graham Hill samples Willment-MG special 3 Frank Gardner strolls to 1965 British GP grid; Jeff Uren on left 4 Brian Muir was a team regular, here in 7-litre Galaxie at 1966 Brands GP meeting 5 Jack Sears chose a Cortina for *Motor* Six Hours of 1963 because of doubts about Galaxie brakes 6 John Willment attacks Silverstone in 1950 special 7 Tony Brooks in another special outside Twickenham base

6





7

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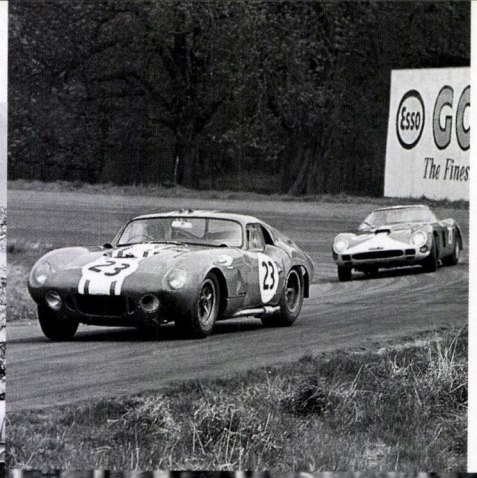
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John Willment had a natural eye for team's promotion – note 'Ford Racing Division' logo on transporter. Right: Team built the most successful Cobra Coupe of all; here Gardner tackles 1965 TT. Below: Frank aviates the BRM-engined Brabham BT11 at the 'Ring in '65

Soon JWA stickers gave way to 'Race-proved by Willment'. Uren explains: "John wanted a name for racing Fords and I wanted to move into speed equipment. So the 'Race-proved' was me and the 'Willment' was John." Always with an eye for style, Willment liveried all his race cars and support vehicles with a bold triple stripe, first red-on-white, later reversed, and also built some Econoline team vans with hot 427 V8s. "Most of them were crashed in no time," says Uren.

Although the team was large, Willment even extended support to promising privateers, such as Boley Pittard and his twin-cam Anglia. The total budget must have been huge, as Sears reflects: "He had very little sponsorship. It cost him a lot of money, but it was good promotion. The race cars were often displayed in the showrooms."

Even more cars arrived at the crowded team base for 1965: a Lotus 30, three Lotus F3s, and a Brabham-BRM with which Gardner had an indifferent F1 season. Elsewhere, Willment Cobras and Cortinas won repeatedly; Bob Bondurant found the 30 "spooky", but in it Gardner bettered the F1 lap record at Zeltweg in Austria.

Olthoff was now running a Willment team in South Africa, with a Galaxie, a Cobra and the BT10, winning the saloon title, while the Lotus 30 went on an American tour. Even Le Mans was on the schedule, though the Cobra Coupe didn't start. Willment had become an international operation, and a household name.

By 1966 the expanding team had its own test-bed and facilities scattered around Twickenham, where apart from running the fleet of race cars (now including Brabham BT8 and Lotus 23 sportscars, and an Elan which John Miles took to nine successive wins) they fielded a Cortina rally car, built a special-bodied Galaxie for the boss, and developed tuning conversions for production Fords. Team transporters were cheekily labelled 'Ford Racing Division'. Says Avia: "My father was trying to get sponsorship from Ford. He even wrote to Ford dealers all round Europe asking if his wins were helping their sales..."

Ford *was* pumping cash into racing, but mostly into its Le Mans effort with the GT40 and MkII. These two strands were about to link up in an unexpected way. Wyer, who had been organising the Ford GT40 project from its start in 1963, was a long-time acquaintance of Willment, from his days as Aston Martin team manager.

After their 1966 Le Mans grand slam, Ford worked out that for a fraction of the cost of keeping its Advanced Vehicles arm running it could pass the programme to a third party. Accordingly Wyer was offered the assets of FAV, at highly favourable terms. He would be MD and major stakeholder, but needing a partner he invited Willment aboard as an investor and co-director. The new firm, JW Automotive Engineering, was contracted to make parts for existing GT40s and build new cars, including the MkIII road version. The contract stated that these new cars were not Fords, but JWAs; from being a prolific special builder, Willment was now effectively a manufacturer. It meant the finish of 'Race-proved by Willment' on the tracks.

Uren went into the tuning business, and Wyer did his historic deal with Gulf Oil which was to make that blue-and-orange livery synonymous with success: JWA Fords won the world title in 1968 plus the '68 and '69 Le Mans, before Wyer took on the Porsche contract and pulled off more victories and the world title in 1970 and '71.

Meantime Willment's businesses were thriving,

'Willment became an international operation, and a household name'

and John was indulging another long-time interest: powerboats. And as always, bigger was better.

"He bought the *Daily Express* offshore race winner," recalls Uren, "installed two Holman & Moody Galaxie engines and went to do his first offshore race. But on one hard impact he went through the floor, ricking his neck. He had to be taken to hospital – but he still made it to the party that night! He was a very, very determined man."

Willment was now less involved in the racing. What few realise, though, is that up to 1978 Wyer, the public face of JWA, was also involved with all Willment Group activities. Nevertheless, the two JWs were moving apart. John Horsman, JWA's ops and engineering chief, says he only saw Willment at board meetings – "and he only wanted to talk about boat engines or Ford tuning kits."

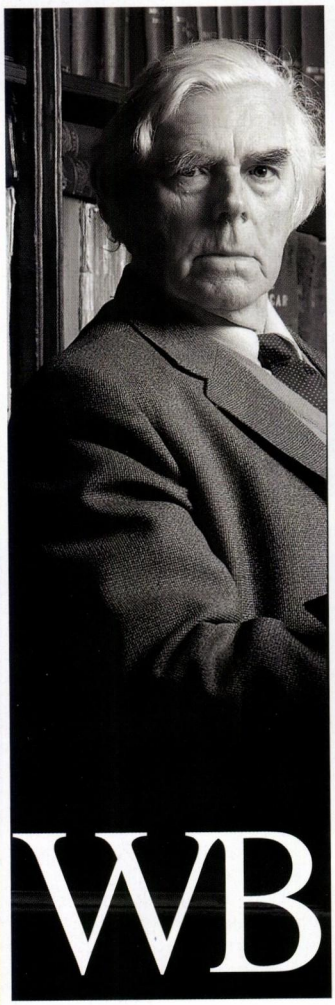
While Wyer began his Mirage sports-racer projects, from 1972 JWA continued (and continues) to manufacture GT40 components, and in '79 built a further run of GT40s. But the same year disaster felled the Willment dealerships.

After questions were asked about the group's financial dealings, Ford pulled a big loan and Willment had to liquidate the car side. No irregularities were found, but Willment was now left with the marina and boatyard. From here on he spent much less time on the businesses, but "obsessed with projects," as Avia puts it, he started a Bentley restoration firm and built yet another Willment special for his daughter to race.

Poor health dogged Willment's last 10 years, aggravated by his refusal to take medication, and he died in 1997. Sears: "My Willment years were very successful. John was hugely enthusiastic and knowledgeable. I look back on it with fondness."

John Willment's story has perhaps been shaded by the other JW, but in the 1960s the team he built up pulsated with ambition and success. It was vibrant, confident and effective – a reflection of the man himself. M

LAT, Avia Willment



WB



1929 was Bentley's triumph at Le Mans, but Eyston and Watney's Stutz Black Hawk was part of a strong threat – until it caught fire

Stutz Black Hawk: USA

Among the inexpensive lookalike American cars which flooded the market in the 1920s were the vastly superior makes: Cadillac, Packard and Lincoln, and the more sporting ones such as Duesenberg and Stutz.

The 'Safety' Stutz had broached America's sporting youth's desires in Edwardian times with the fast and spartan Bearcat roadster, made at Indianapolis along with Stutz racing cars, and challenged by the Mercer Raceabout. The post-war 'Safety' Stutzes were designed by C R G Grenter and Paul Bastian and were oddly named 'Vertical Eights'. The 'Safety' aspect of the title was a publicity ploy to draw attention to the low build and other modern factors of these production models, which came with a year's free passenger insurance.

They were impressive cars, and the pioneer racing driver Colonel Warwick Wright was selling them in this country from his premises in London's fashionable Bond Street.

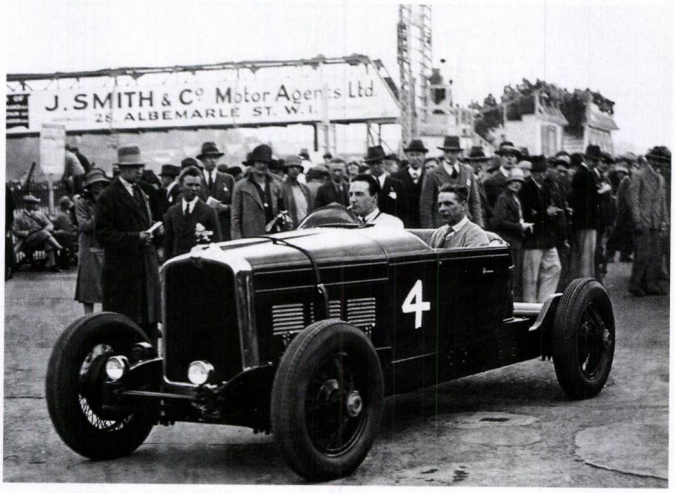
By the late 1920s the Stutz had a straight-eight nine-bearing engine of 82x114mm (4883cc) with its overhead valves operated directly by the overhead camshaft. There was dual ignition from plugs on opposite sides of the combustion chambers. The chain drives for the camshaft and auxiliaries had automatic tensioning. A double-choke exhaust-jacketed carburettor was fed by a single float chamber; it was supplied by Autovac from a 16gal rear tank, and heat to it had a dashboard adjustment. The radiator's shutters were controlled thermostatically. The quiet and smooth-running engine developed 115bhp at 3450rpm.

The gearbox and disc clutch were in-unit with the engine and there were four forward speeds, top being a direct drive, the lower ratios 14.83, 8.45 and 5.35:1, with 32x6.50 tyres. Early cars had a 'Noback' device, to stop the car rolling backwards when in neutral or reverse gear, but this was later deleted. Braking was by a hand transmission band and Lockheed hydraulic brakes for the four wheels, with a vacuum servo variable to four settings by the driver.

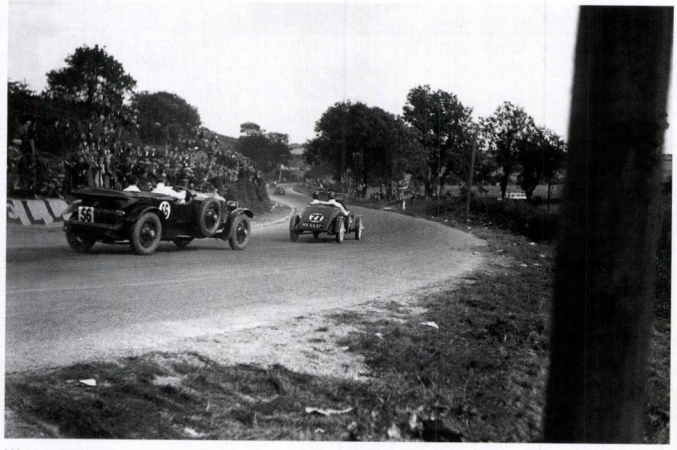
Transmission was via an open propshaft to an underslung worm back axle. Chassis lubrication was centralised, with a feed to the clutch withdrawal, and the starter engaged silently as its switch was pressed. The wheelbase was 12ft 2in on the saloon, 10ft 11in on the sporting Stutz, which was sold here in 1928, fitted with a comfortable Weymann saloon body, for £1295, with Zeiss headlamps; 90mph was claimed for it and it would certainly do 80mph.

The engine had been enlarged to 5275cc in twin-cam form by 1929,





Gordon Watney's 4.8-litre Stutz at Brooklands in 1927 had the rear of its body removed



Warwick Wright entered two Stutzes at 1928 TT; Watney harries a LeaF through Quarry

Bentley

and it is the Black Hawk Stutz with which we are concerned, as raced in both engine sizes; the name recalled the legendary Bearcat.

Warwick Wright saw the advantage of racing, and for the 1929 TT named his entries 'Splendid Stutz'. In 1927 Gordon Watney drove his stripped black 4.8-litre four-seater at Brooklands to a win and a later lap of 97.08mph. As another publicity move it was said that with its normal silencer this Stutz was quieter than with the Brooklands 'can'.

Fred Moskovics, since 1922 the President of Stutz, entered a lone Stutz for Le Mans in 1928 to take on the might of Bentley. Entrusted to Brisson and Bloch, who had both done so well there for Lorraine, it led until dawn when the Bentleys had various troubles, and finished second at 68.78mph, eight miles behind the 4½-litre Bentley of Barnato and Birkin.

For the 1929 enduro three DV32 5.3-litre Stutzes started; only one finished, fifth, after Bentley's 1-2-3-4. Bentley had now scored four wins at Le Mans, but in '28 Chryslers had been third and fourth, and in '29 sixth and seventh. Otherwise, in the pre-war events, with five Bentley wins, the American Duesenberg, Du Pont, Overland and Willys Knight entries never lasted the 24 hours.

In 1928 Moskovics laid a 25,000-dollar wager with Weymann that a standard Stutz could beat an 8-litre Hispano-Suiza in a 24-hour race at Indianapolis, but after 19 hours the American car stopped with valve trouble. Nearer home, Warwick Wright put two 4.8 Stutzes in for the 1928 Ards TT, with Watney and Anderson as drivers; one non-started but Watney's was third in class behind the Bentleys. In the '29 TT he put Watney in a supercharged 5.3 Stutz, but it caught fire.



Bentley and Stutz round Pontlieue in 1928

These TT cars were extremely impressive, able to do over 100mph road-rigged. They were fitted with a low-pressure blower, mounted between the front dumb-irons, that blew air through the carburettor in Mercedes fashion rather than sucking, and was brought into use with a lever, via a disc clutch. It increased acceleration between 20-40mph from 6.4 to 4.8sec, between 30-50mph from 12.4 to 9.8sec, and in bottom gear 10-30mph took three seconds. The racing gear ratios were 15.97, 7.95, 5.07 and 4.0:1.

In spite of the financial crash in the USA, Stutz sales were said to be up by 25 per cent, but only six cars were made in 1934 and the firm was taken over by Auburn in '36.



As an example of hard work, in 1921 *The Autocar* investigated 119 current cars and noted that they had, in total, 33 different movements of their ball or gate gear levers.

In July 2005 there is to be another remembrance of the Belgian Circuit des Ardennes race of a century ago, with a run for pre-1918 cars over the course, and many supporting events. Details from Circuit des Ardennes BP18, B1050, Brussels 5. The VCC has details in its current *Gazette*. Prepare, too, for the VCC Centenary of the first car TT race in the Isle of Man, from September 7-12. The VCC HQ is open from 9.30am to 5pm Monday to Friday, at Jessamine Court, 15 High Street, Ashwell, Herts SG7 5NL.

A reader when on holiday in Italy visited the Nuvolari Museum (Museo Tazio Nuvolari, Piazza Broletto 9, 46100 Mantova, Italy) and he recommends a visit to this and surrounding places associated with this great driver. The museum exhibits all manner of Tazio material apart from trophies and pictures, including his office desk and the fuel tank from the Auto Union he drove to win the 1938 Donington GP. There is also an attractive brochure listing all his races on motorcycles and in cars, with short descriptions of the makes he used; it is published in Italian but with many nostalgic illustrations.

The latest in Shire Publications' range of their excellent, informative and inexpensive Albums is *Early Vehicle Lighting* by Peter W Card (ISBN 0 7478 0585 7, £4.99). The motoring section lists 15 one-make titles and some about Veteran to Classic cars (but no mention of Vintage cars or the VSCC), with associated clubs, places to visit and the miscellaneous aspects of motoring very fully covered.

It is not only to commemorate drivers killed in racing that memorials are erected; it is satisfactory that races and racecourses are also thus treated. The 1957 Brooklands Memorial is being moved by the Brooklands Museum to a more appropriate place after removal from the original site. It was also good to know that last year his Excellency the Lieutenant-Governor of the Isle of Man sanctioned a plaque to be set up by the start line of the IoM races to mark the centenary of motorsport on the island, on two wheels and four.

LAT Ludvigsen

The twins from Bristol

Finding a long-lost book entitled *Light Cars and Cyclecars of 1916* (Temple Press, 6d.) reminded me of how surprised I have been that so few people will accept that Douglas, the well-known Bristol motorcycle makers, also made cars. The bikes I knew from seeing a relative ride from Oxford, where he was studying law in the early 1920s, to his parents' house on the South Wales coast, on an ex-War Department Douglas. Later I saw dirt-track Douglases in cinder-sliding action and discovered a London motorcycle dealer who had a few new ones for sale as late as the 1930s.

The Douglas light car arrived in 1913 and was soon very popular at Brooklands. The little book says it sold for £184 with hood, screen, dynamo and tool kit, and boasted a water-cooled flat-twin engine of 1070cc, conventional transmission, and 700x80mm tyres. The last one I saw was in a post-WWII trial. The post-war two-seater managed 40mph and cost £500.

At the Track, reopened in 1920, Capt Vivian Harvie and Miss Addis-Price raced a Douglas car with the post-war 1223cc engine. It had two Claudel-Hobson carburettors, aluminium pistons, lightened conrods, advanced ignition, a 3.75 instead of a 4.6:1 axle ratio, and thin oil in place of grease in axle and gearbox, which increased top speed from 40 to over 70mph. It also had Houdaille shock-absorbers, 760x90 Palmer Cord tyres and a pump and small tank on the steering column feeding oil to one cylinder. It won an Essex MC race and was third in another, finishing on one cylinder, the other perhaps over lubricated. A brass strip in its centre tried to improve the look of the bulbous radiator.

In 1921 Capt J Lane, Edward Sawers, S L Bailey and L E Mather (in a car belonging to Miss Addis-Price) raced Douglases. Miss Price had designed a smart body for her car, which Mather could get up to 3600rpm on a 4:1 axle ratio. The engine gave 31bhp at 3250rpm and the 10cwt car ran on 710x80 tyres.

Lane and Harvie in Bond Street were the London Douglas agents and entered Bailie in the fastest of these little cars (best lap 78.06mph) which gave him a victory and a third place. In these BARC handicaps Sawers took two second places and a third (best lap 70.35mph) on an Essex MC day, while Mather took three seconds and a third, with a best lap of 70.64 mph.

When the old aeroplane hangars at Brooklands were demolished a Douglas, possibly one of the racers, was among the cars hidden there for 14 years. I wanted it but had nowhere to keep it.



Captain Vivian Harvie in his tuned-up 70mph flat-twin Douglas won an Essex MC race at Brooklands in 1920

Putting a damper on Morgan motoring

Have you ever suffered from the wobbles? While driving, I mean. I have. A high-chassis 4½-litre Invicta on which someone had fitted a shooting brake body during WWII had wheel-wobble so badly that it became difficult to see out and I had to back off.

Our little 1922 Talbot-Darracq has had it so badly recently that a garage couldn't cure it. But it has a steering damper consisting of a cut-down André shock-absorber between tie-rod and chassis, which was probably fitted before the 1935 RAC Rally in which the little T-D did better than some 40 current cars. I am hoping that the shimmying will be resolved by renewal of the friction discs, hopefully obtainable from the firm which supplies vintage-style Andrés.

More modern cars have had the wobbles, too. My second *MotorSport* company car was a new 1951 Plus-Four Morgan. If it hit a pothole front-wheel shimmy became so bad that both legs and hands on the steering wheel couldn't quell it. Driving along the Embankment in London's rush hour, in the outside lane, I saw a protruding manhole cover ahead. I wasn't able to change lanes, and the wobble began. It was opposite Scotland Yard, before which I had just noticed five smart policemen on immaculate motorcycles. One of them now swung across the road and stopped me. I sat low, so he towered over me. "It's home-made, is it?" he said. I was furious and told him it was an almost-new car from the Morgan Motor Company at Malvern Link. He was unimpressed and told me I mustn't drive it any more. "Just to the first garage and leave it there."

I drove it home to Hampshire.

Morgan's solution had been to put bronze damper rings round the IFS uprights and anchor these with wide flat metal strips to the chassis side-members. These strips had to rise and fall with the front wheels, so soon broke.

Morganic innovation was to have two strips each side held together with bolts so that it was not necessary to have to dismantle the entire suspension uprights when a damper strip broke. You just rejoined one inner strip to the other one. They still broke, of course, but replacement saved time or repair bills.

My previous Morgan, which was a Standard-engined 4/4, did not shimmy. I presume that this was because it had lighter wheels and tyres, which would apply also to Morgan three-wheelers.

Never mind, I always enjoyed my Morgan motoring.



The recent trend for more clubs to provide an insight into their history is welcome, the latest being Sheffield & Hallamshire MC, which had 180 guests at its Centenary dinner. Its story is told by Simon Cork in the 182-page *Peak Revs - 100 Years of Motorsport in Sheffield*. It includes racing at the Gamston circuit, and members' activities on bikes and with cars in events such as the RAC Rally, important trials and karting. Stephen Bisby, whose great-grandfather attended the Club's first meeting and whose grandfather, father and uncle were members, and who still competes, was present at the dinner. Simon Cork's address is Hall Cottage, Baulk Lane, Hathersage S32 1AF.

Oh dear, F1 has something of an uncertain future. Other types of racing do not quite compare, although I concede that saloon car contests are entertaining to watch, with the deliberate shunts and scrapes among the contestants and the many offs. But one day this could result in a fatality. Apart from which entrants race for sponsorship and 'make' results. How much longer can this wild dicing be allowed, even if the owners are prepared to pay for frequent damage to their cars? Concede, too, that top-class racing motorcycles are as fast as racing cars and the racing closer and more exciting.

Last month the omission of the word 'his' from my piece about Woolf Barnato's racing altered its sense. He drove Locomobile, Calthorpe, Austro-Daimler, Wolseley Moth, Talbot, Crouch and Enfield-Alldays at Brooklands before his Bentley in 1925. The picture of Froy in the Bentley was taken in 1928, when a 3-litre had been replaced by a 4½-litre. It was not until 1934-5 that the 6½-litre was installed, when Richard Marker and Margaret Allan, whom he married, ran the car as 'Old Mother Gun', gaining, respectively, 120 and 130mph badges.

The Ulster VCC is raising money to enable it to erect a permanent memorial to the 1928-36 TT races. With the support of the local council, it will be sited in Newtonards Town Square, through which the cars raced, and will carry the names of all the drivers and cars which took part. Details and contributions to Alan Clarke, 11 Ballynahinch Road, Saintfield, County Down, N Ireland, BT24 7AE.

LAT.

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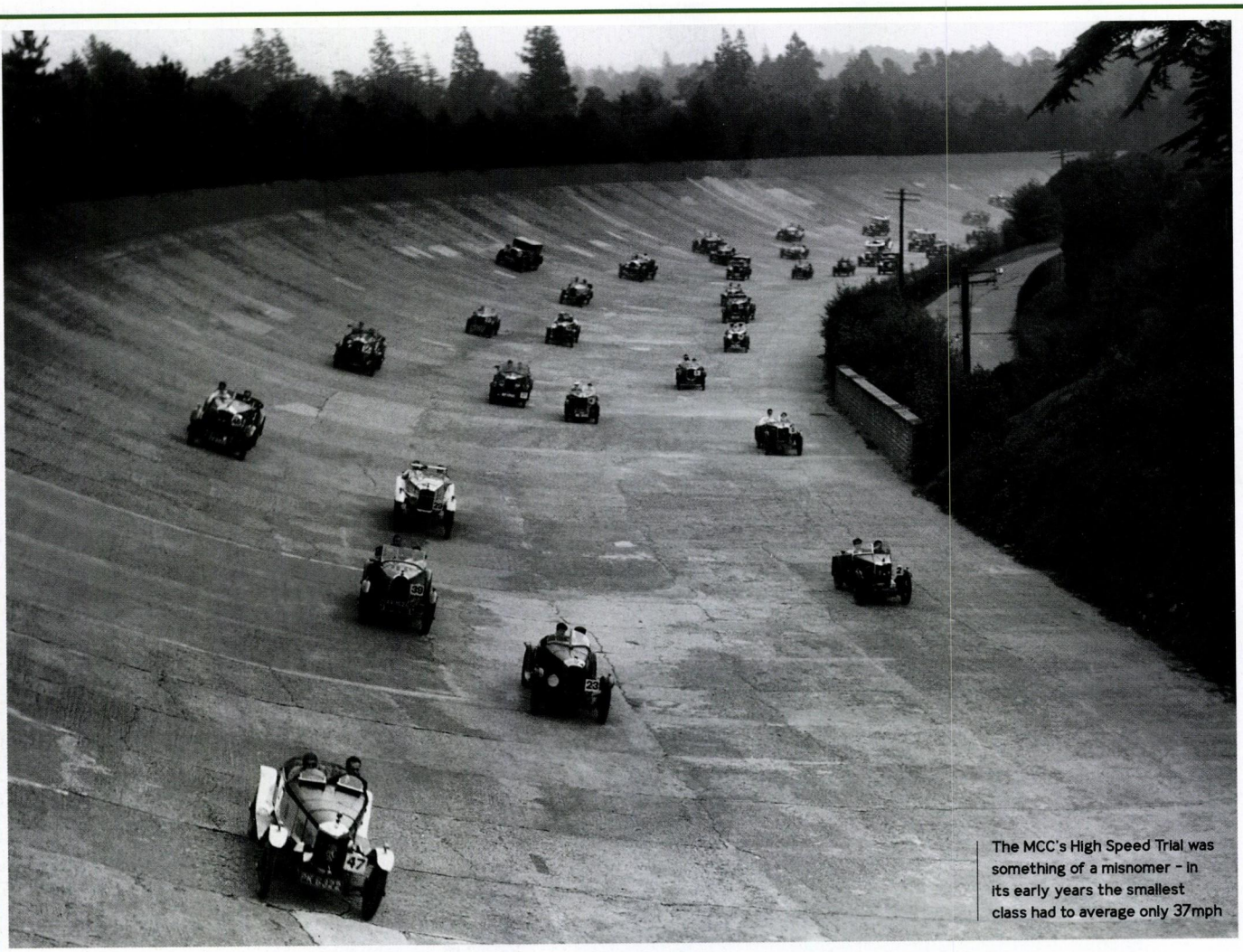
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- 1991 Jaguar XJR15
  Very few hours since restoration by TWR. s/n: 001 Race
- 1980 Lotus 81/3 F-1
  Ex. Andretti/De Angelis car. s/n: 03
- 1946 Maserati 4CL-1500
  Complete documented restoration. s/n: 1581
- 1992 Nissan 300ZX GTP
  Huge spares package including engines.
- 2001 Nissan Skyline (R34) GT-R
  Nismo built Super Taikyu series racecar.
- 1987 Porsche 959
  Very nice example. Fresh US conversion.
- 1967 Shelby American Can Am "Cougar Cobra"
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1956 Ferrari 625LM "Testa Rossa"

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The MCC's High Speed Trial was something of a misnomer – in its early years the smallest class had to average only 37mph

The MCC trial that wasn't cricket

In the August edition of *MotorSport* I described the High Speed Trials which the Junior Car Club held at Brooklands from 1925, unique in that they used some of the Track's entrance roads and took competitors *down* the steep Test Hill. Not to be outdone, the Motor Cycle Club organised its own High Speed Trials from September 1925, but using just the Outer Circuit; it is unlikely that the BARC would want two meetings a year involving the disruptive closing of the circuit's entrance roads.

Anyway, the MCC's event was popular because, although for 10/- (50p) you could take your car round the Track on non-race days, to run it for an hour competitively must have been more fun.

E Hillery's Frazer Nash was not allowed to start because it didn't comply with the new silencer rules, but out of 60 entries, 56 started. Very bunched, they got away round the steep banking, four of them saloons, including Cecil Kimber's Morris Oxford. H J Aldington's Frazer Nash led on the first lap, ahead of Leon Cushman's Crossley and E P Paxman's Frazer Nash – any relation of the TV personality? It was not a race, but to gain a 'gold' 1100cc cars had to do 37 miles in the hour, 1500cc cars 40 and the big stuff 45, the full distance being 37 laps, 102.57 miles. To assist the lap-scorers, drivers, grouped in dozens, wore white, red, blue, yellow and green jumpers. Drivers only were supposedly to work on the cars, but the marshals were lenient.

After only two laps the Windsor was out with a failed big-end, and a lap later a Riley had a broken valve cotter and a Salmson ran a big-end, such was the severity of Brooklands. Many were in works cars, but one felt sorry for private owners whose cars developed expensive blow-ups. The retirements included a Lea-Francis with magneto trouble, a Riley which had sheared its cam drive, and Gather's Morris Oxford with a run big-end.

Tatlow's Lea Francis was lapping at 60mph and it finished in first place. J Pollitter's Alfa Romeo was the next to finish. A Vauxhall and the Crossley had required wheel changes, but it was really quite easy, with 54 'golds' and a bronze medal being won.

The MCC had been formed long before the JCC but had taken in cars quite early, and it now had a similar High Speed Trial for bikes, sidecar outfits and three-wheelers.

Entries for these events were prolific, so not always fully listed. When someone told me that his Hispano-Suiza had had a *race* at Brooklands against a Morgan I disbelieved him, until I saw it had been in one of these High Speed Trials, a fierce affair, the Hispano's engine running-on long after it had been switched off. Never think someone a liar without the full facts!

These HSTs proved so popular that it wasn't long before the MCC was staging four, two for the bikers, the others for car drivers. Racing drivers were not aloof from joining in – the Hon Brian Lewis with his GP Bugatti, Baker aboard his fast Minerva held down to gold medal pace, Count Lurani who, in 1928, had come over specially with an Alfa Romeo, Humphrey Symons with one of the many new Riley 9s, and 'Morris Cowley' Crickmay in a 3-litre Bentley.

Mike Couper in the famous Talbot 105 and Baker-Carr with his 4½-litre Bentley did one of these events in 1935, the latter managing 101.13mph for 18 laps, after which he was flagged in for a dangerous



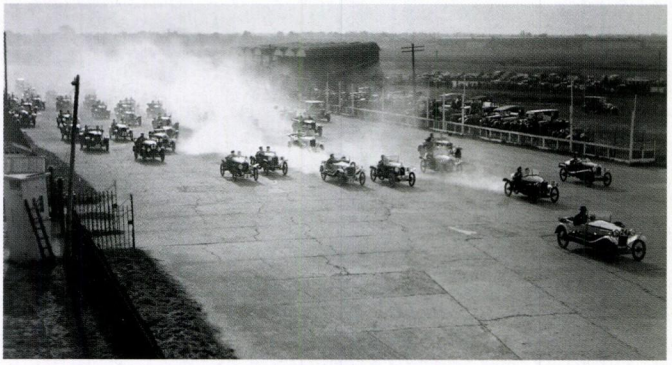
By 1937 'the ton' was a target. Sir Lionel Phillips' Leyland Eight (5) would touch 100mph for at least one of its laps

tyre and retired wrathfully; Couper averaged 99.61mph.

Providing trophies was gradually becoming costly for the MCC, as 61 'golds' were awarded, 15 to Austin 7s, while an Austin 12/4 saloon achieved 'silver' status. This was in spite of the top qualification speeds being bumped up to 41.5mph for 850cc cars, 52.57 for 1100s, 55.34 for 1600s (up from 1500cc) and 60.87 for the bigger cars.

Eventually a few of the drivers began to try for fastest time, ignoring the original purpose of these trials, which was only to maintain the stated average. In 1936 H J Aldington's TT BMW 328 had done 98.52 miles in the hour, prompting the MCC Chairman L A Baddeley to award a trophy in 1937 for the first driver to achieve 100mph or more. In pouring rain Elgood's 4½-litre Bentley managed 98mph, and Sir Lionel Phillips' Leyland Eight achieved 97.8, recording a fastest lap of 100.61mph. Mike Couper's Talbot 105 blew its headgasket.

In fine weather in 1938 Elgood won the trophy convincingly, the Bentley timed at 110.34mph. The Leyland Eight clocked 106.71mph, Wooding's Talbot 95 103.22mph. So drivers of slower cars had the exhilaration, or sheer fright, of being lapped by these all-out optimists, before WWII brought these happy days to an end.



Clouds of oil smoke indicate that the inaugural MCC High Speed Trial, 1925, is under way

Four four-by-four Fords

Having had such good service from four 4WD Ford Sierras I want to give credit to Mr Harry Ferguson and ex-racing driver Maj Tony Rolt for the indestructible transmission systems on these cars. As ice on my house drive defeated every sort of FWD or RWD car, 4WD was essential when getting out and in. I reluctantly gave up Rovers, BMWs and an Alfa Romeo, etc for these Fords. They would restart on black ice and ascend the steep gradient, whereas whatever driving tactic I had used with the other cars, rushing down a steep hill to enter the drive for example, all failed. The Sierras not only proved to have remarkable traction but their ABS braking really worked wonderfully, even when applied on black ice.

Driving home in the first of these Sierras, a V6 edition, I wondered what might happen if the chain in the transmission broke at 70mph, and I expected that the viscous couplings would eventually leak. Never have any of these fears materialised.

My present 2-litre, four-cylinder twin-cam Sierra EXi XR is 14 years old and well into the 100,000-mileage bracket but never has the 4WD system given me any problems. So thank you Messrs Ferguson and Rolt, the two engineers involved.



We refer opposite to the Baddeley Trophy awarded for the fastest run in an MCC Brooklands High Speed Trial. Mr Baddeley also gave awards for best performances in the Exeter, Edinburgh and Lands End trials which the MCC, Britain's oldest motor club, founded in 1901, holds annually. For 2004 Triple Awards for best in all three trials went to D Bolt (Ford Escort), D Sterry (MG J2), D Hazelden (VW Golf) and B Bennett (MG J2). Best in the London-Edinburgh Centenary Run was G Preston (Fiat 127).

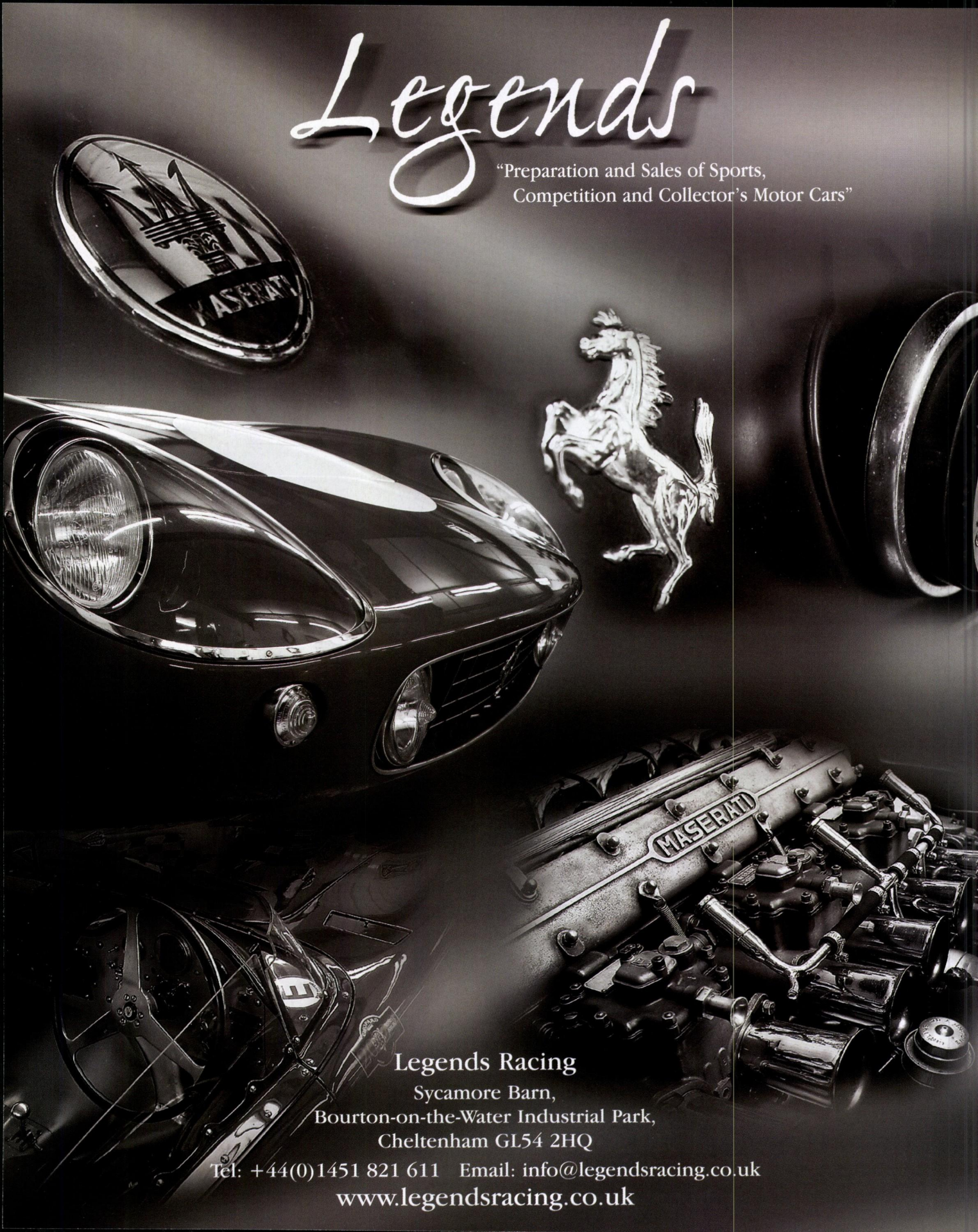
Rolls Royce folk, attention! The R-R Heritage Trust has published its *Hall of Fame*, comprising extremely well-executed page-size portraits of Rolls-Royce celebrities: Royce, Rolls, Alliston, Butler, Claremont, Dorey, Elliot, Ellor, Fedden, Griffith, Halford, Harvey-Bailey, Haworth, Hives, Hooker, Huddie, Johnson, Lappin, Lombard, Lovesey, S Miller, W Miller, Olley, Owner, Pearson, Platford, Rowledge, Rubbra, Sheppard, Siddeley, Sidgreaves, Viale, Whittle and Wormald, with good biogs of each. It really is well done, yet costs only £10 for non-trust members, from PO Box 31, Derby, DF24 8BJ (01332 249 118).

The Triumph OC is mourning the loss of its long-serving Registrar and Historian Ian Harper, and has a picture of one of his cars, a Triumph Super Seven, on the front cover of its magazine. Incidentally, was A L Quinn, who looked after Victor Horsman's racing Triumph bikes and cars, any relation of Quinn the jockey?

Information is wanted about Halse Specials, said to have been made in Lewes, Sussex, one owned by Ian Metcalfe in 1974. The 13th is owned by the enquirer, who says these cars used shortened, lowered R-type Bentley chassis and high-compression 4½-litre Bentley engines. It is news to me. Can anyone enlighten us?

Only a day after writing the 4x4 Sierra piece (left), I flashed the headlamps and the engine stopped. Without a wiring diagram I cannot see why the lamps circuit should affect the ignition. The AA rescue service arrived quickly, with reassuring mobile-phone calls to say its vehicle had started out and then when it would arrive. The Ford went to the nearest Ford dealer for inspection and a £190 service. I use it daily.

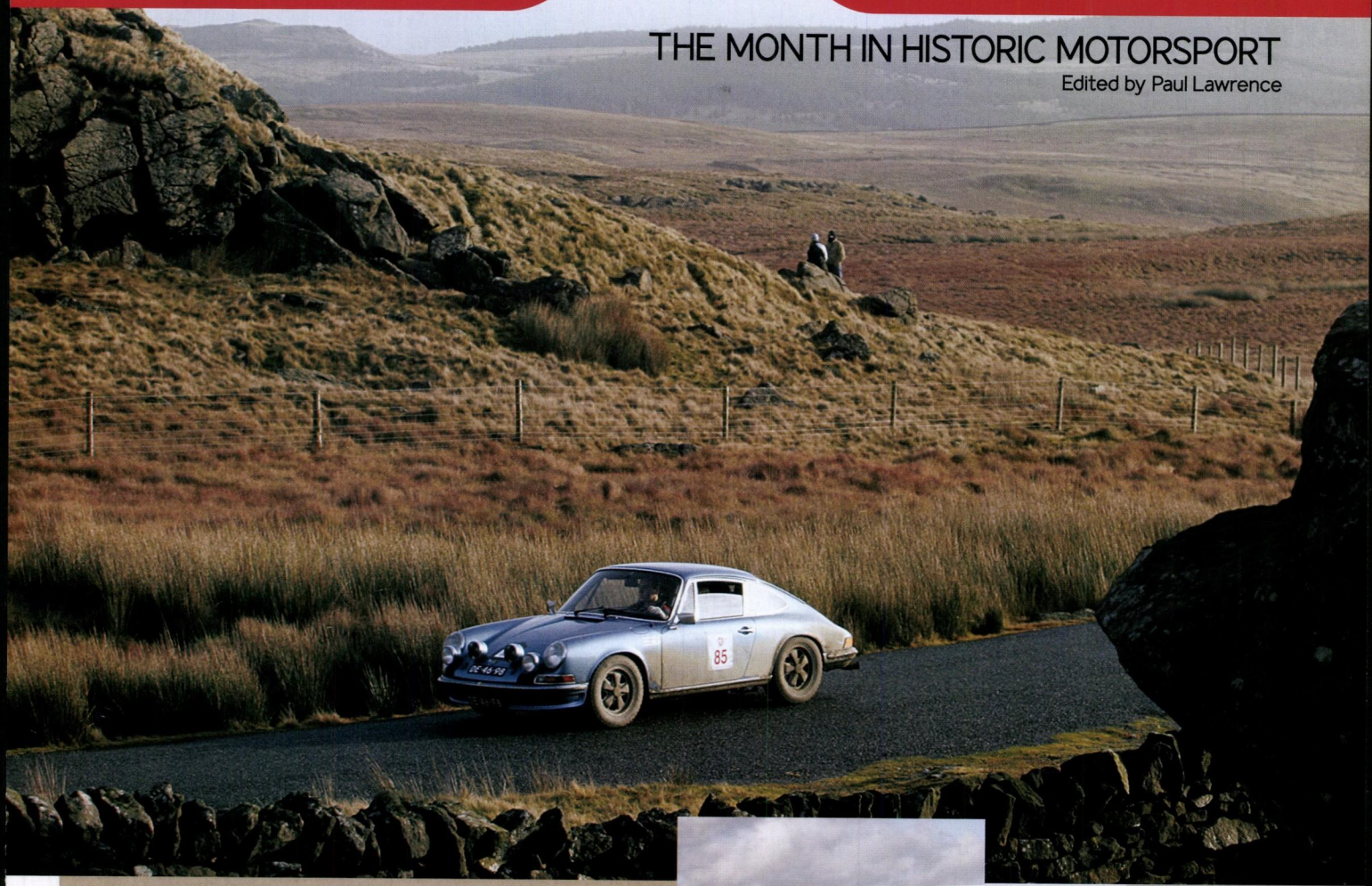
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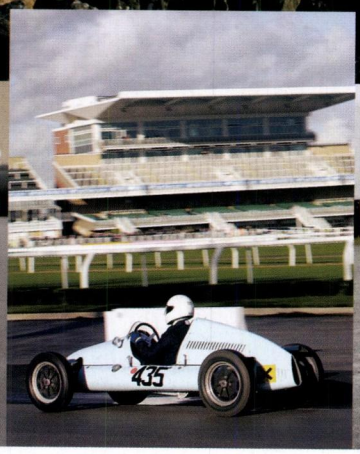
WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT

Edited by Paul Lawrence









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Tour Britannia launched; 50th anniversary of Dundrod planned **P88**

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Round-up of 2004 historic single-seater racing action **P90**

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Mike Johnson, Jim Houlgrave, John Colley, Mike Hally

FAST TIMES

KEEP TRACK OF ALL THE ACTION



John Bateson and Fred Bent lost points in their Escort RS2000



Fatality overshadows UK marathon

LE JOG | Dec 4-7

The 10th running of the Land's End-to-John O'Groats Classic Reliability Trial offered a challenge as great as any of the previous nine events from John Brown's HERO organisation. Sadly, the event was marred by the death of VW driver Graham Brasier after a road accident on Saturday evening in Wales (see page 10).

A tough four days took the crews from south-west Cornwall to the northern tip of Scotland via some of the most remote and demanding roads in Britain. The combination of special tests and tricky regularity sections ensured a high retirement rate: notable among them was the Porsche 911RS of Dutch crew Bert Dolk/Jan Berkhof.

As ever the Saturday night leg through Wales proved one of the toughest sections, and crews found that recent logging work had left some of the forest tracks muddy and badly rutted. "It was very tough in the forests in an old car," admitted 1936 Riley Sport 12/4 man Andrew Davies during his gold medal performance. (He and navigator Jonathan Davies were later stopped at gunpoint by soldiers training on Otterburn in Northumberland!)

Among the oldest cars to reach the finish was the 1929 Bentley of Adam Hartley/Jonathan Turner. "That is the toughest rally we have done since Peking-Paris in 1997," reckoned Hartley. The similar (but three years older) 4½-litre Bentley of Robert Abrey/Julian Riley had to battle on without a trip-meter and a lack of lights after electrical dramas.

Of the newer cars John Bateson/Fred Bent were strong contenders in the early stages in their Escort RS2000, but a series of small errors cost them points. "On a HERO rally, the medals show your consistency," admitted Bateson.

SERVICE HISTORY

PLENTY OF MILES LEFT IN AN OLD STAGER

Opel Kadett GTE (FWW 712T)



Bryan Gill finished ninth on the Roger Albert Clark Rally



1981: John Gill and co-driver John Millington take the Kadett to 32nd overall on the RAC

One of the last 2-litre Kadett GTEs to enter the UK, FWW 712T was built to Group 1 regulations by Dealer Opel Team at Tong Park for Yorkshireman John Gill.

Its debut rally was the 1979 Manx International, then five RAC Rallies followed in the 1980s; Gill finished three times and twice got the car home inside the top 30. Axle failure caused one retirement, an accident the other.

But it wasn't just used on special stage rallies; Gill road-rallied the car extensively with a great deal of success when that branch of the sport was at its most competitive.

When John moved on to an Opel Manta GTE, the Kadett was put aside for his son Bryan. In 1986 the eager 17-year-old began rallying the Kadett but his father insisted that it run with a 1200cc engine.

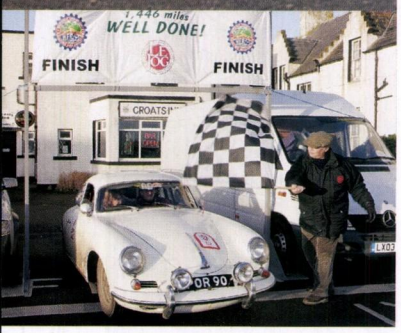
Road and then stage rallies in the North East and in Scotland were tackled as Bryan cut his teeth in FWW. Later, fitted once again with a 2-litre engine, it was leading the 1988 Cartel Trophy Rally when the motor blew in the final Dalby forest stage.

The 160bhp car was then put away for 14 years before being rebuilt in late 2002 and used in the Barbados Rally. When the Roger Albert Clark Rally came along, the Kadett was ideally suited to contest it, 20 years after its last RAC Rally.

"The car is exactly the same as it was for Group 1," said Bryan. "We'll never sell it." Future plans include another assault on the Roger Albert Clark Rally in 2005 and one or two outings in the HRCR Classic Stage Rally Challenge. A return to the Barbados Rally is also planned.



LE JOG is a physical challenge for the crews in more ways than one. Below: Jayne Wignall and Kevin Savage reach John O'Groats in their Porsche 356B



When the final results were calculated coveted gold medals were awarded to only five crews in what seems likely to be the final LE JOG with Brown at the helm. The crews were: Andrew and Jonathan Davies, John and Rob Kiff (VW-Okrasa), Jayne Wignall/Kevin Savage (356B Porsche), Jan Ebus/Lester van de Zalm (911) and Andy Nash/Nigel Raeburn (Sunbeam Tiger).

Aintree celebration a hit

Aintree Historic Festival | Nov 19-21

It was on May 16, 1964 that motor racing ceased on the full Aintree Grand Prix circuit. Over 40 years later the sound of racing engines returned to the famous track for the inaugural Aintree Historic Festival.

After several false starts, the track had finally been returned to a condition where it could at least host some demonstration laps. A section of the road at Melling Crossing was pressed into service to complete the lap for the three-day festival.

Sir Stirling Moss, Tony Brooks and Roy Salvadori were all present to celebrate a landmark moment in plans to bring motorsport back to Aintree. Brooks did some demo laps in Nick Wigley's Connaught, while Moss shrugged off his back injury to drive Peter Neumark's Maserati 250F on Saturday.

Once ice had cleared on Friday morning, Mike McKenna's Jaguar E-type completed the opening lap of the event. The main demos were made up of period single-seaters, sportscars and saloons. Around 150 cars took part, with the TOPS and Top Hat organisations providing the bulk of the entry.

"It must have been awesome in its heyday," said Neumark after taking his ex-Harry Schell 250F around the 3-mile lap.



Jag E-type and Ford Anglia pass famous grandstands that have changed little in 40 years

Half-dozen for Nutt on Irish roads

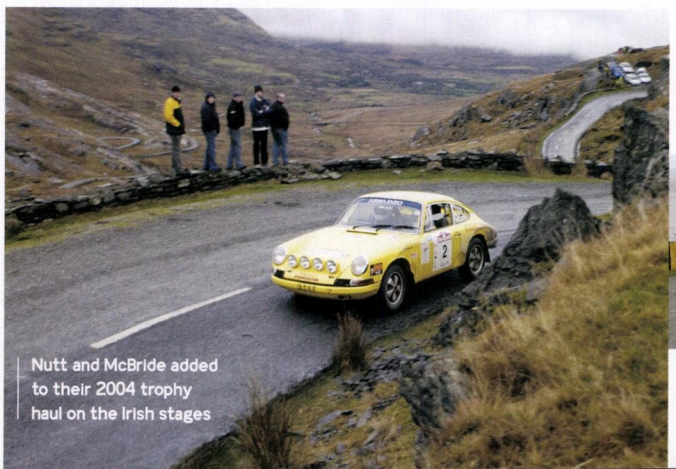
Killarney Historic Rally | Ireland | Dec 5

Dessie Nutt and Geraldine McBride completed a perfect season by winning the Killarney Historic Rally for the sixth time in their Porsche 911. While several leading crews crashed out in tricky conditions, Nutt was almost a minute clear after a day of classic Tarmac stages.

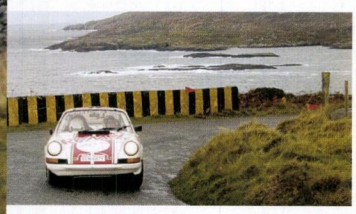
Former British champion Jimmy McRae and Pauline Gullick took post-historic glory in their Porsche 911, while the Ford Escort Mk2 of Dessie Keenan/Enda Sherry nabbed the classic category by just 11sec from local crew Dave Slattery/Ger Somers (Escort).

Leading the chase of Nutt in the historics were Steve Smith and Phil Spurge in a Porsche 911 borrowed from Steve Perez. The car, winner of the 2003 BHRC, was new to Smith, but he improved throughout the day despite losing time behind a crashed car on SS4, Cod's Head. "The Porsche was a total revelation," said Smith after his first taste of the Killarney stages.

McRae blitzed the post-historics, winning by over four minutes as the other leading runners crashed out: former winner John Farrell shunted his Escort, while Graham Samuel/Tony Phillips ran second before sliding off the road. Chris Browne/Ali Cornwell then looked set for second until they had to change a puncture.

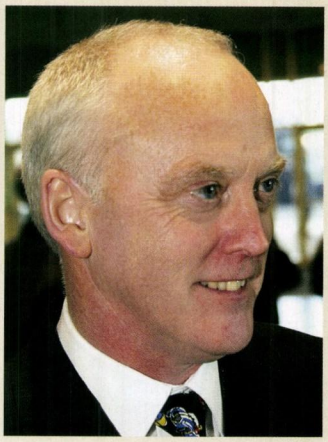


Nutt and McBride added to their 2004 trophy haul on the Irish stages



McRae dominated the post-historic class

Inside line



JOHN SINCLAIR
Aintree Circuit Club

Whose idea was it to bring racing cars back to Aintree?
I was the person who thought up the idea in 1996, but Gary Millar made it possible. A lot of people said it could never be done. We have an annual contract with the race course management until at least 2008.

What major problems do you face?
There are some logistical problems. But the racecourse owners can close the Melling Road up to 12 days a year and horse racing doesn't take up anything like that. The local authority is very positive and the local police are right behind us. We've not met any negative attitudes.

Are you hoping to rival Goodwood?
I don't think this can be a Goodwood of the North. Goodwood is unique and has a different character. We should aim to be a big club meeting; an event for the drivers and the enthusiasts, not necessarily for the celebrities. But the return of racing is the ultimate goal.

How did you feel about seeing cars back on the GP circuit?
I was on a high. When the first cars ran round I choked up. It was very emotional for me. It's the first time since 1964 that we've had racing cars on the Grand Prix circuit. We want to build on this year's success.

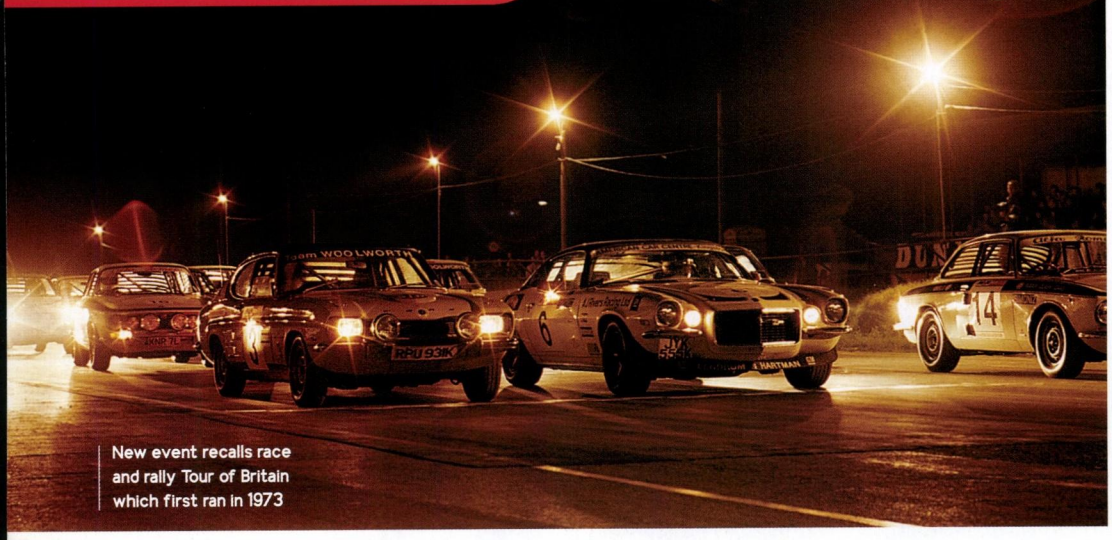
What happens next?
We now push on for a date in July or August 2005. We want competitive motorsport, if not necessarily racing. Everyone has been very positive and they want to come back. We've made a great start – it would be a waste not to carry this on.

Mike Johnson, John Colley, Mike Hally, McKlen LAT

DATA LOGGER

KEEP TRACK OF ALL THE ACTION

Round-Britain historic challenge aims to match Euro extravaganzas



New event recalls race and rally Tour of Britain which first ran in 1973

Tour Britannia launched

A new historic event will provide Britain with a rival to the Tour Auto and Tour of Spain. The four-day Tour Britannia in September 2005 will be for pre-1976 cars and will include races and Tarmac stages.

The brainchild of Alec Poole and Fred Gallagher, it will cater for a maximum of 180 cars by offering a Touring Regularity class as well as the more competitive groups.

The Tour will run under the wing of the BRDC and Silverstone will feature heavily. Cadwell Park and Cornbury Park are also on its provisional schedule.

"We want this to become an annual event," explained Gallagher, who is also Clerk of the Course for Wales Rally GB, Britain's round of the World Rally Championship. "It's going to be a prestigious event and we want to organise it to the highest standards. We are investing an awful lot of money in this and so it has to run and run!"

Gallagher is eager for pre-war cars to take part.

"The BRDC is proud to support Tour Britannia and we believe it will be every bit as good as the events in France and Spain," said BRDC Chairman Ray Bellm, who immediately confirmed his intention to contest the Tour in his Ford GT40.

After scrutineering in Stratford-upon-Avon on Sunday September 4, the competition proper begins on Monday with sections at Belvoir Castle, Cadwell Park and Manby Showground. Tuesday will include two races at Silverstone and two stages at Cornbury Park, while Wednesday provisionally takes in Snetterton and two other venues; however, Wednesday's route could swing to the west rather than the east. Thursday will include a race on Silverstone's Historic GP track before the event finishes opposite the BRDC Clubhouse.



Gallagher and Poole (third and fourth from left) with BRDC prime movers at club HQ

TGP WINTER SERIES?

A Winter Series for Thoroughbred Grand Prix cars is under investigation for the end of the 2005 season.

"It's very much speculative," said organiser Oli McCrudden. "We are looking at logistics and practicalities for a separate series to run beyond the 2005 season."

Regions under consideration to host the proposed programme include the Middle East, Australasia and South America. One of the aims of a winter series would be to encourage US-based cars and teams to compete regularly against their European counterparts.

The 2004 championship started in Bahrain, but the 2005 TGP calendar will remain within Europe and has the Brands Hatch Grand Prix circuit on its provisional schedule.

New for the main 2005 series will be four double-headers, providing 12 races within eight events.

GPM ACQUIRES GP4



The European Sports Prototype Trophy for Group 4 cars (above) has been acquired by Grand Prix Masters following a deal between Jonathan Baker of Group 4 and Ron Maydon of GPM.

Maydon plans rapid combined growth for the twinned series as well as other acquisitions of historic championships.

It is likely that GP Masters and Group 4 will share a number of events in 2005, and have the same calendar for 2006. Pau, Silverstone, Dijon and Spa are already on the 2005 schedule for both.

Maydon has pledged to maintain the same classes for Group 4: "We want to show owners and drivers they can count on excellent facilities and services."

Group 4 founder Jonathan Baker will continue to race in the series and play an advisory role in future developments.

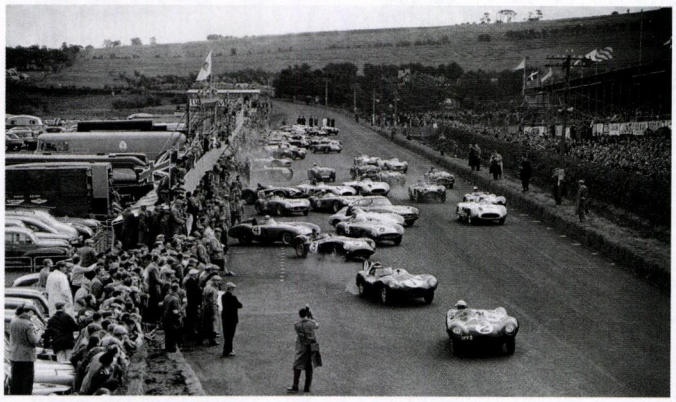
FREDY STEPS BACK

Fredy Kumschick is taking a year out of racing in order to concentrate on running the Jochen Rindt F2 Trophy in 2005. The Swiss ace will also run the TGP Brabham BT49 of Christian Gläsel.

"F2 looks really good," said Fredy. "We have a good calendar, starting at Pau, and we hope to have one or two meetings in Britain." The Oulton Park Gold Cup meeting is one of his preferred UK slots.

Kumschick will also enter his ex-Fittipaldi Lotus 69 for guest racers.

DUNDROD PLANS TT FESTIVAL



Historic cars will compete over Dundrod's closed roads for first time since the 1955 TT

The 50th anniversary of the final Dundrod TT will be celebrated during a four-day festival in June 2005. Highlight of the event will be a pursuit sprint for 1950s sportscars over the full 7-mile circuit on Saturday June 18.

"This is a unique event for this important anniversary," said organiser Bill McMahon. Every competitor will get two timed runs, each over three laps of the famous circuit near Lisburn in Northern Ireland.

Although the daunting circuit has not been used for cars since the tragic 1955 event, it remains in annual use for the Ulster Motorcycle Grand Prix.

"There's been one slight change to the track since 1955," said McMahon. "We can take up to 80 cars, but probably between 50 and 60 would be the ideal number."

In the days preceding the pursuit sprint a series of displays and parades will be held in Lisburn and the organisers plan to have a selection of GP cars taking part in demonstration runs.

It is hoped that Sir Stirling Moss, a three-time TT winner at the track (1950-51 and '53), will attend.

MT STUART AXED

Problems getting visitors to the Isle of Bute by ferry have led to the cancellation of the Mount Stuart Motorsport Classic. The 2004 event was dropped when the difficulties of mass travel to the island became insurmountable.

Now the organisers have decided that they can no longer support the meeting following a transport study.

"We have become a victim of our own success," said event founder and former F1 racer Johnny Bute. "We had hoped to find a way to overcome the problems of staging such a large event on Bute, but there are no obvious solutions."

CHAMP IN HESKETH

2003 TGP champion Mike Wrigley has acquired the ex-Rupert Keegan Hesketh 308E from Rolf Lamberty and plans to campaign it in the 2005 series.



Keegan in Hesketh 308E, Spanish GP 1977

After racing his Tyrrell 012 for seven seasons Wrigley is putting that car up for sale in order to concentrate on the 308E, which he may also use in selected Grand Prix Masters events.

Alongside the Hesketh, Wrigley will drive an Austin A35 in Top Hat saloon car races: "I just intend to have some fun in the A35." He previously used a Lotus Cortina in classic saloon events.

RAC TO RUN IN 2005

Building on the overwhelmingly positive reaction to the 2004 event, De Lacy Motor Club has already stated its intention to run the Roger Albert Clark Rally again in 2005.

The four-day event, aimed primarily at pre-1981 cars, drew only a small entry this year, but big crowds packed the forest special stages in the North of England and southern Scotland.

The event will again be based in Sheffield and will start on Saturday November 19. More stage miles, increased spectator stages on the Sunday and a reduced entry fee are the main targets for the second running.

The route is again likely to centre on the Borders region, although other areas of forest could be used subject to the annual allocations made by the Forestry Commission.

NEWS IN BRIEF

Ian Duncan, winner of the 1994 Safari Rally, is the latest driver to enter the East African Safari Classic, which will run in December 2005. The Kenyan will drive a David Sutton-entered Ford Escort against drivers like Stig Blomqvist, 2003 winner Rob Collinge and Frédéric Dor.

South African veterans John Love and Neville Lederle are expected to be reunited with their early-1960s F1 cars during the David Piper-organised Tour of South Africa in the New Year. Love's old Cooper T79 and Lederle's Lotus 21 are both travelling to the country in the hands of their US owners.

Historic race and rally driver Nick Whale has been appointed to the board of the Motor Sports Association. The 2000 British Historic Rally champion hopes to be able to put something back into the sport after 25 years of competition.

Two more cars will join the burgeoning Group C/GTP series in 2005: TGP front-runner Christian Gläsel has acquired the ex-Boesel/Cheever Jaguar XJR8 for selected races, while brothers Garry and Michael Woodcock will share an Argo JM19. A range of Group C/GTP cars will star at Autosport International.

Masten Gregory will be inducted into the Missouri Sports Hall of Fame in February. 'The Kansas City Flash' died of natural causes in 1985 after a long career, topped by victory at Le Mans in 1965 with Jochen Rindt.

The VSCC has added a 'Yorkshire Speed Weekend' to its 2005 schedule. This will comprise a sprint at Elvington and a hillclimb at Harewood, over July 9-10.

The third San Remo Classic will be held on May 7-12 and will be part of the European Regularity Trophy. Based in San Remo, it is open to pre-1986 cars in the regularity category.

Murray Sinclair won two of the three opening races in the New Zealand F5000 Challenge at Manfeild in November aboard his Lola T332 (below). The series resumes in February with races at Ruapuna and Invercargill.



HAMMER DOWN

Racers that are going, going, gone

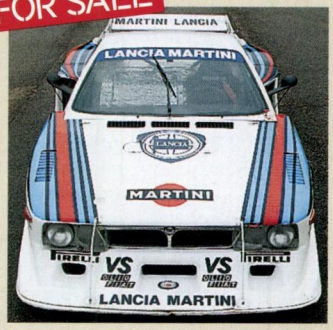


An ex-works MGC GTS with Sebring history sold for £89,000 at the Coys True Greats sale on December 4. MBL 546E was one of six Cs converted at Abingdon before the 1967 Targa Florio, where Paddy Hopkirk and Timo Mäkinen finished ninth on the road. The following year it finished 10th and won its class in the Sebring 12 Hours (Hopkirk/Hedges). Later that year it was driven to sixth place in the Nürburgring 84 Hours.



One of the highest-profile lots at the Coys sale was the ex-works Subaru Impreza WRC driven to victory on the 2000 Rally of Great Britain by Richard Burns. It sold for £132,000. The car had been purchased directly from the winners' podium by a collector, and was sold at the London sale complete with the winning pace notes, Burns's mobile phone and 'fossilised' energy bars stashed in the cockpit but never eaten.

FOR SALE



As we went to press, the 1980 Le Mans class-winning Lancia Beta Montecarlo Group 5 racer was going under the hammer at Christies. Entered by the Jolly Club for Facetti/Finotto, it finished 19th overall at La Sarthe. Rebuilt in Martini colours for the following season, it was campaigned by Alboreto, Pirro and Cheever among others. Its estimated value was £130-160,000.

LAT, Jakob Ebrey, Jim Hodgrave, Mitchell/Warbirds

Gallego steals a march on old guard

2004 REVIEW
PART ONE: THE SINGLE-SEATERS







Main: Rodrigo Gallego heads title rival Mike Wrigley. Right: Dayton leads at the Estoril finale. Below right: Briton John Wilson starred in his Tyrrell 011

FIA Thoroughbred Grand Prix

The TGP series boiled down to a head to head between Portuguese pretender Rodrigo Gallego and defending champion Mike Wrigley – and Gallego's consistency earned him the coveted title.

Things could scarcely have started more impressively for the TGP pack. At the invitation of Bernie Ecclestone they played support to the inaugural Bahrain Grand Prix. In a hard-fought race victory went to Fredy Kumschick in a Williams FW07C. The result made him a national hero back in Switzerland: "It was wonderful. Very special."

Joaquin Folch aboard a Williams FW08C and John Wilson (Tyrrell 011) both won on home ground, at Jarama and Donington respectively, then Kumschick won at Monza.

This variety of race winners was just what Gallego (March 761) and Wrigley (Tyrrell 012) wanted, for it meant that the champion was increasingly likely to emerge from one of the other classes. In both cases they were able to regularly claim large hauls of class points, although Wrigley only just made it over the line at Donington because of a broken gear linkage.

Wilson won again at Zolder, before Kumschick added his third and final win of the year at Lausitz: "This year we didn't get the best from the car. Three wins was never going to be enough to win the title." Fredy ended the season third in the overall points, the best of the pace-setting Class C cars.

Lausitz was a turning point. "We got no points because a driveshaft broke," says Wrigley. "We didn't test and we were trying to conserve the engine by using less revs. We lost a bit of headway and people were starting to get closer to us."

After a long summer break the championship was decided at Brno and Estoril. Gallego now had the upper hand, although a shortage of starters in Class B was giving him some concern: to secure maximum points required a minimum of cars in each class. The fly in Wrigley's ointment, however, was the Arrows A6 of Steve Hartley: "We finally got the rear shockers sorted and it transformed the car. It was the best it's ever been this season." Hartley won the class in both races.

Outright wins in those two races fell to the hard-charging Hubertus Bahlsen (Arrows A4/5) and Duncan Dayton (Williams FW07C), but most eyes were on the class battles. Gallego was led by John Crowson (Ensign N177) at Brno but netted the title on home ground in an emotional Estoril finale. "It was a fantastic year. To win at home was a special moment," said Gallego.

Wrigley started from way down the grid after a qualifying off, then climbed to ninth overall and third in class. But it left him eight points adrift of the new champion.

Gallego's rise has been rapid. It was only two years ago that he attended his first TGP race at Estoril – as a spectator!



Healthy as ever: Hubertus Bahlsen's Arrows heads a pack chock-full of variety

SYTNER SHOWS HIS F1 MASTERY

Grand Prix Masters

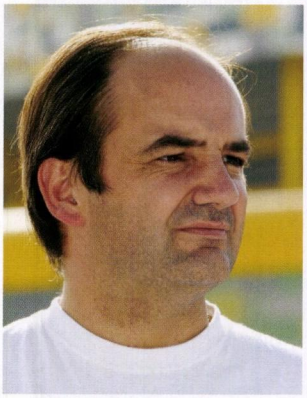
Under a new management team and with fresh investment, the Grand Prix Masters initiative took over the FORCE Classic GP series and made excellent progress in a debut season. Catering for the first decade of 3-litre F1 cars, the commitment of Ron Maydon's team encouraged some very promising grids.

Frank Sytner, armed with the ex-John Watson Penske PC3 in First National Bank livery, was his ever-competitive self when he dropped in for around half the races. In both UK double-headers, he was unstoppable and claimed double victories at Silverstone and Donington. He also tackled the opening race at Dijon in June to make it five wins.

However, none were walks in the park for Sytner as he got his first real taste of racing a 3-litre F1 car. At Silverstone Peter Williams put up a fierce opposition in his March 761 and claimed second place in the first race before being sidelined with a suspension failure in the second.

Meanwhile, at Donington, John Crowson (Ensign N177), Chris Perkins (Fittipaldi F5A) and the inspired Rob Hall (BRM P201) all played a part in ensuring Sytner had to earn his wins the hard way. When Sytner missed the second race in France due to illness, Crowson won on a weekend off from the TGP.

Williams had his glory weekend earlier in the year when he threaded his March through the streets of Pau for a fabulous double victory. Frank Lyons (McLaren M26) and Peter Wünsch (Brabham BT37) led the chase, and the Lyons McLaren was back on the podium at the Nürburgring in the hands of a guesting Mike Wrigley. However, the Oldtimer glory fell to Joaquin Folch's M23 during a stellar weekend for the Spaniard.



RODRIGO GALLEGO

The 39-year-old Portuguese solicitor was an unexpected overall TGP champion in only his second season racing a March 761. But his pace and consistency took full advantage of what was, at times, modest class opposition.

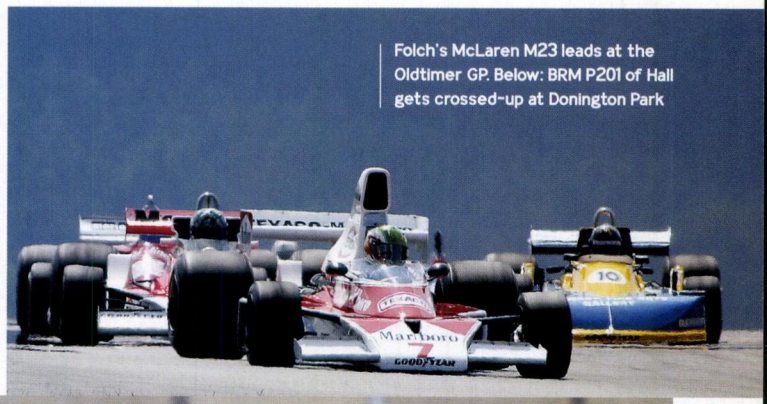
He started competing in rallies and then switched to racing with a Porsche 911RSR. But, captivated by TGP, he arranged a test with the Belgian MecAuto Team at Zolder in 2002. He was hooked, and raced the team's March in '03 before mounting a full assault in '04.

The result was five class wins, two seconds and a third in eight races and he duly outpointed defending champion Mike Wrigley. His success has already earned Rodrigo a place in the Hall of Fame of the Sporting Lisbon Club.

"The 2004 season was amazing," he says. "The car was always 100 per cent thanks to MecAuto and Geoff Richardson's engines. There aren't any words to express what it means to me to win the TGP championship. It's been an incredible year and it is a superb championship. To race against your peers in grand prix cars and to win such a competitive series - it's the maximum a driver can dream to achieve!"

TGP POINTS

1	Rodrigo Gallego (March 761)	61
2	Mike Wrigley (Tyrrell 012/3)	53
3	Fredy Kumschick (Williams FW07)	44
=	Steve Hartley (Arrows A6)	44
5	Ian Barrowman (Osella FA1)	37
6	Hubertus Bahlsen (Arrows A4/5)	33
7	John Crowson (Ensign N177)	31
8	Richard Eyre (Williams FW08)	28
9	Joaquin Folch (Williams FW07)	26
10	John Delane (Tyrrell 001)	24



Folch's McLaren M23 leads at the Oldtimer GP. Below: BRM P201 of Hall gets crossed-up at Donington Park



ERA era strong as ever

Vintage Sports-Car Club

In the 70th anniversary season of both the club and the marque it was wholly appropriate that ERAs once more claimed a lion's share of the major VSCC trophies. Most notable was a Donington double for Ludovic Lindsay. Back aboard R5B after some time away, he bagged the ERA Anniversary Race and the Historic Seaman Trophy.

Earlier in the year the race run in his father Patrick's memory at Silverstone was clinched by another ERA: R3A, driven by Duncan Ricketts.

As ever, Charles Dean threw his Bugatti T51 around with panache and his major reward was victory in the Boulogne Trophy race at Silverstone in June. The earlier T35B of German-based American Michael Gans was an impressive winner of the Vintage Seaman Trophy in the rain at Donington.

An inspired Michael Steele fended off Barrie Williams in a battle of the Connaughts to claim the Hawthorn Memorial Trophy race at Silverstone.

Sadly, a dark cloud was left over the season by the death of Lagonda racer Len Thompson in a crash at Cadwell Park in June.



all Jim Hodgrave

Lindsay enjoyed a successful ERA return

Almost to the Maxted

HSCC Historic Formula Three

Steve Maxted was the class of a resurgent Classic Formula Three series, winning well over half the races in his Argo JM6. Richard Trott and Ian Jacobs also scored race victories in this category for Toyota-engined cars of the late 1970s and early '80s.

The strenuous efforts of the Classic F3 Association turned the class around for 2004; it had been on the verge of expiring a couple of seasons ago. An invitation class for period FF2000 cars led to 30-plus grids for the most popular rounds of the non-championship series.

Maxted opened as he meant to continue with five wins in the first six races. Only suspension failure at Silverstone in early June prevented his clean sweep, but that opened the door for Trott to score a debut F3 win in his Ralt RT1, two decades on from his F3 campaign as a rising young star. Trott concluded the season with another Silverstone win, this time on the National circuit in pouring rain.

The only other race winner was Jacobs in his very quick but somewhat unfashionable Martini Mk31, while Ian Smith (ex-David Sears Argo JM6), Iain Rowley (March 793) and Keith White (Ralt RT1) were regular podium visitors.



Ian Smith (47) and Keith White make contact at Silverstone



Ian Jacobs (left) scored one win, but it was Steve Maxted's Argo (right) that dominated

Hadfield to the four

HSCC Derek Bell Trophy



Above: Simon Hadfield finished second at Brands in his B37. Below: Stuart Tilley led the F5000s at Mallory in his Modus



It was a season of highs and lows for the Derek Bell Trophy series, which enjoyed support from *MotorSport*. The highs were packed grids of well-presented cars; the lows were disappointing grids for one or two races and an abortive season finale at Silverstone when a multi-car startline shunt in heavy rain decimated the field.

The consistent factor was Simon Hadfield. In four Formula 5000s from his stable, the veteran won five of the seven races and took second in another. Whether in a Trojan T101, a Chevron B37, a Lola T330 or a Chevron B40, Hadfield was the class of the series. But when Michael Schryver took over the Trojan on the Brands GP circuit, Hadfield was bested in the B37.

The only race not won by an F5000 from Hadfield's team was the Gold Cup round at Oulton Park when the B37 clouted the barriers on the out-lap of a restarted qualifying session. Instead, late-1990s F3 star Martin O'Connell swept to victory in Sandy Watson's Lotus 59/69.

With as many as 10 F5000s in the field, the V8s tended to dominate, but a heroic campaign from Stuart Tilley ensured that his rare Modus M1 was clearly the best of the 2-litre cars. His brave pursuit of Hadfield in the spray of Mallory Park almost netted him an overall win.

HSCC POINTS

CLASSIC RACING CARS

1	John Bladon (Merlyn Mk9)	75
2	Matthew Watts (Brabham BT16)	69
3	Anthony Keele (Palliser WD3)	45
=	David Brown (Brabham BT6)	45

HISTORIC FORMULA FORD

1	Neil Fowler (Lola T200)	190
2	Nigel Bancroft (Crosslé 20F)	112
3	John Goldsmith (Macon MR8B)	102



John Bladon took Classic Racing Car spoils



Edwin Jowsey (6), Steve Worrad (61) and Matthew Watts at Oulton's Gold Cup meet. Jowsey won from Watts

BLADON WEATHERS THE STORM FOR TITLE

HSCC Classic Racing Cars

The dreadful conditions that hit the HSCC finale at Silverstone decided the destiny of the Classic Racing Car Championship. Until that day John Bladon (Merlyn Mk9) and Matthew Watts (Brabham BT16) matched each other point for point. It all hinged on the final race.

"The car swapped ends going down the Club Straight," explained Watts after aquaplaning out of the lead and into the barriers in his ex-Jack Brabham/John Watson chassis. So Bladon's measured drive to second in class settled the title.

The Brabhams of Edwin Jowsey (BT28), Steve Worrad (BT30) and Ian Gray (BT30) generally set the overall pace, but the fact that both Bladon and Watts were unbeaten in their classes for the first seven races left them well clear at the head of the points.

David Brown (Brabham BT6) and Anthony Keele (Palliser WD3) frequently offered class opposition to Watts and Bladon respectively. Fittingly, they tied for third in the final standings. The class for 1-litre F3 cars was a Chevron B17 benefit between David Pullen and Chris Smith, which ended abruptly with the latter's heavy Goodwood shunt.

In association with THE BLOCKLEY TYRE COMPANY

Hat-trick for Fowler

HSCC Historic Formula Ford

Neil Fowler swept to victory in the ever-popular Historic FF1600s for the third year on the trot, with six wins in eight races.

From the off Jason Minshaw took the fight to Fowler. His Merlyn ended the season-opener in the Donington Park gravel, but twice in the summer Minshaw got the upper hand, at Silverstone and Brands Hatch. Both times Fowler made miraculous recoveries from spins that cost him remarkably little time.

Then, with four rounds still to run, Minshaw's season came to a violent halt against the Oulton Park barriers when racing a contemporary FF1600. A major blow to the head forced him to sit out the balance of the season.

Nigel Bancroft netted second in the points in his Crosslé 20F even though his season concluded in the Silverstone gravel. Instead, former Caterham racer Nelson Rowe won the final race in his ex-Mike Whatley 20F after quickly finding his single-seater feet in only half a season. John Goldsmith bagged third in the championship with a consistent campaign, while Alastair Garratt topped the novices.



FF1600 grids were fully subscribed in 2004 – and Cadwell remained as scenic as ever



LOLA GAINS FROM GRAFT

Neil Fowler has made the Historic FF title his own in a Lola T200 (left), yet in period the car was never a force... "It's taken a lot of time and effort," says team boss David Goodwin.

Fowler and Goodwin now field six T200s and would run more. "They are very difficult to find," says Goodwin. "A lot went to the USA originally, but there are very few about.

"The change to Avons suits us and the lower ride height has made all the difference. We also use softer springs. This makes the car very nervous and not all drivers get on with it."

Fowler will not chase the title again in 2005, preferring to concentrate on working with customers.



Rod Jolley's newly restored Monza Lister-Jag (2) starred at the Oldtimer GP, but Joaquin Folch (6) won both races

MAGNIFICENT SEVEN FOR SILVER JUBILEE

Historic Grand Prix Cars Association

The HGPCA marked its 25th anniversary with a compact seven-event season. Losing the Zandvoort meeting meant that it was done and dusted before the end of August!

The Donington Park opener was notable for the debut of Michael Schryver's Lotus 18, the ex-Surtees/Clark chassis 373. Michael took the fight to Frank Sytner's Brabham BT4 in the pre-1966 race and then scored a double victory at Pau three weeks later.

Schryver won again at Dijon in July, but missed the season finale at Oulton Park, preferring to save the car and its fragile gearbox for Goodwood. Instead, John Harper's Brabham BT4 won the Gold Cup race after a fine tussle with the similar car of Alan Minshaw.

Given the high cost and technical challenge of running the older cars, the pre-1961 grids were thinner, as a horde of Coopers boosted the pre-1966 fields. The Lotus 16s of Philip Walker and Joaquin Folch each took a brace of victories, the Spaniard dropping in to the series for the Nürburgring's Oldtimer GP.

Burkhard von Schenck and Peter Neumark put their Maserati 250Fs up onto the podium, while Nick Wigley had an excellent campaign in his Connaught. He ran second at Oulton to the reconstructed Aston Martin DBR4 of Barrie Williams.



Michael Schryver chases Rod Jolley's Cooper at Pau. It was the Lotus 18 that would win

In association with
The Blockley Tyre Company







Left: Juniors supplied very healthy grids. Above: Denis Welch leads at Monza – and just pipped Urs Eberhardt (below)

If the cap fits make sure it's secure

FIA Lurani Trophy

The destiny of the coveted Lurani Trophy was ultimately decided by a tie-break, and the nod went to Kevin Musson on the basis that his Lotus 18 was older than the Merlyn Mk5 raced by Denis Welch.

While taking nothing away from Musson's excellent campaign in the rear-engined FJ1 class, it is easy to have sympathy for Welch who had earned his points at the front of the jostling pack in the highly competitive FJ2 category. With four wins on the trot to back up a second place to Duncan Dayton's Cooper at the Jarama opener, Welch looked good until Spa in mid-September. But after a blown tyre in one of the Belgian races, followed by a substantial off in the second, suddenly he found himself on the ropes.

Welch never intended contesting the Mantorp Park races the weekend after Spa, but he went to Estoril with the title still well within reach. He borrowed the Brabham BT6 of Bob Birrell and needed only a top-six finish. However, officials investigated the car's electrics after qualifying... Nothing illegal was found, but the distributor cap fell off after just two laps. Denis was leading by a good margin at the time.

"It was extremely annoying," said Welch, still simmering two months later, believing that the officials had not replaced the cap properly.

Formula Junior's prime mover Duncan Rabagliati finished a class-winning third overall in his Alexis HF1, while Urs Eberhardt (Lotus 27) was second in class to Welch after a couple of truly epic battles with the British racer. One of these concluded with the closest finish ever recorded at Monza – Welch won by three-thousandths of a second. Not at all competitive, then...

UK Junior series won by teenager

AMOC Formula Junior

Edwin Jowsey was clearly the class of the domestic Formula Junior series as a record 91 contenders once again proved the unfading popularity of this category. The youngster's Lotus won eight of the 13 races and he was a commanding champion.

Yet in terms of overall race wins Jowsey had plenty of rivals, including Mark Woodhouse (Lotus 20), Paul Smeeth (Lotus 22) and Michael Hibberd, though the latter tackled only a few events in a Lotus 27. Simon Hadfield (in Bob Birrell's Brabham BT6) and Michael Schryver (Lotus 22) also won on singleton outings, while Simon Armer (Cooper T59) came close to unseating Jowsey in the pouring rain at Mallory Park in October.

Class winners were: Derek Walker (Terrier), Michael Ashley-Brown (Volpini) and Doug Martin (Elva).



Simon Armer's T59: the fastest FJ Cooper

O'CONNELL STREETS AHEAD IN 1600s

FIA Jochen Rindt Trophy

It was a relatively quiet season for the 1600cc historic F2 movement, with a five-meeting calendar for the category's final year under the wing of David McLaughlin.

British chargers Martin O'Connell and Andy Middlehurst were usually the pacesetters. The impressive O'Connell topped his season by beating all the 1600cc cars at the Oulton Park Gold Cup meeting. But the presence of a few more recent 2-litre cars that weekend offered a challenge which even he could not conquer; Christian Fischer's March 782 won overall, while the former F3 star coerced Sandy Watson's Lotus 59/69 into a class-winning second.

O'Connell and Bob Juggins (Lola T240) shared the wins at Donington as Middlehurst kept his Lotus 69 on the podium. However, at Monza earlier in the year, Robert Simac won twice in his March 712.

Before the end of the season McLaughlin had handed the reins over to Fredy Kumschick and the signs are that the category will prosper again in 2005.





Above: Bob Juggins was a race winner. Right: Lotuses of Martin O'Connell and Andy Middlehurst enjoy a Monza dice

all Jim Houlgrave



Christian Fischer's March left the rest floundering

FISCHER DOMINATES IN A SMALL POND

European F2

Created by the Switzerland-based European Formula 2 Club, this new series was aimed primarily at the 2-litre cars that had once again split away from the older 1600s. Sadly, the number of still-active cars from the second half of the 1970s remains limited, and though an undoubted spectacle, they must appear in greater numbers if the series is to survive. The grid was bolstered slightly by a few 1600cc cars and some period Formula Atlantics.

The calendar included some long-haul races in Europe, but the planned race on the Brands Hatch GP circuit in July never materialised.

Christian Fischer set a scorching pace in his March 782 whenever he appeared, and he took time out to dominate the F2 race at the Oulton Park Gold Cup meeting in August. Elsewhere, series stalwarts Philip Harper (Ralt RT1) and Jacques Colibert (Martini Mk19) were leading contenders.

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Group C GTP Racing



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Group C GTP Racing



Amateur dramatics

Running an old F1 car must be financial suicide. Paul Lawrence talks to a man who reckons not

Run a Formula One car from a van and trailer? In a world of pro teams and big awnings, that's exactly what FIA Thoroughbred Grand Prix contender John Crowson does.

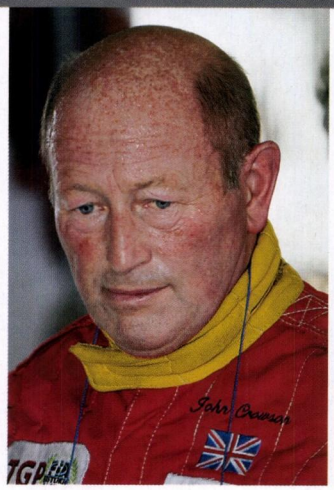
This 62-year-old started racing karts at the age of 21 and, aside from a break while building up a business, he's raced most of the 40 years since. In his earlier days he hillclimbed a self-built Terrapin, but came back to racing with a Classic F3 Argo and then a Chevron B40 in the Derek Bell Trophy.

Three seasons ago he bought the ex-Paul Smith Ensign N177 from Terry Sayles for an assault on TGP. "It isn't a works GP car; it did Aurora F1 with drivers like Val Musetti," explains Crowson.

In 2002-03 he managed full campaigns, ending up sixth overall and second in class in both. Only one non-finish, after being punted off, spoiled his record.

However, the 2004 season got off to a torrid start when an eight-lap-old tyre exploded during qualifying at Bahrain. The Ensign was nudging 160mph along the main straight at the time.

"It was a replay of Nigel Mansell in Australia," says Crowson. "But it's not too scary at the time because you're pretty busy! It did an immense amount of damage, though, as the flailing tyre had so much inertia." Driveline, bodywork, radiators and suspension links were smashed.



FACT FILE
Life and times of Ensign's N177

- **N177 gave Ensign its most successful F1 year: 10pts in 1977**
- N177 GP drivers included Geoff Lees, Harald Ertl, Jacky Ickx, Derek Daly, Lamberto Leoni, Brett Lunger, Danny Ongais, Nelson Piquet, Clay Regazzoni and Patrick Tambay
- **Val Musetti, who drove this N177 in Aurora AFX races, was a stuntman**

"You name it, the tyre took it out. We got it fixed for the race, but it was somewhat tatty."

Next stop was Jarama, and the coldest April weather in the region since records began. A dire lack of grip hobbled the Ensign but John salvaged second in class. Then, at Donington Park, "I threw it into the scenery at the Craner Curves in qualifying. I got into the race but the gear lever broke.

"Not a good start to the year."

The frustrating dramas continued as the season progressed. At Lausitz a driveshaft snapped on the line. At Monza, one lap into the race, the middle of a spark plug fell into the engine and did a lot of damage. At least the year ended well: class wins in each of the concluding two races, Brno and Estoril.

> 'At a meeting I'm changing ratios and fitting pads, as well as racing'

The car is run from a workshop at Crowson's home within a mile or two of the Harewood hillclimb course near Leeds.

"I only know of two guys who prepare and run their own F1 cars," says Crowson. "There are some specialist things I don't do: crack-testing, and the engine and gearbox are sent away for a rebuild over the winter. I'm retired now, but this is a full-time job. You think running a 1977 F1 car is worse than it is. The reality is that you really can do this privately."

Crowson's race crew is typically just him and a friend: "Sometimes you have to leave on a Tuesday, depending where the race is. Circuits like Estoril or Brno are the worst – two full days of travelling each way."

But when he finally arrives at the circuit his work is only just beginning: "I'm changing ratios, fitting new pads and bleeding brakes at a race meeting, as well as driving. The biggest problem is that when you finally get in the car to drive you're absolutely pooped! There is always something to do."

Once back from a race there is another long job list to be completed: "In general, it needs at least three days of work between meetings and more than that every second meeting. If it's gone well, it's a day-and-a-half spanner-checking and cleaning. Then it's another day-and-a-half checking set-up and so on. Back-to-back weekends are a nightmare!"

But still, Crowson is now planning for 2005: "There is no such thing as cheap motor racing, but to do it at this level you couldn't do it for any less. And for anybody who likes racing, driving an F1 car has got to be the best thing."

So how much a season? Crowson reckons £40,000, minimum. Not cheap, but there are one-make Clio racers out there paying more. M

both Jim Hodgrave

SIX OF THE BEST



Ferrari 250TR

1:43rd scale
kit & hand built by Feeling 43
FEL021 (kit) / FEL021M (built)Available from Grand Prix Models, £245 (kit) / £1200 (hand built)

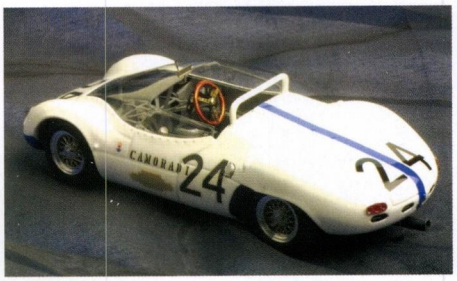
For the advanced modeller there are few kits that offer the challenge and modelling pleasure to be found in a Feeling 43 model.These are as far as you can get from what we would describe as 'shake the box' kits and do require a fairly high level of modelling skill and patience, but the end results are well worth the work. Each kit features a fully detailed space frame chassis. The base frame of this chassis is cast in bronze to which the fully detailed engine and drive train (complete with clutch assembly and all ancillaries) is installed before the upper frames are attached. All of this is covered with a superbly proportioned and finely cast resin bodyshell. So that all of your hard work on the mechanical components and fully detailed interior isn't wasted, the wafer thin doors are hinged to provide access and the entire body can be lifted off. The end result is a superb miniature Ferrari 250 Testa Rossa chassis 0728, the car with which Olivier Gendebien and Phil Hill scored Ferrari's 3rd victory in the Le Mans 24 Hours.



Porsche 917/30 Can Am 1973

1:43rd scale Resin & metal kit & hand built by Marsh Models MM088 (kit) / MM088M6 (built) Available from Grand Prix Models, £45.85 (kit) / £158.65 (built)

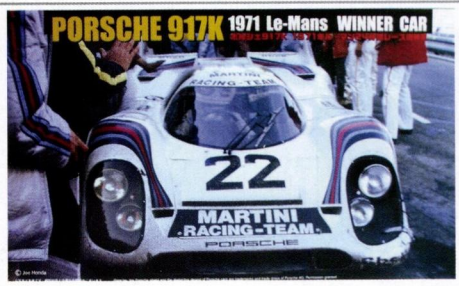
Marsh Models are the market leaders in fine scale 1:43rd resin metal kits & hand built of Can Am cars. Their kits offer a good level of detail with superbly cast resin bodyshells being complimented with a wealth of white metal and photo-etched ancillary parts. The hand built models are finished to the highest standards and it's no surprise that there is strong demand for all new releases. The subject offered here is of course one of the most brutally powerful racing cars of all time, Porsche's 917/30. With 1100 horse-power in race trim and up to 1500 potentially available, Mark Donohue dominated the 1973 Can Am series. A modest degree of modelling skill is required to build these kits but the quality of the parts is so high that anyone who has built models in the past and is blessed with a little patience will be rewarded with a real gem.



Maserati Tipo 63 Sebring 1961

1:43rd scale resin kit & hand built by Provence Moulage PM2917 (kit) / PM2917M (built)Available from Grand Prix Models, £39.55 (kit) / £78.55 (built)

Provence Moulage are leading exponents of the easy to build resin kit and their varied range includes something for everyone, with exotic road cars, rally, F1 and sports-racing cars (there are even a few boats!). They also offer many of their models as superbly finished hand built. This kit is assembled from a precision cast resin bodyshell, with fine white metal and resin castings and comprehensive photo-etching provided for details such as the exposed 'birdcage' chassis. Clearly printed waterslide decals provide the decoration for this fabulous looking car driven by Stirling Moss & Masten Gregory in the 1961 Sebring 12 Hours. Even if you last built a model car 20 years ago, why not take a look? You'll be amazed by the results. If you do not wish to undertake the building yourself, the hand built models are finished to the highest standards and offer excellent value for money.



Porsche 917K 1st Le Mans 1971

1:24th scale, Kit by Fujimi FUJ12198
Available from Grand Prix Models, £25.75

Are you looking at some of the items on this page and thinking 'But I haven't built a model since I was 12 and that is longer ago than I care to remember'? Then why not ease yourself back into this great hobby with an easy to build plastic kit, such as this superb Porsche 917K? One of several versions of the 917 available from Fujimi, this set is typical of the modern plastic kits available from Grand Prix Models and manages to offer a good level of detail without being too fiddly to build. The well thought out and brilliantly moulded components fit together with minimal preparation, a sensible level of integrally moulded detail makes detail painting simple and there are excellent decals for the complete livery. Of course all of this is supported with a clearly drawn instruction booklet. Once you've started, you might find you want to be a little more adventurous. Why not ask us about the huge range of alternative liveries and aftermarket detailing parts available for this and many other plastic kits?



Four Small Wheels

published by Grand Prix Models
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Contact us for a free info pack containing two sample copies' Compiled and published 10 times per year by the team at Grand Prix Models, Four Small Wheels keeps you up to date on all that's best in fine scale model cars. Our subscribers enjoy honest, impartial reviews of all of the most worthwhile new releases (usually in excess of 100 models per issue) and colour photographs of around 80 of them. In addition we have test builds of many of thekits produced, historical 'theme' articles and all the latest news, including listings of the many rare items that will shortly be produced. Four Small Wheels is avidly read by the model manufacturers as well as collectors and is influential in getting many rare subjects produced. Don't just take our word for it, Autosport describes FSW as "... the World's best model racing car publication".If you're interested in model cars, can you really afford to miss out?

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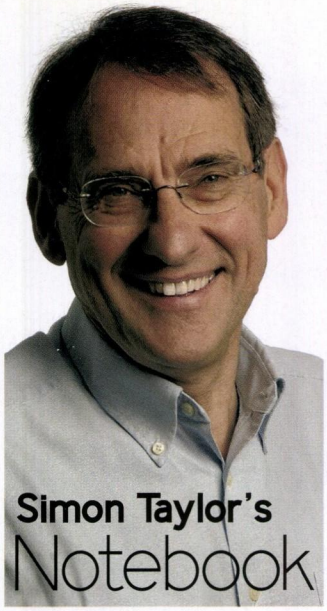
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Simon Taylor's Notebook



Imps, Minis and hoar frost in 1965. Slippery? Fret not, Druids, it seems, has been gritted

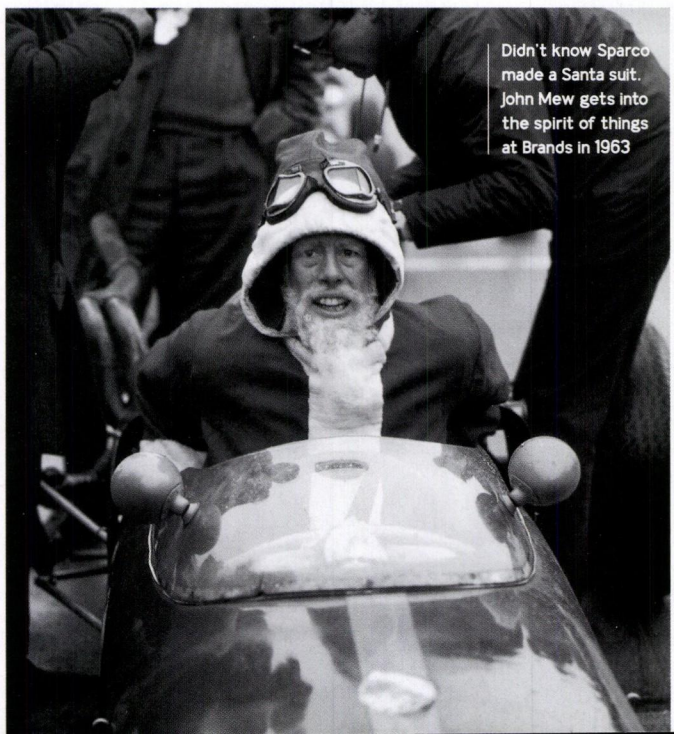
Leftover turkey and stale mince pies or a bracing day out down the Hatch? No contest - in the '60s

The yearly Celebration of Unbridled Consumerism, which quaintly but irrelevantly borrows its name from a 2000-year-old religious festival, sees much of the population stop work around December 17, presumably to allow more time for that unpleasant activity known as shopping, and only start again around January 3. Of course, many good souls carry on proper and worthwhile work throughout the holiday period, but commercially the days between Christmas and New Year are quieter than the grave. In the 1950s you worked up to Christmas Eve; if you had a particularly liberal boss he might let you leave an hour early. Then you had Christmas and Boxing Day off, and on December 27 you were back at work.

And yet there was Boxing Day motor racing. In 1954 the BRSCC had the brave idea of a meeting at Brands Hatch. It was risky, for bad weather would have made it an expensive flop. But it was a clear, cold day, and the largest crowd Brands had yet witnessed – around 35,000 – jammed into the enclosures to see seven excellent races. The ancient figure of Father Christmas, clearly tired from his duties over the preceding days, tottered up the steps of the starter's rostrum to drop the flag for the main F3 race, his long white beard flowing in the chill wind. Afterwards, when he presented the prizes, the face under the red robes looked uncommonly like young Stirling Moss. Ivor Bueb won from Stuart Lewis-Evans and Les Leston; fifth, with an axe painted on the nose of his Cooper, was a young timber merchant called Ken Tyrrell. John Coombs won the 1500cc sportscar race in his Lotus-Connaught from David Blakely, who was giving his Emperor-HRG sportscar a successful debut. The project got no further, for three months later Blakely was shot dead by Ruth Ellis.

After this success Boxing Day Brands became a fixture on the calendar, to be joined later by meetings at Mallory and even northerly Croft. In 1961, as a 17-year-old schoolboy with a shiny new driving licence and a battered Austin van, I left my parents' home in Somerset at dawn on Boxing Day and traversed a frosty South of England to Brands Hatch. The trip was not entirely without incident: I executed an involuntary 180-degree spin on an icy curve crossing Salisbury Plain, but fortunately the A303 was deserted in the twilight. It was a long, cold trek wrapped in my duffle coat, but I was rewarded by the sight of Graham Hill winning the Christmas Trophy in the Scuderia Serenissima Ferrari. In the FJ race Peter Arundell's works Lotus held off the similar 18s of Bill Moss and Frank Gardner. Doc Shepherd, John Aley and Christabel Carlisle battled wonderfully in their Minis, while in the GT encounter were names like Leston (Elite), Bob Olthoff (MGA T-C) and Richard Shepherd-Barron (Morgan).

Five years later, now a working hack, I was back at Boxing Day Brands with notebook and pencil. Colin Chapman had taken to using the meeting to shake down new cars for the coming season, and John Miles gave the Lotus 47 its debut, beating Willie Green's Ginetta G12 to win the GT race. Among the other victors were Jackie Oliver (Ford Mustang) and Derek Bell (F3 Brabham). Rival attractions up at Mallory included Robin Darlington in a Lola T70, Jeff Edmonds' ex-Piper Ferrari 250LM and Roy Pike in Charles Lucas' F1 proposal, an F2 Lotus 35 with a 3-litre Martin V8.



Didn't know Sparco made a Santa suit. John Mew gets into the spirit of things at Brands in 1963

Those Boxing Day meetings were of high quality – the entry list always included several drivers of international standard – and usually the weather was cold but clear enough to allow good racing. There would be a hog roast in the paddock, and one single-seater driver, John Mew, always raced in a Father Christmas outfit, with the hood pulled over his crash helmet. However, as professionalism pervaded all levels of the sport, winter became a time of testing, strategising and sponsorship hunting, and the Boxing Day meetings died away. (But all is not quite lost: I note that the Plum Pudding motorcycle bash at Mallory Park this Boxing Day includes four car races, two for Caterhams and two for unspecified single-seaters.)

If I regret the demise of Boxing Day racing, I can only applaud the way the old Racing Car Show has grown over 45 years into Autosport International. The first happened in January 1960 because the SMMT's curious rules did not allow racing cars into the Earls Court Motor Show. So the BRSCC's Ian Smith hired the Horticultural Old Hall behind Victoria Station to display the world championship-winning Cooper and DBR1 Aston, plus a few more of the past season's winners. He then sold 21 small stands around the walls to tuning firms and plastic bodyshell outfits, but also to Cooper, Lotus, Lola and Elva. The following year there were two halls and over 70 stands, and by the fourth year it was at Olympia and all of Britain's young motor racing industry had to be there. Later, under the wing of Haymarket Exhibitions, it moved to the NEC and is now viewed by tens of thousands each January. Every form of motorsport is covered, there are personalities galore, and even some indoor racing – in rather warmer climes than standing on the Brands spectator banks.

But I reckon there's still room for a major Boxing Day meet – if only a strong entry of national-level cars and drivers could be put together. Surely the determined and long-sighted Jonathan Palmer could use one of his recently purchased tracks to create a new family day out as an alternative to ghastly Christmas TV and the even more horrid post-Christmas high street sales? M

both LAT



Parting Shot

ILFORD FILMS TROPHY, BRANDS HATCH, 1965
Jim Clark's Lotus Cortina got the drop on the Mustangs of Mike Salmon (35) and Roy Pierpoint and led – but lost a wheel. Pierpoint won

photograph by LAT


BP
FINA
35
41
TEAM LOTUS
41

MotorSport RESTORATION NEWS

January 2005

Old racing cars and classic road cars just go on forever. No matter which era, there are always places to race, drive or simply show off cars from the 100-year story of the motor car.

But keeping older cars in perfect condition is not a simple task, and a complete industry now exists to keep cars in top condition and take those that have fallen into disrepair back to their former glory.

The companies detailed on these pages are at the forefront of classic car restoration, both road and race, and each of them has a great deal to offer owners.

Vintage CARS.com

Vintagecars.com
tel 01590 688799
www.vintagecars.com

Although the company was only created in August 2004, Vintagecars.com can draw upon years of experience from its team of craftsmen. "In July our highly talented group of craftsmen packed up their tools and left their secure long term places of employment," says the company chairman Miles Renton-Skinner.

"That shows a great degree of commitment and faith in their ability and our new company, when you are used to working on the world's most valuable cars that is a brave move."

Only two months into the new company's history, a diverse range of classic cars has already been into the Hampshire workshops. Early projects for Vintagecars.com include a Vanden Plas Bentley, a Hispano-Suiza, an MG K3, an Allard J2, a Jaguar SS100, three Aston Martins, two Vintage Vauxhalls, parts of a Grand Prix Mercedes and an Austin Seven.



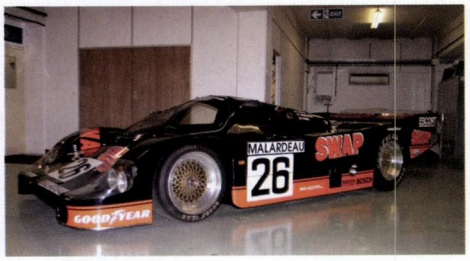
Already booked in for the coming weeks are several notable Historic Grand Prix Cars and all the team at Vintagecars.com are keen to thank their customers and families for their support in the early months of the new business.

SDS Graphics

tel 01271 862631
www.sdsgraphics.co.uk

Getting the livery right on a restored competition car can be a make or break element of the entire project. The right signage, the right colours and the right logos for period detail are vital elements of any restoration, and that's where SDS Graphics can offer an expert service.

Andy Bell and his team have 17 years' experience of race car livery and have recently worked on a Porsche 956 and the ex-Roger Clark 'Cossack' Mk2 Ford Escort. "We aim to get it right down to the final detail. We take time to do the research and get the proper livery," says Bell. "If you're going to restore a car, you should get the livery right!" Often, wrong type faces or colours can detract from an expert and expensive restoration.



Once the livery is ready, Bell offers a full application service to complete the project. With long-standing customers at the very top of the sport, SDS is a market leader in the field.

GTO ENGINEERING

GTO Engineering
tel 0118 940 1101

GTO now have a brochure available and have also produced an exciting new calendar for 2005, see marketplace advert

GTO Engineering has now moved into a programme of winter rebuild work on a range of classic sports and racing cars, with Ferraris again occupying a lot of the company's efforts.

Complete mechanical rebuilds, including engine, gearbox, suspension and brakes and being done on a 750S, a 212, a pair of 1960 250SWBs and a 250LM. In addition, GTO is completing an engine swap between a 1960 250SWB and a California Spyder, which had their engines swapped in the 1960s! This work is being authenticated and authorised by the Ferrari factory. Elsewhere, GTO is restoring a 1960 250 Drogo, which was fitted with a 250GTO chassis many years ago.

Away from Ferraris, an AC Cobra, which was damaged in a racing accident, is being rebuilt and the company is continuing to evaluate and restore Gurney Weslake V12 F1 engines. A 1986 Benetton Alfa V6 Turbo F1 car is being rebuilt and a winter re-fettle is being carried out on the stunning Alfetta 159 Grand Prix car.



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Royal Purple, which has become a vital component for some of the UK's leading engine and transmissions builders, is now becoming as successful in the UK as it is in the USA.

Royal Purple fully synthetic racing oils are widely used in the British F3 Championship, and are now being used by teams like Embassy Racing in the British GT Championship. Royal Purple is also fully endorsed and recommended by former Pirelli Maranello Ferrari Challenge champion team Damax Racing, which uses it in all race and road going Ferraris.



As well as leading the way in racing, Royal Purple has become popular with the growing number of driver that use high performance road cars on track days, as it can stand far more punishment than other road oils. It is ideal for both Nissan Skyline and Mitsubishi Evo transmissions, that specify either GL-4 or GL-5 ratings.

Royal Purple Max Gear also comes recommended by Hewland Transmissions and Glebe Transmissions, and is currently being fitted to the American road-going Mosler Supercars. Having dominated the 2003 British GT Championship, a batch of road-going Moslers are now being produced in the UK and will use Royal Purple products.

Since its introduction to the UK, Royal Purple has been used by teams competing in a number of major motorsport championships. Inevitably, the demands of competition put oil through the most rigorous tests and Royal Purple has come through with flying colours. Some of the championships that have been proving grounds for the oil include:

British F3 Championship
British GT Championship
TVR Tuscan Challenge
Days of Thunder
UK Formula Ford Championship
British Superbike Championship
FIA World Sportscar Championship



ce of champions

Pirelli Maranello Ferrari Championship
World Powerboat Championship
Pirelli British Rally Championship

Tommy Field Engines was experiencing problems with the engines for the Ford Puma rally cars, which was being caused by poor lubricant life. The company changed to Royal Purple, and instead of changing the oil frequently through a rally, was able to run for several rallies on the same sump full of Royal Purple oil.



Interest in automotive lubrication is growing as end users everywhere are beginning to appreciate the advantages that top quality lubrication brings. Royal Purple is benefiting from the drive for increased knowledge and understanding that competitors and car owners are seeking. There is no question that, over the next few years, Royal Purple will become one of the most popular lubricants on sale in the UK market, making it a leader in trade as well as technology.

As people spend more and more on modifying and developing their cars, Royal Purple High Performance Fully Synthetic oils will become the norm for people wanting to protect their investment.

From Ford Escorts to Ferrari 360s, Royal Purple has a lubricant that will suit the application. If you love your car, give it Royal Purple, the only sensible choice. Royal Purple is committed to improving the mechanical longevity of both engines and transmissions through correct lubrication. That is the Royal Purple Promise.

To illustrate this in 2004 Neil Brown Engineering and Royal Purple worked together in helping Nelson Piquet Junior and Piquet Sport and Ryan Lewis and T-Sport win their respective F3 Championships.

For more details about
Royal Purple, please visit www.royalpurple.co.uk
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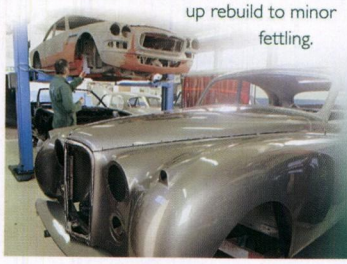


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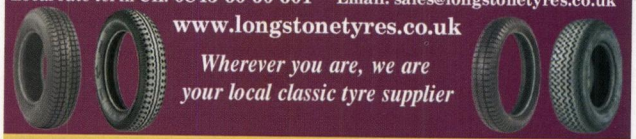
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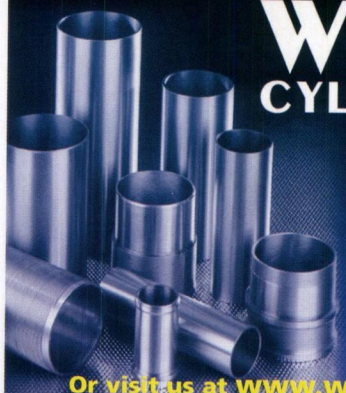
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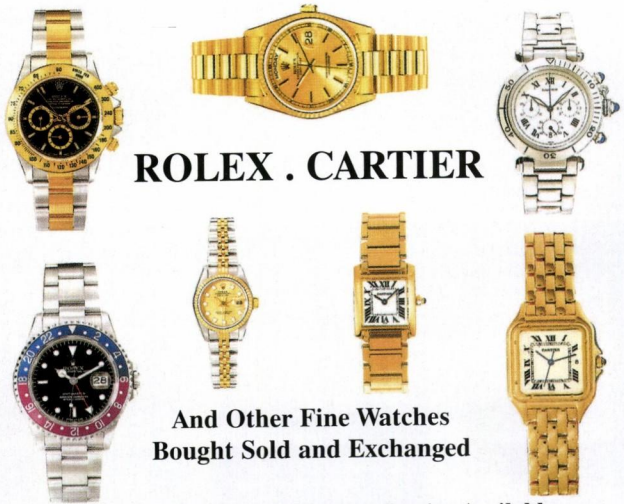


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Dundrod is still the only circuit in Europe which has remained almost entirely unchanged since those glory days. The Ulster Automobile Club in association with Lisburn City Council, in whose area the Circuit falls, have therefore decided to commemorate the 50th Anniversary of the last TT in 1955.

On Saturday 18th June 2005 the UAC will promote a Sprint event for Historic Sports Cars of the 1950/1955 era, to be known as the UAC Dundrod TT Historic Motorsport Festival – 2005

The Dundrod Celebration will be the climax to the Lisburn Civic Week and competitors will be encouraged to take part in static, mobile displays and parade laps in the days preceding the Dundrod Sprint.

Entries are being sought from owners world wide with an appropriate Sports Racing Car from the 1950/55 era or the spirit of that era. Drivers who may have participated will be made very welcome, even if you do not wish to compete.



15th - 18th June

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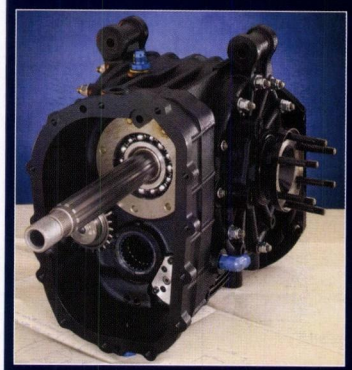
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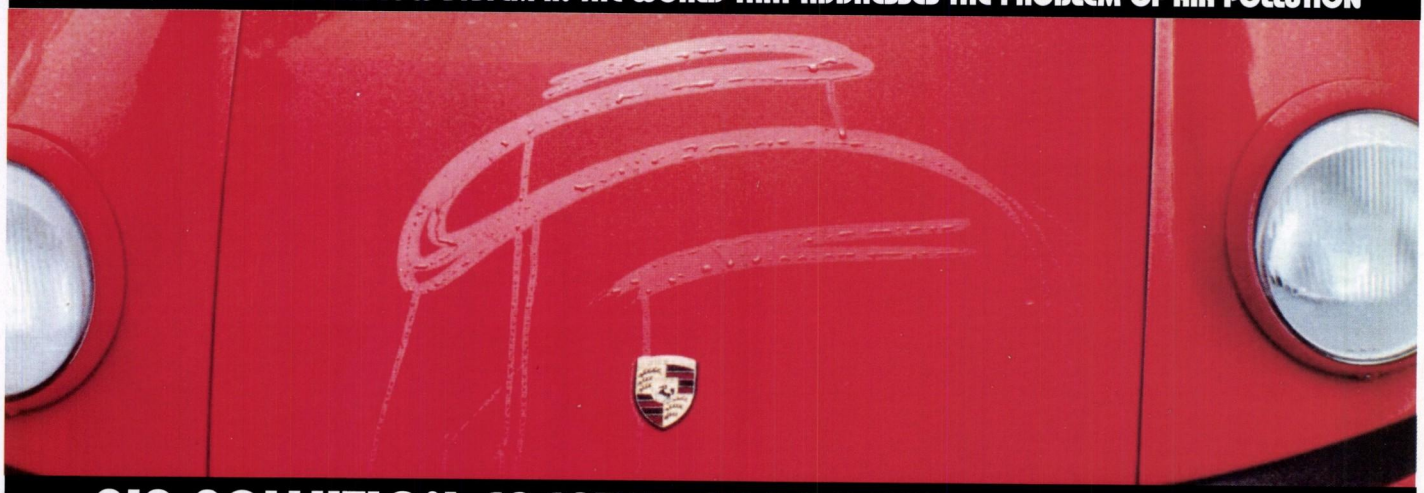




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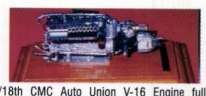
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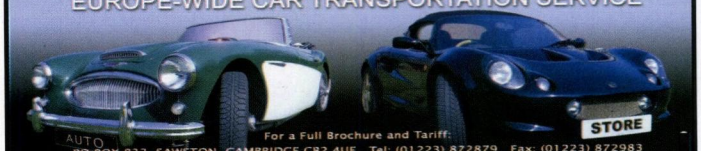
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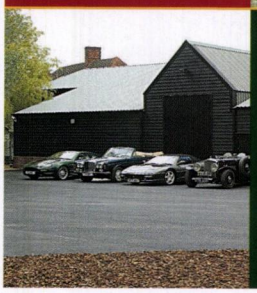
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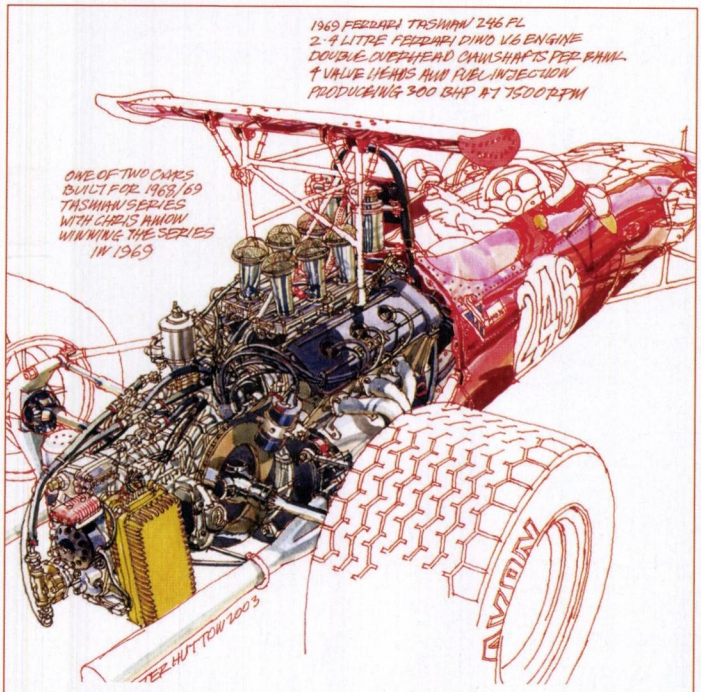
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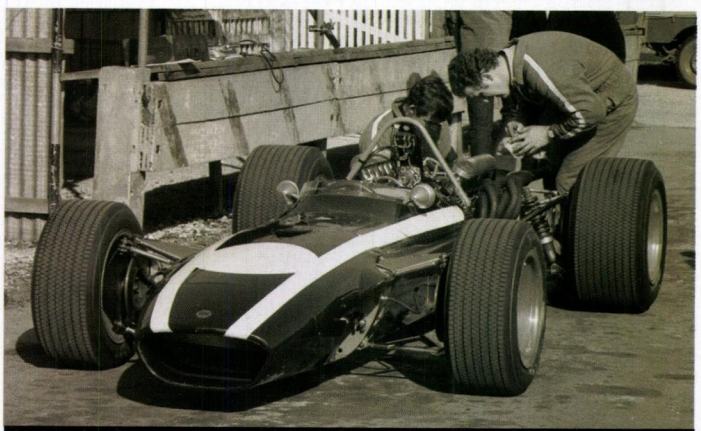


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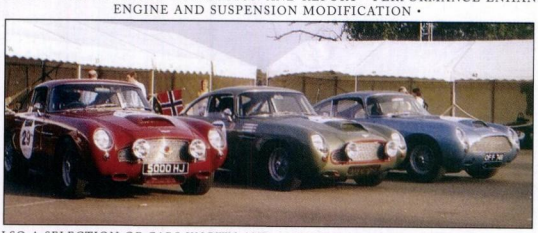
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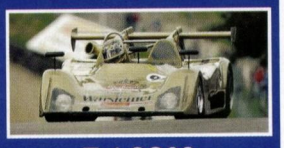
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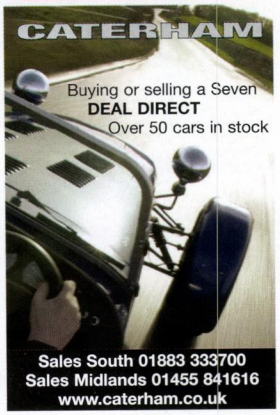
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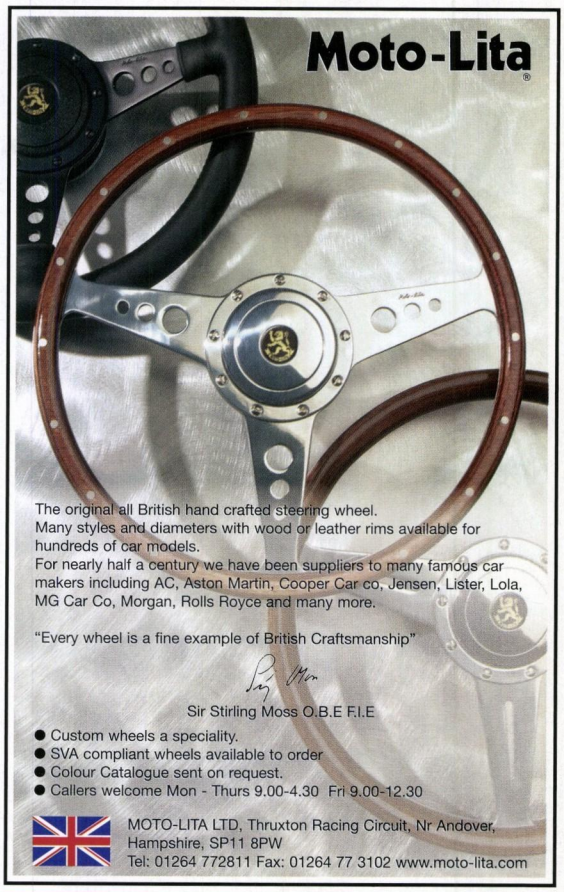
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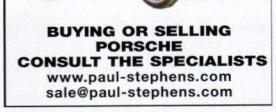
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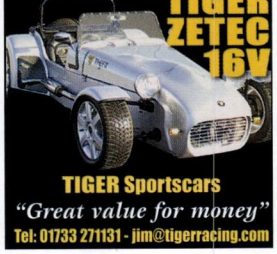
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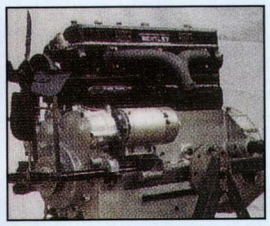
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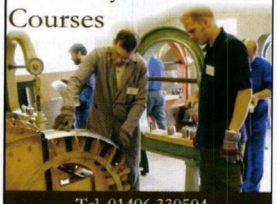
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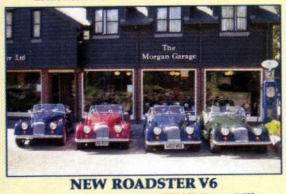
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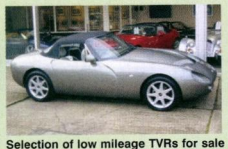
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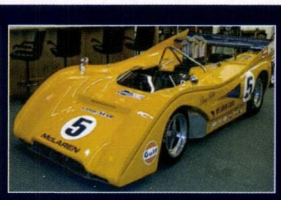
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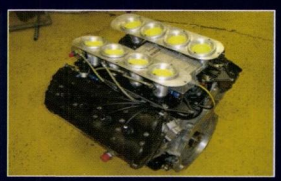
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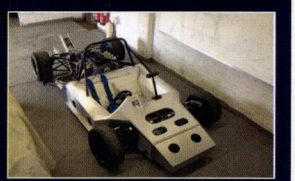


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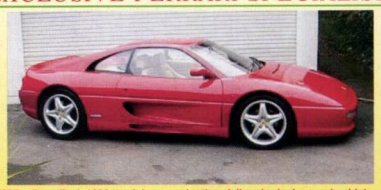
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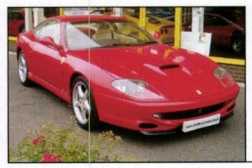
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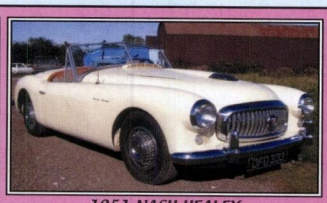
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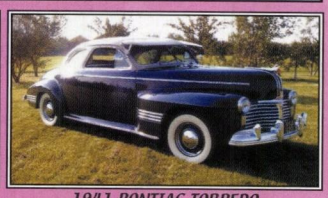
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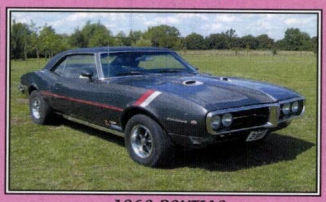
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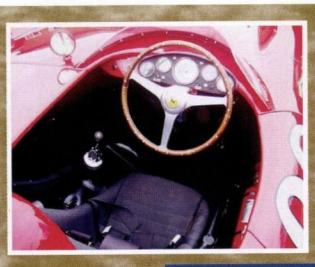
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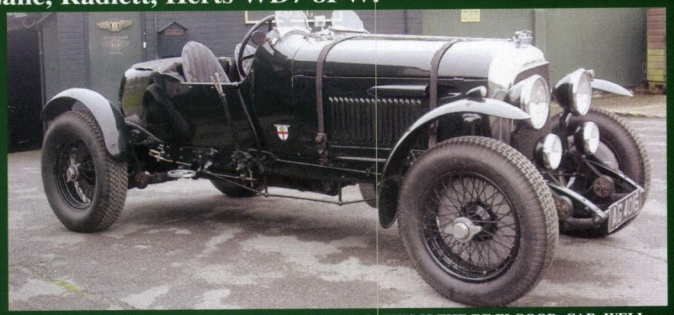
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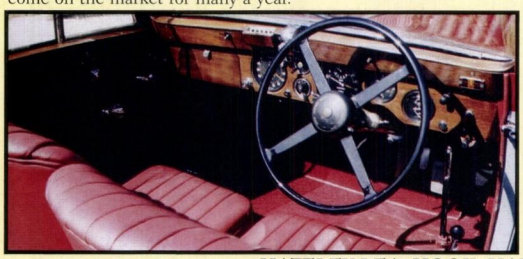
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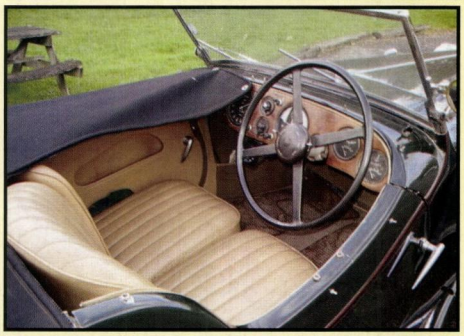
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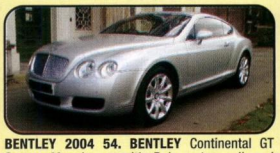


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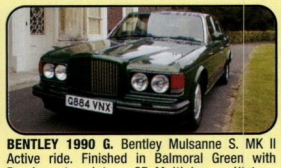
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MCLAREN NASH NOBLE NARDI OGLE OPEL PORSCHE PIPER PEUGEOT ROVER RAILTON
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1965 SUNBEAM TIGER SERIES 1A. Speedwell Blue with Black hide. Uprated engine, T10 gearbox, Minilite wheels, Koni shockers, extra instruments; a very well restored example in excellent condition. One we have sold before. RHD - **£18,495**



1960 AUSTIN HEALEY 3000 MKII BT7 TO WORKS RALLY SPEC. Red with Black trim, alloy panels, triple webbers 185BHP at the wheels, comp overdrive, LSD, 72 spoke wire wheels, spot lamps, reversing lamp, side vents, louvered bonnet, Halda, comp seats, wood rimmed steering wheel, uprated suspension etc. Totally re-built to an exacting standard, now ready for some serious rallying, full F.I.A. Papers. RHD - **£39,995**



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



1963 JAGUAR 3.4 MK2 AUTO. One lady owner until 2000. 58K warranted documented miles. Equipped with CWW, PAS, radio. Finished in unblemished Opalescent Maroon with Blood Red hide. Cars of this quality and pedigree rarely come onto the open market. Virtually as it left Browns Lane.RHD -.....**£23,995**



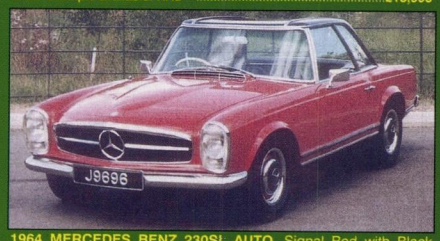
1959 AUSTIN HEALEY FROGEYE SPRITE. Speedwell Blue with Black trim. Recently undergone a total concours restoration, costing in excess of £25,000, on the most original rust-free shell imaginable. Has been uprated, modified and fitted with hard top, soft top, tonneau cover, mag race wheels, disc brakes, uprated suspension etc. Built to Sebring spec. The finest example available. RHD - **£13,995**



1965 AUSTIN HEALEY 3000 BJ8 MKIII. Black with contrasting Red hide interior. This exceptional example has only covered 50K miles from new and only had 4 owners. Fitted with CWW, original electric aerial, period radio and wing vents. In outstanding condition, this is one for the most critical.RHD -.....**£32,995**



1950 JAGUAR XK120 ROADSTER. Silver with two tone Blue hide and Black weather equipment. Total ground up concours restoration, little use since, winner of many major concours, an original UK car, fitted Kenlowe fan, high ratio axle etc. Look no further.RHD -.....**£39,995**



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



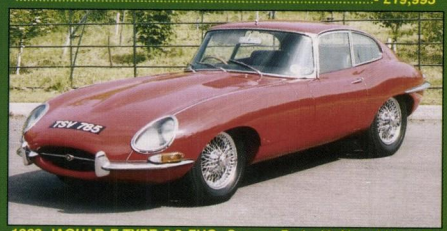
1958 TRIUMPH TR3A WORKS REPLICA. Total professional re-build & upgrades to true works spec, F.I.A. papers. Apple Green with Black trim, roll cage, Halda, 7" spot lamps, roof lamp, reversing lamp, full harnesses, 60 spoke wheels, wood rimmed steering wheel. A very successful car in excellent condition. We have just sold an ex-works car for £62,000, this is for stone wall nothing.RHD .....**- £19,995**



1965 TRIUMPH 2000 MKI RACE CAR. Built & developed over 15 years by Carlow Engineering, 250 BHP dry sumped, C/R gearbox, LSD, rose jointed suspension, front & rear ventilated disc brakes, long range fuel tank etc. Donington Park 1.23, eligible for Swinging 60's Series and a definite front-runner. Fresh engine just fitted and whole car fully prepared, cost in excess of £80,000 to build. Vast amount of spares and data, the cheapest historic race car you are likely to find, it is also road registered. .....**RHD - £11,995**



1977 VW BEETLE KARMANN CABRIOLET. Ivory with Tan hide. A UK vehicle, low ownership, total ground up restoration costing in excess of £20,000. Radio, immobiliser, twin door mirrors etc. We have never had a finer example, 'it's stunning'.RHD - **£9,995**



1962 JAGUAR E-TYPE 3.8 FHC. Carmen Red with Navy hide, very low ownership and 35K miles. Supplied new to Gp Capt Harrison in Jersey, competition history from 1964 to 1970, fitted from new with Restall seats. Equipped with all synchro gearbox, CWW, unleaded head, alloy rad, alternator, S/S exhaust etc. A unique example used by Top Gear and Norman Dewis 'Jaguar test driver' in the making of 'The History of Jaguar'.RHD - **£29,995**

1966 AUSTIN HEALEY 3000 BJ8. In Colorado Red with Black hide. Equipped with CWW, overdrive, alternator, radio, CD, door mirrors etc. Ground up restoration with photographic record by marque specialist. A most outstanding example of the best Healey £31,995

1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning WAS £24,995, NOW £21,995

1980 TRIUMPH TR8 CONVERTIBLE. Factory experimental car, 1 of only 2. Silver leaf with Biscuit trim. 2 owners, 48K, total history incl all letters from British Leyland. PAS, stainless exhaust. The most outstanding example you could wish for, virtually unique. £14,995

1973 MGB ROADSTER. OEW with Red hide. Full ground up restoration and upgrades to the highest of standards. Stage 3 engine on 45 webber sports exhaust, Kenlowe fan, overdrive, wire wheels, uprated suspension, wood rimmed steering wheel. A most outstanding example with an excellent turn of speed £13,995

1978 PORSCHE 911SC COUPE. GP White with Black hide. 120K miles with total service history. Equipped with elec sports seats, sun roof, RDM, elec windows, music system, fuchs alloys etc. A most outstanding example with an impeccable history £10,995

1972 MGB ROADSTER. Teal Blue with Grey hide. Equipped with overdrive, CWW, music system, Motolita wheel etc. A very well restored example with unleaded head and uprated suspension. Outstanding value £9,995

1969 MGB 1.8 ROADSTER. Trafalgar Blue with Black hide, mohair hood, CWW, stainless steel exhaust etc. A very well restored example, realistically priced £9,995

1963 JAGUAR 2.4 MK2 MOD. Opalescent Maroon with Cream hide, radio, reclining seats, overdrive, spot lamps etc. Low ownership & mileage, recent engine overhaul. A nice example at a sensible price £8,995

1979 TALBOT SUNBEAM LOTUS. Black over Silver with Grey cloth trim. Re-built some years ago using the last genuine factory shell. Uprated suspension, quick rack, oil cooler, spot lamps, fire extinguisher, catch tank etc. An outstanding example, now's your chance to make a serious rally car.....£7,995

1973 BMW 2002 Tii. In Zinabar Red with Black hide. Restored at a cost in excess of £14,000, five speed gearbox, recaro seats, alloy wheels etc. Engine by Jamic, a very special example, Be quick! £7,995

1967 VANDEN PLAS 4.0 LITRE R. Black over Shell Grey with Blue hide. 54K miles with the most extensive history imaginable. A low mileage example of this very usable luxury saloon, rarely found in such outstanding condition £7,495

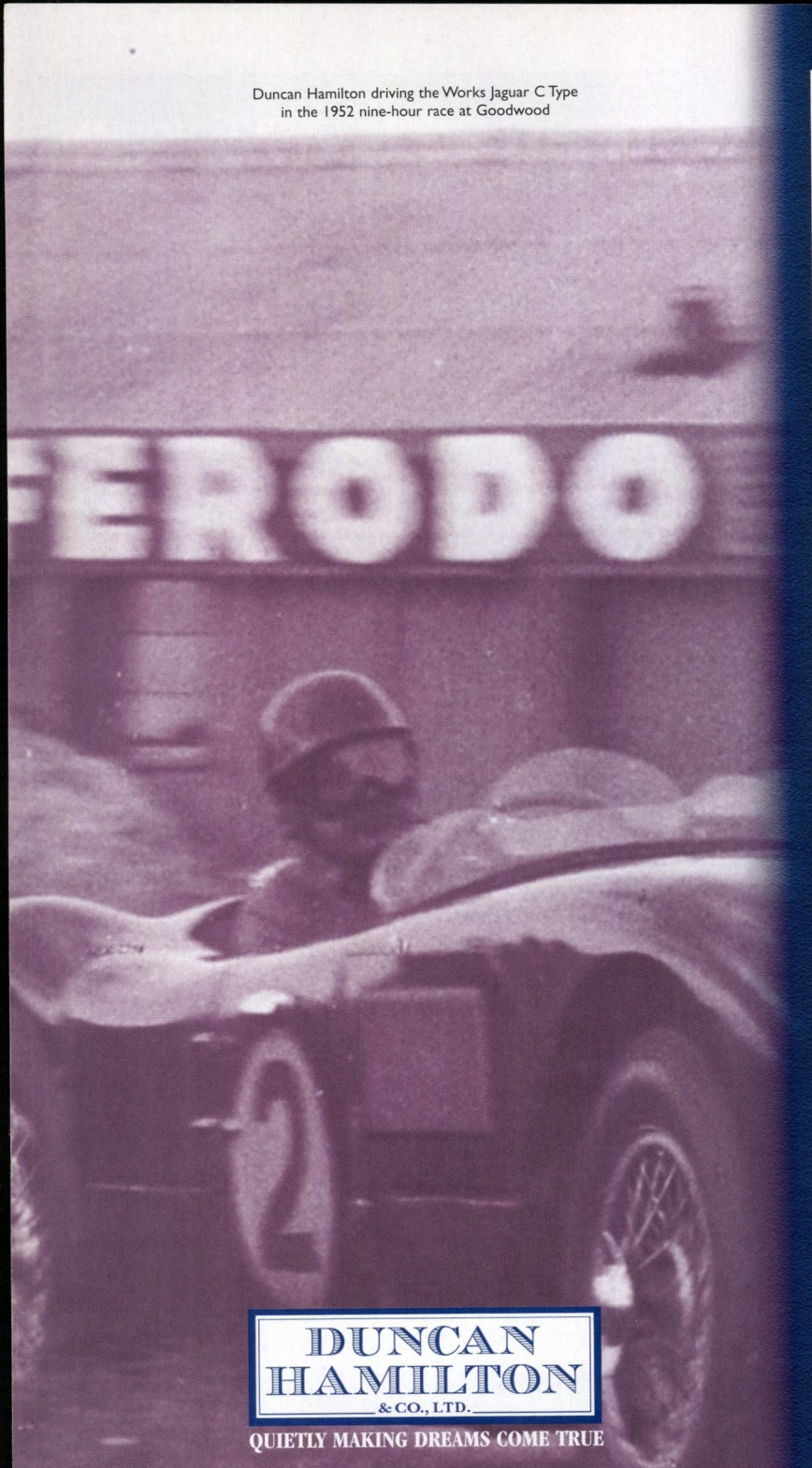
1979 DAIMLER SOVEREIGN 4.2 AUTO. Regency Red with Tan hide. One owner, 30,000 miles from new, FSH. Equipped with air con, original radio cassette, elec windows etc. A most outstanding ultra low mileage example. Unrepeatable ..£6,995

1973 TRIUMPH SPITFIRE 1300. Magenta with Black trim. Low ownership and only 80,000 miles, minilite wheels, radio, immobiliser, unleaded cylinder head. Ground up restoration in 1998 at a cost of £12,000, excellent value £6,995

1989 ALFA ROMEO 2.0 SPYDER. Black with Black trim. 4 owners, 90K miles with total service history, 5 speed, elec windows, alloy wheels, radio cassette. A most outstanding example of this popular usable classic £6,995

1976 JAGUAR XJS 5.3 AUTO. Primrose Yellow with Black hide. Low ownership and only 50K miles with a total service history. Full restoration, bare metal, engine out etc, costing in excess of £15,000. You will struggle to find a better example.. £4,995

Duncan Hamilton driving the Works Jaguar C Type
in the 1952 nine-hour race at Goodwood



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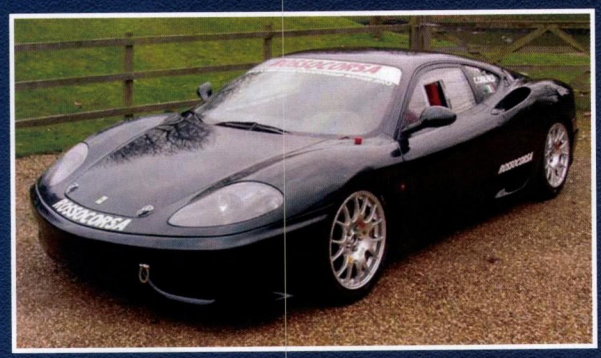
1959 Ferrari Dino 246 GP car, Chassis no. 0006
This magnificent Grand Prix car was reconstructed by Graypaul Motors in 1972 using many original important components such as engine, transmission, brakes, suspension etc. 270 bhp. Full FIA papers. This car has been campaigned throughout Europe for many years with notable success. Perfect for the 2005 season. £POA.



1936 Maserati 6CM, Chassis no. 1531
Built in 1936 and competed in the Monaco Grand Prix of the same year and later fitted with a Works 4-cylinder supercharged engine and campaigned by Harry Schell and many others. Recently maintained by Tony Merrick and offered for sale with full FIA papers. £POA.



1973 Ferrari Dino 246 GTS
Finished in red with beige trim. Fitted with Daytona seats and recent engine and gearbox overhaul. Only 55,000 miles. A very good looking and thoroughly enjoyable motor car in excellent condition throughout. £59,500.



2001 Ferrari 360 F1 Challenge, Chassis no. 122531
Raced in 2001, 2002 and 2003, unused in 2004. Prepared and run by Rossocorsa in Milan. Colour - Zeltweg. Immaculate and race-ready. £POA.

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1950 JAGUAR XK120 ROADSTER, (original English RHD With Matching Numbers) Black With Red Leather, wire Wheels with Upgreaded Brakes, (Originals & Spats With Car) Circa £68000 Spent By Last Fanatical Owner, One Of the Best You Will Ever Find, ...£49,950.



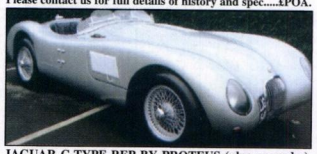
1985 BENTLEY MULSANNE TURBO, Lagoon Blue with Champagne Leather, Blue Dash Top And Blue Carpets. 63000 miles Only with FSH. Sold By Us To its last Two Owners (10 Year Period) Without Question One of The nicest You will Find, Stunning £14,950



1974 JAGUAR XJ12L. 5.3 Old English white with blue leather trim 26000 miles only. Best we have seen. Please look at our website for full photos etc.....£12,950



1960, LOTUS ELITE S2. Famous Historic Racing car with FIA. papers. supplied NEW to Mr David Buxton of TEAM ELITE., Has Competed In many Top Events, Last owner over 20years, Restored by Simon Hadfield, Stunning Example, Please contact us for full details of history and spec.....£POA.



JAGUAR C-TYPE-REP BY PROTEUS (plus upgrades). 3.8 tuned engine, 4 speed box with overdrive etc. Alloy & GRP construction, correct in every way. Please see our website for full details.....£36,950



1995 PORSCHE 911 (993) CARRERA 2. Grand-Prix white with Grey Leather, Alloys, Aircond, ESR. 69000 FSH, Mint Example, This is as good as it gets.....£31,950.



1939 DELAGE D6-3L (cotal electromagnetique gearbox) Four door sports saloon, by Guillore (rare) Royal blue with natural leather trim, restored to concours winning standards over the Last 15 years please see our web-site for full details, photos etc. .....£POA.



1939 BENTLEY MK 5 SPORTS SALOON BY PARK WARD Black with grey leather, subject of a Circa 100k restoration, by its last owner, superb and very important history file, famous owners, and the rarest of all Derby Bentleys (one of nine left). Please look at our website,more details /photos etc .....POA



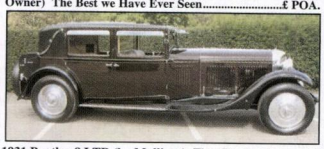
1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this £15,950



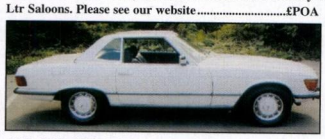
1997 FERRARI 355 GTB, RHD, Giallo Fly Yellow, with Grey leather Sports Seats, (kevlar Backed) Challenge Exhaust, SS, Aircond, CD, 18000 Miles Only (Just Had Cam Belt Service) FFSH, My Own car For The Last 4 years, One previous Owner, This is As Good As you Will Ever Find, ...£59,950) Inc. Reg, 143F. or £54,950 without.



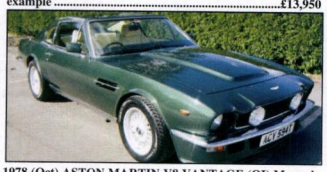
1938 ROLLS-ROYCE 25/30 LIMO By H J Mulliner. Black over Oxford Blue Over Black, Blue Leather to the Front, and Tan Cloth To the Rear, (with Division) last Owners Circa 32 years. Restored to Concours Standards, (Famous First Owner) The Best we Have Ever Seen.....£ POA.



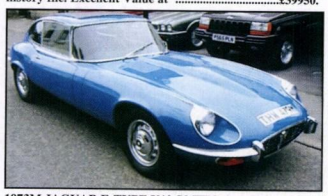
1931 Bentley 8 LTR (by Mulliner). First Production model # (YF5001). Historically the most famous of all Bentley 8 Ltr Saloons. Please see our website.....£POA



1979 MERCEDES 450 SL SPORTS. White with Blue leather trim 80000 miles FSH, auto, hard & soft tops, mint example £13,950



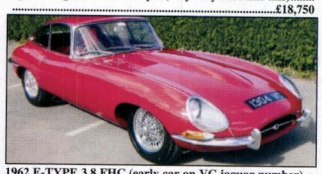
1978 (Oct) ASTON MARTIN V8 VANTAGE (OI) Manual. Finished in goodwood Green with Magnolia leather, alloys, air-cond, etc. Recent mechanical restoration work by HWM. Superb and totally sound, 48000 miles with extensive history file. Excellent Value at .....£39950.



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



1962 E-TYPE 3.8 FHC (early car on VC jaguar number) Signal red, with red leather and red webasto sunshine roof. CWW Restored By its previous Owner to Concours winning standards. Original English RHD with Matching Numbers. Stunning .....£36950.



1968 MERCEDES 280SL PAGODA. White with Black hard top. Automatic with power steering, 3 owners from new. 91,000 miles, original interior and perfect hood a superb and original motorcar (hard to find like this, see our website).....£26,950



1969 JAGUAR E-TYPE 4.2 FHC S2. RHD, Finished in special Order Ecossie Blue, With Red Leather Trim, chrome Wire wheels, Stainless Exhaust, and Upgreades. Restored To A very High standard By its Last Owner, And taken to Le Mans Last Season, Stunning £32,950



1960 JAGUAR XK150 S 3.8 FHC (VERY RARE) in indigo blue with red leather, CWW, special factory upgrades, touring seats, 50 gallon Le Mans tank. Genuine low mileage example, (famous owners) unique motor car, and stunning to drive .....POA



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.



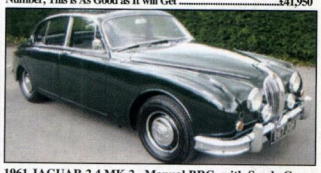
1947 TRIUMPH 1800 ROADSTER, with Twin Dickey and screen. Restored to Show Winning Standards, Superb and correct, drives as it should , A better Example would be hard to find.!! Original Buff Logbook, All Books Tools and History File. ..... £18,950.



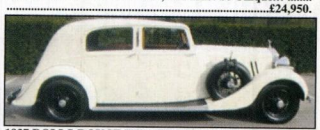
1973 ROLLS ROYCE SHADOW ONE. Fern green with clack leather trim, one famous owner, 73,000 miles only, Harvey-Bailey kit, mint example. Please see our website.....£14,950



1987E FERRARI 328 GTB. Nero with Cream Leather , Star Alloys, Air-Cond, 22000 Miles Only, FFSH, The Nearest To a Brand New Example you Will Find, All Books, Tools, MOTs, etc.Cherished Number, This is As Good as It will Get £41,950



1961 JAGUAR 2.4 MK 2, Manual BRG, with Suade Green Leather, This Amazing Car has Covered Only 20800 miles from New. and has Full Jaguar main agent, (and Specialist) History, all handbooks, Service Book (tools Unused) Totally Rot Free, Never Ever Restored, And The Most Original Classic car we have Ever seen, this must be Unique.!! .....£24,950.



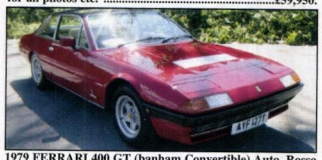
1937 ROLLS-ROYCE WRAITH Sports Alloy Body Saloon By Park-ward. (original Factory Experimental Car) Very Famous, and Important Example, Please See our Web-site or Contact Us for Full Details etc. .....£44,950.



1965 BRISTOL 408, COUPE Brooklands Green, with Mushroom Leather, 48000 Miles Only, with Total History, (one of 66 Built) Sold by us to its Last Collector Owner, Seldom Does One Find a Truely Mint Original Example, But This is It.!! £34,950



1967 ASTON MARTIN DB6 Mk 1.(English RHD) Dubonet Rosso, With Natural Hide, Fitted CWW, Manual Gearbox, and PAS. Three Owners from New, Approx 30000 Miles Only Till Stored for many years, Restored By its last owner of 12 years to Concours Standards, Super-Unleaded-Engine etc, If you are looking for of the best in the uk, (under £80000) This is as good as it will get. Please see our web-site. for all photos etc. .....£59,950.



1979 FERRARI 400 GT (banham Convertible) Auto. Rosso Red, With Tan Leather, And Tobbaco Inserts, alloys, Aircond, Pas, 47000 miles Only, Full Engine Rebuild c. 2000 miles Ago, Superb History File, A Lovely. Rare motor-car .....£19,950.

Arriving soon

(These vehicles will be available at time of press)

SEE OUR WEB-SITE

1927 RALLY ABC, (VERY VERY RARE)

1996 BENTLEY TURBO RL. 30000 MILES AS NEW.

1990 MERCEDES 500SL (AS NEW)

1951 MORGAN 4/4 VANGUARD ENGINE. SUPERB/ORIGINAL

1998 MERCEDES SL 320

1989 MERCEDES 560 SEC, SUPERB

1968 MGC ROADSTER, CONCOURS CHAMPION.,

1954 AUSTIN HEALEY 100/4

MATCHING NUMBERS ORIGINAL,

1973 ASTON MARTIN V8 AUTO.

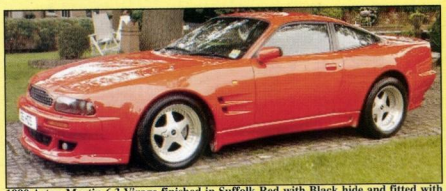
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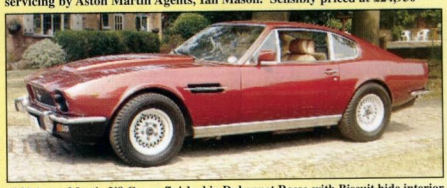
WINTER SALE - LOOK AT THE PRICES



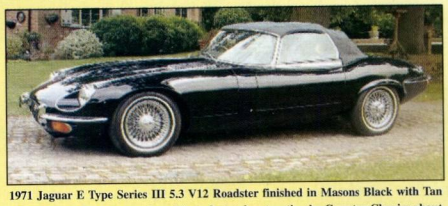
1990 Aston Martin 6.3 Virage finished in Suffolk Red with Black hide and fitted with Onslow Grey carpets edged in Black. This car has been highly modified to include 6.3 engine, 4 speed Automatic transmission, ABS, immobiliser, 18" split rim OZ alloys, Alpine radio cassette and Cd. This car has VANTAGE coachwork, wider wheel arches, front and rear lamp modifications and comes with full service history and was supplied by ourselves to the last owner. 55,000 miles. £38,950



1972 Aston Martin DBS AM Vantage finished in Cumberland Grey with Blue hide interior. One of only 70 cars produced with 6 cylinder engine and single headlight configuration. Fitted with Manual 5 speed transmission, chrome wire wheels, 4 litre engine with triple Webers. This car was repainted by ourselves 3 years ago and comes with excellent service history including recent servicing by Aston Martin Agents, Ian Mason. Sensibly priced at £24,950



1982 Aston Martin V8 Coupe finished in Dubonnet Rosso with Biscuit hide interior and Burgundy carpets. Fitted with Automatic transmission, power steering, CD player, electric mirrors and windows, leather headlining, BBS alloys and enlarged AP callipers. Very nice example and excellent history. Sensibly priced. .£26,500



1971 Jaguar E Type Series III 5.3 V12 Roadster finished in Masons Black with Tan hide interior. This car was the subject of a total restoration by Country Classics about 8 years ago. Fitted with Manual gearbox and chrome wire wheels and is in fine condition throughout. Sensibly priced £33,950



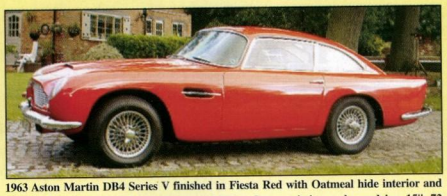
1975 Jensen Interceptor J Series finished in pale metallic Blue with Cream hide interior. Fitted with Automatic transmission, electric windows and 6 stack CD player. This car is exceptional in that it has had only 3 owners from new and has covered only 35,000 miles. Excellent to drive and wonderful value. £14,950



Jaguar D Type Replica constructed by DJ Sports Cars (Ram) in about 1989, this is a very example of the 1955 Le Mans Winner Jaguar D Type finished in British Racing Green with Grey interior. Complete with period registration number, chassis designed by Reynard, 4.2 Jaguar engine with triple 48 dcoe webers, magnesium alloy wheels, correct dashboard, White racing rondals and Tonneau cover. £22,950



1991 Aston Martin Virage in Rolls Royce Rhapsody Blue with Magnolia hide piped Blue interior. An excellent car sold by ourselves 2 years ago, it has now covered 43,000 miles and has a full service history. Realistically priced at £29,950



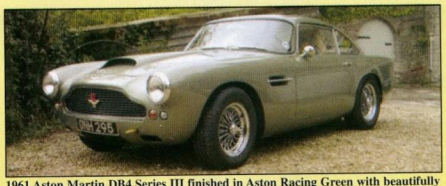
1963 Aston Martin DB4 Series V finished in Fiesta Red with Oatmeal hide interior and deep Red carpets. Fitted with four speed Manual transmission and overdrive, 15", 72 spoke wire wheels, this is a very rare model of which only 103 were produced and is the same shape as the DB5. .....£64,950



1985 Mercedes Benz SL 500 finished in Silver with Blue Check trim. This car is in extremely fine condition with unmarked interior and is fitted with flat face 16 hole alloy wheels, electric windows, power steering, Automatic transmission, cruise control and hard top with new soft top. Rear seat & CD player. Service history. £9,995



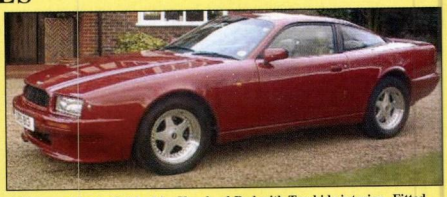
1958 Aston Martin DB2/4 MK III finished in Peony Red with Black interior. Fitted with 4 speed gearbox with overdricve, this car has been sold only four occasions. It has been sympathetically maintained with only the rear "seat" anddoor panels requiring re-trimming. £38,000



1961 Aston Martin DB4 Series III finished in Aston Racing Green with beautifully trimmed interior in Tan leather and fitted with dark Green carpets. This car was rebuilt by ourselves three years ago and has 6" x 15" chrome wires, 4.2 fast road engine with high lift cams and three 2" su's, oil cooler, Kenlow electric fan, catch tank, competition suspension, standard seating and two leather trimmed Cobra race seats. Ready for immediate use either for road or competition. £74,950



1988 Rolls Royce Silver Spirit finished in Grampian Grey with Blue hide piped Grey interior. This is a truly pristine 4 owner example with complete service history from new and has been with the last owner for 12 years. Fitted with Automatic transmission, air conditioning, electric windows and all other usual refinements. £11,950



1992 Aston Martin finished in Cleveland Red with Tan hide interior. Fitted with automatic transmission and OZ alloys. 30,000 miles and a full service history with HWM and perfect throughout £29,950



1980 Aston Martin V8 Oscar India finished in Silver with Blue hide interior. This car comes with considerable history and is a 3 owner car. Recent works include refurbished alloy wheels and a full service £26,950



1965 Aston Martin DB6 finished in Fiesta Red with Black hide interior. This car is currently undergoing various upgrades including a 4.2 fast road engine build to unleaded specification. It is fitted with 48 dcoe Webers and has chrome wire wheels and 5 speed ZF gearbox. It is in excellent condition throughout. £49,950



1973 Jaguar E Type Series III V12 Roadster finished in Rhodium Silver with original Blue hide interior. Fitted with Automatic transmission, chrome wire wheels and Blue mohair hood. Only 8,000 miles since full restoration by XK Engineering. £41,500



1959 Jaguar XK150 3.4 finished in Old English White with Red hide interior. Fitted with chrome wire wheels and Avon turbo speed radials. This car has been the subject of an £85,000 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. 5 speed, sports suspension, sports exhaust, full history, Matching numbers. £32,950



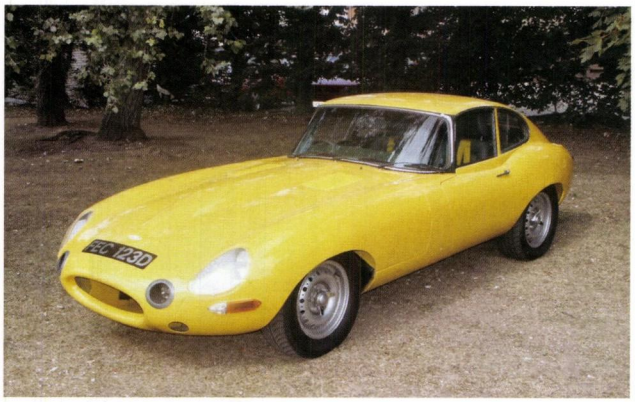
1967 MGB Roadster finished in Black with Black hide. Fitted with chrome wire wheels, Walnut dash and door cappings, removeable roll-bar, headrests, wood rim steering wheel and overdrive. Refurbished throughout to a very high standard. £8,950

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1958 MG Magnette, veteran of 27 seasons



1971 Neckar Fiat Abarth 1000TC replica



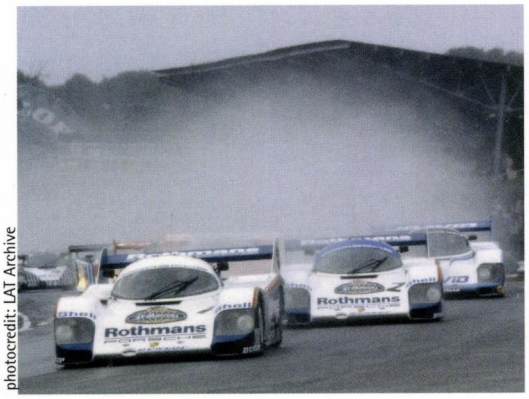
1974 GRD S74 Gp4 2-litre, ex Le Mans Classic



The Arthur Baron archive of important Bugatti memorablia.

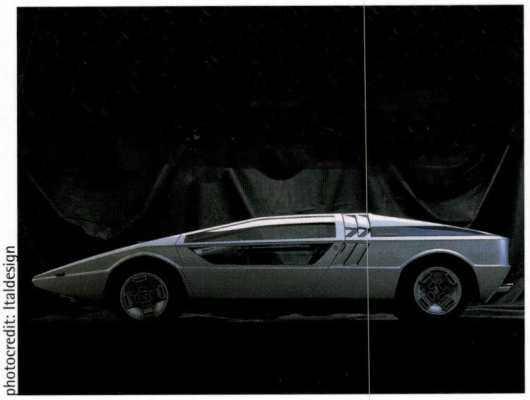
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The ex-Works, 24H Le Mans entry
1982 Porsche 956 Group C Racecar
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The 1972 Geneva Motor Show
1972 Maserati Boomerang Concept Car
Coachwork by Giugiaro for Italdesign
Estimate: Eu700,000 - 900,000



1966 Grand Prix de Paris, 1967 Rallye des Vosges
1964 Lancia Flavia Sport Zagato Competizione, *Ex René Trautmann*
Estimate: Eu50,000-70,000



1972 Aston Martin DBS V8 'Ogle'
Estimate: Eu50,000-80,000

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