



14 QUEENS GATE PLACE MEWS, LONDON, SW7 5BQ  
PHONE +44 (0)20 7584 3503 E-MAIL [CARS@FISKENS.COM](mailto:CARS@FISKENS.COM)



## 1975 SHADOW DN5

- Between 1975 & 1976, chassis DN5/4A appeared in 21 Grands Prix & two non-championship races driven by Jean-Pierre Jarier
- Race-prepared by WDK Motorsport with freshly rebuilt and crack-tested DFV engine & sold with valid FIA HTP & spares package
- Eligible for FIA Masters Historic Formula One & Grand Prix de Monaco Historique where it finished fifth overall in 2016

### Chassis number: 4A

American, Don Nichols, founded the Shadow team in the early 1970s, initially as a Cam-Am contender. He chose the unusual team name based on a radio series in the US called 'The Shadow' which he had very much enjoyed as a boy. Towards the end of 1972, Nichols announced that he was entering his team into Formula One racing alongside its Cam-Am activity, with sponsorship from Universal Oil Products who were a leading oil refinery technology company of the period. Tony Southgate, who had masterminded the BRM that was victorious at the Monaco Grand Prix the previous year, designed the new F1 cars and Jackie Oliver and George Follmer were hired as drivers. The team debuted at the 1973 South African Grand Prix.

4A is one of four 'A-specification' Shadow DN5s that Southgate designed and Nichols AVS built for the 1975 & 1976 Formula One World championship seasons. Driven almost exclusively by the talented Jean-Pierre Jarier, the new DN5 was extremely rapid, as demonstrated by the pole position it achieved at the Swiss Grand Prix at Dijon-Prenois in August 1975. Using as Ford Cosworth DFV V8 engine, which produced around 500 brake horsepower, Jarier drove the Shadow for two full Formula One seasons, achieving his top result at Silverstone, where he came fifth in the International Trophy in May 1976. Renzo Zorzi used the Shadow for just one race, late in its career, at the Argentinian Grand Prix in January 1977.

Now race-prepared for the current owner by WDK Motorsport with a freshly rebuilt DFE engine, 4A is sold with a valid FIA Historic Technical Passport and a comprehensive spares package. It competed at the Grand Prix de Monaco Historique in 2016, where it finished a respectable fifth in the Serie G – Formula One Cars (1973-1976) class. Also eligible for the FIA Masters Historic Formula One, 4A is a race-ready front row contender and provides a solid opportunity for the right owner to enjoy, perhaps at the next edition of the Monaco Historique!

**SOLD**









