



Our passion is classic competition cars

1988 - Spice SE88C



Make:	Spice
Model:	SE88C
Year:	1988
Location:	Belgium
Type:	Coupé
Chassis Number:	SE88C-003
Drive:	RHD
Competition Ready:	Yes
FIA HTP:	Yes
Interior Color:	Black
Price:	P.O.A.

Key Features

- 1988 World Championship & Le Mans 24 Hr C2-Class winner
- Without a doubt, the winningest Spice existing
- Raced successfully in Historic Gp C since 2010
- Sold in race-ready condition with current FIA HTP & good spares
- A welcome and class-winning entry to all Historic Group C races

Description

We are delighted to offer this extraordinary 1988 factory C2-class Spice with chassis number SE88C-003 for sale.

Spice Engineering, based at Silverstone Circuit in Towcester, was founded in 1985 by racing driver Gordon Spice and historic racer Ray Bellm. Together with their specially developed Ford Cosworth powered Spice-Tiga running in the C2 class, they won the C2 World Drivers and Teams titles. Spice and Bellm added another drivers title in '86, this time with the new Spice constructed SE86C although Spice Engineering lost out to Ecurie Ecosse in the Teams championship. 1987 saw Gordon win his third straight drivers title and Spice Engineering their second Teams title.

For 1988, the new SE88C was introduced, a more refined and developed version of the previous year's successful car. In a season comprising of eleven races, a Spice SE88C was only beaten once to the C2 class win. Seven of those wins were achieved by Spice and Bellm in this particular chassis, SE88C-003. They won at Jerez, Jarama, Monza, Le Mans, Brno, Brands Hatch & Sandown Park, and also finished 2nd in C2 at Silverstone and Spa, deservedly winning the 1988 World Sports Car C2-Class Championship and the 1988 LeMans 24hr C2-class win (driven by Spice, Bellm, De Thoissy). It is highly likely that no other single car has achieved as much in a single season at World Championship level. If that isn't enough, SE88C-003 also finished 2nd and 3rd in the 1989 and 1990 Le Mans 24hr bringing its Le Mans tally to 3 consecutive podiums!

For Spice Engineering this was also their third world title in four years. Having proved themselves the masters of the C2 class and with nothing more to prove, Spice Engineering moved into the bigger C1 class for 1989 and chassis SE88C-003 was sold-off. It was bought by powerboat racer and designer Don Shead who along with his son James and Canadian racer Robbie Stirling, entered the car for the '89 season under the Team Mako banner. They won the C2 class at the Nurburgring, Spa and Mexico City and finished 2nd in C2 at Le Mans, Brands Hatch and Donington. SE88C-003 only raced once in 1990, at Le Mans, where it finished third in class. In 1991 the classes were restructured for the world championship, with Category 1 for 3.5 litre normally aspirated engines, and Category 2 for turbocharged cars. With the C2 "junior" class abolished, and nowhere to race, SE88C-003 sat unused for the entire year. In 1992 the car was taken over and run by McNeil Engineering in the Interserie for Robbie Stirling with 5th place finishes at Brands Hatch and Most the highlights of the season. At the end of the season the car was finally retired from active competition. (The detailed period-race history of SE88C-003 is listed in the History section below).

In 1999, Ray Bellm bought the car back and gave it to Michael Caine at GTC Motorsport who fully restored the car over a 12 month period back to its '88 Le Mans class winning livery. In 2003, Ray sold the car to historic racer Harvey Cooke who campaigned the car in historic, including a return to Le Mans in 2004 for the Legends race run before the main 24 hour event. At Bonhams London Olympia Auction in December 2005, SE88C-003 was bought by Thierry Boue of London. In 2010 the car



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passed into the hands of racing driver and classic car collector Steve Tandy, who a few months later, sold the car to the Mike Donovan who raced SE88C-003 in the European and British historic racing scene, accumulating Championship class-wins in 2012, 2013 and 2014 after which it was sold to french racing driver Frédéric Da Rocha. SE88C-003 was acquired by its current owner in 2018 who - with preparer MECAUTO of Belgium - continued its winning streak in 2023 with another C2-class Championship win.

Immaculately presented as ever, SE88C-003 is now being offered for sale with extensive documentation and in excellent condition. Its Cosworth DFL engine has 800 km race-time left while the fuel cell and crack testing are valid until 2026. This famous Spice also comes with excellent spares including multiple sets of wheels, suspension parts, air jack system, tire warmers, 20+ gear ratios and setup sheets. Its FIA HTP is valid until 2029.

SE88C-003 - aka "The Rexona Spice" - is without a doubt the most successful Spice existing while also being reliable, competitive, and fairly simple to run and maintain. A perfect and class-winning entry for Group C racing!

Specification:

Chassis : Aluminium honeycomb and carbon fibre monocoque with machined aluminium bulkheads.

Engine : 3.9 litre Cosworth DFL prepared by Cosworth engine specialist Richardson Engineering. Homologated at 540 bhp.

Bodywork : Carbon fibre and Kevlar.

Suspension & Brakes : Double wishbone front and rear suspension. In-period KONI adjustable shocks. AP 6 pot calipers.

Wheels : rims 16x10 inch front, 16x14 inch rear.

Gearbox : Hewland DGB 5 speed with 10:31 final drive ratio

History



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Spice Engineering

Ford Cosworth DFL 3300cc V8

06/03/88:	Jerez 800 Kms, Spain	#111	G.Spice/R.Bellm	7th	1st C2
13/03/88:	Jarama 360 Kms, Spain	#111	G.Spice/R.Bellm	7th	1st C2
10/04/88:	Monza 1000 Kms, Italy	#111	G.Spice/R.Bellm	8th	1st C2
08/05/88:	Silverstone 1000 Kms, England	#111	G.Spice/R.Bellm	8th	2nd C2
12/06/88:	Le Mans 24 Hours, France	#111	G.Spice/R.Bellm/P.de Thoisy	13th	1st C2
10/07/88:	Brno 360 Kms, Czechoslovakia	#111	G.Spice/R.Bellm	7th	1st C2
24/07/88:	Brands Hatch 1000 Kms, England	#111	G.Spice/R.Bellm	4th	1st C2
04/09/88:	Nurburgring 1000 Kms, Germany	#111	G.Spice/R.Bellm	Rtd	engine
18/09/88:	Spa 1000 Kms, Belgium	#111	G.Spice/R.Bellm	6th	2nd C2
09/10/88:	Fuji 1000 Kms, Japan	#111	G.Spice/R.Bellm	Rtd	engine
20/11/88:	Sandown Park 360 Kms, Australia	#111	G.Spice/R.Bellm	5th	1st C2

Team Mako

04/05/89:	Dijon WSC Test, France	#171	D.Shead/J.Shead	test	-
21/05/89:	Coupe de Dijon WSPC, France	#171	D.Shead/J.Shead	23rd	4th C2
11/06/89:	Le Mans 24 Hours, France	#171	R.Stirling/R.Hyett/D.Shead	16th	2nd C2
25/06/89:	Jarama Repsol Trophy, Spain	#171	R.Stirling/J.Shead	Rtd	electrics
23/07/89:	Brands Hatch Trophy, WSPC	#171	R.Stirling/J.Shead	11th	2nd C2
28/09/89:	ADAC Trophy, Nurburgring	#171	R.Stirling/J.Shead	17th	1st C2
03/09/89:	Wheatcroft Gold Cup, Donington	#171	R.Stirling/J.Shead	14th	2nd C2
17/09/89:	Coupe de Spa WSC, Belgium	#171	R.Stirling/J.Shead	11th	1st C2
29/10/89:	Mexico City WSPC, Mexico	#171	A.Contreras/G.Aloi	16th	1st C2
17/06/90:	Le Mans 24 Hours, France	#101	R.Stirling/R.Hyett/J.Shead	25th	3rd C2

McNeil Engineering

26/07/92:	Brands Hatch Interserie	#22	R.Stirling	5th	4th Div 1
09/08/92:	Zolder Interserie, Belgium	#22	N.Adams/A.McAlpine	10th	8th Div 1
30/08/92:	Most Interserie, Czechoslovakia	#22	R.Stirling/K.Zwart	5th	5th Div 1
13/09/92:	Siegerland Interserie, Germany	#22	R.Stirling	DNA	withdrawn
11/10/92:	Zeltweg Interserie, Austria	#22	V.Musetti/R.Stirling	8th	5th Div 1
01/11/92:	Jarama Interserie, Spain	#22	J.Shead	7th	7th Div 1



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Pictures (For size reasons, we have limited the PDF-file to 10 pictures)





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