

The car was fitted from new with a 1000cc Ford based, Holbay, downdraught engine and a Hewland Mk6 gearbox. The front wheels were Brabham 9" wide and the rears Palliser 12" wide with braking via discs and Girling callipers.

Peter Coulborn first raced the car in F3 during 1968 but in September made his first

appearance in the 1000cc Class of Monoposto and contested most rounds of the Championship in 1969 and 1970.

In recent years the car has been owned by Keith Messer and is raced regularly in 1000cc Historic Formula 3.



The Vesey with current owner Keith Messer (Keith Messer)

## Viking

The first of two Vikings was created in the early part of 1972 by Alan Baillie and Bill Longley. The name Viking was inspired by the Rover badge. The space frame chassis was made from square section 16 swg steel tube to form a conventional triangulated structure.

For the suspension, front wishbones and trailing arms were made from 16 swg round section steel tube. At the front both top and bottom wishbones were wide based with the top wishbone having a pick-up point well behind the axle line and the bottom wishbone well in front thereby maximising stability under braking. Outboard coil springs and Spax adjustable dampers were used along with a 7/16" anti-roll bar. Modified Triumph Herald uprights were connected to the wishbones using spherical joints, a commonplace solution at the time. At the rear, wishbones and trailing arms were again fabricated from steel tubing; uprights were Maxperenco with Hillman limp drive shafts and bearings. Coil springs, Girling dampers and a 1/2" anti-roll bar completed the rear.

then went on to win the first of three consecutive Monoposto Championships.

Alan Baillie still owns the Viking and at the time of writing it is being fully restored.



An early picture of the Viking Mk1 at Cadwell Park in 1973 (John Fox)



The final iteration of the Viking in its third championship winning form in 1976 (John Fox)

The Warwick Mk.II was designed and built by John Moore in 1961. He had already built a Warwick Mk.I which was a conventional 1172 front-engined car. The Mk.II was unique as it was built as a dual purpose car with aluminium sports and racing car bodywork. Outriggers to carry the sports body were attached to the single-scater

chassis using quick-release pins so that it was rapidly interchangeable to make the car suitable for 1172 Formula or Monoposto.

The sports car body was made by Cooper as an experiment to see whether a fully streamlined all-enveloping body would be a benefit on a Grand Prix car. Testing by Jack Brabham at Reims

## Warwick Mk.II