

# C70 Grand Prix Series

O W N E R ' S      H A N D B O O K

## Time on your side...

Your Christopher Ward watch has been designed and engineered by highly talented craftspeople to ensure not only accurate and precise timekeeping but also to bring a real pride of ownership that only luxury items of the highest quality can ever hope to deliver.

You have made an investment, a good one, and the aim of this handbook is to help you make the most of that investment during what I hope will be a lifetime of ownership.

A handwritten signature in black ink, appearing to read 'Chris', written in a fluid, cursive style.

Christopher Ward

## Caring for your Christopher Ward quartz watch

Your C70 Grand Prix Chronograph is constructed from the finest components and materials available including one of Switzerland's finest quartz movements.

As with all watches of this quality, with just a little care, it has the potential to become an heirloom piece giving further joy to future generations.

Here are a few hints to help keep your watch working perfectly over the years:

- Although the battery in your watch may last longer, we recommend you have it changed every 2/3 years by a reputable watch repairer.
- At the same time as having the battery changed it makes sense to have the watch repairer clean and lubricate your watch as necessary.
- Make sure the crown is screwed down fully before putting the watch into water. Adhere to the water resistance ratings towards the end of the handbook to prevent water getting to the movement which could result in a very costly repair or the need for a replacement movement.
- Your watch is shock resistant to minor impacts but dropping from height onto a hard surface may damage the movement.

Should you need a replacement part - don't worry, we keep stocks of spare parts for years, even for discontinued models. It's all part of the Christopher Ward service.

Finally, don't forget our famous **60:60 Guarantee** allows you to return your watch absolutely free, for any reason, and with no quibbles, for up to 60 days after purchase and we also guarantee your movement for up to 60 months, so long as it is regularly serviced.

After all, why shouldn't you enjoy peace of mind as much as you enjoy your watch?



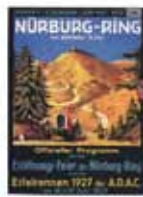
"Racing is life,  
anything that happens before  
or after is just waiting"

**Steve McQueen** as Michael Delaney in the film 'Le Mans'

## The Grand Prix Collection

The Christopher Ward Grand Prix series comprises eight C70 watches each in a world-wide limited edition of 500 pieces. The striking design of each watch reflects the chassis colours of the host nations' racing colours - with the year of victory, the race track and the name of the winning driver engraved on the reverse of the case.

All are powered by world class ETA 251.272 quartz movements. In the range are *The Grande Epreuve* (France), *The Ascari* (Belgium) and *The Silver Arrow* (Germany). These joined *The Brooklands* (Great Britain) *The Cunningham Stripe* (USA) and *The Rosso Corsa* (Italy) plus our latest editions the *DBR1* and the *Monte-Carlo*.



## Grand Prix motor racing

Since motor racing started in France in the 1890s and the first named Grand Prix was held in Pau back in 1906, motor racing has been glamorous. But although it is stacked full of money and celebrity, it is still the cars and the engineering that remain the focus.

It makes sense, then, that with its own attention firmly fixed on fine watchmaking, Christopher Ward has a Grand Prix collection that highlights some of the world's most famous - and notorious - Grand Prix locations and drivers.

From the very first development of motor vehicles, the French were enthusiastic car manufacturers and drivers. It was France that instigated what started as a loose network of international car racing events - not yet an actual championship.

And it was France that drove the gradual development of a set of rules for the sport, through the French Automobile Association. These included the shift from roads to circuits - sometimes on closed public roads - fixed distances, the starting grid with each nation colour coded, and regulations on car weight, engine size and tyre types.

It was in England, however, that the first ever oval race track was built, at Brooklands in Surrey, in 1907. Other early tracks included those in Indianapolis in the US and Monza in Italy. The first race called a Grand Prix outside of France was held in Indianapolis in 1908, but it was a trend taken up by other countries including Italy in 1921, Belgium and Spain in 1924 and in the UK in 1926. By 1934 there were 18 international races that had Grand Prix status.

It was not until after World War II that the World Championship was formalised by the newly created Federation Internationale de l'Automobile - the FIA - and from 1950 the term Formula One was coined to describe races that made up the championship for drivers.

A points system was created and a total of seven races were granted championship status including the Indianapolis 500. The first World Championship race was held at Silverstone in England.



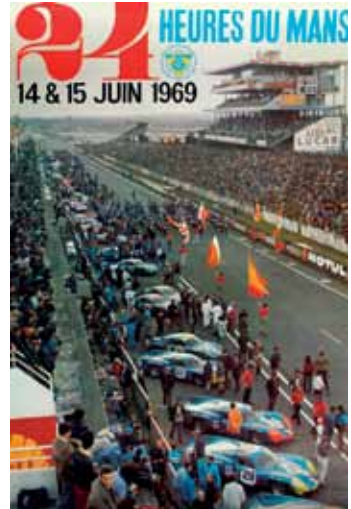


# The Le Mans 24-hr Race

Le Mans was first held in the French town of the same name in 1923 on May 26th and 27th and has since become one of motor sports most iconic challenges. The endurance task is to complete the greatest distance on a combination of track and road over a 24-hour race.

The car originally had to be a production rather than a racing car - a rule that has been stretched to its limits over nearly 90 years. This encouraged innovation in producing reliable and fuel-efficient vehicles, because the nature of endurance racing requires cars that last the distance and spend as little time in the pits as possible.

In the early years of the race there were no restrictions on the number of drivers - and in the 1920s and 1930s some attempted to complete the race alone. For safety reasons this was eventually outlawed, and by the end of the 1980s three drivers became the norm. Bugatti, Bentley and Alfa Romeo dominated the race in the early years, but after the hiatus of World War II, Ferrari, Mercedes-Benz, Jaguar and Aston Martin joined the fray - however, over the years it is Porsche that has achieved the most Le Mans wins.



# The Monte-Carlo Rally

Inaugurated in 1911 by Monaco's Prince Albert 1, Monte-Carlo may not be the first rally ever run - that took place in France from Paris to Rouen in 1894 - but it is certainly among the most famous.

The glamorous coastal roads of Monaco have, since the first race last century, provided the finishing line for the rally. The problem for drivers is that getting there requires a drive through snow-covered mountains, complete with treacherous switchbacks. It's regarded as one of the most difficult of all the world rallies. The Monte-Carlo Rally pre-dates its sister motor sports event, the Monaco Grand Prix, which takes place on the roads within the principality.

Today Monte-Carlo takes place in January and provides the finishing line for the first Intercontinental Rally Challenge of the year with 2011 seeing drivers starting from Glasgow, Barcelona, Warsaw and Marrakesh.



The rally has always attracted the top drivers and the top cars and because the rules of all rally challenges are that the cars must be road legal, rally models see modifications tried and tested before they are introduced to production models.

## Great Britain - the first Grand Prix

The first British Grand Prix was organised by Henry Segrave at the famous Brooklands course in Surrey on August 7th 1926.

Segrave had spiked public interest in motor racing in Britain by winning the 1923 French Grand Prix and the San Sebastian Grand Prix the following year.

Dressed in British Racing Green, the C70GB Brooklands commemorates this first British race of the series which was won by the French driving team of Louis Wagner and Robert Senechal driving a Delage 155B.





*The Brooklands*  
C70GB



British Racing Green

## Italy - the first Grand Prix

The 4th September 1921 was the date of the first Gran Premio d'Italia at the Montichiari course in the Northern Italian town of Brescia.



Although the French driver Louis Wagner took pole position on the starting grid it was his compatriot Jules Goux who won the 30 lap race (Wagner finished 3rd) in a time of 3 hours, 35 minutes and 9 seconds.

The C70IT is dressed in the Italian racing colours Rosso Corsa (race red) which legendary Italian racing car marques such as Alfa Romeo, Lancia and Ferrari made famous.



*The Rosso Corsa*  
C70IT



Italian Racing Red

## France - the first Grand Prix

Grand Prix motor racing (Grand Epreuve or Great Trial in France) originated in car loving France with the first official race being held on public roads just outside Le Mans on June 26th 1906.



The race took place over two days (the cars going into a parc ferme overnight) and was won by Hungarian Ferenc Szisz in a Renault Ak in a winning time more than half an hour ahead of second placed Felice Nazzaro in his Fiat.

The circuit used was roughly triangular in shape, each lap covering 105 kilometres (65 miles). Six laps were to be run each day, and each lap took approximately an hour using the relatively primitive cars of the day.

During this race a number of people, both drivers and pedestrians - including Marcel Renault - were killed and the race was stopped by the French authorities at Bordeaux. Further road based events were banned.



French Racing Blue

*The Grand Epreuve*  
C70FR



## Germany - the first Grand Prix

Rudolf Carracciola won his country's first officially recognised Grand Prix at the Nurburgring on July 19th 1931.



Known as “The Rainmaster” for his prowess in wet driving conditions, Carracciola won the race in his Mercedes-Benz SSK in a time of 4hrs 38mins 10 seconds.

It was around this time that the Mercedes and Auto Union team stripped the white paint from their cars to meet the scrutineers 750 kilogram weight limit - they were weighing in at 751kg - and in so doing revealed the gleaming aluminium body of the car which gave rise to the nickname “Silver Arrows”. They also managed to make the weight limit as well!



German Racing Silver

*The Silver Arrow*  
C70DE

## Belgium - the first Grand Prix

Italian, Antonio Ascari, dominated the inaugural Belgian Grand Prix to such an extent he was able to enjoy light food and drink snacks at each pit stop!



Held at the Circuit de Spa-Francorchamps on June 25th 1925 only two cars, both Alfa Romeos, finished the gruelling race although the event was also notable for five entries, including Britain's Henry Segrave, failing to turn up as their cars weren't ready.

Unfortunately, 36 year old Ascari was killed while leading the French Grand Prix later the same year. He left behind a seven year old son, Alberto, who went on to become one of the great Formula 1 drivers until he too was killed at the age of 36.



*The Ascari*  
C70BE



Belgium Racing Yellow

## USA - the first Grand Prix

Tommy Milton drove his Miller 122 to victory in the 1923 Indianapolis 500 which was the first time this legendary race was considered part of the International Grand Prix series.



Although the Cunningham racing stripe was not introduced by American, Briggs Swift Cunningham II until much later, as the first ever racing stripe, it is highly appropriate that it is sported by the C70US as the famous blue parallel lines on white ground have become synonymous with American motor racing.



US Racing Stripes

*The Cunningham Stripe*  
C70US

# The C70DBR1

Complementing the C70 Grand Prix Collection, Christopher Ward has added another new limited edition collector's watch – the C70 DBR1, which pays homage to Aston Martin's 1959 Le Mans winning DBR1.



The strikingly designed quartz-powered watch is a multifunction three-eye chronograph powered by the superlative ETA 251.272 movement. It also has a date window, a tachymeter bezel and is water resistant to 10atm. The C70 DBR1 is available in a limited edition of just 500 pieces worldwide.

DBR is an acronym for David Brown Racing. Brown bought Aston Martin in 1947 when the luxury carmaker was already an iconic brand in motor racing. He went on to build on the racing heritage. The DBR1 took first and second place in Le Mans in 1959, as well as winning the world Sports Car Championship in that year.



C70DBR1



DBR1 Racing Green



## The C70 Monte-Carlo

Long distances, glamorous locations and, of course, fast car rallying is one of the inspirations for Christopher Ward's motor sport inspired collections, and the Monte-Carlo Rally epitomises that inspiration.



Marking the 100th Anniversary of the Monte-Carlo Rally, the C70 Monte-Carlo has its very own distinctive look, featuring the colours and icons of the Principality of Monaco (pictured left).

This superbly executed timepiece features all the chronograph functions associated with the existing C70 Grand Prix Series and is powered by the superb thermo-compensated ETA movement.



*The Monte-Carlo  
C70MC*



100 Years Racing

# The C70 Grand Prix Series

## Features

22 jewel Swiss quartz movement

Multi-function chronograph

Date window

Convex sapphire crystal with ant-reflective coating

Water resistant to 10 atm

Adjustable quick-release butterfly clasp

Screw-in crown

Screw-down case with unique serial number

Chronographic dials with split minutes / seconds / 1/10 seconds

Tachymeter bezel and engraved backplate

## Technical Data

Diameter: 42mm

Height: 10.7mm

Weight: 90g

Case: 316L Stainless steel

Calibre: ETA 251.272

Accuracy: +20 / -10 seconds per month

# Description of the display and control buttons

## Display elements

Minute Hand

Tenths

Minutes

Hour hand

Centre stop-second

Seconds

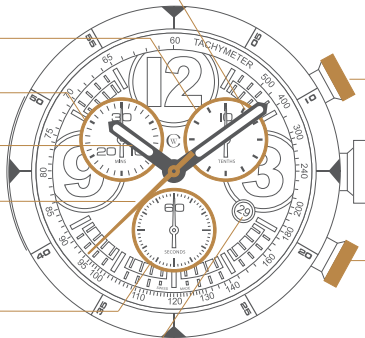
Date Window

## Control buttons

Push-button A

Crown

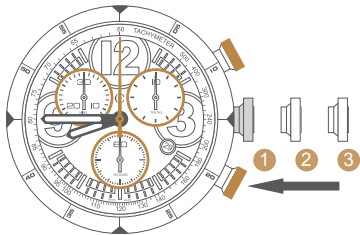
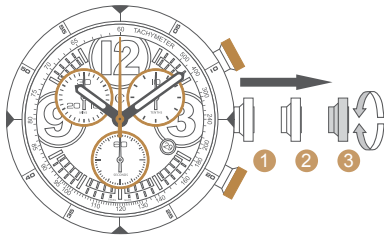
Push-button B



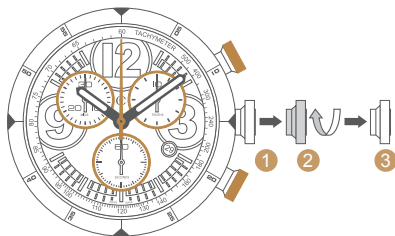
## Setting the time

For a superior water resistance your crown is of the screw-in type. To get to position ① turn the crown anti-clockwise until it releases itself.

- Pull out the crown to position ③ (the watch stops).
- Turn the crown until you reach the correct time e.g. **08.45 hr.**
- Push the crown back into position ① and screw the crown in a clockwise direction in order to maintain water resistance. The crown should sit flush to the case.

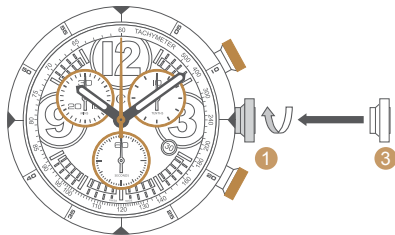


## Setting the date (quick mode)



- Pull out the crown to position ② (the watch continues to run).
- Turn the crown clockwise until the correct date appears. The hour hand moves in one hour increments.
- Pull the crown to position ③

Push the crown back into position ① until flush with the case and screw in.



### **Please note:**

The date can not be changed during the date changing phase between 21.00 hr and 02.00 hr as the watch gearing will already be aligning itself to change the date.

The crown should always be screwed in after adjustment, and it is best to do so from position 3 to avoid advancing beyond the desired date.

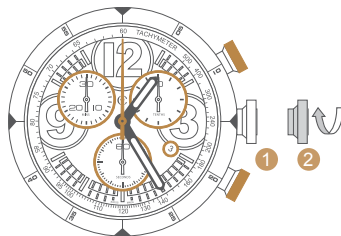
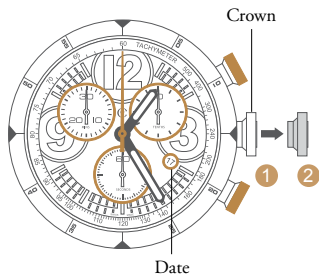
## Setting the date/time

### Example:

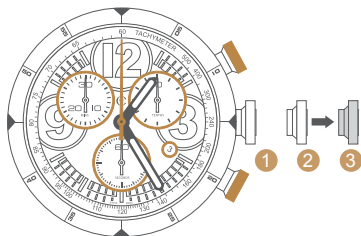
Date / time on the watch: **17<sup>th</sup>** / 01.25 hr

Present date / time: **4<sup>th</sup>** / 20.30 hr

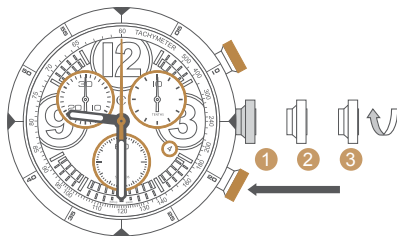
- Pull out the crown to position **2** (the watch continues to run).



- Turn the crown clockwise until yesterday's date appears ie. **3<sup>rd</sup>**.



- Pull out the crown to position 3 (the watch stops).



- Turn the crown clockwise until the correct date ie. **4th** appears (after passing through midnight).
- Continue to turn the crown until the correct time 21.30 hr appears.
- Push the crown back into position 1 until flush with the case and screw in.



# Chronograph:

- The **minute counter** measures 30 minutes per rotation.
- The **centre stop-second** measures 60 seconds per rotation.
- The **1/10 second counter** measures 1 second per rotation.

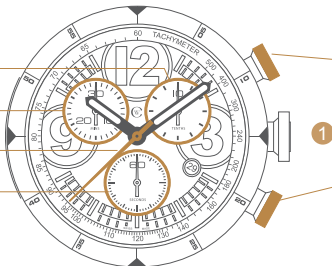
## Display elements

Tenths

Minutes

Centre stop-second

Seconds



## Control buttons

Push-button A  
(Start / Stop)

Push-button B  
(Reset)

## Please note:

Before using the chronograph functions, please ensure that:

- The crown is in **position 1** (screwed in).
- The 3 chronograph hands are at zero position.

Should this not be the case, the positions of the hands must be adjusted (see the chapter entitled 'Adjusting the chronograph hands to zero position').

# Chronograph: Basic function

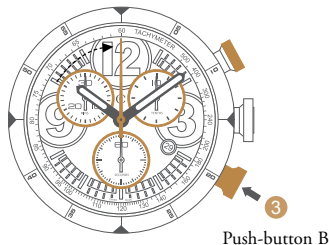
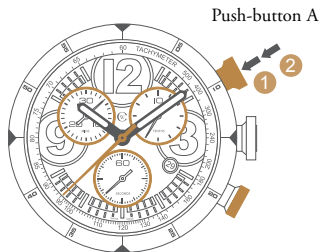
(Start / Stop / Reset)

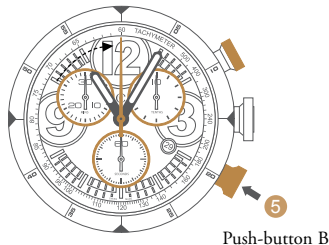
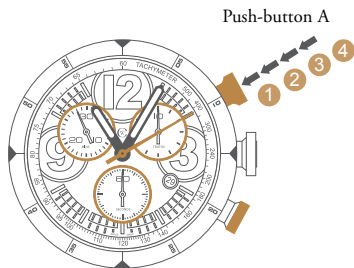
## Example:

- ① **Start:** Press push-button A.
- ② **Stop:** to stop the timing, press push-button A once more and read the 3 chronograph counters: **4 min / 38 sec / 7/10 sec.**
- ③ **Zero positioning:** Press push-button B.  
(The 3 chronograph hands will be reset to their zero positions).

## Example of use:

Timing a runner over 100m.





## Chronograph: Accumulated timing

### Example:

- 1 **Start:** (start timing).
- 2 **Stop:** (e.g. 15 min 5 sec following 1).
- 3 **Restart:** (timing is resumed).
- 4 **Stop:** (e.g. 13 min 5 sec following 3)  
= 28 min 10 sec  
(the accumulated measured time is shown)
- 5 **Reset:**

The 3 chronograph hands are returned to their zero positions.
- 6 **Repeat:** as necessary.

### Example of use:

Overall time to complete a journey less the coffee breaks.

# Chronograph: Intermediate or interval timing

## Example:

① **Start:** (start timing).

② **Display interval:**  
e.g. 10 minutes 10 seconds (timing continues in the background).

\* ③ **Making up the measured time:**  
(the 3 chronograph hands are quickly advanced to the ongoing measured time).

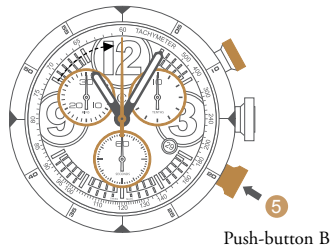
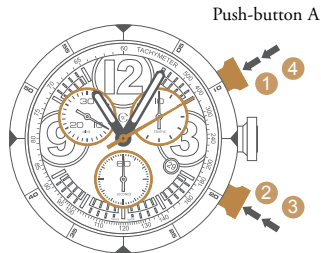
④\* **Stop:** (final time is displayed).

⑤ **Reset:**   
The 3 chronograph hands are returned to their zero positions.

## Please note:

\* Following ③, further intervals or intermediates can be displayed by pressing **push-button B**.

**Example of use:** 4 x 100m relay.

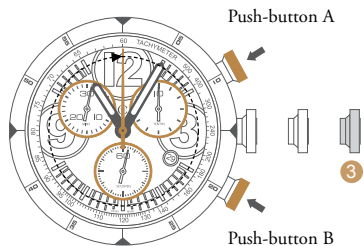
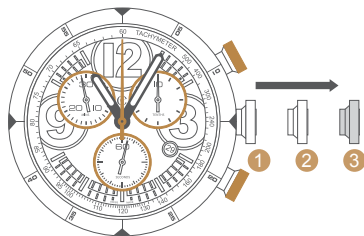


## Adjusting the chronograph hands to zero position

### Example:

One or several chronograph hands are not in their correct zero positions and have to be adjusted (e.g. following a battery change).

- Pull out the crown to position ② press **Button B** to reset the 30 minute counter to zero
- Pull out the crown to position ③. Push **Button A** to adjust the stop second hand and **Button B** to adjust the tenths seconds hand.



## Fitting the bracelet

If you find the bracelet needs adjusting to your wrist we recommend you have it re-sized by a reputable watch repairer or jeweller. Most local jewellers will either do this for free or perhaps make a nominal charge for what is a job that should only take a few minutes. It is always best to be present so a comfortable fit is achieved.

## Establishing the length of the bracelet

Place the watch with its separated bracelet on your wrist and estimate the number of links you need to remove. If you need to remove several links, try to keep the numbers removed from both halves of the bracelet as equal as possible to ensure that the clasp remains roughly in the middle of your wrist.



To open your bracelet simply press either side of the clasp to release as shown.

# The quick-release butterfly clasp

The strap versions of the C70 Grand Prix Series use quick-release butterfly clasps. If you are unfamiliar with the butterfly clasp system just follow our 8 step guide below.



**Step 1** Locate the clasp



**Step 2** Click quick-release



**Step 3** Pull open clasp



**Step 4** Prise cover open



**Step 5** Thread strap through



**Step 6** Snap back



**Step 7** Close clasp



**Step 8** Complete



**1 ATM** (10 Metres)

Safe to wear your watch while washing your hands with tap water.



**3 ATM** (30 Metres)

Washing your car and or general hosepipe usage.



**5 ATM** (50 Metres)

Water resistant to most household shower units.



**10 ATM** (100 Metres)

Safe to use while snorkelling in open water, it is not advisable to dive with your watch.



**30 ATM** (300 Metres)

Ideal for experienced divers and, in general, anybody practising scuba-diving.



**50 ATM** (500 Metres)

Professional divers, experienced prolonged exposure underwater.

## Water resistance

**Please note.** these are only guidelines but we strongly urge you to adhere to them to retain the integrity of your watch. If you have any queries regarding this please contact us direct.

**NB. To safeguard watch movement please ensure the crown is, at all times, screwed in correctly.**



## Keeping in touch with Christopher Ward...

From small beginnings just a few short years ago (our first workshop was actually a refurbished chicken shed!), Christopher Ward has won a worldwide following for his eponymous watch brand and can justifiably claim to manufacture the most affordable luxury watches in the world.

For many, the philosophy behind the brand, trying to put luxury watches within the reach of everyone, is as attractive as the watches themselves as is the very open approach of the business which means that Chris and the team spend a lot of time communicating personally with our customers - many of whom have become friends.

As the owner of a Christopher Ward watch, if ever you need to get hold of us we are at your service. We have listed some useful contact details on the back cover.

There is also always something new going on at our website at **[www.christopherward.co.uk](http://www.christopherward.co.uk)** and, if you haven't already discovered the independent forum dedicated to our brand at **[www.christopherwardforum.com](http://www.christopherwardforum.com)** we would recommend a visit. Informative and fun, it's a great place to hear the unexpurgated view of Christopher Ward of London!