

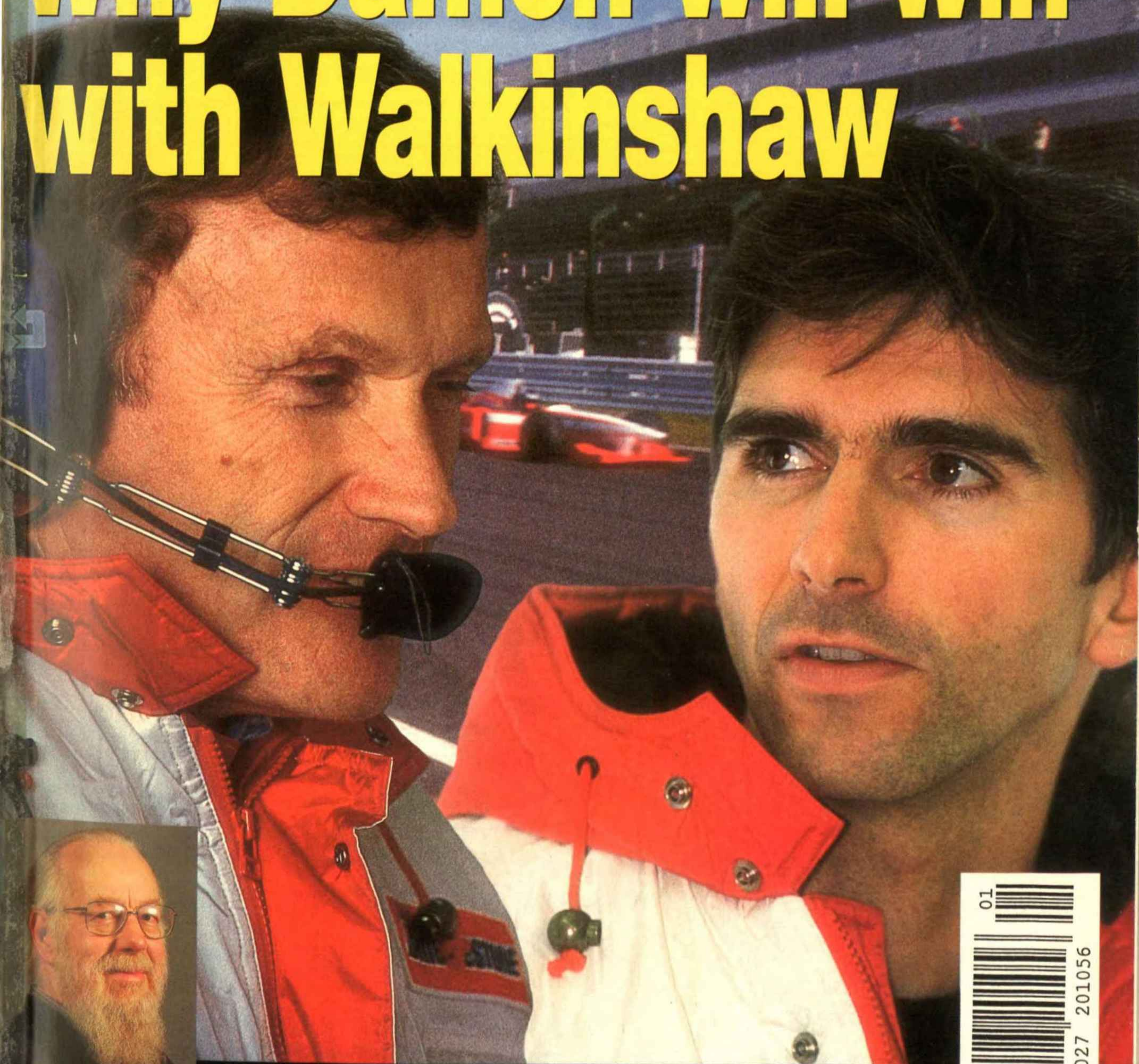
# MOTORSPORT

JANUARY 1997

FOUNDED IN 1924

£2.20

## Why Damon will win with Walkinshaw



JENKS 1920-1996

Eoin Young's 1996 ★ John Cooper ★ Mercedes SLK







# London

## 25th February

AFTER A HIGHLY SUCCESSFUL YEAR OF IMPORTANT SALES IN 1996, COYS ARE PLEASED TO ANNOUNCE A SALE OF BRITISH AND CONTINENTAL TOURING CARS TO OPEN OUR 1997 CALENDAR OF AUCTIONS.

AS A LEADING AUCTION HOUSE SPECIALISING IN THE SALE AND PURCHASE OF IMPORTANT COLLECTORS' MOTOR CARS, COYS WILL FOR 1997 BE FOCUSING ON FIVE MAJOR SALES.

WITH RENEWED INTEREST AND A STRONGER MARKET, COYS WILL ONCE AGAIN BE HOLDING THESE FAMOUS SALES AT:

*Chiswick House, London*  
*Fine Motor Cars*

MAY

*The Coys International Historic Festival,  
Silverstone – Sports, Sports Racing  
and Grand Prix Cars*

JULY

*"Spirit of Motoring", London*  
*Veteran, Vintage and Collectors'  
Motor Cars*

OCTOBER

*"TRUE GREATS", London*  
*Important Collectors' Motor Cars,  
Motor Cycles and Automobilia*

DECEMBER

THE OPPORTUNITY TO ACHIEVE THE BEST POSSIBLE PRICE FOR YOUR VALUABLE AND TREASURED COLLECTORS' MOTOR CAR OR MOTOR CYCLE SHOULD NOT BE WASTED.

WE HAVE CONSISTENTLY OVER THE YEARS ACCOMPLISHED RECORD BREAKING PRICES AT OUR SALES.

WITH A WORLD-WIDE CLIENT BASE, INTERNATIONAL ADVERTISING AND PROMOTION, WE ARE ABLE TO ENSURE THE BEST POSSIBLE SALE PRICE IS ACHIEVED.

COYS' EXPERIENCED TEAM OF VALUERS AND EXPERTS ARE ALWAYS AVAILABLE TO GIVE ADVICE, SHOULD YOU BE CONSIDERING THE SALE OF AN HISTORIC MOTOR CAR, MOTOR CYCLE OR RELATED EPHEMERA.

OUR FIRST SALE OF THE YEAR ON THE 25TH FEBRUARY IS NOW OPEN FOR ENTRIES.

FOR FURTHER INFORMATION, ADVICE OR VALUATION PLEASE CONTACT:

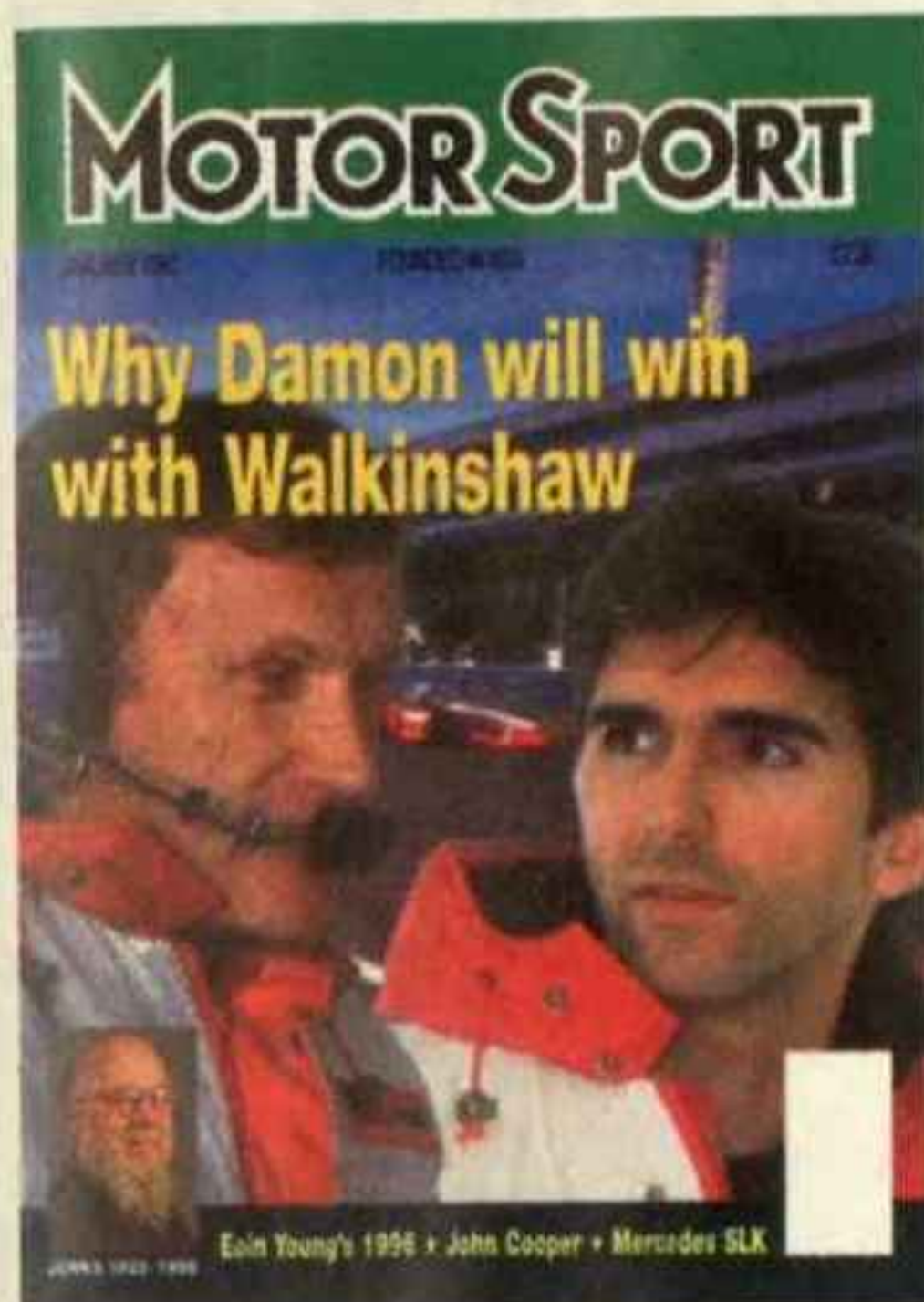
C O Y S  
OF  
K E N S I N G T O N  
—  
F O U N D E D 1 9 1 9

COYS OF KENSINGTON  
2-4 QUEEN'S GATE MEWS  
LONDON SW7 5QJ

TEL: 0171-584 7444 FAX: 0171-584 2733

E-MAIL cars@coys.co.uk INTERNET WEBSITE: www.coys.co.uk





Walkinshaw and Hill are best buddies now. Will it be the same when the honeymoon ends and the work starts?

Volume LXXIII Number 1  
JANUARY 1997

© A Haymarket Publication

Teesdale Publishing  
60 Waldegrave Road  
TEDDINGTON  
Middlesex  
TW11 8LG

Telephone 0181 943 5703

Editorial Fax 0181 943 5619

Advertising 0181 943 5546

Founder Editor

William Boddy

Acting Editor

Andrew Frankel

Deputy Editor

Gordon Cruickshank

Associate Editor

Bruce Jones

Art Editor

John Blundell

Production Manager

Meurig Evans

Publishing Director

Simon Daukes

Editorial Director

Mel Nichols

Chairman

Eric Verdon-Roe

Pictures

LAT Photographic

Advertising Manager

John Deverell

Advertising Executive

Dominic Hamilton

MOTOR SPORT SUBSCRIPTIONS:

PO Box 219, Woking, Surrey, GU21 1ZW

Telephone: 01483 733800

Fax 01483 776573

SURFACE MAIL

Home £26.30, Overseas £33.00

AIR MAIL Eire and Europe £33.00

Elsewhere (except USA) £49.00

Annual rates include postage

Subject to increases in postal rates and cover price

Net amounts payable in sterling on

London. If payment is made in a currency

other than sterling, please add £2.50 to

sterling rate prior to conversion

USA (airfreight) per annum \$49.00

MOTOR SPORT is published 12 times a

year by Teesdale Publishing Company Ltd

in England and distributed in the USA by

EWA, 369 Springfield Avenue, Berkeley

Heights, NJ07922.

Enquiries: Telephone (908) 665 7811

Fax (908) 665 7814

Back issues of MOTOR SPORT are for

sale subject to availability from Haymarket

Reprints, PO Box 200, Abingdon, Oxon

OX14 3FG or by calling 01235 534323,

fax 01235 523005 Each one costs £3.00

plus postage and packing

Next issue out JANUARY 24

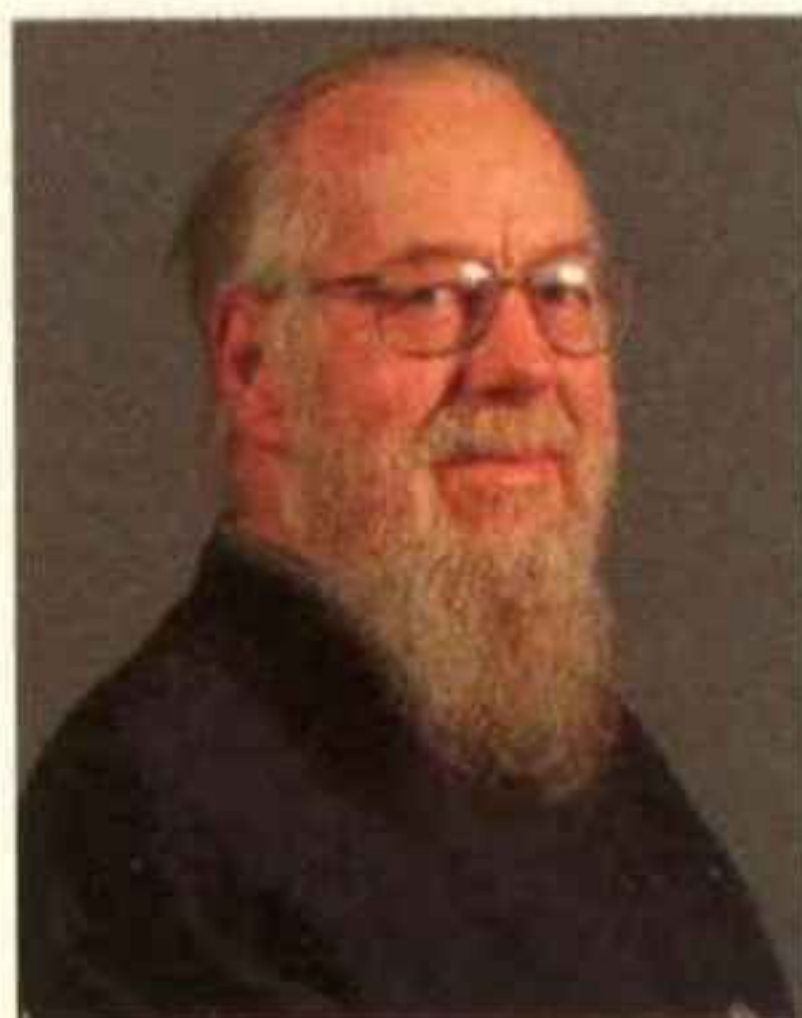
# MOTOR SPORT

## 4 DIARY

The month in motorsport

## 10 JENKS

Denis Jenkinson's life and works remembered by those who knew him best



## 16

### WILL WALKINSHAW KEEP HILL WINNING?

Alan Henry profiles the mercurial Arrows boss and asks if he's the right man to put Damon back where he belongs – on the top step of the podium



## 22

### SPORTS CAR RACING

Part Two of our investigation into its future



## 28

### EWIN YOUNG'S YEAR

An alternative look back at the highlights of '96

## 34

### HISTORIC MOTORSPORT AWARDS

All the news and stars of the inaugural ceremony



## 36

### JOHN COOPER

Winner of the lifetime achievement award – here's why

## 38

### ROAD TEST

The waiting list for the Mercedes SLK stretches out to 1999. We see if the car can live up to the hype



## 42

### NEW CARS

The fastest Ferrari in production and the prettier Fiat that costs six times less and is not much slower

## 45

### REVIEWS

## 47

### LETTERS

## 48

### MASERATI ELDORADO

It was designed to win the 1958 Race of Two Worlds. It ended up nearly killing Stirling Moss

## 54

### ASTON MARTIN TYPE C

Singing the praises of a forgotten hero



## 58

### CLASSIC MOTOR SPORT

How Jimmy McRae dominated the historic RAC rally

## 60

### VETERAN TO CLASSIC

WO's last sports car, the family that set racing alight in the US and a Chitty-Bang-Bang lookalike

## 71

### BODDY LANGUAGE

WB on the London to Brighton run and cars in his life

## 74

### CLASSIFIEDS



**W**hen Damon Hill was dumped by Williams no-one, apart, perhaps, from Damon, was too surprised. Frank's record of firing his champions is, after all, unsurpassed. The surprise came when he signed for Arrows. The World Champion had joined the team whose sole distinction was the longest stretch without a win in Formula One. If you listened hard in editorial offices round the country, you could hear them sniggering.

The funny thing is, it's gone quiet lately. Those who made snap judgements have now seen Damon's speed at Suzuka and twigged the potential and determination of Bridgestone. Mostly though, it is the towering influence of Tom Walkinshaw that's turning opinion back in Hill's favour. Those who talked of statistical oblivion for Hill now grudgingly accept that we might see him on the podium in '97. Those who said, more in hope than belief, that he'd be in the points now whisper of outright victory.

As you will read in Alan Henry's incisive profile of Walkinshaw, the team believes it can bag wins this season and make an attack on the Championship in 1998. With Hill's renowned testing and development skills combined with Walkinshaw's proven ability to bring together a competitive package, the smart money now expects to see the Arrows at the sharp end of the grid more often than not.

For both, the incentives are mighty. Walkinshaw wants his own front-running F1 team to fill the last space on his motorsports CV and shower priceless kudos on the rest of the TWR empire. For discarded Damon, it's rather more simple: Few victories will taste more sweet than that when he comes home ahead of the Williams team in general and Frenzen in particular. If you can stop yourself laughing for a moment, take the time to place a bet. You'll never get better odds again.

By now you will have heard of the death of Denis Jenkinson. Our heartfelt thanks go to all of you who have telephoned, written or sent faxes to this office. Sadly, we have not been able to publish nearly as many of your messages as we would have liked. We can therefore only hope that our tribute, which starts on page 10 and continues next month with a unique appreciation, goes at least some of the way to honouring the memory of one of the most important figures of post-war motor racing.



Great news: racing will return to Goodwood in 1997 for the first time since '66.

## NOVEMBER

**14 Ford commissions a new team,** headed by **Malcolm Wilson**, to run its **FIA World Rally Championship** operation in 1997. The move spells an end to the **Boreham-based works team**, although **the facility will remain in business as a customer centre for Ford's rally products.**

**14 World Champion Damon Hill shunts** his **Bridgestone-shod Ligier** after just two hours of **testing at Suzuka**. Even so, **Hill set a time 1.5sec quicker** than any previously recorded at the Japanese venue in his **'95-spec machine.**

**15 Ford picks Armin Schwarz** as its second driver for the 1997 **World Rally Championship**, the German driver **joining Carlos Sainz** in the Repsol-backed squad.

**15 Goodwood** is to re-open for **historic racing for two week-ends in '97**. Racing has not been allowed there since 1966.

**17 Britain's Ralph Firman** wins the **Macau F3 GP**, despite **crashing into a wall** on the **final lap** of the second of the two heats. The resulting **red flags** meant the



Malcolm Wilson - Ford rally manager.

**results were backdated** a lap, handing Firman victory and **infuriating Italian Jarno Trulli**, who otherwise would have won the race.

**17 Frank Biela triumphs** in the **Macau touring car race**, but only after a **controversial clash with Joachim Winkelhock**, winner of the first race. **Steve Soper wins race two**. A **crash** in race one rules him out of the honours.

**18 Jacques Villeneuve** shakes down **Renault's new RS9 V10** F1 engine at **Paul Ricard**.

**18 The FIA** takes technical control



British Formula 3 Champion Ralph Firman won the Macau GP despite crashing.





Above and right: Armin Schwarz guided the lead Toyota Celica GT-Four to victory on the RAC Rally, giving Toyota a winning return to international rallying.

of the **BPR Global GT Cup**. The **BPR organisation** also **cedes TV rights** to the governing body, but **remains involved in the promotion** and administration. Meanwhile **the requirement** that cars competing will **have to be homologated** leaves **the eligibility of Porsche's GT1** in doubt.

**18** Former **British Touring Car Champion Will Hoy** signs for **Ford's West Surrey Racing-run touring car team**.

**19** Italian **Gabriele Tarquini** signs for **Honda's BTCC squad** alongside **James Thompson**.

**20** **Lotus** launches its **Elise-based GT1 car** for use in the **FIA GT Championship**.

**24** The **RACMSA** receives **bids from four towns** – Chester, Cheltenham, Leeds and Manchester – **to host the RAC Rally** in 1997.

**24** **Williams** issues a writ seeking an **injunction to stop** its star designer, **Adrian Newey**, from **passing information to McLaren**. Although he is **contracted to '99**, Newey is **likely to quit Williams** for the Woking-based team.

**25** **Alister McRae** signs a one-



year deal **with Volkswagen** for the '97 **British Rally Championship**.

**25** **Toby Scheckter**, son of former World Champion, **Jody**, signs to race in **Formula Vauxhall Junior**.

**25** **Derek Ringer**, Colin McRae's former **co-driver**, joins Malcolm Wilson's **works Ford team**.

**27** **Armin Schwarz** wins the **Network Q RAC Rally**, giving **Toyota victory** on its official **return to international rallying**. Icy weather **decimated the field** on the opening days allowing Japanese entrant **Masao Kamioka** into **second** place in his Subaru Impreza. **Stig Blomqvist** wins the **F2 class** for **Skoda**, just

ahead of **top Brit Mark Higgins** (Nissan Sunny), but the Czech marque loses the **world title** to **SEAT** when Blomqvist's team-mate **Pavel Sibera** suffers **engine failure** on the last day. Those to **fall foul** of the weather included **Juha Kankkunen**, **Ari Vatanen** (who collided with a Range Rover on a road stage), **Gwndaf Evans**, **Robbie Head** and F1 racer **Martin Brundle**.

**27** **Benetton** confirms that **Jean Alesi** is **staying on** alongside Gerhard Berger in its 1997 line-up.

**28** **Press agencies** suggest that **Frank Williams**, **Patrick Head** and **Adrian Newey** could all **face manslaughter charges** over the **death of Ayrton Senna**







Schumacher was the centre of attention at the Bercy kart races. And he did his share of winning (right).

**Rally car begins testing in Kenya** in preparation for the **Safari Rally**.

**2 Brands Hatch** Chief Executive **Nicola Foulston** denies the Kent circuit is about to be **taken over** by the **British School of Motoring**.

**2** The **RACMSA** faces a **backlash** from **disgruntled competitors** over a **mass exclusion** from the **RAC Rally**. At least **one driver** contemplates taking **legal action**.



at **Imola** in May, 1994. **Circuit personnel** plus the **FIA's Roland Bruynseraede** are also rumoured to be **facing the charge**.

**29 Sauber confirms** its deal to run **Ferrari engines** in 1997, facilitated by the arrival of **Nicola Larini** in the second seat.

**29 Minardi reveals** that it will run on **Bridgestone tyres** in 1997, but its drivers remain unannounced.

**30 Tyrrell signs** Dutchman **Jos Verstappen** to drive alongside **Mika Salo** in its F1 squad for 1997.

## DECEMBER

**1 Damon Hill** receives both the **British Competition Driver** and **International Racing Driver** prizes at the *Autosport Awards*. **Darren Turner** wins the **£50,000 McLaren Autosport BRDC Young Driver prize**, which includes a **test in a McLaren F1 car** and an **ITC Mercedes touring car**. The evening was brought to a close by an **impassioned speech by Ron Dennis** concerning the **Concorde Agreement**.

**1 Michael Schumacher** stars at



Nicola Larini – back in F1 with Sauber.

the **Paris-Bercy Elf Masters** karting event although he **brings his own kart** to the meeting.

**2 Kenneth Eriksson**, the **Asia-Pacific Rally Champion**, is **dropped from the Subaru team** for the **Monte Carlo Rally**. Meanwhile, **Subaru's World**

**4 Nigel Mansell** has a meeting with **Jordan Grand Prix** at **Silverstone** adding fuel to the **speculation** of an **F1 comeback**.

**6** The **FIA's Max Mosley** lobbies **Italian authorities** to drop their **court action** against the **Williams** team and circuit officials over the **death of Ayrton Senna**. Benetton boss **Flavio Briatore** lends his **support**, hinting he would **boycott any Grand Prix** in Italy.

**6** Three-time **British Kart Champion Michael Simpson** sets up his **own kart team** to race in the **McLaren-Mercedes "Champions of the Future"** series.

**6** Former Benetton designer **Ross Brawn's move to Ferrari** is put on hold due to **legal action** by **Tom Walkinshaw**.

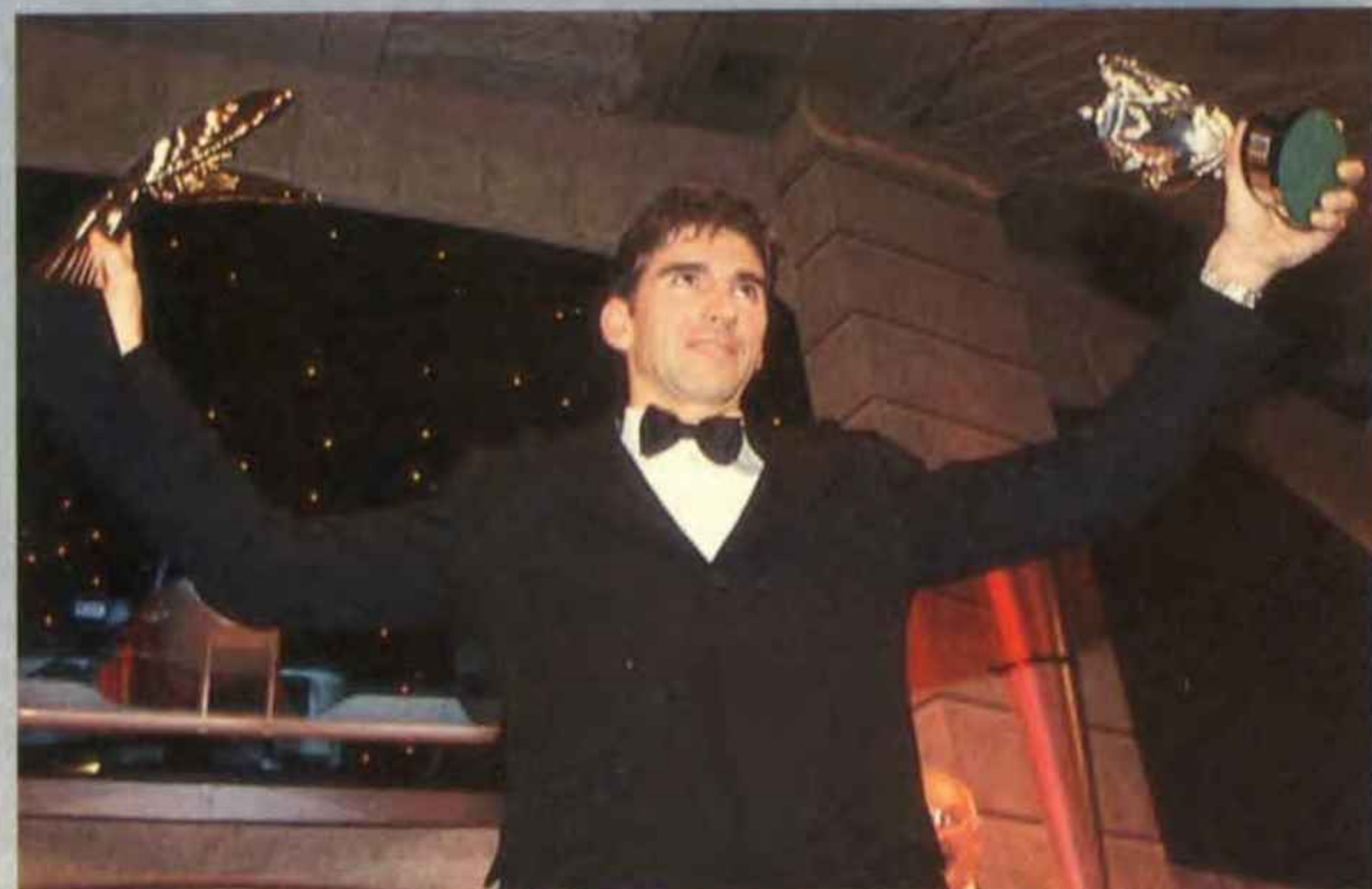
**8 Didier Auriol** wins the rally-based **"Race of Champions"**.



Darren Turner – Young Driver of 1996.



Jos Verstappen – new man at Tyrrell.



World Champion Damon Hill claimed two more trophies for his bulging cabinet.



Subaru's 1997 World Rally Championship challenger – the Impreza 555 WRC97.





# 1997 CALENDAR

1997 will see Brooks most comprehensive calendar of sales ever. The launch of Brooks Europe and the joint venture with Australian auction house Goodman during 1996 has resulted in Brooks becoming the established market leaders in collectors' cars, automobilia and motorcycles worldwide. Entries are now open for our first sales of the new year.

For further information and confidential advice regarding buying or selling at Brooks, or valuations for probate, family division or insurance purposes, please call Malcolm Barber, James Knight, Stewart Skilbeck, Michael Worthington-Williams or Peter Card (automobilia) on 0171 228 8000 or fax 0171 585 0830.

You can subscribe to Brooks' sale catalogues at an annual discounted rate. For further information call 0171 228 8000 and ask for catalogue sales.

- 30 Jan **Brooks, London** Motoring Spares, Garage Equipment and Automobilia
- 22 Feb **Olympia, London** Collectors Motor Cars and Automobilia
- 1 March **Brooklands, Surrey** Formula One Charity Auction
- 12 March **Geneva, Switzerland** Collectors Motor Cars and Automobilia
- 2 April **Olympia, London** Collectors Motor Cars and Automobilia
- 14 April **Sydney, Australia** Collectors Motor Cars and Automobilia
- 19 April **Stuttgart, Germany** Daimler, Benz, Mercedes, Simplex and Mercedes-Benz Motor Cars and Related Automobilia
- 27 April **International Classic Bike Show, Stafford** Pioneer, Vintage and Classic Motorcycles and Related Material
- 2-5 May **Monte Carlo, Monaco** Important Collectors Motor Cars and Automobilia
- 3-8 May **Monte Carlo, Monaco** Important Collectors Watches
- 8 May **Olympia, London** Collectors Motor Cars and Automobilia
- 20 June **Goodwood Festival of Speed, Sussex** Important Collectors Motor Cars and Automobilia
- 21 June **Goodwood Festival of Speed, Sussex** Formula One Charity Auction
- 29 June **The National Motor Museum, Beaulieu, Hampshire** Pioneer, Vintage and Classic Motorcycles and Related Material
- 25 July **'Summer Vintage', Ascot Racecourse, Berkshire** Important Collectors Motor Cars and Automobilia
- 9 Aug **Germany** Important Collectors Motor Cars and Automobilia
- 18 Aug **Sydney, Australia** Collectors Motor Cars and Automobilia
- 15 Sept **Paris, France** Important Collectors Motor Cars and Automobilia
- 23 Sept **Olympia, London** Collectors Motor Cars and Automobilia
- 16 Oct **The London Motorshow, Earls Court** Popular Classics
- 17 Oct **The London Motorshow, Earls Court** Popular Classics
- 19 Oct **The Classic Motorcycle & Mechanics Show, Stafford** Pioneer, Vintage and Classic Motorcycles and Related Material
- 21 Oct **The London Motorshow, Earls Court** Important Collectors Motor Cars and Automobilia
- 23 Oct **The London Motorshow, Earls Court** Sports and Competition Motor Cars and Automobilia
- 24 Oct **The London Motorshow, Earls Court** Formula One Memorabilia
- 10 Nov **Holland** Collectors Motor Cars and Automobilia
- 17 Nov **Olympia, London** Rolls-Royce and Bentley Motor Cars and Automobilia
- 24 Nov **Sydney, Australia** Collectors Motor Cars and Automobilia
- 29 Nov **London** Pioneer, Vintage and Classic Motorcycles and Related Material
- 1 Dec **London** Highly Important Collectors Motor Cars and Automobilia
- 2 Dec **London** Important Collectors Watches
- Dec **London** DVLA Sale of Attractive Registrations  
*By Order of the Secretary of State for Transport.*





Stewart Grand Prix's all-new Formula 1 challenger was shown for the first time.

**9 Paul Radisich re-signs** for Ford's BTCC team, his fifth year with the Mondeo-equipped outfit.

**9 Mercedes prepares** to enter the inaugural FIA GT championship with a GT1 version of its super-charged SLK. Former works racer Dario Franchitti is tipped to drive.

**9 Audi confirms** that it will stay



The Parry Thomas memorial cot.

in Super Touring for 1997 with reigning champion Frank Biela and John Bintcliffe keeping their seats in the marque's BTCC team.

**9 The 1997 F1 calendar** is announced, featuring a date at the Nurburgring under the banner of the Luxembourg GP.

**9 Double World Rally Champion Carlos Sainz** is unimpressed with the first test of his new Ford Escort rally car.

**9 Nigel Mansell** accepts an offer from Jordan to test its F1 car at Barcelona.

**9 Juha Kankkunen** looks set to contest the major Belgian rallies in 1997 at the wheel of the national Toyota team's Celica.

**9 The FIA** confirms that grooved tyres will be used in F1 for 1998. Carbon brakes will be banned from the end of 1997.

**9 Keke Rosberg's team** elects to run Nissan Primeras in the ADAC German Super Touring series. Roland Asch and Sascha Maassen are picked to drive.

**10 Stewart Grand Prix** launches its all-new SF-1 in London which Jan Magnussen and Rubens Barrichello will drive in 1997.

**10 The Parry Thomas Memorial Tour** is announced to commemorate the 70th anniversary of the great man's death at the wheel of his

Land Speed Record special Special "Babs". The tour takes place on March 7-9, starting at Brooklands and ending at Pendine Sands where Babs is due to run again. Roughly 60 vehicles of a similar vintage to Babs will be involved. Money raised will go to the 'Babs Cot' at the Gt Ormond St Children's Hospital.

**11 Ricardo Rosset** and Vincenzo Sospiri are announced as Lola's drivers for the British marque's return to F1.



## JANUARY FIXTURES

Date	Venue	Event	Type
Dec 22	Brasilia (BR)	Global GT Invitation Race	INT
Dec 22	Pattaya (Thai)	SE Asian Touring Cars	INT
Dec 22	Andorra (AND)	Ice Races	INT
Dec 29	Alpe d'Huez (F)	Ice Races	INT
Jan 12	Timaru (NZ)	Touring Cars, F-Atlantic	INT
Jan 19	Lans en Vercors (F)	Ice Races	INT
Jan 19	Teretonga (NZ)	Touring Cars, F-Atlantic	INT

## OBITUARY

### Gerry Phillips

A motor accident in Kenya has claimed the life of Geraint (Gerry) Phillips, rallies correspondent of MOTOR SPORT from 1966 to 1995, at the age of 61. Gerry was born in Glamorgan, and joined the local police force after his National Service in the RAF.

An active rally co-driver, he joined MOTOR SPORT as Assistant Editor in 1965, moving along the corridor to *Motoring News* as Rallies Editor, writing under the title *Verglas*. In fact he was *Verglas* 5, following Stuart Turner who had established the *Motoring News* Rally Championship five years earlier.

The championship flourished in Gerry Phillips' care, in an era when road rallying based on navigational skills was still an acceptable pastime, but Phillips grasped his

opportunities to go international with such well-known drivers as Ove Andersson (with Alpine-Renault, and Toyota) and Shekar Mehta.

A Welsh speaker, Phillips developed a radio and television broadcasting career in tandem with his writing, and his career took a new turn when he developed a deep love of the African continent. The Safari Rally became the most important event on his calendar, and Phillips was invited to assist the organisation. He also became so enthralled with the helicopter support that he qualified as a pilot, producing *Rotor Torque*, the magazine of the Helicopter Club of GB, in his spare time.

Gerry relinquished his *Verglas* title in 1980, but continued to contribute to MOTOR SPORT for another 15 years. He was by no means a team player, and often infuriated editors with his independent lines, yet he



Gerry Phillips, foreground, in the *Motoring News* office in his days as *Verglas*.

was the warmest of friends and at the centre of every celebration. It was typical that he should have gone to Kenya to attend the funeral of a friend when he met with his fatal accident.

"We did the RAC Rallies together each year between 1970 and 1973," says Ove Andersson. "I relied on Gerry a lot, and he was a

good co-driver. I maintained a good relationship with him over the years, and considered him one of my very best friends. We always had the time for a nice conversation and a good laugh."

MOTOR SPORT extends its deep sympathy to Susan, his former wife, his adult children Alun and Jane, and his grandchildren.



LONDON 81 Westside, London SW4 9AY

Tel: +44 (0) 171 585 3000 Fax: +44 (0) 171 924 3730

GENEVA 10 Rue Blavignac, 1227 Carouge-Geneva, Switzerland

Tel: +41 (0) 22 300 3160 Fax: +41 (0) 22 300 3035

MONACO Le Beau Rivage, 9 Avenue d'Ostende, Monte Carlo MC 98000

Tel: +377 (0) 93 50 14 81 Fax: +377 (0) 93 50 16 93

**BROOKS**  
Europe



# GENEVA

## 12TH MARCH 1997

**ANNOUNCING THE INAUGURAL SALE OF BROOKS EUROPE  
TO INCLUDE CARS FROM THE FORMER COLLECTION OF HIS  
IMPERIAL HIGHNESS THE LATE SHAH OF IRAN.**

The first sale from Brooks' new Europe division will be held in Geneva at the time of the *Salon International de l'Automobile* - host to some 850,000 visitors from throughout the world.

This important sale includes outstanding exotica from one of the world's most renowned supercar enthusiasts - His Imperial Highness The late Shah of Iran.

Driven by the Shah at the height of his powers, these superb, very low mileage examples have been carefully stored since the 1979 revolution.

They represent not only some of the finest machinery from the world's greatest manufacturers, but also mark the end of an era in Middle Eastern history.

**1971 Lamborghini Miura SVJ**  
Built to the special order of H.I.H. The Shah of Iran, this is the first of just four ultimate SVJ examples built of Lamborghini's fabulous Miura. Delivered new to the Shah in St. Moritz, this totally original car has covered just 2,988km from new.



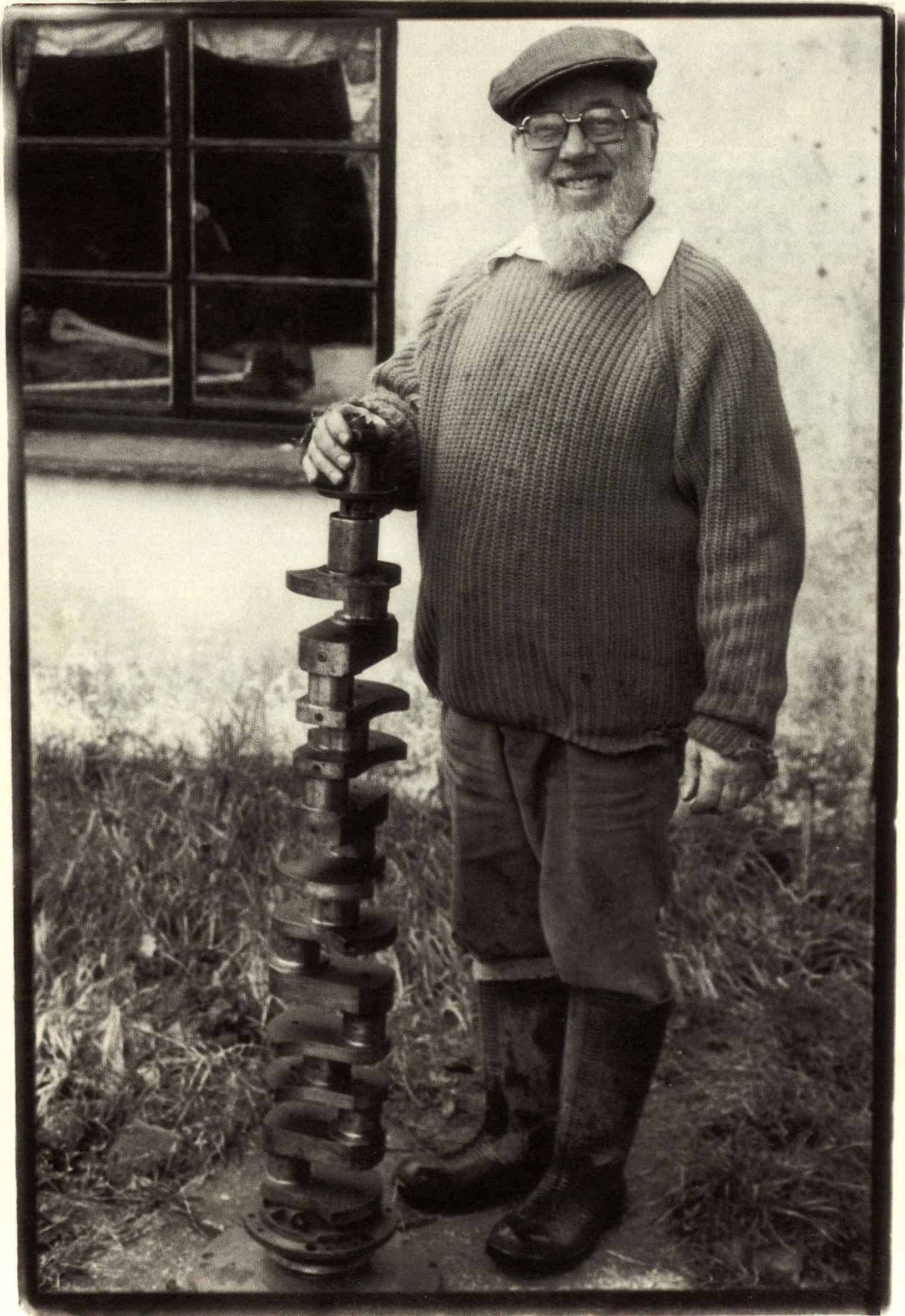
Cars from the collection include:

1971	Lamborghini Miura SVJ	(2,988km)
1972	Ferrari 365GT4 2+2	(1,346km)
1968	Lamborghini Espada	(6,974km)
1973	Aston Martin V8	(10,911km)
1975	Rolls-Royce Camargue	(3,482km)
1975	Rolls-Royce Camargue	(2,442km)
1970	Rolls-Royce Corniche	(20,388km)
1965	Daimler DS420 Limousine	
1965	Cadillac Fleetwood Limousine	

**Further entries are invited for this extraordinary sale at a truly international venue.**

For further information or to enter a car for sale, telephone Simon Kidston on + 44 (0) 171 585 3000. Fax: + 44 (0) 171 924 3730.







**The guiding inspiration to a generation of writers and fans alike, Jenks was unique and will be remembered as one of the most enigmatic figures in all motorsport**

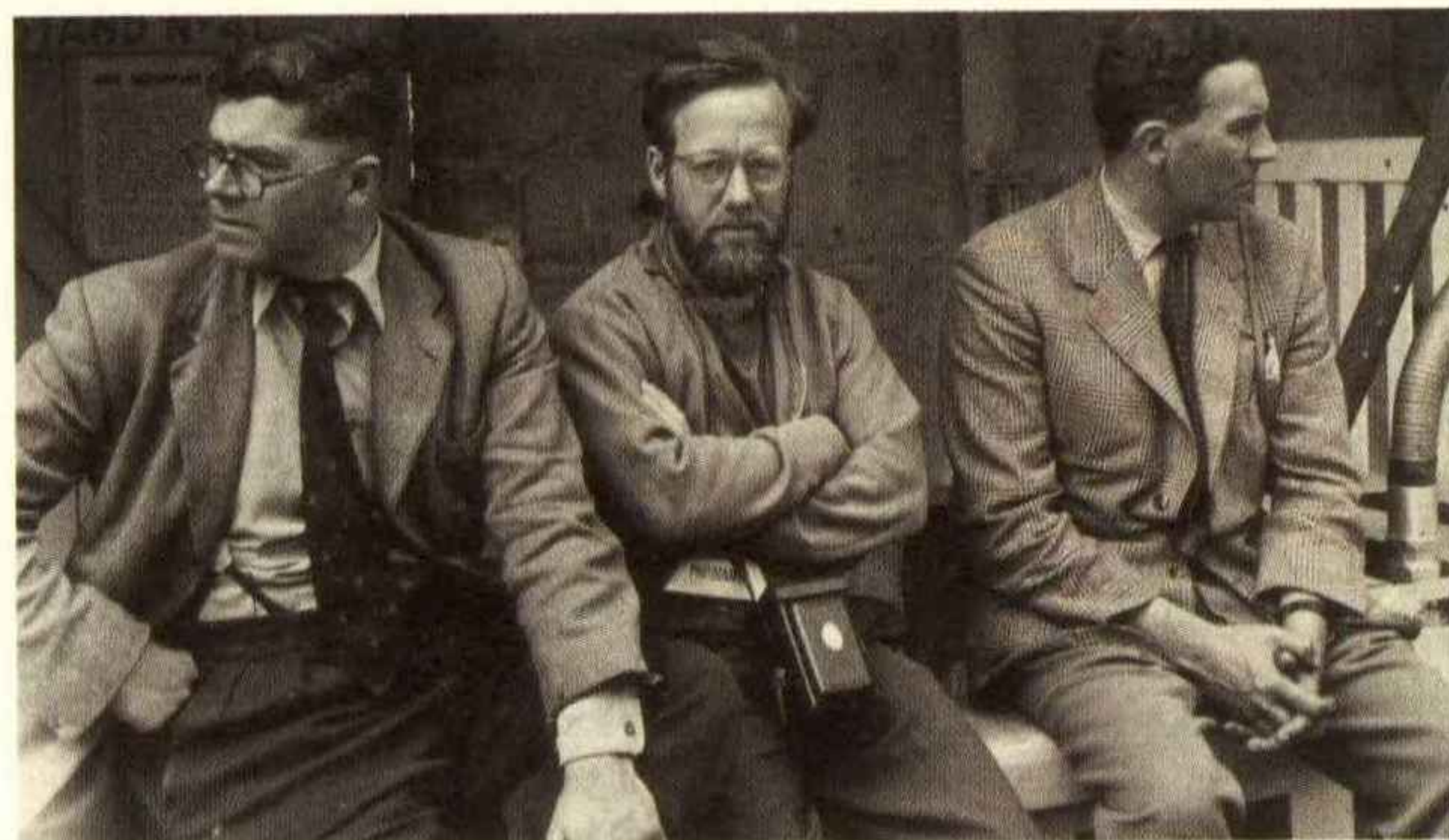
# Jenks

**D**enis Jenkinson, one of the most highly acclaimed motoring writers and race reporters and for many years MOTOR SPORT's Continental Correspondent, died at the age of 75, peacefully in his sleep, after a massive stroke, in the BEN Home at Sunninghill on November 29. His views on all aspects of motor racing were followed worldwide; yet he never ceased to be a down-to-earth 100% enthusiast.

I have sometimes said that a person was a 'character', whose like we would never see again. This was never more true than of DSJ, 'Jenks' to his friends and readers. Just pre-war he cycled from London to take a look at Brooklands and there helped Bob Cowell with his racing Alta. I met him soon afterwards when we both had wartime tasks at the RAE, Farnborough. His knowledge of, and enthusiasm for, motor racing was obvious. "After the war you must write for MOTOR SPORT" I told him. "No," he replied, "you are the writer, I am the engineer. . ." But in my digs that evening he was persuaded, and soon he was telling me how to use colons and commas. . . He could be dogmatic and did not like nonsense or showing-off but to his friends he was ever helpful and understanding, his only outward sign of disapproval being a quizzical smile. The war over, this short, bearded man went abroad to report Grands Prix for us in a sad Fiat 1500, his complete library on the back seat, then an aged Lancia Aprilia and his Porsches and E-type Jaguars. Before that he had used a solo Norton and, the French warming to his idea of his English name and Catford, where he lived,

on race posters, he earned small sums of starting money in some minor races. He quickly cobbled up a rather faster Norton which led to his becoming World Champion Eric Oliver's side-car passenger.

Happiest on long Continental runs, on some of which I accompanied him, Jenks drove and rode everything as fast as he could. Going home with him for Christmas one year, the Norton outfit went sidecar-over-bike at the first corner, bike-over-sidecar at the next; he had used a few nails to fasten the 'chair' to a plank, causing me to clutch a sidecar tube all the way to London to try to avoid being tipped on my head.



Knowing all the top F1 drivers and doing three Mille Miglias with Stirling Moss, including that legendary win in 1955 in the Mercedes-Benz 300SLR, never changed this modest enthusiast. Away from the glamour, simple cars provided him with transport and DSJ enjoyed his workshop; if it was fun he didn't mind that the end product failed to materialise. He made an excellent replica body for his 1924 GP Sunbeam chassis, despite it having no engine, and carefully set the timing-gear clearances with a feeler-gauge for the ex-Whitney Straight Duesenberg, despite it too not being a runner.

At times, he could be dogmatic. He disliked Hockenheim, refused to report on the Hungarian Grand Prix, nor did he attend a Japanese GP. He had firm views and he voiced them.

He left us for *Autosport* but, sadly, illness soon intervened and now a unique personality, an immensely respected writer in the racing world, is lost to us. Almost to the end I continued to receive his erudite letters from his cottage near Odiham, Hampshire, which was 'typical Jenks'. His like will never. . . well, it won't. I and so many others have lost more than a friend. His books, articles and our memories of him will live on as the finest obituary anyone could have. Rest in peace, old friend, and dream of fast cars and all those circuits. **WB**

**"Happiest on long Continental runs, Jenks drove and rode everything as fast as he could"**

**Left: Jenks poses with a crankshaft outside his simple Surrey home. Above right: Bill Boddy, Jenks and Autocar editor Peter Garnier in 1956. Below: Jenks at speed on his beloved Tri BSA**





Jenks always said he had to live until he was 100 because he still had so much still to do. He also said he would never retire from work because, in his mind, he'd never really started it. Yet somehow, his death last month at the age of 75, ten months after being incapacitated by a stroke, almost came almost as a relief to those of us who remembered him firing on all cylinders. It would be no exaggeration to say that Jenks was pretty much the single-handed inspiration to a generation of motorsport writers. Nigel Roebuck, Eoin Young, Maurice Hamilton, Simon Taylor, Doug Nye and myself were among those who, for want of a better expression, fell under his spell.

For almost forty years, his Grand Prix reports and features made MOTOR SPORT compulsory reading for anybody aspiring to a career in motor racing journalism. We all envied his off-beat, rather bohemian existence. In April, he would set off to the continent, variously at the wheel of his Lancia Aprilia, Porsche 356 or E-type Jaguars, to report the Targa Florio road race. And he wouldn't return to Britain until after the Italian Grand Prix at Monza.

Of course, we all revered him for his co-driving exploits with Stirling Moss in the Mille Miglia, the reports of which have rightly assumed the status of religious tracts to racing fans the world over.

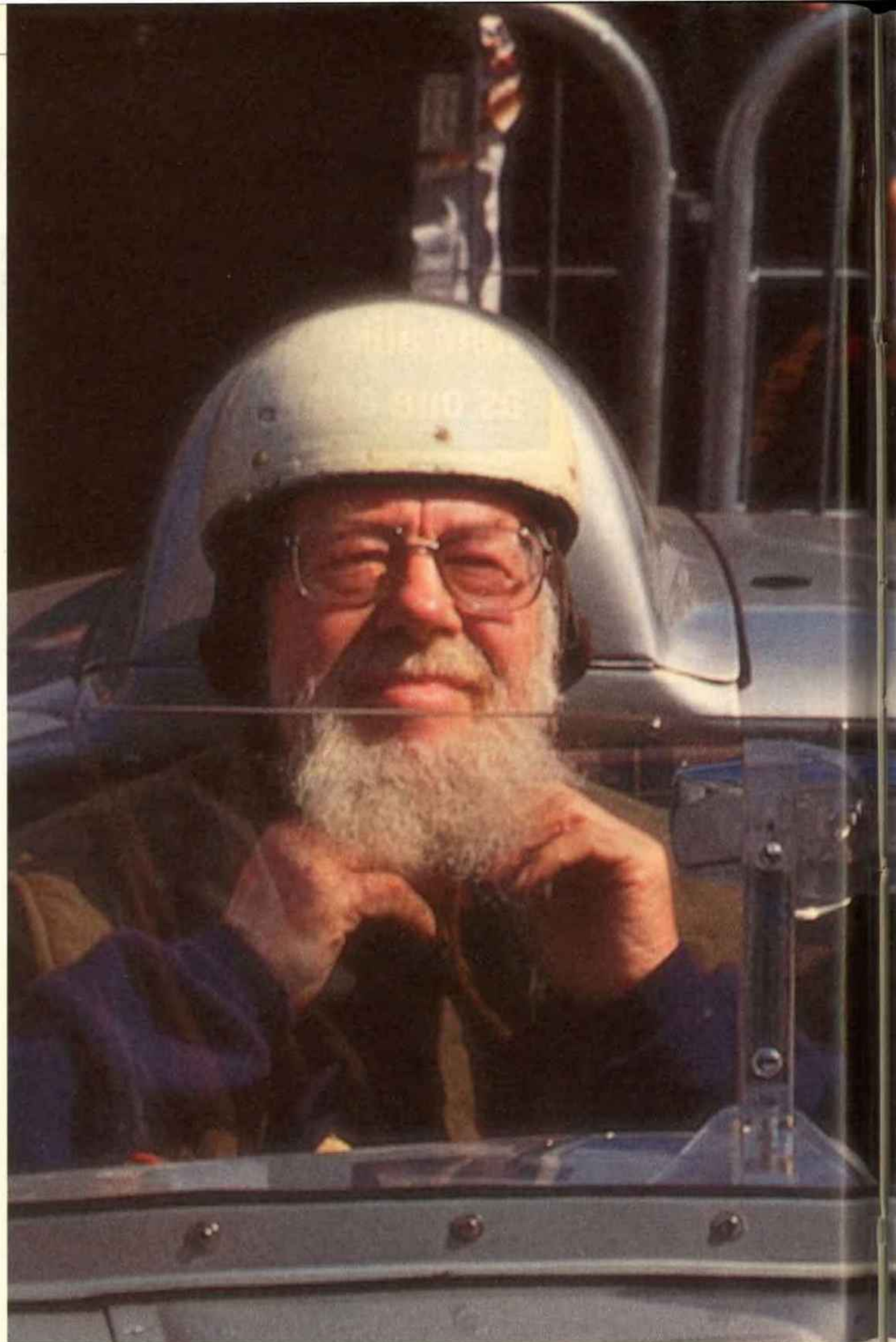
In 1955, having committed the entire 1000-mile route to a 17ft long sheet of paper which was encased in a little metal box which he scrolled past a perspex window – the 'bog roll holder' as we all affectionately came to refer to this tailor-made artefact – Jenks kept Moss guided by a series of pre-agreed hand signals for the entire ten-hour marathon which they won brilliantly.

In 1956 and '57, he again partnered Moss in the Maserati team, but a trip down the side of a mountain and a broken brake pedal weld scuppered their chances of a repeat victory.

Twenty years after his famous victory, Jenks and I set out with MOTOR SPORT managing editor Michael Tee to retrace the route in a Mercedes 450SL saloon. We flew to Stuttgart with Moss, visited the Mercedes test track and then, while Stirling returned home, we drove down to Brescia and relived the whole magic experience.

It was the first of many pleasure trips – 'boon-doggles,' as Jenks always called them – which we enjoyed together. Increasingly, I got stuck with the role of 'troop leader', arranging cars and doing the driving, while His Nibs sat in the back like some sort of Indian Potentate, enjoying all the fuss. They were good times.

He was also one of Ayrton Senna's passionate



**“Senna always treated Jenks with courtesy, listening as the little bearded gnome rattled out his theories”**

fans. While the rest of us fretted about whether or not he should have shoved Alain Prost off the track at Suzuka, or whatever, Jenks saw the Brazilian driver in a straightforward light. Always absolutely fascinated by what made a star racing driver tick, he could often be seen, late on a Saturday afternoon at some Grand Prix or other, deep in conversation with Ayrton.

For his part, Senna always treated Jenks with great courtesy and careful consideration, listening patiently as the little bearded gnome rattled out his theories about the ingredients required to be a top-line competitor. Jenks was really delighted one year when a Christmas card arrived from Ayrton inscribed “To Friend Jenkinson”.

Mind you, at times he could be a prickly old so-and-so. David Niven once said that one of Errol Flynn's favourite pastimes was to strike up a conversation with two strangers in a bar and end up engineering a blazing row between the two of them, while sitting back and watching the fun. When feeling liverish, or just plain mischievous, Jenks would often take a leaf out of Flynn's book and set you up a treat with his deliberately contrary lines of argument. And we always fell for it, hook, line and sinker.

Jenks didn't come to many races during the last few years of his life, and I began to detect that his interest in contemporary F1 matters was waning ▶

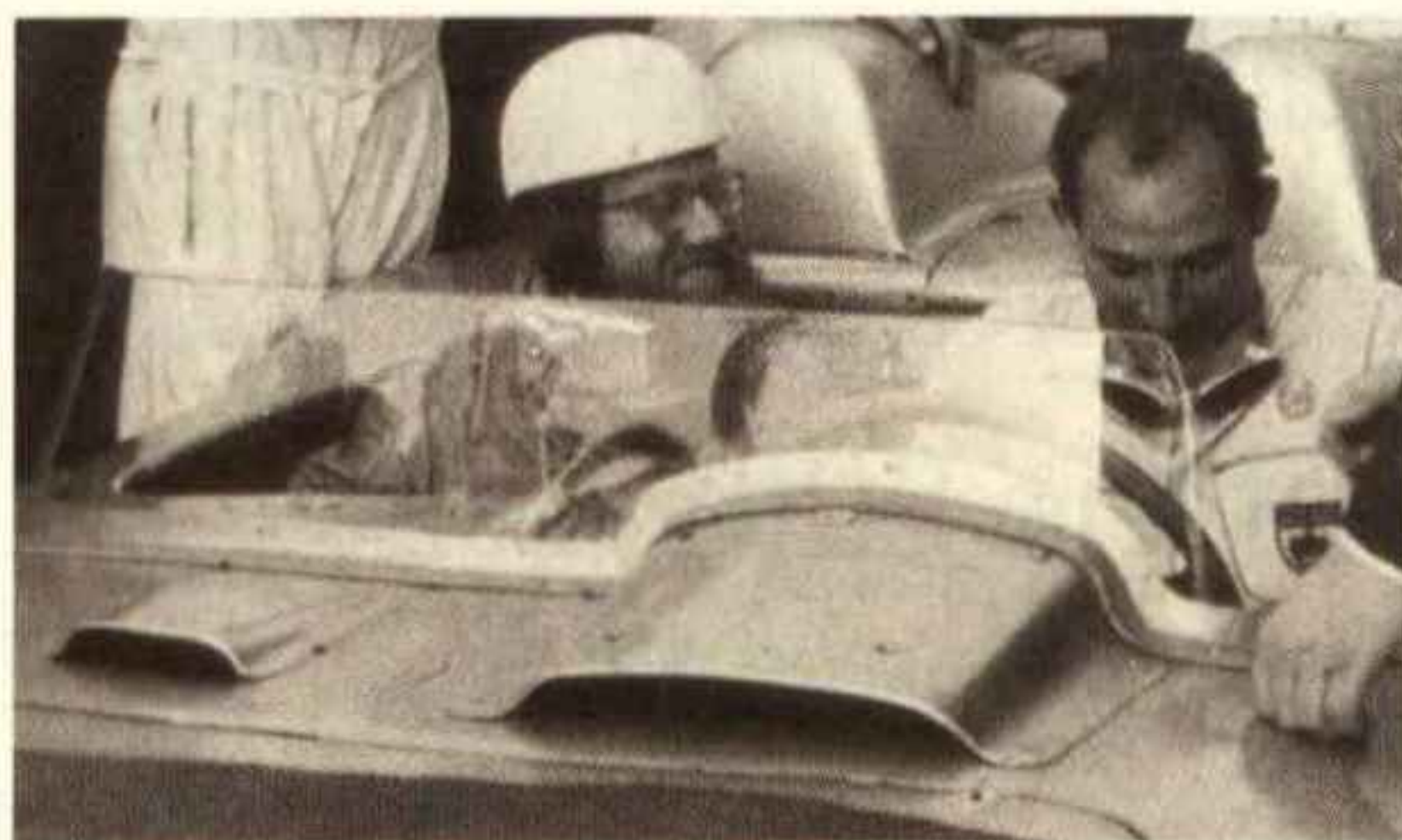
**Above right: Never happier than with Moss, Jenks relives the 1955 Mille Miglia win at Goodwood. Below: Jenks with Mike Hawthorn (second right) in 1953**







246+ SWAN - SIGHT OF (220) (LEFT) END STRAIGHT  
 250 PIADENA SW (RIGHT) LEVEL +  
 PIADENA  
 253-57 STRAIGHT (L) AT 284  
 257 (RIGHT) CURVE  
 260 BUZZOLO - LEVEL + (DOWN ROAD) TURN (LEFT)  
 NO (RIGHT) SWELL  
 263 (LEFT AND LEFT) - SWELL  
 270 SWING (LEFT) TURN (RIGHT) LEVEL +  
 277 CASTELBONNE SWING (RIGHT) OUT OF  
 284 MANTOVA - CONTROL  
 TURN (LEFT) AFTER SWELL AND 282  
 284 (LEFT) FROM SWELL  
 285 SWELL SWELL  
 287 (LEFT) END OF STRAIGHT  
 288 SWELL (LEFT) TURN (RIGHT)  
 TURN SWELL AND SWELL (LEFT) NO SWELL SWELL  
 SWELL SWELL  
 29 (SWELL - SWELL) BY 281 (SWELL SWELL)  
 36 (SWELL SWELL)  
 39 VILLAGE (SWELL SWELL)  
 (LEFT) SWELL SWELL - SWELL SWELL SWELL  
 SWELL SWELL SWELL  
 FINISH (3 SWELL)



**T**he world of motor racing has lost a very special person. A man who spent all but 10 years of his life studying, writing about, competing in and generally being involved with our sport. I can't remember when we first met, but it must have been nearly 50 years ago when he was winning World Championships with Eric Oliver and I was having fun in my 500. Jenks was always interesting and controversial, intelligent and amusing. Only two years ago at the Goodwood Festival, my wife was helping him in and out of the SLR. As he was struggling a bit, she offered to hold the little gizmo he had in his hand. It was the 17ft 'bog roll' routefinder he had used in the Mille Miglia in 1955. Refusing to give it up to Susie, he said, "it isn't that I don't trust you, dear, but I know who trained you!"

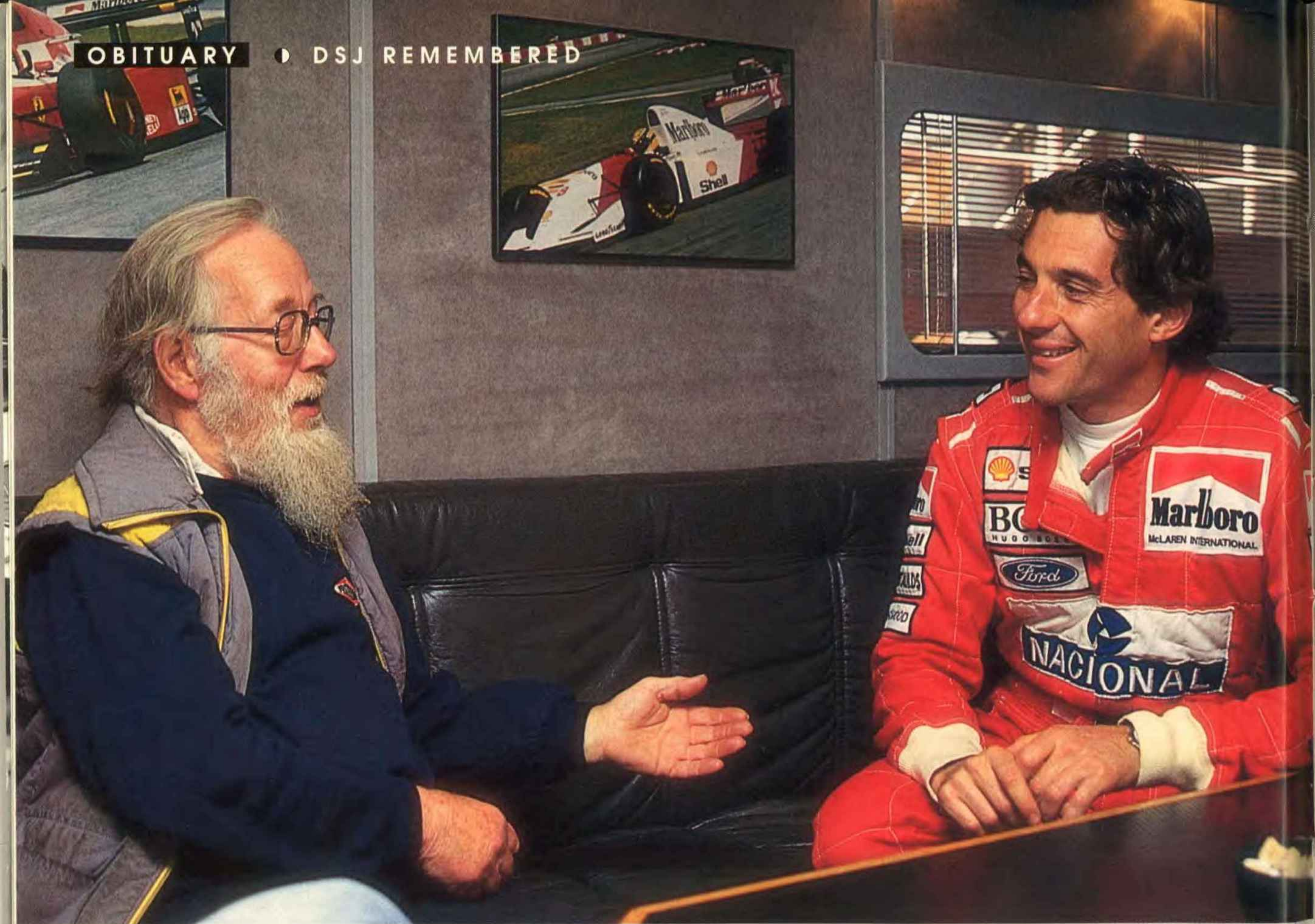
Here was this lovely, weird little man holding on to his most precious belonging, the way a child holds a security blanket. There are so many amusing stories about Jenks, and I hope they will be told so that he will be remembered as one of the sport's characters.

**Stirling Moss**



Above: The famous 'bog roll' that Jenks used to guide Stirling Moss to victory on the 1955 Mille Miglia. Above right: All smiles for Jenks and Moss back in 1955. Right: 'Right here, Stirling'; the 1955 Mille Miglia route unfolds ahead of the intrepid pair





“He had planned to live to 100 years, a nice tidy number, but his luck ran out.”

“A product of the 20th Century, he enjoyed and wondered at it all his life”

From Jenks's own obituary written for the VSCC

**Above: Ayrton Senna with 'Friend Jenkinson'. Below: Watching over Hawthorn at Spa in '54**

ever-so-slightly towards the end. But he always found something to make him chuckle. After returning from Adelaide in 1994, just after Damon's notorious coming-together with Schumacher, he rang me, chortling with delight.



“My motorcycle pals have been giggling about that collision,” he said. “I mean, him a former motorcycle messenger, used to dodging in and out of traffic. They're all saying ‘oh no, Damon, you didn't see the Volvo coming up in the bus lane!’”

Jenks had a wide range of interests. Grand Prix motor racing, motorcycle trials-riding, old cars and a passion for jazz. He was basically a loner who carved his own furrow but, if he liked the cut of your jib, he would allow you to come along for the ride.

As one who was privileged to meander along at his shoulder for almost two decades on the MOTOR SPORT bandwagon, I shall miss him enormously. As indeed will thousands of motor racing enthusiasts who were devoted to his writing.

As Stuart Turner once said; “I believe that at any public meeting, there should be somebody at the back shouting ‘Balls!’ at the top of his voice. And I think Jenks has done this very well for our sport.”

It's given to few people to live life absolutely on their own chosen terms. But that's what Jenks did, pretty well from start to finish. Those who knew and cared for him should be thankful for that.

**Alan Henry**



# SPRING AUCTIONS AT SOTHEBY'S



## FORMULA 1 AND GRAND PRIX MEMORABILIA

INCLUDING THE LIBRARY AND ARCHIVE OF INNES IRELAND

AT SOTHEBY'S LONDON GALLERIES, 26 FEBRUARY 1997

## COLLECTOR'S MOTOR VEHICLES

AT THE ROYAL AIR FORCE MUSEUM, HENDON, 3 MARCH 1997

FURTHER ENTRIES ARE INVITED FOR THESE IMPORTANT AUCTIONS

# SOTHEBY'S

FOR FURTHER INFORMATION REGARDING BUYING OR SELLING YOUR VEHICLE AT SOTHEBY'S  
OR FOR CONFIDENTIAL VALUATIONS PLEASE CONTACT: MARTIN CHISHOLM, PETER BLOND, RUPERT BANNER,

JAMES DIFFEY, TOBY WILSON (AUTOMOBILIA) ON (0171) 314 4469.

TO ORDER CATALOGUES PLEASE TELEPHONE (0171) 314 4444 OR FAX (0171) 408 5909.

SOTHEBY'S 34-35 NEW BOND STREET, LONDON W1A 2AA





A team manager who's unlikely to give you a cuddle if you fall off at the first corner. Being employed by Tom Walkinshaw is not likely to be mistaken for a holiday, but few who have been offered the challenge of late have left the team without a rather longer list of achievements on their CV. Right: New signing Damon Hill will lead Walkinshaw's Arrows team in 1997



Tom Walkinshaw may not be the easiest man in F1 but none works harder for success. Alan Henry looks back at his career to see what Damon Hill can look forward to



Ouch! Famous check helmet meets TWR sportscar and introduces to hard armco barrier. The conversation between Walkinshaw and Stewart afterwards would have been well worth hearing. Both now have Formula One teams...

# The trying Scotsman





In 1988, Jackie Stewart was testing one of Tom Walkinshaw's Jaguar XJR9 racers at Silverstone as part of a series of track tests being carried out by the three times World Champion. Stewart had completed barely two laps in the powerful machine when he dropped it over the kerb at the exit of Woodcote. For all his skill, Stewart was unable to stop the Jaguar being written off in a £200,000 impact. Understandably, Walkinshaw accepted Stewart's apology with a stoic good grace tinged with a degree of exasperation.

With that episode in mind, it is not surprising that the F1 fraternity is gleefully anticipating a furious battle between the two motivated Scots when they launch their own Grand Prix teams in 1997. Yet while the force of Stewart's business acumen is spiced by his own Formula One experiences, Walkinshaw's is a calculated business approach, regarding his £6 million purchase of the Arrows team as a technical showcase for his own TWR automotive empire. With that in mind, the 50-year old is aiming to build Arrows into a winning force in time for the 1997 World Championship.

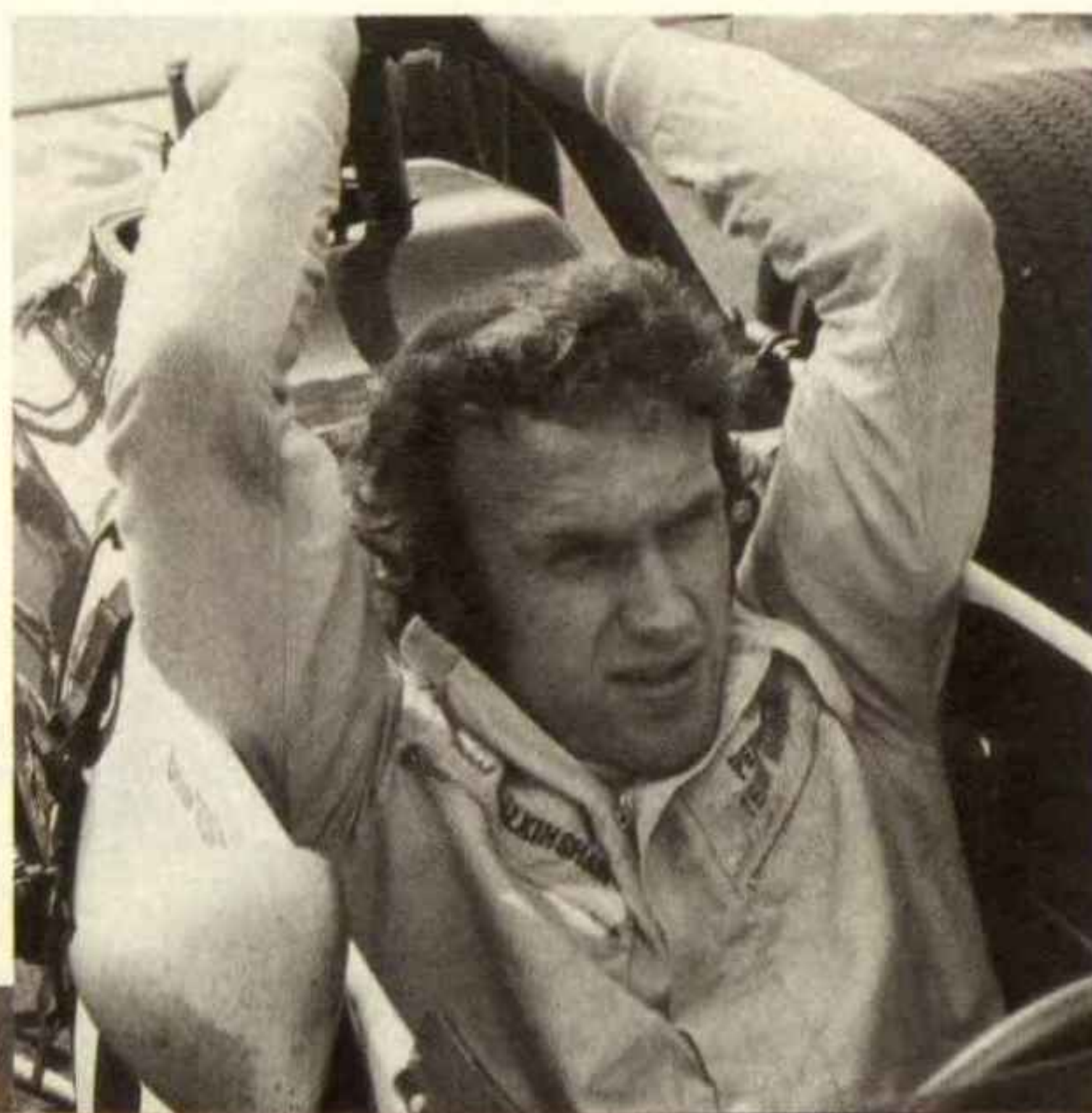
He is intolerant of failure and deeply committed to success, although like Stewart, he is seeking around £20 million of commercial sponsorship to underpin his ambitions. There is a core of steel beneath the surface of Walkinshaw's personality.

Not a man to be trifled with, Walkinshaw now presides over an automotive development group

which operates on four continents. Think TWR and you are talking in terms of the Jaguar XJ220, Aston Martin DB7 and the new Volvo coupe which took this year's Paris Motor Show by storm. Dynamic, driven and highly focused, it is hardly surprising that Walkinshaw is a millionaire, many times over. He is also the man who left F1 reeling and wrong-footed when he signed Damon Hill to drive in 1997; he has brought together the new World Champion, Bridgestone and Yamaha to form a tantalising technical package for the future.

"We are not doing this for fun, we are doing it to create a team capable of winning Grands Prix," he explained, "and I think we should have that by next year. That is one of the advantages of going the

**"The F1 fraternity is gleefully looking forward to a furious battle between the two highly motivated Scots during the 1997 season"**





Arrows route, enabling us this year to prepare the team to win, or at least be in the top three. TWR's main business is obviously in the motor industry and engineering in the automotive sector. That's our first priority, but our technology is displayed by our racing teams and F1 is vital to us as a marketing tool. We don't see it as a profit centre, it's a performance centre for the entire TWR group."

In 1982 Tom Walkinshaw Racing began a partnership with Jaguar which developed their 5.3-litre XJS coupe to the point where Walkinshaw won the European Touring Car Championship. Encouraged, in 1985 Jaguar gave the green light for Walkinshaw to make a Le Mans winner. What followed was an intensive three-year programme

of technology development which saw TWR raise the tempo of sports car racing with a succession of superbly engineered XJR coupes. In 1986 they won a single race, the Silverstone 6-hours, in 1987 TWR won the championship with eight wins out of ten and in 1988 added Le Mans to the tally.

TWR won the World Sportscar Championship for Jaguar in 1987, '88 and '91. In the process, Jaguar's rather staid commercial image received a massive promotional boost which was reflected by an upsurge in showroom sales.

The first time I saw Tom Walkinshaw, he was extricating himself from an F3 Lotus 59 which he'd contrived to flip onto its rollover bar at Snetterton in early 1970. From that moment, it was clear he

was a tough customer. He was also a man who tended not to share thoughts with his colleagues. Even if Tom's early single-seater racing career was not marked by obvious success, you felt he was going to make a mark in the sport.

He radiated physical strength and determination like a convector heater. Born in 1946, Walkinshaw came from a farming family near Prestonpans, on the banks of the Firth of Forth. He cut his competition teeth in Formula Ford single-seaters, winning the 1969 Scottish Championship at the wheel of a Hawke. In 1970, after his initial foray with the Lotus, he signed for Petonyer Team March, the semi-works wing of the famous Bicester-based race car constructors. Petonyer Team March was managed by Andrew Marriott who later became Assistant Editor of MOTOR SPORT after initially leaving its sister publication *Motoring News* to try team management.

I was fortunate enough to fill the vacancy Marriott has created at *MN* only to blunder into print with naive comments about Walkinshaw's shortcomings as a racing driver. To say that Tom was unamused was like saying that the Titanic is damp. Violence was averted by a hair's breadth, but it was a salutary experience on my part.

Walkinshaw had more important things to concern himself than the rambling of a wet-behind-the-ears racing hack. After struggling hard with the hopeless March 703, his efforts were

**Walkinshaw started his career as a capable racing driver in his own right, winning Scotland's domestic Formula Ford championship in 1969. But he was never better than when behind the wheels of powerful road racers from Ford, BMW, Rover and Jaguar.**







rewarded with two broken ankles when he somersaulted the wretched device during practice for a race at Brands Hatch. This sidelined him for the rest of the season, but he returned to the cockpit in 1971 when he graduated to Formula 2 at the wheel of an Ecurie Ecosse-entered March 712.

He achieved little success in another ill-starred season punctuated by a serious road accident and in 1972 his career took one more wrong-turn when he became involved with the now-defunct GRD operation. Tom then made the switch to saloon cars and forged a fruitful relationship with Ford as a works-backed Capri racer. This lasted through to 1976 when he switched his allegiance to BMW.

During the same period, Tom had capitalised on his testing and development abilities. His reputation in this sphere grew to the point where many private owners were only too willing to pay the Scot a daily fee to sort out their own saloon racing machines. It was clear he had a special flair in this area and it was only a short step from this to the commercial application for his preparation expertise.

In 1976 he established Tom Walkinshaw Racing on an estate at Kidlington where one of his first projects was to prepare a run of special BMW 6-series coupes for BMW Great Britain. On the circuit, that season saw Walkinshaw achieve one of his most significant victories, sharing a BMW CSL coupe with John Fitzpatrick to win the Silverstone 6-hour endurance race. It was a dramatically close finish,

**Walkinshaw looks on as new signing Damon Hill tries out the new Bridgestone tyres on a '95-spec Ligier at Suzuka. He circulated 1.5sec faster than it had ever gone before. Even after a big crash, the potential of this new tyre and driver combination was clear for all to see**



which saw the British duo fend off the Porsche of Hans Heyer and Bob Wollek by little more than the length of the Woodcote chicane.

However, Walkinshaw's motor racing activities have not always ended so happily. In 1983, his Rover saloons were disqualified from the British Touring Car Championship series after a lengthy legal debate. Later, an ill-starred partnership to start a string of car dealerships – the Silverstone Motor Group – with the British Racing Drivers' Club, who own the British Grand Prix circuit, collapsed amidst legal acrimony in 1992.

The breach between this bastion of motor racing tradition and the thrusting Scottish entrepreneur is, to this day, only slowly mending.

Nevertheless, it was Walkinshaw's engineering expertise which enabled the Benetton team to raise the standard of its game, laying the solid foundations from which Michael Schumacher was able to win both of the 1994 and '95 World Championships.

Through this partnership, Walkinshaw was also offered the opportunity to purchase the rival Ligier team which was bought in 1994 by Benetton team chief Flavio Briatore. However, these plans fell through and, early in '96, TWR pulled out its key staff from the French team in order to concentrate on raising the level of the Arrows team which he had bought instead.

It is popularly assumed within the motorsport





Both Martin Brundle (above) and Andy Wallace (driving tank, below) won Le Mans for TWR driving 7-litre, V12 Group C Jaguars



**“Warwick and Cheever jumped into frenzied action, terrified they might be given a good chewing out by their boss”**

fraternity that Walkinshaw is an absolute dictator within the TWR domain. Yet his empire now embraces three sites in the UK, plus one each in Sweden, Australia and the USA and operations in Brazil, Indonesia and Japan. By 1996 a total of 1300 people worked directly for TWR worldwide. You don't operate on that scale without knowing how to delegate to the right people.

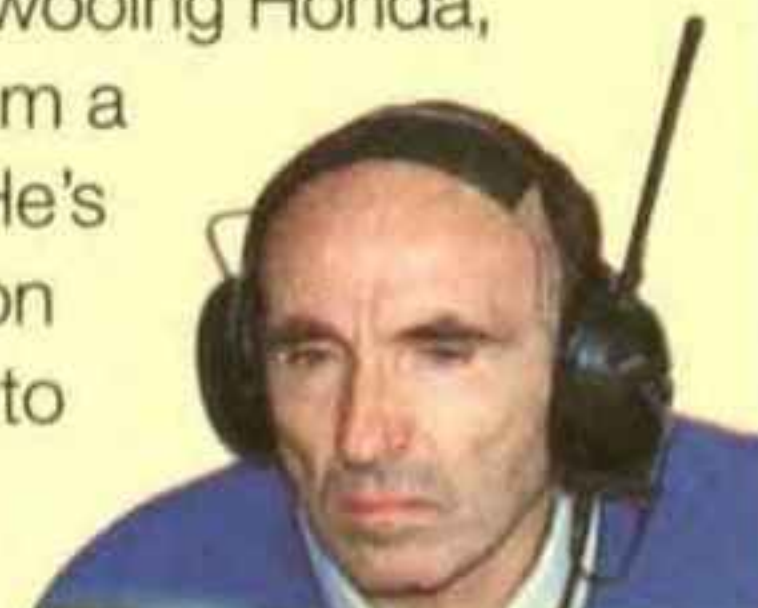
The inspired decision to hire Hill, however, was entirely Walkinshaw's. Frank Williams has not had the best car in Formula One for five years simply thanks to his designers and engine supplier: it has also had perhaps the best test and development driver of them all on his books. To Walkinshaw, with a new team and a new car to develop, Hill's

## Other voices

FRANK WILLIAMS.

**Managing Director, Williams Grand Prix Engineering**

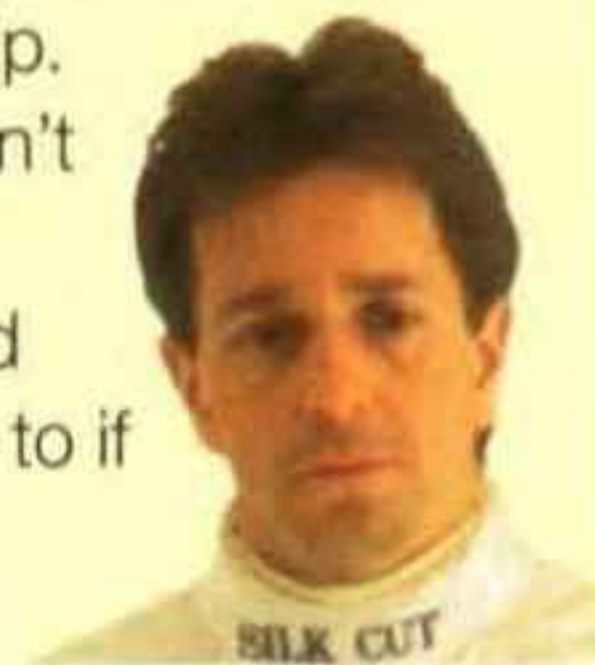
"Tom is an energetic, aggressive person who will push the workforce along. I don't think TWR has the resources of McLaren or Williams yet and although it may take him time to get them, he's made a shrewd move with Bridgestone, Yamaha and the Japanese connection. I think he will try to put a lot of Japanese content and cash into his F1 team and if he's successful in wooing Honda, then this could move them a row or two up the grid. He's on the march, no question about it. Somebody has to take over at the front in the fullness of time."



MARTIN BRUNDLE.

**TWR Jaguar front runner, 1982-89**

"Without doubt, Tom will make the F1 big time. He's got the credibility, engineering expertise and business background. If he had only F1 to focus on, I believe he'd already be there. I owe virtually all I've achieved in motor racing to Tom. In 1978, when he didn't know me from Adam, I wrote to him asking for a chance. He gambled and put me in one of his County Championship BMW 3-series saloons. It started a 16-year relationship. Tom is tough, but fair. I wouldn't like to be in the way if he was backed into a corner, but he'd be the first person I would go to if I had a major problem."



talent in this area and his knowledge of the operating practices and standards of the best team in the business will be near priceless.

For Hill, Walkinshaw was clearly the best of the available longshots. While Stewart lacks the experience and Jordan seems to have reached a performance plateau, Walkinshaw clearly has the experience and the infrastructure to succeed. Do not also discount the potential of the Bridgestone tyres which look like handing the 36-year-old World Champion the best wild card of next year.

How he will find life with Walkinshaw is a different matter. Many tough racing drivers and motoring journalists have been known to tremble under his dour gaze.

One such episode is well remembers by retired F1 ace Derek Warwick. He and his American co-driver Eddie Cheever were horsing around in the TWR motorhome at one Jaguar sports car race in 1986, believing Walkinshaw to be away at another event. The place was festooned with fireproof overalls, thermal underwear and other racing detritus when the door flew open and Walkinshaw appeared on the step. He glanced round the room with a thunderous expression, then announced he would return in a few moments. In those fleeting seconds, Warwick and Cheever jumped into frenzied action, tidying up the debris, terrified that they might be given a good chewing out by their boss. Hill will not yet know how they felt. Jackie Stewart might have an idea.



**R**emember what you thought when you saw the likes of the Ferrari F40, Jaguar XJ220 and McLaren F1 GTR take to the track? It looked like the final hurrah for a breed of cars so fast, expensive and removed from the realities of the open road that we flocked to the track to see them lest their like never appeared again.

We should not have worried. Since the FIA has allowed one-off GTs to race this seemingly dying breed has been reborn in its own image, only rarer, faster and, unbelievably, even more expensive. Pray silence for the Porsche GT1, the Nissan R390, the Elise-based Lotus GT1, the incredible TVR 12/7 and the Roush Ford-powered Panoz Esperante. And these, you understand, are merely those that have been announced.

The FIA, in fact, was merely following the principle established at Le Mans in 1994 when the

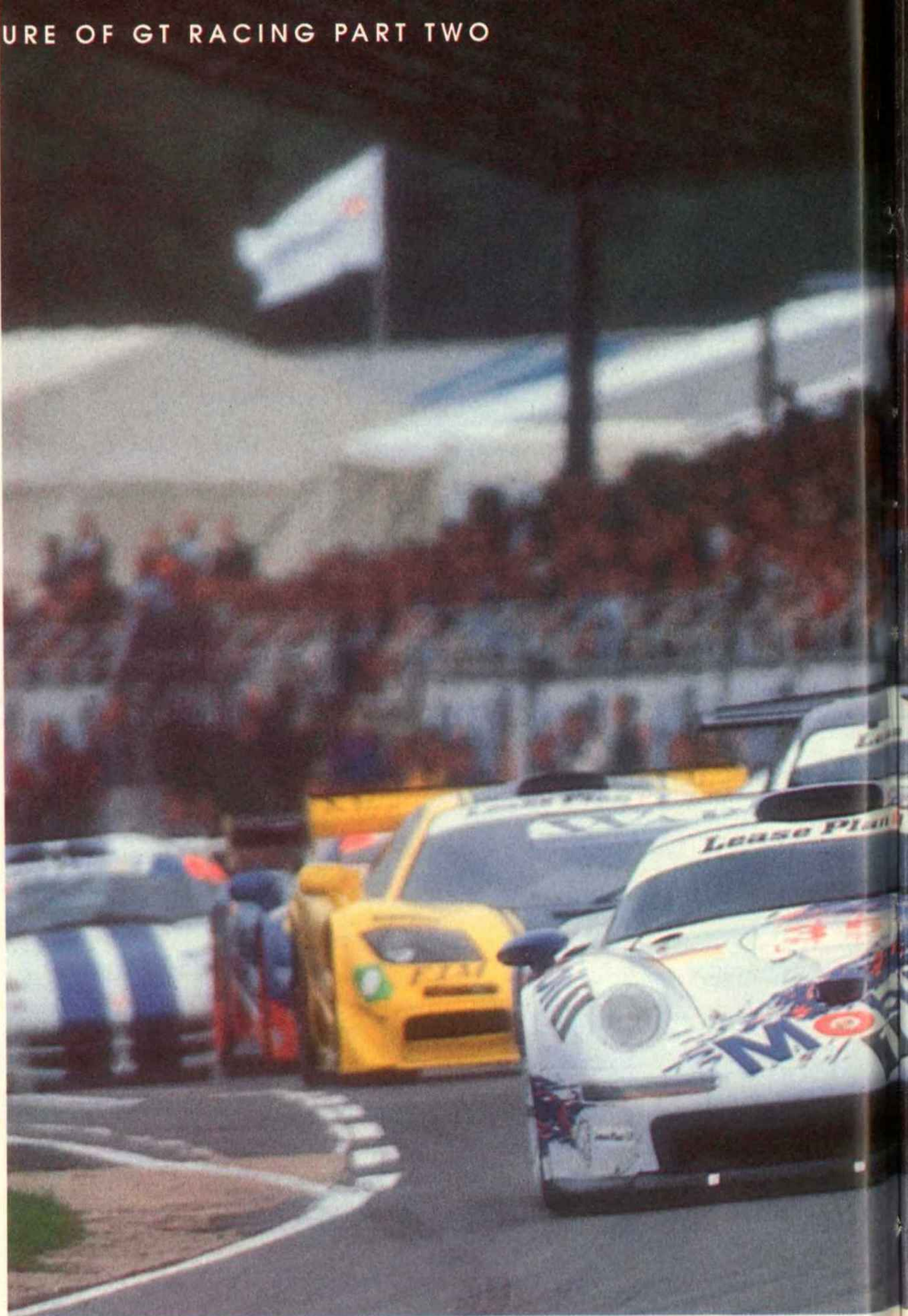


**In Part Two of his investigation into GT cars, Michael Cotton asks if sportscars have risen from the ashes only to fall back into the flames**

# The plight of

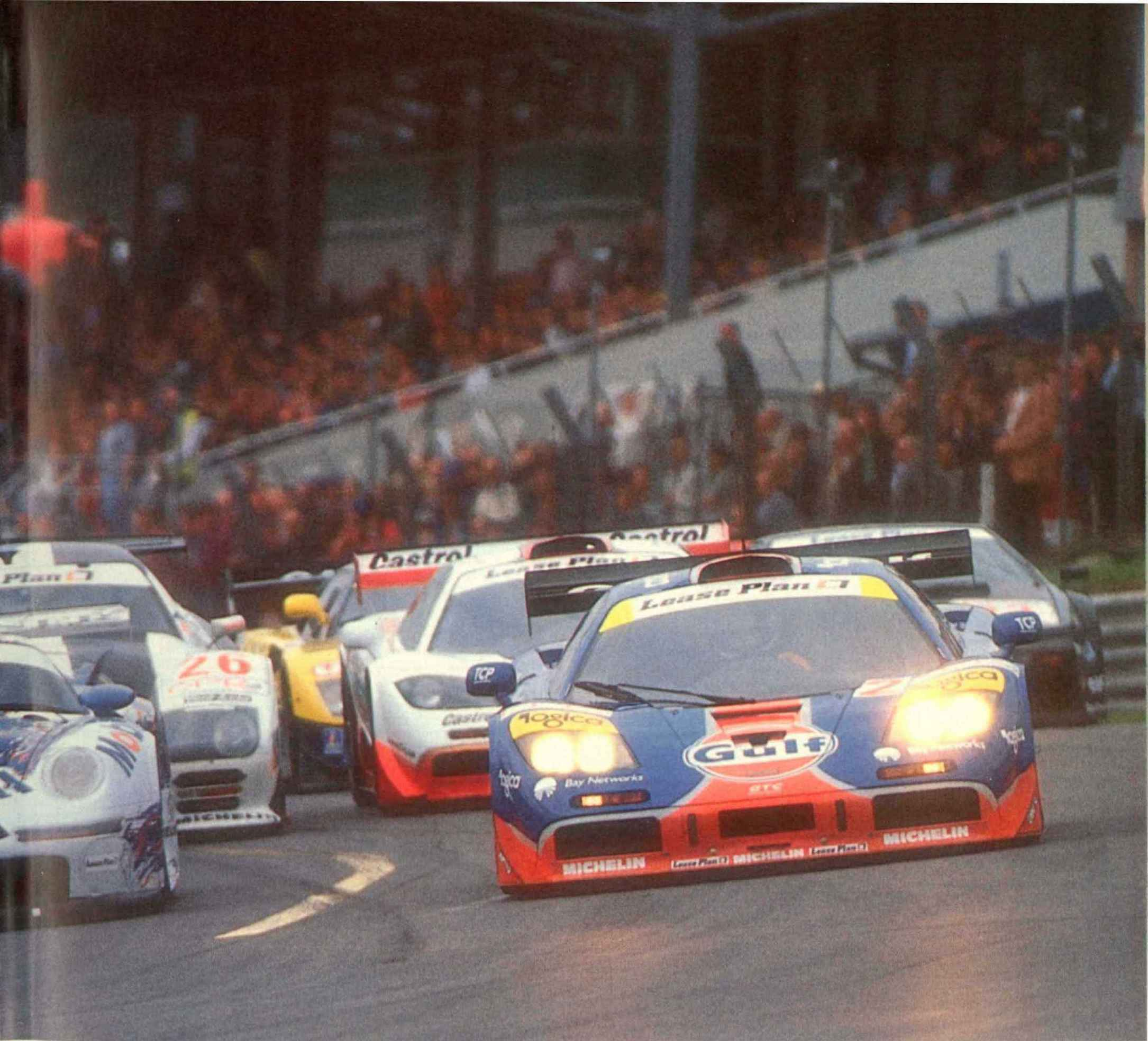
ACO's Alain Bertaut opened up the 24-hour race to one-off 'prototype' GTs. The race was won by the hastily homologated Dauer 962LM Porsche, a car which neither tried nor needed to pretend to be anything other than a pure race 962 which, technically, could be converted to road use. Significantly, the car was certified in Lichtenstein where the transport minister is one Manfred Schurti, a man only marginally less famous for his exploits behind the wheel of Porsches.

Look at the Dauer now and you can say what you like about its credibility as a road-going GT car, the fact is that Jochen Dauer has sold ten and its heritage, that of the most successful sports-racing



**McLaren's '97 F1: longer, wider, lighter and now much more the purpose-built racing car**





# the Phoenix

car of all time, is not an issue. Look now at the Porsche GT1, the allegedly 911-based racer that has not only won every race it has contested but also created more bad blood among its rivals than many thought possible in just half a short season. Although loosely based on the 911's cockpit, it follows 962 principle from its bulkhead backwards and while its engine still has six horizontally opposed cylinders, it is mid, not rear mounted.

Problem is, once out, you can never put these cars back in the box. With two of the world's largest manufacturers, Nissan and Toyota, in the process of preparing highly specialised GT cars that conform with the current rules, the FIA would

be tempting fate to abandon the one-off rule.

The rule came simply from the assumption that there was not enough money on the planet to absorb the road-going products of all the marques who wished to take part if they must build 25 or 50 cars and hope to sell them. McLaren has worked hard yet sold less than a quarter of the 350 F1s it originally envisaged and though Porsche will sell the 50 GT1s it has decided to build as both road and race cars, it certainly had no obligation to do so. Then add the combined numbers of Lotus, Ferrari, Nissan, Toyota, Lister and TVR and it seems clear that the task of selling the requisite quantity of each would be beyond the capabilities

of the smaller marques. Hence the one-off rule.

Not everyone is a fan. 'Is there someone at the FIA who will sit down and decide what is a GT car developed for racing, and what is a racing car adapted for GT?' That is the question posed by Alex Hawkridge, the former Toleman F1 team director now with the Panoz Esperante project.

Until 1994 a GT car had to be derived from a homologated car such as a Porsche Turbo, Ferrari F40 or a Jaguar XJ220. That ruling involved both volume and recognition. These cars were familiar to anyone who knew anything about sportscars.

Lindsay Owen-Jones, who has completed two seasons in his McLaren F1, made an apposite





Like the Porsche GT1, Lotus's new sportscar (left) is a mix of two cars, in this case, the chassis of an Elise and the V8-engine from '96 Esprit. Power peaks at around 550bhp from twin-turbo motor, car weighs in at right on the 900kg minimum limit for the series



Small British marques such as Lister (above), TVR (right) and Marcos (below) are likely to be hit hardest by any requirement to homologate large numbers of vehicles before taking part. If enforced, they may simply disappear



summary of the situation when commenting on the Porsche GT1's controversial debut in the BPR series, a year before it went on sale to the public.

The Porsche, he felt, was a racing car prototype that would encourage others still further removed from road cars. "Jürgen Barth (Porsche's customer manager) tries to make out that it is McLaren owners versus Porsche owners, but it is not. It is an argument between the GT and the racing car. Jürgen Barth is the 'B' in BPR.

Many will applaud Owen-Jones' sentiments, but history may well see it a little differently. Bruce McLaren, after all, wanted to build GT cars as a lucrative sideline and the M6GT, developed from a

CanAm car, was built as a prototype while today's F1 GTR is a car of which the New Zealander would have been truly proud. Lola's T70 was built to the GT regulations that existed in the 1960s, as was the Ford GT40, and nowadays we regard these as classics even if they were powered by American stock-block engines of only average pedigree.

Power-to-weight restrictions prevent any car from going too far ahead and the requirement for road legality should take care of the rest. On the other hand, McLaren Cars' Gordon Murray reckons the Porsche GT1's low-pivot suspension would be completely unsuitable for road use.

Power itself is controlled by air restrictors, the

size of which depends on engine size, whether it has forced or natural induction, and by the weight of the car. The restrictors' sizes have been altered for 1997 due to concerns arising from the Porsche GT1's superiority in late-season BPR rounds. It was said that the current regulations favoured forced induction too much; even so, it has to be acknowledged that it wasn't just the flat-six turbo that gave the German car its advantage.

The bodywork was designed to produce high downforce, perhaps half as much again as the McLaren's, and ABS braking also made an undoubted contribution. With the new restrictors it may transpire that the Porsche GT1 is not a clear





winner and if this is bad for Porsche and the teams that will run the cars, spare a thought for the others, like those running nine-year-old Ferrari F40s who will be similarly hit by the new rules.

British specialist marques always thrive on a challenge and they excelled themselves in 1996. Marcos' Chevrolet-powered LM600, raced by Cor Euser and Thomas Erdos, was quicker almost everywhere than the Porsche GT2s and won the category on three occasions, even when confronted with a score of Porsches.

Laurence Pearce's Jaguar V12-powered Lister Storm raced with the best last year and it would have claimed three podium finishes if it had been more reliable, while the ground-shaking Chrysler Viper GTS-R is another front-engined car that was starting to show a remarkable turn of speed towards the end of the season.

We should see a lot more of Marcos and Lister in 1997, both Euser and Pearce preparing two-car teams for what would have been the BPR Global Endurance GT Cup. I say "should" because neither marque has the type approval required and while the BPR partners were prepared to confer discretion on such specialists, the FIA, which has

**“Marcos may not homologate its LM600 in time because it is not available to the public with a Chevrolet engine”**

taken control of the GT championship, may not.

It takes anything up to a year, and a minimum of £100,000 invested, to gain EC Type Approval and even then the FIA will want proof that at least one car has been sold before it gives approval. Lotus too, will have their work cut out getting the Elise-based GT1 type approved in time.

Lister, it seems, will be unable to homologate their car in time and Marcos might never do so because the LM600 is not available to the public with a Chevrolet engine fitted. This is no oversight. Chevrolet will not release the engine for general sale because of liability problems so the Wiltshire concern has taken the precaution of announcing for sale a different version of the car, called Mantis, powered by Ford's four-cam 4.6-litre V8, boasting 350bhp in standard trim, road-going trim.

Peter Wheeler, maverick boss of TVR is even more ambitious, commissioning a new V12 from Al Melling and building a specialised GT1 racing car from scratch. Although Wheeler plans to run a two-car team, and intends to drive one himself, he too will be paying careful attention to any requirement to have the 12/7 (12 cylinder, seven litres) type-approved before the season begins.

However many cars race in 1997, few would have existed without the GT regulations from the FIA and the ACO. GT racing, dormant from 1977 to 1994, is once again in vogue and enjoying popularity unimagined while Group C was in its prime.



What happens when a racing car is allowed to race against a pack of converted road cars: utter dominance



# MOTOR MOTOR MOTOR MOTOR BOOKS BOOKS BOOKS BOOKS

## YOUR BEST CHOICE FOR ALL MOTORING BOOKS

MOTOR BOOKS is the original and leading Motoring Bookseller. Not connected to or to be confused with any other Booksellers

### GENERAL LIST

50 Years of Classic Cars ..... £29.99  
 100 Years of American Cars ..... £16.95  
 1001 High Performance Tech Tips ..... £13.99  
 1997 World Car Guide ..... £4.99  
 The American Automobile ..... £20.00  
 AQ35/2: Westcott/Praga/Jomar /Coda ..... £14.95  
 A/Z Of Sports Cars 1945-90 ..... £14.95  
 Auto Electrics DIY Service Manual £9.95  
 Buyiug Classic & Vintage Car for Profit ..... £15.99  
 Car Mechanics on Panel Beating ..... £12.95  
 Cars in the UK since 1945: 1945/70 ..... £30.50  
 Cars in the UK since 1945: 1971-95 ..... £39.50  
 Classic Cars ..... £30.00  
 Classic Cars ..... £9.99  
 Classic Car Yearbook 1997 ..... £25.00  
 Colourful World of Street Rods ..... £12.95  
 Cumberland motor services ..... £17.95  
 Design of Racing & Hi-Perf. Engines ..... £51.00  
 Dream Cars, Top Style & Performance ..... £5.99  
 The Driving Manual ..... £12.99  
 Enthusiasts guide to British Post War Classic Cars ..... £7.99  
 Fastest cars from around the world ..... £4.99  
 Fred Dibnah Story (p/b) ..... £6.99  
 Gas Pump Collectors Guide ..... £22.95  
 Gasoline Treasures ..... £24.95  
 H1B & V8 Engine short block for hi-peerf ..... £13.99  
 Jeremy Clarkson's Motorworld ..... £16.99  
 Muscle Cars, Thunder & Greased Lightning ..... £5.99  
 Off-Road Recovery Techniques ..... £10.99  
 Pass Your Driving Test ..... £2.99  
 Police, Camera, Action! ..... £14.99  
 Peter Egan "At Large" ..... £10.95  
 Rise of Road Transport 1919-39 ..... £14.99  
 Roads to Oblivion ..... £24.95  
 Soldering, Brazing & Welding ..... £15.99  
 Standard Oil: First 125 Years ..... £15.95  
 Stanley Classic Car Yearbook 1997 ..... £19.99  
 Travel Vans. A Book About Caravans ..... £16.95  
 Two Fat Ladies (BBC Series) ..... £17.99  
 Wheels in Motion ..... £16.95

### VILLENEUVE

My First Season in Formula 1  
 Jacques Villeneuve  
 with Gerald Donaldson  
 Published 2nd December  
**£20.00**

244 pages, 200 colour photographs  
**ORDER YOUR COPY NOW**  
**Tel 0171 836 5376**  
**FAX 0171 497 2539**  
 E-mail 100772,1231@compuserve.com

The Written Driving Test ..... £4.99  
 AC Heritage 90 Years ..... £12.99  
 AC Cobra, complete story ..... £12.99  
 Cobra: The Real Thing ..... £45.00

Alfa Romeo Guilia Coupe GT & GTA ..... £14.99  
 Alfa Romeo Production Cars 1910-62 ..... £199.50  
 All The Alfa Romeo's 1910-95 ..... £69.99  
 Aston Martin, The Complete Car £300.00  
 Aston Martin & Lagonda V Engine Cars ..... £19.95  
 Original Aston Martin DB4/5/6 ..... £17.95  
 Austin Healey (by Geoffrey Healey) ..... £19.99  
 Austin Healey, Complete Story ..... £19.99  
 Original Austin Seven ..... £19.95  
 Autobianchi A112 & A112 Abarth £15.95  
 Bertone 1991-1996 ..... £8.95  
 BMW your own Sports Car for £250 ..... £14.99  
 Classic cars from around the world £4.99  
 Essential BMW Roadster & Cabriolets ..... £9.95  
 Bristol Story pt.1: 1908-51 ..... £19.95  
 Bugatti ..... £35.00  
 Chevrolet Corvette Purchase & Reg ..... £17.99  
 Chevrolet of the 1950's ..... £25.00  
 Chevy Pickup Trucks ..... £9.95  
 Chrysler 300 ..... £25.00  
 Corvette, America's Sportscar ..... £6.99  
 Andre Citroen ..... £9.99  
 DS: Le Grande Livre ..... £62.95  
 Original Citroen DS ..... £19.95  
 Corvette Collectors Guide 1953-88 ..... £14.99  
 Daimler Days 1896-1996 (2 vols) £100.00  
 De 24: Le Lancia Sport ..... £39.95  
 Dodge Pickup Colour History ..... £15.95  
 Dodge Trucks ..... £30.95  
 Fiat 124 Spider-Coupe-Abarth ..... £15.95  
 Ferrari in Camera ..... £400.00  
 Ferrari, The Ultimate Dream Machine ..... £5.99  
 Ferrarissima 25: Berlinetta 250 Le Mans ..... £37.95  
 Original Ferrari V8 ..... £19.95  
 Obiettivo Cavallino ..... £49.95  
 Ford Escort Mechanics (MkIII & MkIV) ..... £14.95  
 Impala & SS Muscle Portfolio 1958-72 ..... £10.95  
 Jaguar XK8: Authorised Biography ..... £19.95  
 Jaguar S-Type & 420 ..... £19.95  
 Jaguar, A Pictorial History ..... £19.95  
 Jaguar, The Complete Works ..... £19.95  
 Jaguar Sports Racing Cars ..... £24.95  
 Original Jaguar E-Type ..... £17.95  
 Essential Military Jeep ..... £9.95  
 Lagonda (Ltd. Edition) ..... £200.00  
 Lamborghini, The Spirit of the Bull ..... £5.99  
 Caterham Sevens: The Official Story ..... £29.95  
 Lotus Caterham Seven ..... £19.95  
 Lotus Twin Cam Engine ..... £24.95  
 Lotus Elan, complete story ..... £12.99  
 Original Lotus Elan and Plus 2 ..... £29.95  
 Mini Purchase & Restoration Guide ..... £16.99  
 How to Power Tune Midget & Spite ..... £14.99  
 MG 1945-1964 Photo Archive ..... £17.95  
 MG 1965-1980 Photo Archive ..... £17.95  
 MG, Le Grand Livre ..... £62.95  
 Original MGA Restorer's Guide ..... £19.95  
 Original MGT Restorer's Guide ..... £17.95  
 Original Sprite & Midget 1968-79 £19.95  
 Project Phoenix, Birth of the MG ..... £20.00  
 Morgan, Selling a Unique Sports Car ..... £18.99  
 Mustang, America's Legend ..... £6.99  
 Mustang Collector's Guide 1965-73 ..... £14.99

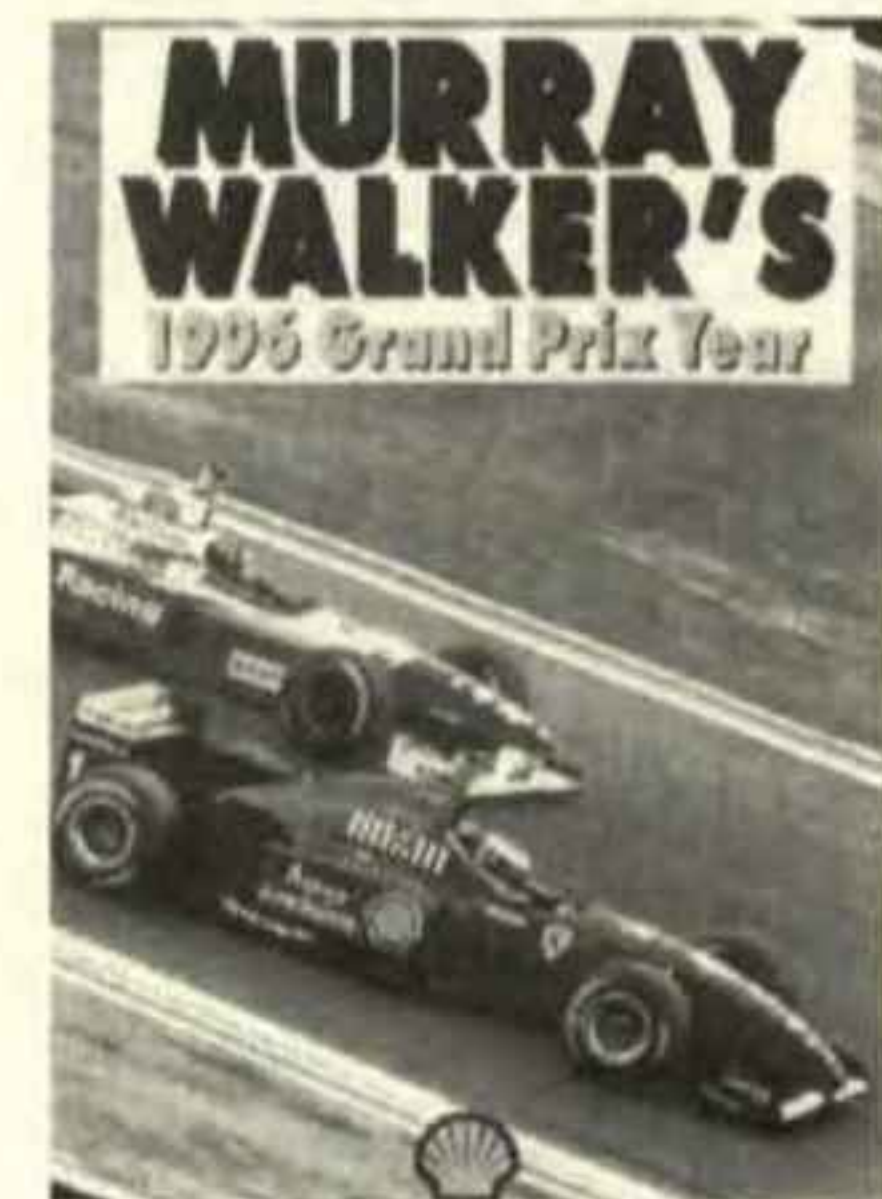
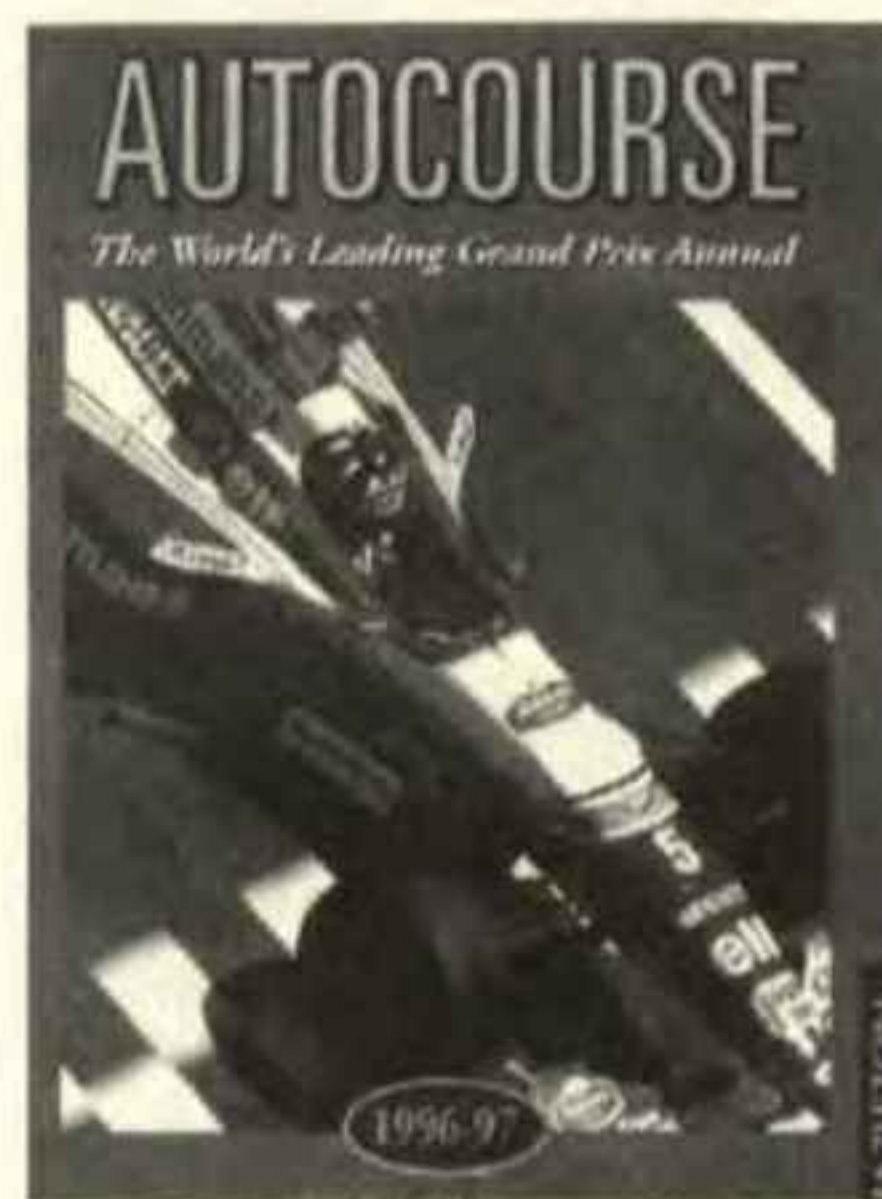
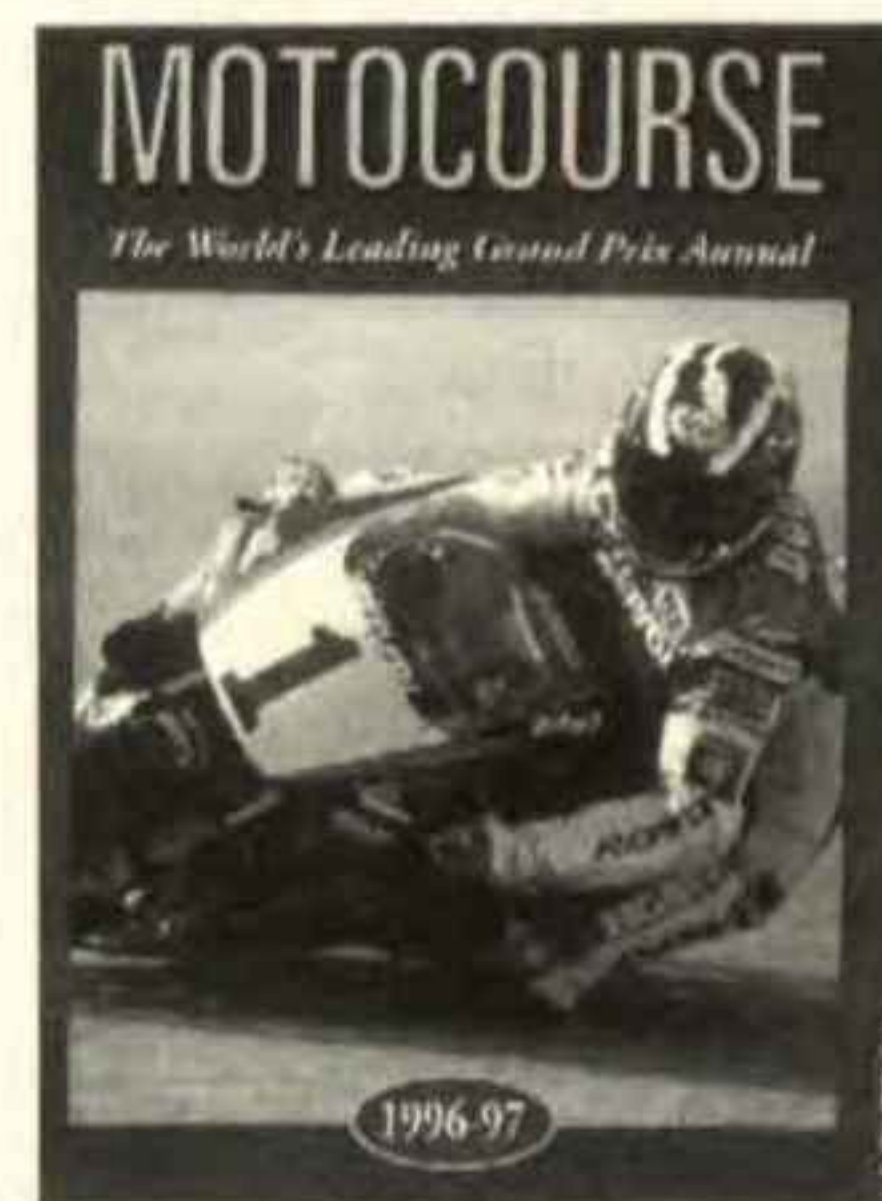
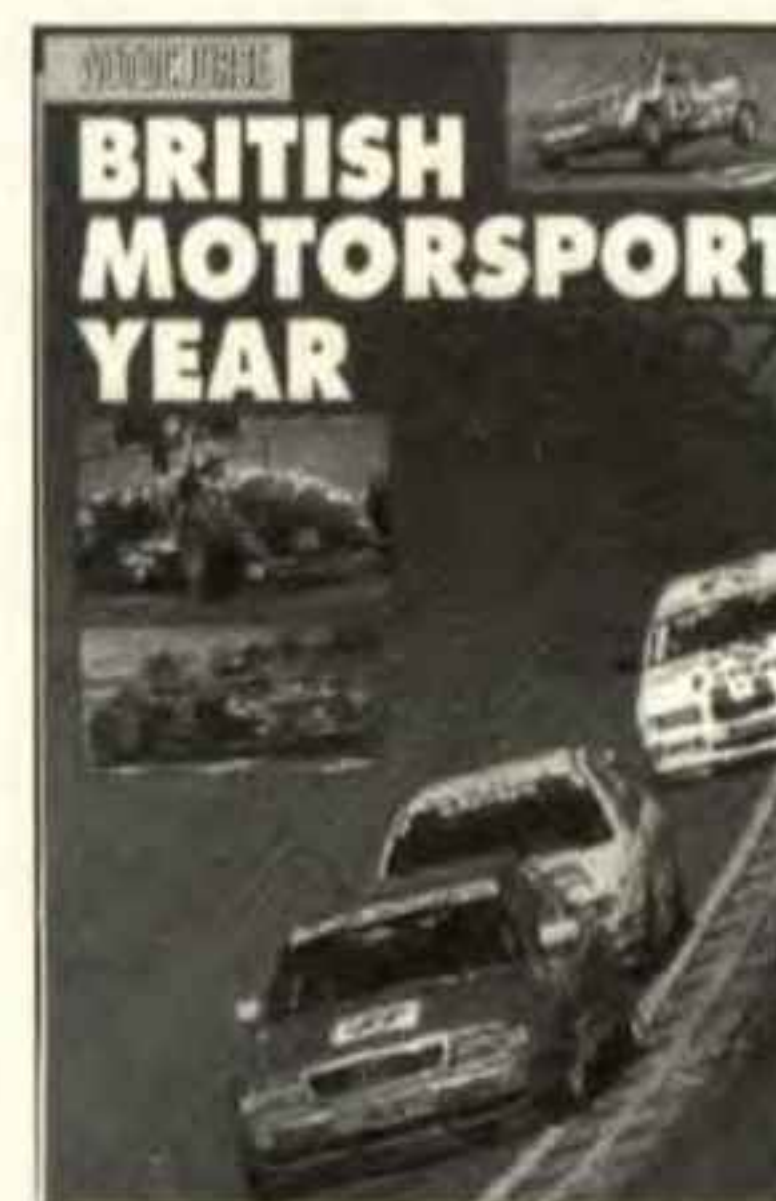
Mustang, Selling the Legend ..... £19.95  
 Mustang Weekend Projects 2 (68-70) ..... £13.95  
 Panhard, Le Grand Livre ..... £62.95  
 Peugeot 205 service guide ..... £9.95  
 Original Porsche 911 Restorer's Guide ..... £19.95  
 Original Porsche 356 Restorer's Guide ..... £19.95  
 Porsche 911, Complete Story ..... £19.95  
 Porsche 911 R, RS & RSR ..... £40.00  
 Porsche 911: Forever Young ..... £49.95  
 Porsche 911 Performance Handbook ..... £15.95  
 Porsche Legends, Hist. of the epic cars ..... £19.95  
 Nostalgic Look at Riley Cars ..... £19.95  
 Riley: A Centennial Celebration ..... £4.99  
 Rolls-Royce & Bentley: The History ..... £24.99  
 Rolls-Royce Silver Shadow & Bentley T ..... £25.00  
 Classic Rovers Collectors Guide 1945-86 ..... £14.99  
 Original Land-Rover Series I ..... £19.95  
 The Singer Story ..... £40.00  
 Sunbeam Alpine & Tiger, Complete Story ..... £19.95  
 Land-Rover Original 4x4 ..... £19.95  
 Land-Rover since 1983 collectors guide ..... £14.99  
 Range Rover purchase & restoration ..... £17.99  
 Working in the Wild ..... £12.99  
 Original Triumph TR (TR2 to TR6) £19.95  
 Triumph TR6 ..... £25.00  
 Triumph TR's, complete story ..... £12.99  
 Triumph by Name, Triumph by Nature ..... £29.95  
 Toyota Truck & Land Cruiser Owners Bible ..... £22.99  
 Vauxhall 30-98 ..... £118.00  
 Vauxhall Nova service guide ..... £9.95  
 Air Cooled VW Interchange Manual ..... £12.95  
 Essential VW Beetle Cabriolet ..... £9.95  
 How to keep your VW Alive ..... £16.99  
 VW Beetle, Complete Story ..... £19.95  
 VW Beetle, Colour Family Album £12.99  
 VW Beetle, Rise from the ashes of war ..... £14.99  
 VW Golf, complete story ..... £19.95  
 Viper ..... £9.95  
 Essential Volvo 120 series & P1800 £9.95

**MOTORSPORT**

1996 Le Mans 24 Hours ..... £39.95  
 Anatomy of Speed ..... £10.99  
 Auto Racing Memoabilia & Price Guide ..... £16.99  
 Autocourse 1996-97 ..... £30.00  
 Automobile Year 1996/97 ..... £29.95  
 Autosport Grand Prix Review 1996-97 ..... £14.99  
 Ayrton Senna (They died too young) 99p  
 British Motorsport Yearbook 96-97 ..... £20.00  
 British Grand Prix 1996 ..... £18.95  
 Damon Hill's Championship Year £25.00  
 Davidstow: Cornwall's F1 Circuit ..... £9.95  
 Fairthorpe Cars ..... £24.99  
 Ferrari, The Battle for Revival ..... £14.99  
 Formula 1: Complete Race by Race Guide ..... £4.99  
 Green Races Red (Eddie Irvine) ..... £14.99  
 Gurney's Eagles (AAR Racing Cars) ..... £9.99  
 Historic & Classic Car Year 1996 £25.00  
 Indy Car Yearbook 1996-97 ..... £20.00  
 Inside Formula 1 ..... £20.00

### CATALOGUE £1

FREE NEWSLETTER - please ask



ALL ABOVE COVERS ARE SUBJECT TO CHANGE

LONDON 33 St Martin's Court, London. WC2 4AN. Tel 0171 836 5376/3800 Fax 0171 497 2539

Mon-Fri 9:30-5:30 (Thursday till 7:00), Sat. 10:30-1:00 & 2:00-5:30

OXFORD 8 The Rowney, Headington, Oxford OX3 8DH. Tel 01865 66215 Fax 01865 6355 Mon-Sat 9:15-5:30

BOURNEMOUTH 241 Holdenhurst Rd, Bournemouth BH8 8DA. Tel 01202 396469 Fax 01202 391572 Mon-Sat 9:30-5:30

SWINDON 10 Theatre Square, Swindon SN1 1QN. Tel 01793 523170 Fax 01793 432070 Mon-Sat 9:30-5:30



# MOTOR MOTOR MOTOR MOTOR BOOKS BOOKS BOOKS BOOKS YOUR BEST CHOICE FOR ALL MOTORING BOOKS

MOTOR BOOKS is the original and leading Motoring Bookseller. Not connected to or to be confused with any other Booksellers

Lotus Formula Juniors 1960-63	£11.95
Motocourse 1996-97	£27.50
Motorsport Art of Michael Turner	£35.00
Murray Walker's 1996 G.P. Year	£12.99
Pirelli World Rallying 19 (96-97)	£19.95
Quicksilver	£40.00
Rallycourse 1996-97	£27.50
Schumacher, Formula for Success	£17.99
Touring Car Year 1996-97	£9.95
Ultimate Encyclopaedia of F1	£18.99
Villeneuve, My First Season in F1	

**DAMON HILL  
MY  
CHAMPIONSHIP  
YEAR**  
£25.00  
244 pages  
Colour Photo's throughout

World Rally Champions 1995 (Subaru)	£20.00
	£39.95

#### BIOGRAPHIES

Damon Hill	£12.99
Eddie Irvine	£9.99
Gerhard Berger	£20.00
It Beats Working (Eoin Young)	£17.99
Jonny Herbert	£9.99
Life at the Limit (Sid Watkins)	£16.99
Nigel Mansell	£5.99

#### BROOKLANDS LIMITED EDITION ROAD TESTS

Checker	£9.95
Jaguar C-Type & D-Type	£9.95
Jaguar S-Type & 420	£9.95
MG Y-Type & Midget ZA/ZB	£9.95

#### OSPREY COLOUR CLASSICS SERIES

Alfa Romeo	£6.99
Austin-Healey 100 & 300	£6.99
Cobra, AC & Shelby American	£6.99
Classic Volkswagens	£6.99
Ferrari Testarossa	£6.99
Land Rover	£6.99

#### MULTIMEDIA

Driving Instructor (PC CD Rom)	£19.99
Driving Skills (PC CD Rom)	£24.95
Ferrari Road Cars (PC CD Rom)	£29.99
Grand Prix 2 (PC CD Rom)	£34.99
Grand Prix Manager (PC CD Rom)	£29.99
Monaco GP 1929-80 (CD Rom)	£44.99

#### ROAD ATLASES

Autoroute Express (PC CD Rom)	£59.99
Great Britain Road Atlas 1997 (Large)	£12.95
Handy Road Atlas: Great Britain	£5.95
London A-Z	£3.95
London Central Area A-Z (Large)	£5.85
London Streetfinder	£4.99

#### MOTORCYCLES

Beneli Road Racers	£10.99
BMW Motorcycles	£19.95
British Motorcycles since 1900	£14.99
Classic Indian Motorcycles	£18.99
Cult of the Cafe Racer	£19.95
Ducati 1960-73 (gold)	£12.95
Ducati 1974-78 (gold)	£12.95
Ducati Story, 1945 to present	£19.99
Harley-Davidson Data Book	£11.95
Harley-Davidson Sheet Metal Fabrication	£14.95
Harley-Davidson Shovelhead Colour Hist	£15.95
Illus Antique American M/C buyers guide	£113.95
Lambretta Innocenti illus. History	£14.99
Mallory Park, 40th Anniversary	£6.25
Miller's Classic Motorcycles 1997-98	£12.99
The Motorcycles, definitive hist.	£18.99
Motorcycles Collectibles	£24.95
Side Cars, Cent ans d'Histoire	£37.95
Triumph Racing M/C's in America	£19.95

#### VIDEO TAPES

Complete Driving Video	£12.99
Theory Test, video & book	£14.99
200 MPH Jaguar (XJ220)	£12.99
1996 Autotrader Touring Car Champ	£14.99
1996 FIA F1 Review	£13.99
America's Fastest Cars	£12.99
Aston Martin DB7	£12.99
Cutting Edge: Formula 1 Cars	£12.99
Cutting Edge: Indy Car	£12.99
Cutting Edge: Rallying	£12.99
Ferrari F355	£19.95
Jeremy Clarkson's Motorworld	£12.99
Lotus Story vol.1	£12.99
Lotus Story vol.2	£12.99
Motor Racing 60's Style	£12.99
New Cars 1996	£10.99
Racing Green	£12.99
Racing Red	£12.99
Racing Silver	£12.99
Racing the Silver Arrows pt.1	£17.99
Racing the Silver Arrows pt.2	£17.99
Road Rage, Drive & Survive	£12.99
Ten Top Exotic Cars	£10.99
TT 96 Long Review	£16.99

#### BARGAIN BOOKS

A Life With HWM	£5.99
A Guide to Motor Circuits of the World	£4.99
Adriane, My life with Ayrton	£4.99
Advertising British Cars of the 50's	£4.99
Alfa Romeo, complete story	£6.99
Alfa Romeo Duetto Spider	£6.99
Alfa Romeo Giulia GT	£6.99
Alfa Romeo Tradition	£11.99
British Citroen	£11.95
Bugatti Type 57	£25.00
Daimler & Lanchester, Illus History	£5.99
Daimler & Lanchester, Century of Hist	£17.95
EB Bugatti (Issues 4, 5, 6) .each	£6.95

ERA, A Concise History	£7.95
Ferrari Ecurie Francochamps	£19.99
Ferrari on the road	£19.99
HRG The Sportsman's Ideal	£8.99
Humber Anthology 46-47	£5.95
Humber, An Illus History 1868-1976	£7.99
Jaguar Catalogue Raisonne	£59.95
Jaguar XJR Group C & GTP Cars	£7.99
Lancia Catalogue Raisonne	£59.95
Lancia Fulvia HF	£24.95
Lawrie Bond, The Man & the Marque	£9.95
Legendarie Alfa Romeo	£37.50
Obrigado Ayrton, simply the best	£12.99
Porsche Catalogue Raisonne	£59.99
Porsche The Road, Sports & Racing Cars	£12.99
Racing at Crystal Palace	£5.95
RR & Bentley, All Models from 1904	£49.95
VW Power & Style	£5.95
When Nuvolari Raced	£29.99

#### WORKSHOP MANUALS

Austin A40 Devon/Dorset	£17.95
Austin A40 Somerset	£24.95
Austin-Healey 100 BN1 & BN2	£19.95
Austin-Healey 100/4 parts	£28.95
Austin-Healey 100/6 & 3000	£21.95
Austin-Healey 100/6 parts	£28.95
Citroen 2CV (2 vol's)	£49.90
Citroen 2CV parts	£31.00
Jaguar XK 120/140/150 & Mk7/8/9	£46.95
Jaguar XK 120 parts	£38.95
Jaguar XK 140 parts	£36.95
Jaguar E-Type series 1 & 2	£36.95
Jaguar E-Type V12 series 3	£25.95
Lancia Delta & HF	£49.00
MGA	£18.95
MGA 1500 parts	£18.95
MGB & GT to Sept. '76	£12.95
MGB & GT 1978 on	£16.95
Mini 1959-1976	£19.95
Reliant Scimitar GTE SE6	£41.95
Land Rover series 2 & 2A	£46.95
Land Rover series 3	£23.95
Land Rover series 3 parts	£21.95
Rover 2000 & 2200 (P6)	£26.95
Rover 3 & 3.5 Lt Saloon & Coupe	£26.95
Rover 3 & 3.5 Lt Saloon & Coupe parts	£23.95
Sunbeam Alpine series I-V	£33.00
Sunbeam Alpine series I-V parts	£34.00
Triumph TR6	£24.95
Triumph Stag	£24.95
Triumph Spitfire 1500	£17.95
Triumph Stag parts	£22.95
Volvo P1800	£34.95
Volvo Amazon 120	£41.95
Volvo 121/121S	£28.95
Wolseley 1500 & Riley 1.5	£25.95
POSTAGE ON MANUALS	£5.00

This only a small selection of the manuals we can supply. Please contact us for a quote on other manuals and parts catalogues.



## POSTAGE & PACKING

UK -add £.325 (over £50 post free)

Please ask if Firs Class/Express delivery required

Overseas - 15% of value upto £150, 10% over £150

For Air mail please ask.

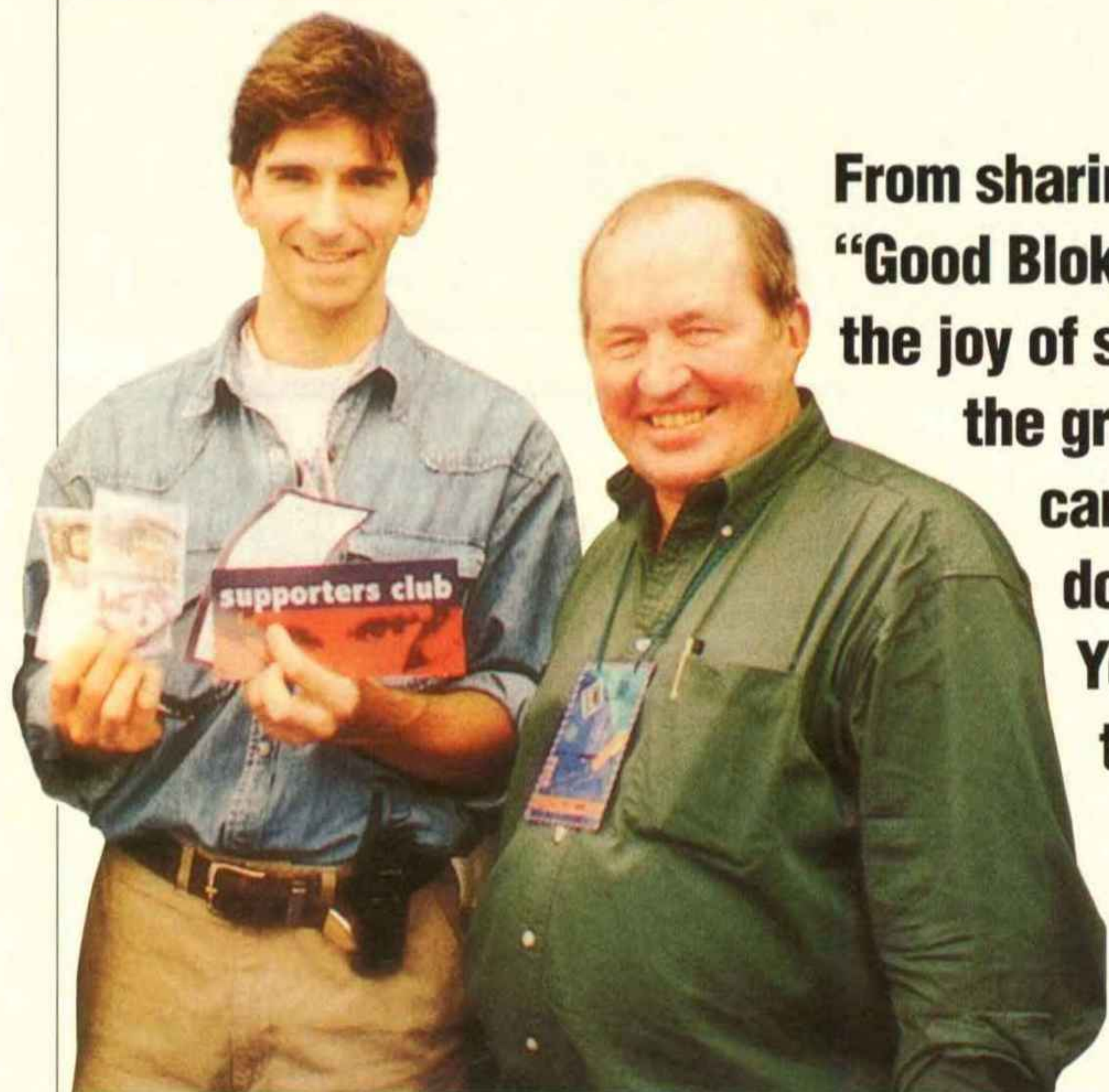
**FREEPHONE ORDERLINE 0800 0267890**

**FAX 0171 497 2539**

**E-mail 100772.1231@compuserve.com**

**E-mail MotorIL@aol.com**





**From sharing a laugh with "Good Bloke" Damon to the joy of seeing some of the greatest-ever cars taking over down-town New York, here's the tale of Eoin Young's 35th year on the racing trail. Tough it isn't.**

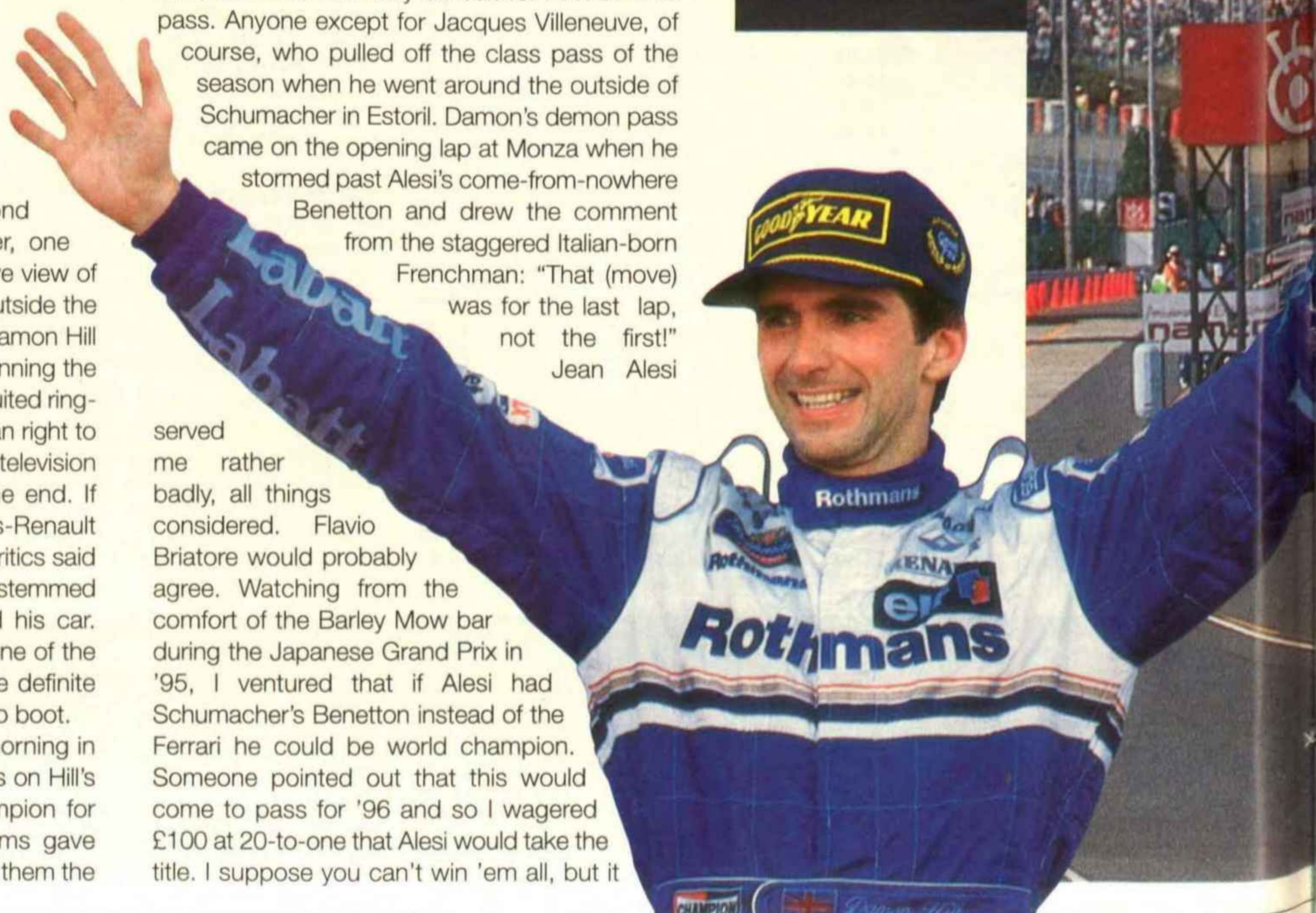
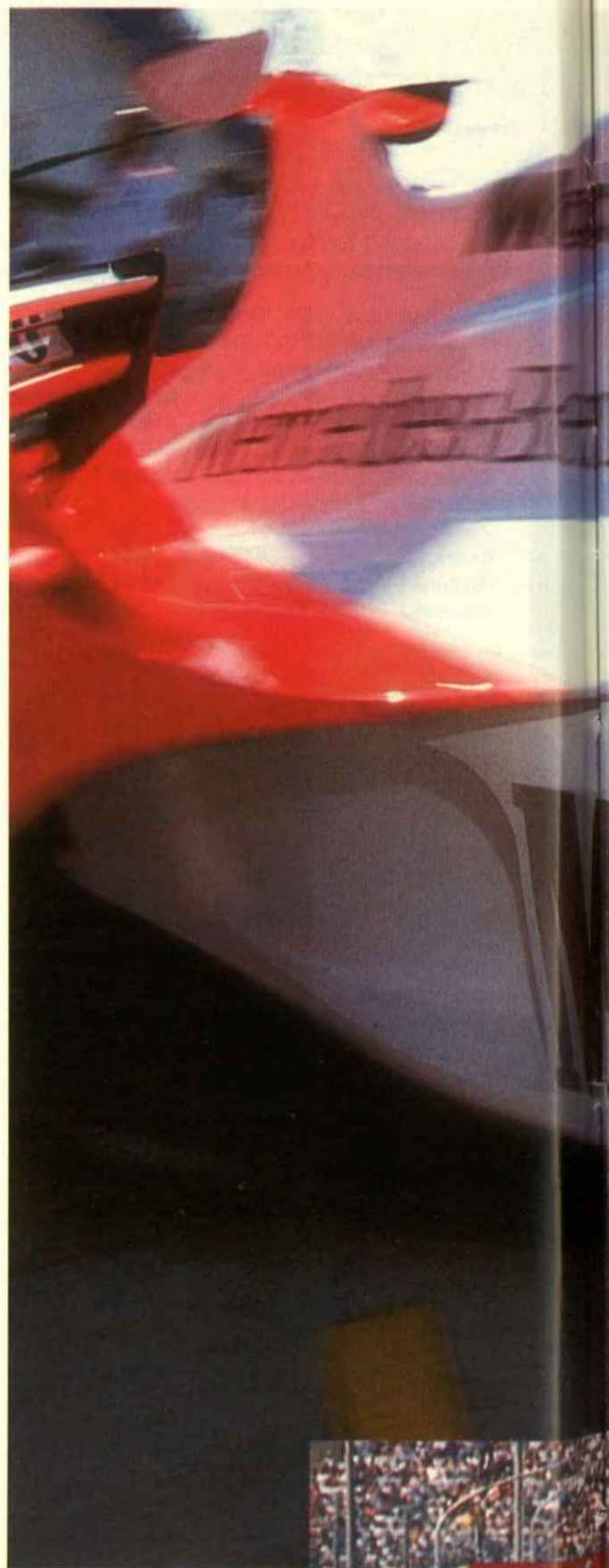
# A view from the bar

**W**hen your Sunday lunch is in a different country every second weekend during the summer, one tends to take a more laid-back alternative view of the afternoon's proceedings on-track, outside the confines of the motor home paddock. Damon Hill seemed to spend most of the season winning the world championship but I suppose this suited ring-master Ecclestone who had a title that ran right to the wire in Japan and kept a worldwide television audience on the edge of its seat to the end. If Damon had the best car in the Williams-Renault why didn't he win the title sooner? His critics said he couldn't pass but this criticism usually stemmed from the drivers who wished they had his car. Damon did, after all, start from pole in nine of the 16 GPs and won eight. And he had the definite asset of being a Good Bloke and a Brit to boot.

Writing this on a sunny December morning in New Zealand, I can report colonial views on Hill's championship. Alan Jones, world champion for Williams in 1980, reckoned that Williams gave Damon a winning horse and he delivered them the

title. What else did they want? Chris Amon, former Ferrari and Matra driver, offered the armchair opinion that it seemed fairly difficult for ANYONE to pass. Anyone except for Jacques Villeneuve, of course, who pulled off the class pass of the season when he went around the outside of Schumacher in Estoril. Damon's demon pass came on the opening lap at Monza when he stormed past Alesi's come-from-nowhere Benetton and drew the comment from the staggered Italian-born Frenchman: "That (move) was for the last lap, not the first!"  
Jean Alesi

served me rather badly, all things considered. Flavio Briatore would probably agree. Watching from the comfort of the Barley Mow bar during the Japanese Grand Prix in '95, I ventured that if Alesi had Schumacher's Benetton instead of the Ferrari he could be world champion. Someone pointed out that this would come to pass for '96 and so I wagered £100 at 20-to-one that Alesi would take the title. I suppose you can't win 'em all, but it







Left: Right result in Japan meant the championship for the right bloke....and a Brit to boot. So just why *did* Frank Williams ditch Damon? Above: Red-and-white was once synonymous with success; next year it'll mean Ferrari, not McLaren



IAT

oro

Marlboro

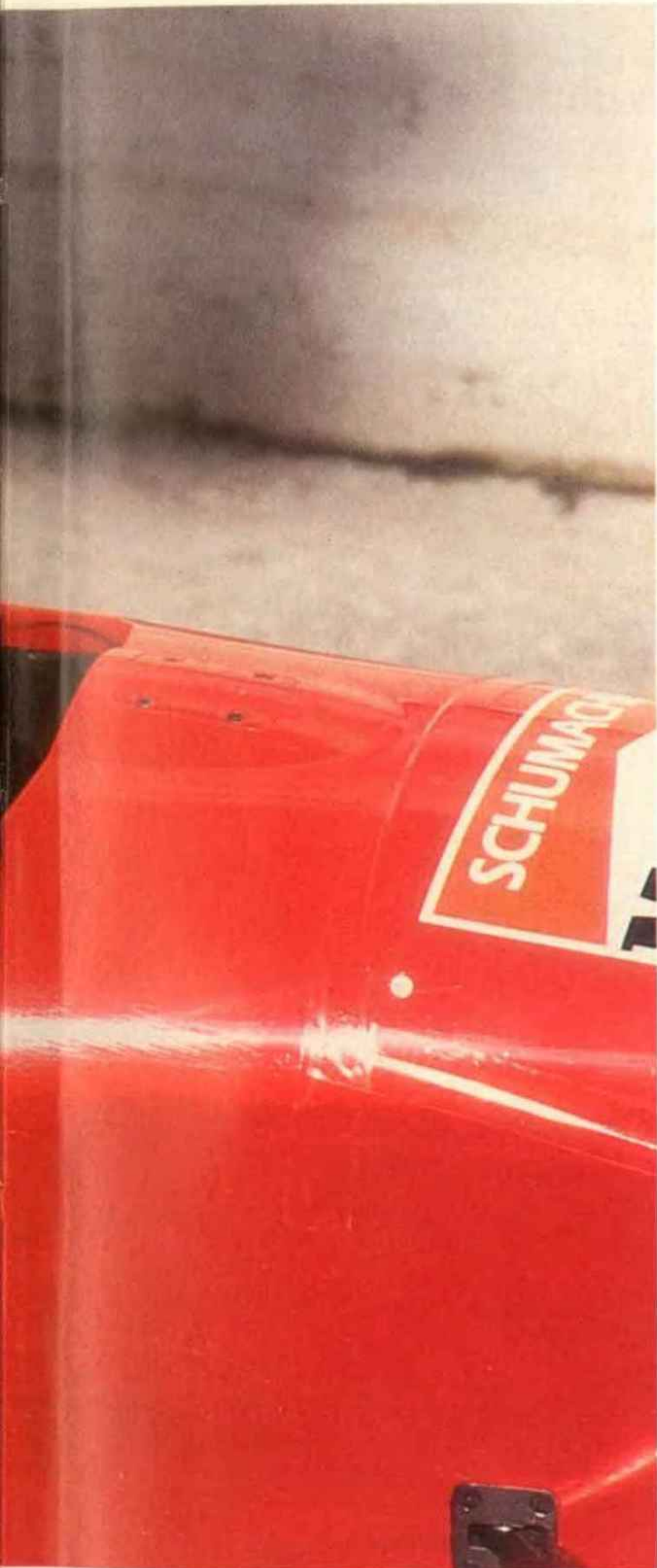


Above: If Ferrari get their act together, will any-one be able to beat Schumacher? Right: McLaren F1 was one of the road-going highlights of EY's year. Below: Damon did the job just right for ringmaster Bernie. Below right: But Alesi failed EY in quest to win £2000 at 20-to-one

Above: Jacques Villeneuve, class passing act of the year. More of the same in '97? Yes please. Above right: Not long now before we find out if Heinz-Harald Frentzen can still cut it with Michael Schumacher. Right: Will the mighty Williams be enough to give Michael's great rival the edge, or has Heinz-Harald peaked?







would be nice if to win ONE. That's what Flav is thinking right now. Schumacher took his enormous talent to Ferrari and won three GPs while his old team staggered from debacle to defeat and won nothing. With Schumacher at the helm the season before, Benetton had won 11 races and the title.

Schumacher set new records with his \$25-million Ferrari retainer but he certainly earned his keep to the point where Marlboro have severed their historic links with McLaren to put more backing behind Ferrari. Formula 1 is a notoriously fickle business. I nearly said 'sport', but it stopped being that when the Lotus were painted in Gold Leaf livery in a garage not 10 miles from where I'm tapping this, during the 1968 Tasman series. When you're up, you're up, but when you're not winning your profile vanishes. When McLaren were winning with Senna and Prost, the McLarens were known as red-and-whites and it was a synonym for success, just as you could subliminally read Marlboro on the letterless chevrons when the tobacco companies weren't allowed to advertise specifically at Silverstone and Hockenheim.

The Williams' dismissal of Damon before he had secured the title was seen as almost a betrayal of talent and trust, but it was such a guillotine stroke that you have to assume that there was more to it than meets the eye. Something we won't learn about for years, if ever. Had Frank really signed Heinz-Harald Frenzen before the 1996 season began, as was widely rumoured if extravagantly discounted and denied by all parties? And WHY did Frank throw away his charismatic Brit with his popular heritage as well as the number one? Was

## “Six five... That's what Stirling was getting in the SLR along this stretch in the Mille Miglia in fifty-five”



it just to get a German of his own to tackle Schumacher and Ferrari? It will probably need rather more than the grudge that goes back to Schumacher wooing Frenzen's girlfriend away and marrying her to get Frenzen to grips with the Ferrari. There are those who say that when both Germans were junior drivers with Mercedes, H-H was the faster of the two, but others say that Frenzen could be faster over a given number of laps but couldn't match Schumacher over a race distance. We shall see. Insiders believe that

Frank felt Damon didn't have what it took to beat Schumacher on a good day and that if Ferrari ever get their act together for more than two races on the trot, the German will be hard to beat. By anyone. And is there the possibility that Frenzen has peaked? Most of this season he spent with his Sauber mirrors full of Johnny Herbert's other Sauber, so does this mean that (a) the car is awful (b) both drivers are equally talented and, if so, (c) why didn't Frank hire Herbert?

When Schumacher was dominating in the Benettons we saw Briatore accepting full credit in a way that must have made people like Frank Williams and Ron Dennis cringe — or at least wish they were in his designer trainers. In the way that Ayrton Senna demanded total attention within the team, Schumacher takes over the team and tailors it to his own individual requirements. This rankled with his succession of number twos who could only rescue crumbs of reputation by pointing out how close/far they had been from the Top Teuton's times. Eddie Irvine professes a lack of concern at operating in Schumacher's shadow so long as he has a top drive and the cheques keep coming but, if that is his way of establishing his F1 profile, other teams may cross him from their shopping list. As though that will bother him.

As I was writing this, word came through that Denis Jenkinson had died. I have mixed feelings. He wouldn't have had. He'd have said “Bloody good job too” if he'd been discussing his own demise. Jenks liked to call his chosen travelling-gang of motor racing writers The Famous Five, borrowing from Enid Blyton. I can't imagine that

we — Jenks, Alan Henry, Nigel Roebuck, Maurice Hamilton and I — resembled Enid's rosy-cheeked chums in any aspect but we had good times at and around the Grand Prix circuits. It seemed odd

to be regarded as a friend by Jenks, who had been our idol for years before we ever imagined we would meet him, let alone be included in his dinner table conversation where the motor racing world was always rearranged and put right to Jenks' exacting standards.

We've all got our Jenks stories to trot out but one of mine is driving him down the Via Emilia after an Imola GP and him saying “Six five up here” and sitting there with a satisfied smile. I asked him what on earth he was talking about and he said “That's what Stirling was getting in the Mercedes along this stretch in the Mille Miglia in fifty-five...” Their win in the 300SLR that year was part of motor racing history and Jenks's chronicle in MOTOR SPORT was read and re-read by every schoolboy and every schoolboy's son thereafter as the way motor racing should be written about. DSJ's report was as great in our world as Stirling's win was in his.

Then there was the DSJ quote that I felt put Formula 1 in perspective. I arrived late for a practice session at Zolder and joined Jenks in the pitlane. Who's quick, I asked? “They're all quick,” he said. “Even the slow ones are quick...” We tend to judge the tail-enders as slow if they're half a second off pole, but get out there in one of those cars and try it yourself.

It wasn't all Formula 1 for me in 1996. In between times I drove nigh on £2m worth of splendid motorcars including the centre-seat





McLaren F1, the staggering price of which made up a vast proportion of this figure. I also drove John Coombs's yellow ex-Ecurie National Belge D-Type Jaguar and was driven round Le Mans in it on race morning by Paul Frere who had finished in the money with this very car. I asked when he had last driven around the Sarthe circuit. "In 1960," he said. "When we won..." I hoped he remembered that there was a right-hander after the pits because we were coming up on it at a fair lick. He was almost 80. An American journalist remarked "I wish I could drive as well as he does when I'm 80." And then he considered what he had said and added "Hell, I wish I could drive as well as he does NOW!"

The McLaren was wonderful to drive just to be able to say you'd done it without having to fork over the required king's ransom for the privilege. I liked the Barley Mow comment on the car when Les, one of the regulars, was killing time in Park Lane and parked on the double yellows outside the McLaren showroom and strolled in to look at the F1. Could he sit in it, he asked? The receptionist said he couldn't. But I'm a prospective customer, says Les. "No you aren't," she said.

"That's your Cavalier parked outside..."

The Bentley Continental T I drove to Silverstone was quite exquisite motoring in the grand manner. If you were in that price bracket, it'd be very much an impulse buy. You'd HAVE to have it. If you weren't in that price bracket it wouldn't matter because you'd NEVER be able to save up for it. Performance was light years ahead of what the world has come to expect from Crewe products. It delivered its urge in a sort of Savile Row-suited version of the manner in which the Schwarzenegger style Dodge Viper converted the power of its 10-cylinder 8-litre engine to the road. I've never driven from Brussels to Spa in such a brief spasm of time!

Talking sensibly, or as sensible as it's reasonable to expect in this rarified world we scribes are allowed to live in, I would probably choose the Porsche 911 Carrera we drove to Goodwood for the Festival of Speed in June as the most practical, economical and value for money performance motoring we had this year. And it fits your garage.

The Goodwood Festival is a must-attend event in my calendar. Lord March deserves full credit for personally creating an event from nothing into the social event of the motoring year outside the Grand Prix. Maybe including the Grand Prix. He scarcely started with a sow's ear from which to create his superb silk purse because Goodwood House is a fairly imposing pile to use as a backdrop, but the weekend has become an international gathering of the good and the great, the rich and the famous in our world where, for the price of your entrance ticket, you have the chance to chat to famous racing drivers, stand alongside their cars and generally do all the things that Bernie Ecclestone banned years ago for those who like their racing to be expensive.

My only carp is that the hillclimb around which the weekend revolves is really the one aspect that causes total disruption for the punters and is liable to inflict serious injuries on one of its enthusiastic and mostly amateur competitors. Just because it has not happened yet doesn't mean it won't. Even with the best will in the world.

This is not to sell the Coys/Chrysler event at

Silverstone short. The Coys weekend has the luxury of sprawl, the airfield area to spread acres of cars you wish you could afford and people you wish you could meet. Finding them is usually the problem. Goodwood is that much more intimate.

I'm not really into concours d'elegance events because cars, in my book, are made to be driven, not polished and preened to look better than when they left the factory. This year BMW flew a group of us to Laguna Seca where the Munich motorcars were the favoured marque and the weekend also featured the glitzy concours at Pebble Beach and the more down-home Concours Italiana near Carmel. The Laguna races are California's answer to Coys and Goodwood, and as a busy total weekend it's worth the trip.

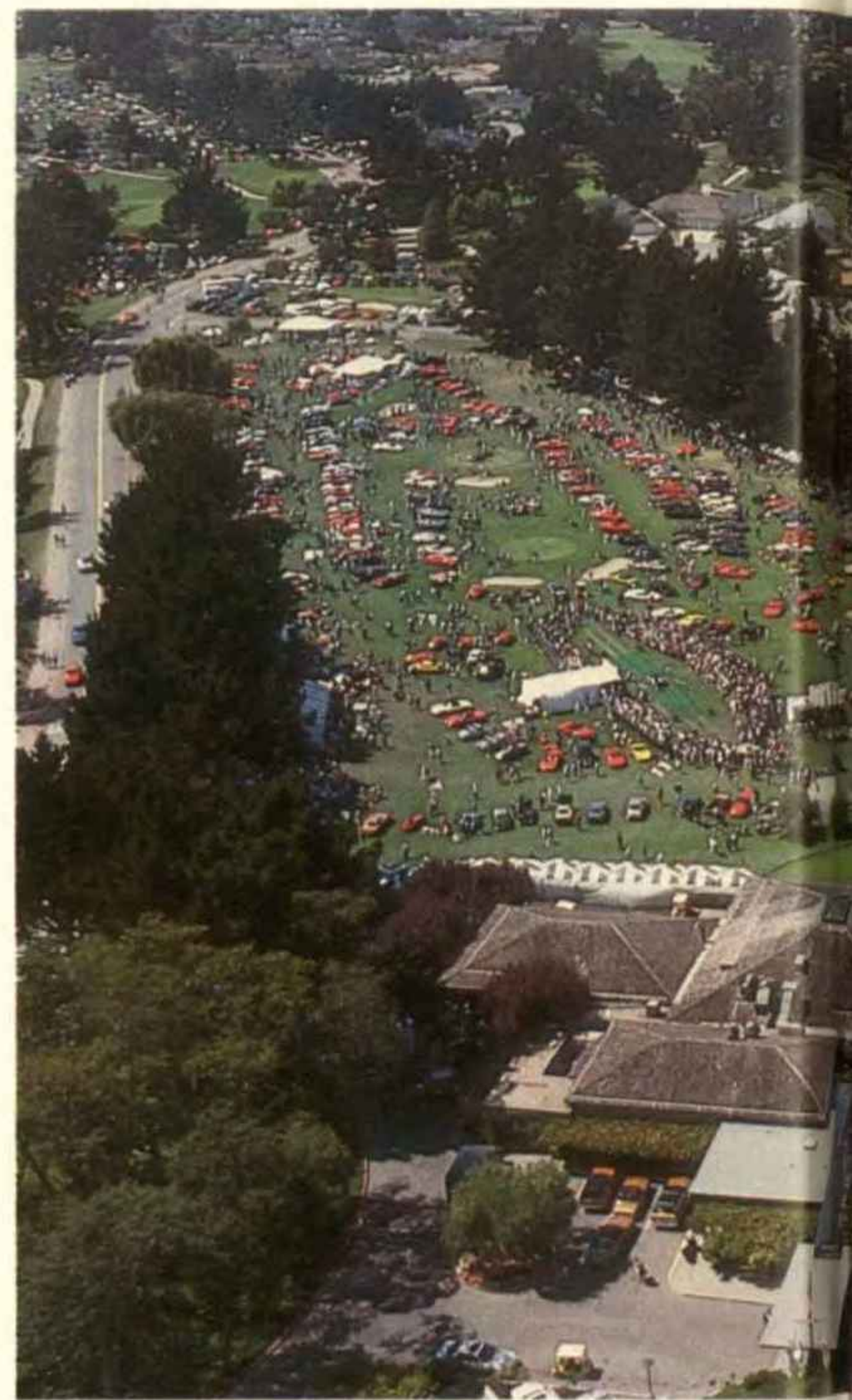
If Charles March created the Goodwood weekend, Murray Smith invented the Louis Vuitton concours in New York this year, closing down the Rockefeller Center for a car show. This is like clos-

## "The performance of the C-type Jag on the traffic-free country roads was a luxurious breath of fresh air"

ing Piccadilly for the weekend so that a bunch of international car people can indulge their hobby. It was GREAT! Smith is a British expat with a finger in a veritable multitude of pies, shepherding Chrysler in their feel-good involvement with the old-car scene worldwide. I asked how he had managed to arrange such a comfortable and interesting display of cars.

"Simple," he said. "I wanted a car show that I'd like to go and see..."

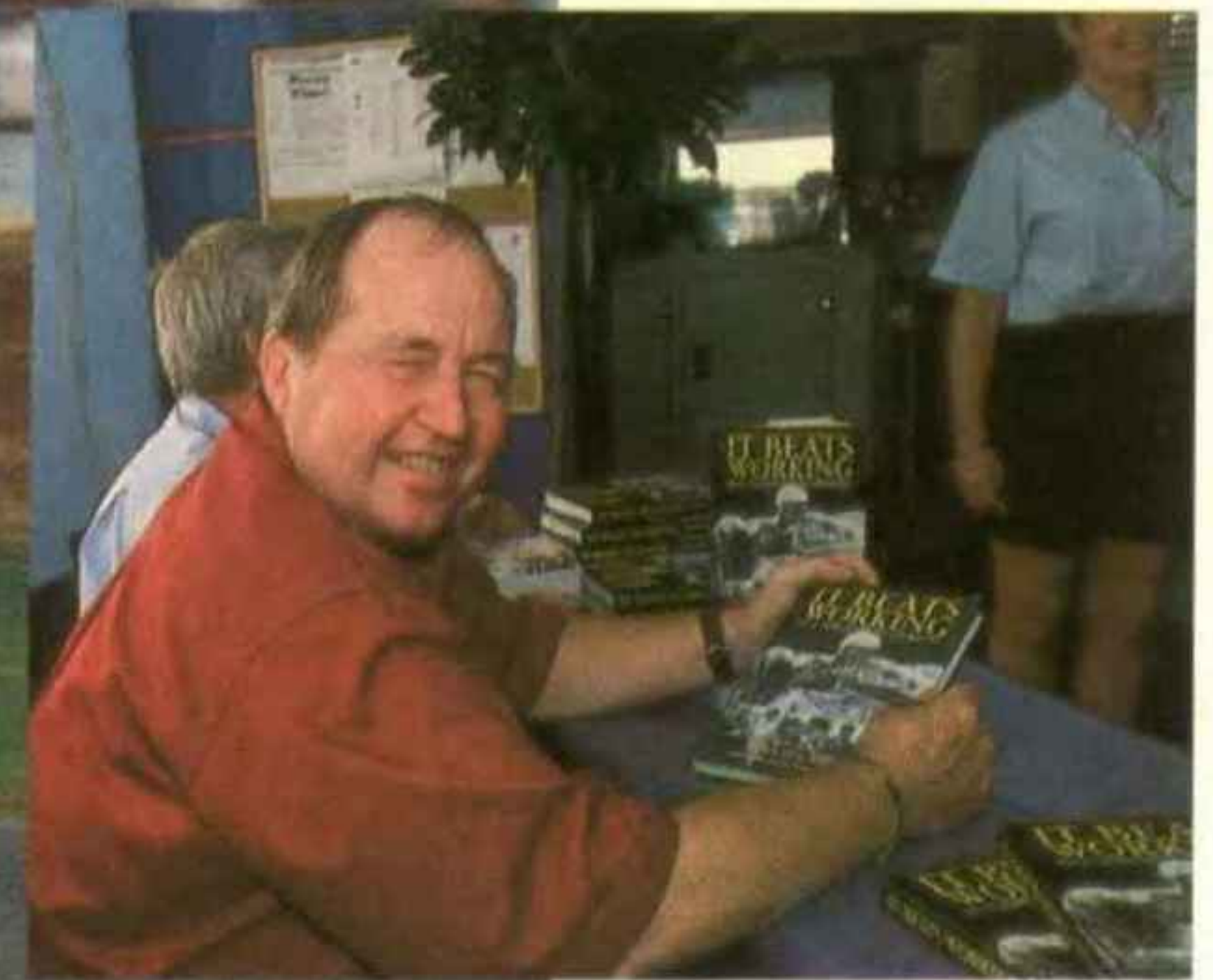
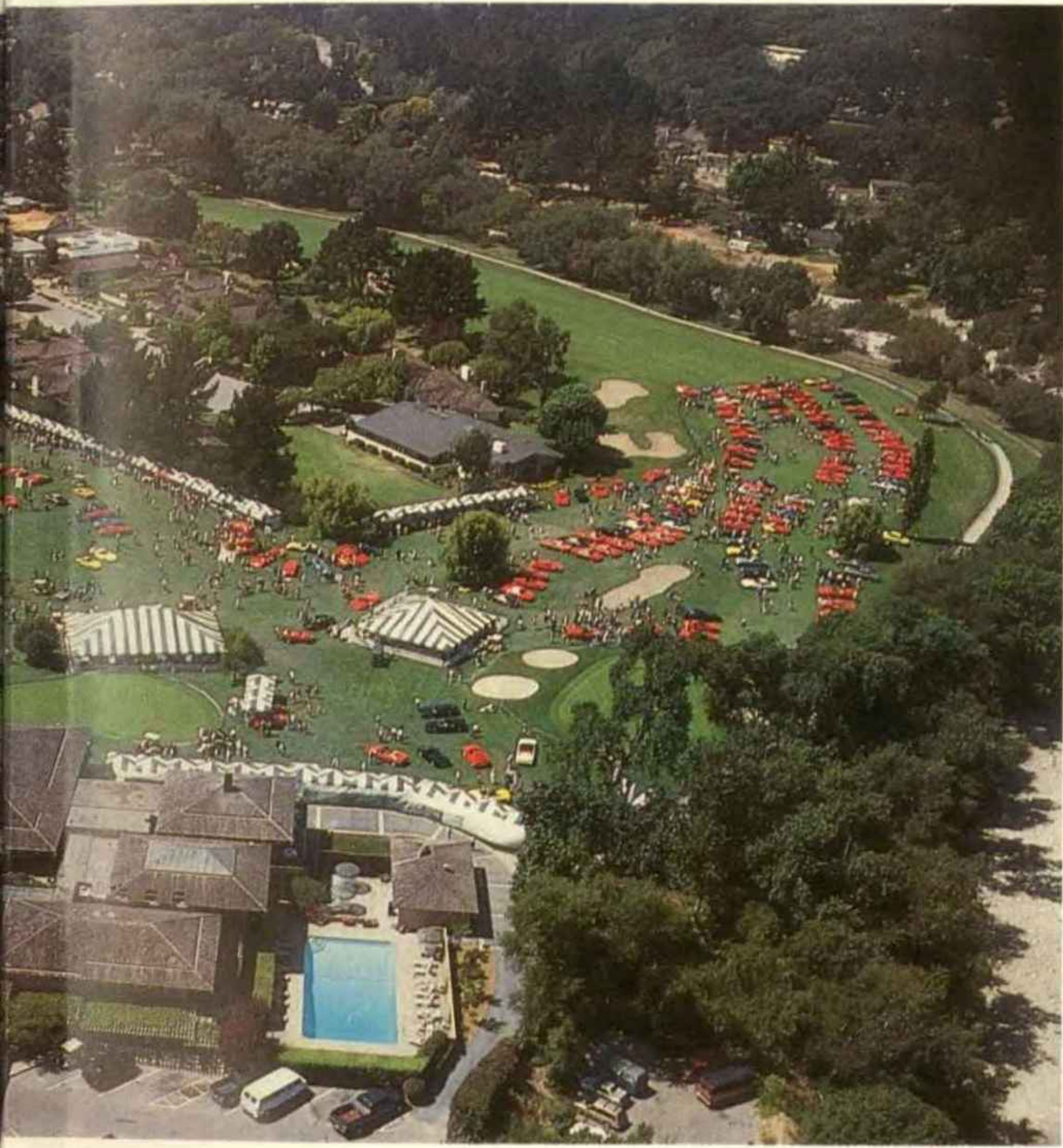
My cherry-on-the-top for the year was driving the ex-works lightweight disc-braked C-Type Jaguar — the car Moss and Walker drove to second place at Le Mans in 1953 — down to my hometown of Timaru in New Zealand with owner Kerry Manolas. I wanted to re-create my early racing days when I passengered name-sake David Young to races in his ex-Peter Whitehead C-Type in the late 1950s. The performance of the Jaguar on the traffic-free country roads was a luxurious breath of fresh air to seal my 35th year as a motoring writer outside my native land.



**Top: Concours Italiana part of a remarkable weekend in California. Gallivanting EY happy to recommend the trip. Above: Bentley Continental T, proper transport for a gentleman, EY confirms. Below: Icing on the cake was re-living former journeys in the ex-Whitehead C-type**







**Above: Louis Vuitton concours at New York's Rockefeller Center was GREAT, EY attests. Above left: "Acres of cars you wish you could afford" at Coys Historic Festival, Silverstone. Left: Moss in F2 Porsche at Goodwood. Below: EY pedals his life story at Monza**





**November's inaugural Historic Awards ceremony recognised the achievements of past masters and present practitioners. Christopher Tate reports**



Left to right: Stirling Moss, Tony Brooks, Murray Smith of Chrysler, Roy Salvadori, Jack Brabham, John Cooper and Ken Tyrrell

# The 1996 Historic Motorsport Awards

**A** lifetime of achievement by John Cooper, founder – with father Charles – of Cooper Cars, and yet perhaps the least recognised of the Grand Prix Greats of the 1950s and 1960s, was formally rewarded at the splendid inaugural Historic Motorsports Awards at London's Dorchester Hotel on November 15. The assembled drivers, team owners, historic racers and press from all over Europe, the USA, and even Japan, all clearly felt that Cooper's Chrysler-sponsored award was rightly deserved, and John gave a typically modest, warm, witty acceptance speech.



Susie Moss and Sir Jack Brabham



No further than Hyde Park Corner, please, Mr Moss

The original concept of an historic awards evening had been suggested back in the summer by winning historic racer and Coys chairman Jeffrey Pattinson. Since then our sister publication *Classic & Sportscar* had worked with auctioneers Coys to organise, underwrite and promote the event. Stars present included Sir Jack Brabham, Stirling Moss, Roy Salvadori, Tony Brooks, World Champion wife and mother Bette Hill, Ken Tyrrell, Paddy Hopkirk, and almost anyone who is anyone in present-day historic racing and rallying. There were club tables from the BRDC, HSCC, HGPCA, rallying's HRCR, International Supersports (the Can-Am racers) and Group Four Racing (the 1970s sportscars).

During an excellent dinner, guests enjoyed watching some fascinating archive film footage, which had Moss, Brooks and Salvadori in partic-

ular leaping up for a closer look, followed, on returning to their table companions, by many gestures and lurid explanations of why it was so difficult to get by them on that particular corner. . . Later on, in an unlikely twist, a delighted Brooks found himself the winner of the same set of archive videos in the charity draw on behalf of the Starlight Foundation, performed by enthusiastic historic Ferrari racer and rock musician Chris Rea, fresh from the world premiere of his film *La Passione* at the London Film Festival the evening before.

As well as the closely guarded secret of the main award to John Cooper, there were other surprises for some of the 400 guests. The idea of the evening was to celebrate all forms of historic motorsport, with awards for 'the right spirit' and endeavour, rather than mere race victories.

Thus Champagne Veuve Cliquot gave their tro-



Geoff Farmer receives his award from Bette Hill





**Above: Best Newcomer - Amanda Stretton in Lagonda. Right: Supersports Champion Paul Ingrams. Below: Venables-Llewelyn in his Tipo B Alfa**



**Left: Geoff Farmer scooped the Coys award for best drive of the Festival in the ex-Jim Clark Lotus 25**

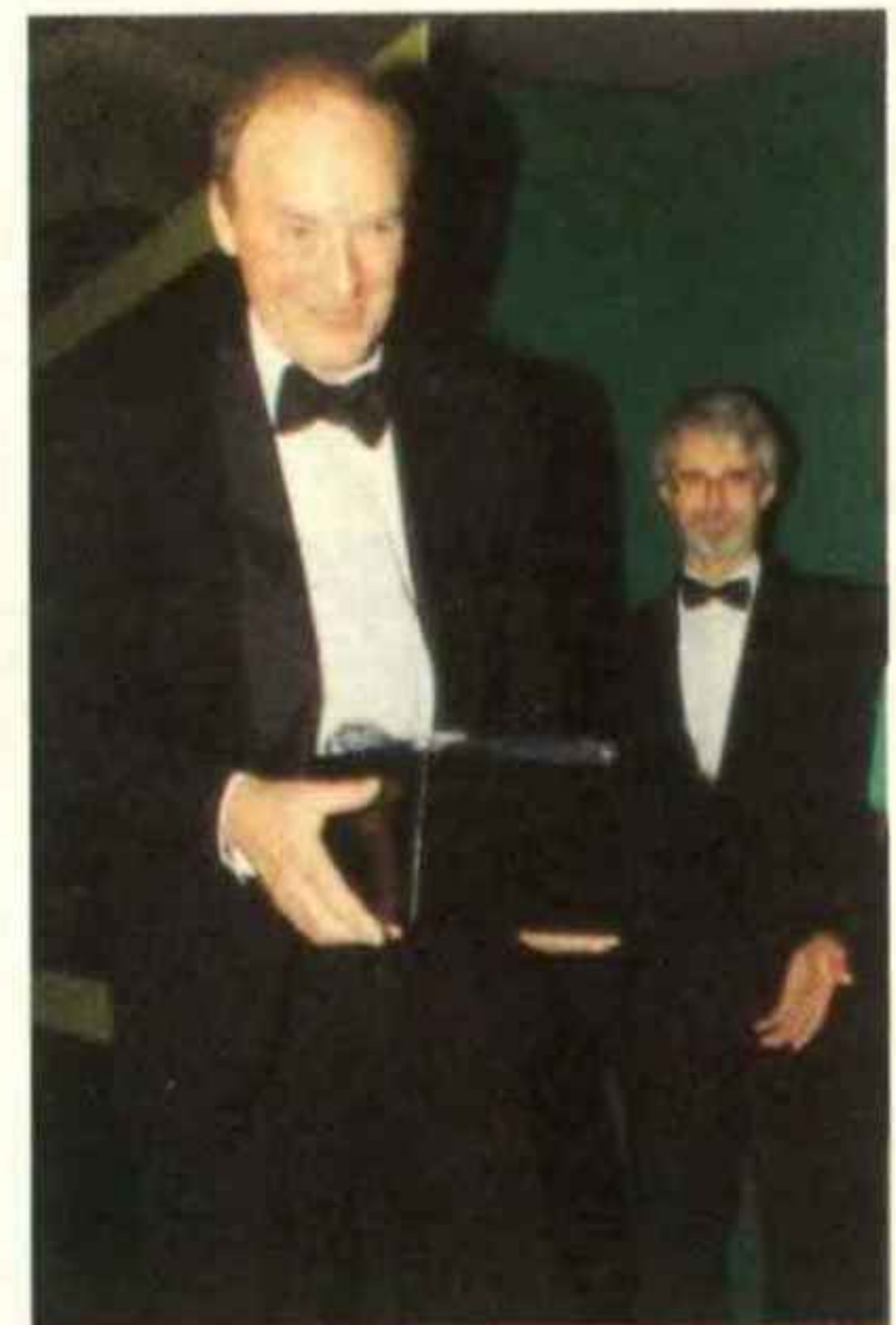


**Above: For 30 years Bob Wood's Invicta has been hard at work, in his hands and others', earning him the MS Trophy. Left: Parry-Williams and Lola**



phy for 'the most sparkling performance of 1996' to Barrie Williams, for his '50s Sportscar drive which lit up the Coys Festival in August. A very surprised and clearly moved Geoff Farmer collected the Coys award for the best drive of the Festival,

Colin Parry-Williams won the 'most meritorious' prize for his consistent drives in his immaculate Lola T70 MkIIIB, from Jonathan Baker's Group Four series sponsor, John Partridge Clothing. An extremely glamorous Amanda Stretton caused considerable hilarity with some unwitting remarks about husband Martin in her acceptance speech for the 'best newcomer to historic motorsports' trophy, and Sir John Venables-Llewelyn deservedly won the Roy Salvadori HGPCA award for his astonishing drive in the wet at the Monza Historic Formula One race where he defeated all the post-war cars. Finally, Bob Wood, well-known for his consistent competition useage of the 4 1/2-litre Invicta which has been in his family for over 30 years, exemplifies the true owner-driver, and we were delighted to be able to award him the MOTOR SPORT trophy.



**Sir John: HGPCA Salvadori trophy**



**Beckett and Keatley's cups presented by Hopkirk**

in the ex-Jimmy Clark Lotus 25, while Peter Austin, over from the Bahamas, was delighted to be adjudged the winner of the Louis Vuitton cup for best exemplifying the 'spirit of the championship' in the Vuitton 1950s sportscars series.

John Keatley and navigator Maurice Beckett came over from Northern Ireland to collect their Mobil 1/Demon Tweaks/Classic & Sportscar Historic Rally Championship award; Paul Ingram finally received his International Supersports champion's laurels, which victory he had tied up at the dramatic last race at Brno the previous month, and



**Amanda Stretton and Mick Walsh of C&S**

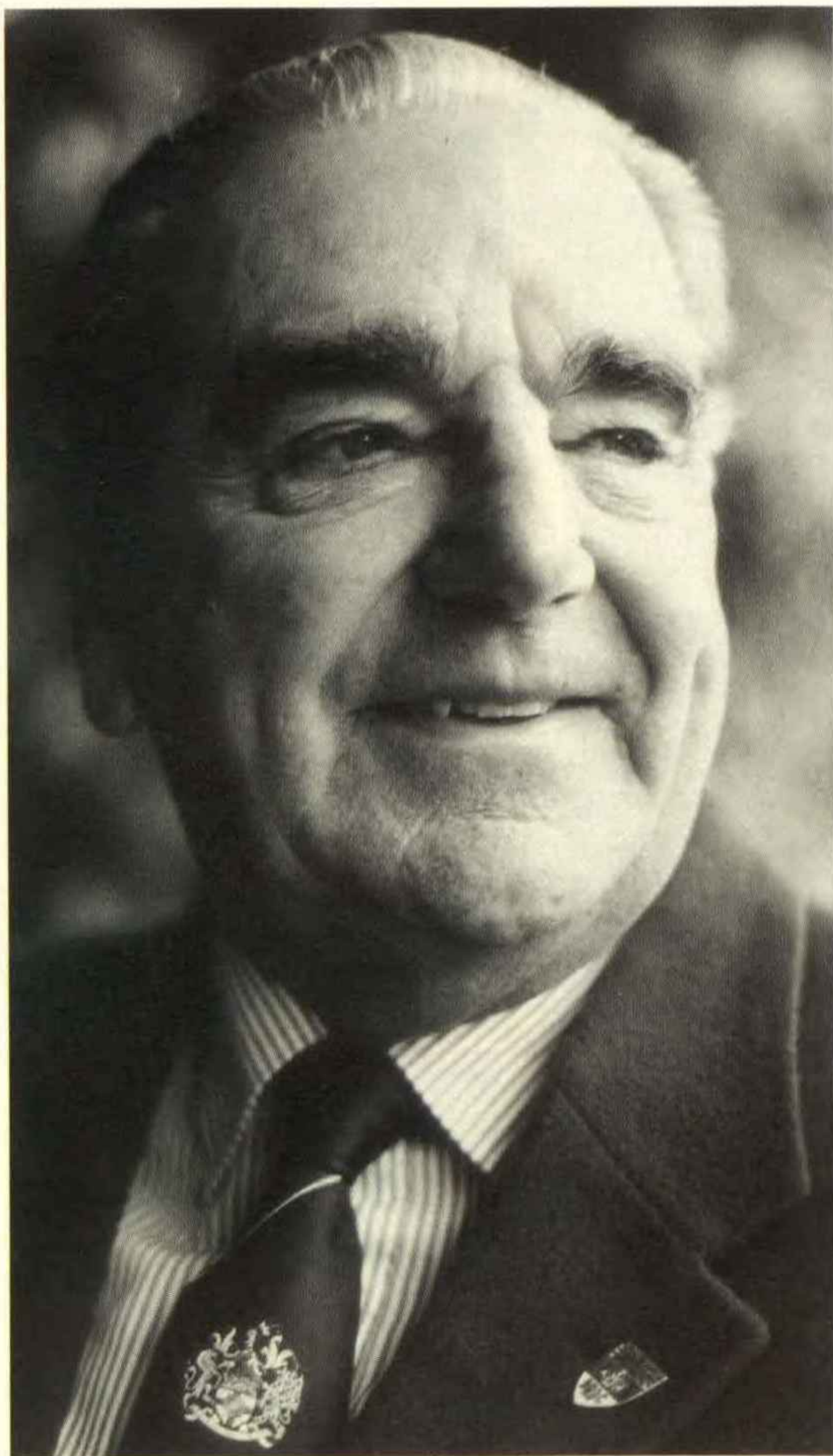
After a successful evening, the general consensus was that this Awards Dinner is a welcome and different addition to the historic calendar, with an enjoyable and relaxed format, which permitted recognition of many of those regular competitors whose machinery - or competition experience - would not normally allow them a place on a podium. The Chrysler Lifetime Achievement Award for Cooper crowned a memorable occasion.

We look forward to next year's event, already promised by Coys and C&S to be "bigger, better, and just as full of surprises".





**John Cooper and father Charles revolutionised Formula One in the 1950s. Last month John was rewarded with a lifetime achievement award at the inaugural historic motorsport awards evening. Shaun Campbell profiles the innovative genius**



# John Cooper: Formula One pace setter



The Cooper range: Morris Mini Cooper, sportscars and F1

**L**ifetime achievement awards are usually consolation prizes for people who made a career out of finishing second. John Cooper – so rewarded by the historic racing world – is clearly an exception. For when you think of Cooper and his lifetime achievements it's the word 'first' that most readily comes to mind.

The Coopers – John and his father Charles – didn't so much revolutionise Grand Prix racing as reinvent it. The trail they blazed established the foundations of the sport as we know it today. What they achieved would be surpassed many times by those who followed – Colin Chapman, Ken Tyrrell, Ron Dennis and Frank Williams among them – but the Coopers were the first of a new breed.

It could only have happened in one place and at one time – Britain immediately after World War II. There wasn't much money sloshing around, but that didn't stop a massive upsurge of interest.

There were thousands of technically trained young men, fresh from military service, looking for competition and excitement. New venues were springing up all over the country – on perimeter roads of the now disused wartime aerodromes. And there were the specialist firms that could turn out minuscule production runs at very short notice.

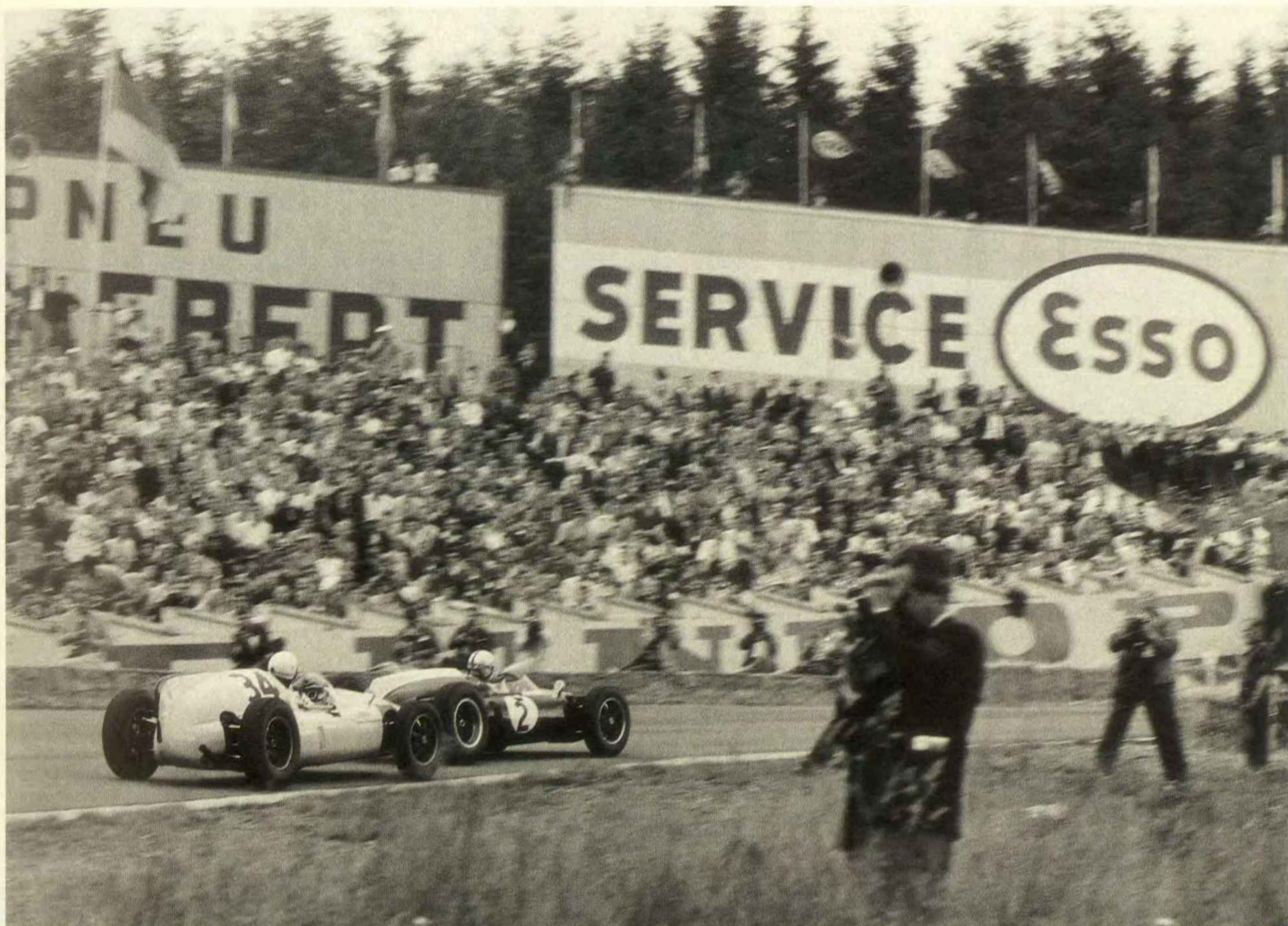
The Coopers weren't just in on the racing boom in Britain, they practically started it. In 1946, from their unassuming garage in Surbiton, they built their first racing car: a 500cc motorcycle-engined single-seater, based around parts from an abandoned Fiat Topolino. It was simple, even crude, but this spindly mid-engined car *worked*. It was fun to drive, cheap and easy to maintain, and brilliant to watch. The 500cc class, pioneered and generally ruled by Cooper, made motor racing available to people who could never have dreamt of competing before. It's not pushing the point too far to describe the first 500cc Coopers as the Model T Ford of the motor racing world.

In itself, that was a significant achievement, but the intriguing thing about the Coopers was that they had the ambition, the bare-faced cheek, to aim higher. In 1952 the dingy garage in Surbiton was the launchpad for Cooper's first 'proper' racing car, the conventionally front-engined T20. It handled as well as anything Ferrari and Maserati were making, but the Coopers couldn't find an engine to do it justice. A blond, bow-tie wearing Englishman called Mike Hawthorn performed heroics with a nitro-methane boosted Bristol-engined car, and finished third in the British Grand Prix. That was better than the

well-funded BRM V16 ever managed, but Cooper's Grand Prix aspirations had to wait until a competitive powerplant could be found.

The engine that transformed Cooper from the junior leagues to the premier division had similarly humble origins. Coventry-Climax was a forklift truck and industrial engine builder, but there was both enthusiasm for knowledge of





World Champion Jack Brabham (2) guides his Cooper to victory at Spa-Francorchamps in 1960 en route to his second world title for the works team.

motorsport within the company and their FWB engine, originally developed for a fire pump, was widely used in small racing sports cars and single-seaters.

In 1957 they built a racing engine – the four-cylinder 1.5-litre FPF – intended for Formula Two. It was the perfect match for Cooper's mid-engine design and the Climax-powered Coopers dominated, but didn't have the range or the power to gatecrash the Grand Prix party.

What made the breakthrough possible was not just the development potential of both car and engine, but a change in the Formula One rules that made the races shorter and the use of commercial fuel mandatory. On 19 January 1958, Stirling Moss – whose first racing car had been a 500cc Cooper – drove Rob Walker's privately-entered T43 to victory in the Argentinian GP.

This was a 'first' of the greatest magnitude. The first Grand Prix win for a rear-engined car since 1939: the first for a privately-entered machine; and the first for an independent assembler of racing cars from off-the-shelf components.

Veteran Frenchman Maurice Trintignant proved that the win in Argentina was no fluke when he drove the Rob Walker car to victory in the second round at Monaco. And, although the factory-built front-engined cars were to rule for the rest of the season, the Coopers had shown the way ahead.



**“The Coopers weren't just in on the motor racing boom in Britain, they practically started it...”**

In 1959 there was room at the top; Maserati and Vanwall had quit, leaving only Ferrari and those perennial under-achievers BRM to compete against. The Coopers filled the vacuum. On a budget of £40,000 (less than £500,000 today) the 'works' team won three times and lead driver Jack Brabham took the title. There were two more wins for the marque through the Walker/Moss combination, with other private entrants filling up the grid.

The aristocrats had been overthrown, but the Coopers were never real revolutionaries. There was one more glorious year, when Brabham raced to the 1960 title in the lowline T53, but they never had the edge, the sheer drive that would make

Colin Chapman's Lotus the chief beneficiary of the legacy. There was always a feeling with the Coopers that having achieved so much with so little, that there was a reluctance to adapt to new ideas.

Brabham had provided much of the impetus and the team missed his influence when he left at the end of 1961. Then, in 1963, John was seriously injured in a car accident and, in 1964, Charles died. Cooper continued in Formula One until 1968, and there were wins for the Maserati-engined cars in the preceding two years, but they were no longer the force they had been. At the dawn of the next revolution – the era

of sponsorship and the Cosworth DFV – they slipped quietly out of the sport.

And yet more people than ever were aware of the Cooper name. The mid-60s marriage, that survives today, of the Mini with Cooper, was made in some kind of motoring heaven. Yet it was, in essence, what John Cooper has always done, right from that first 500cc single-seater. It was about making the fun of high-speed driving available to a wider audience.

John Cooper's achievements have to be seen in a wider context than a list of the team's Grand Prix achievements. More than anyone, he democratised the sport and did it with humour, good





# Fresh air

Mercedes' new supercharged SLK roadster with its unique folding metal roof

**S**tirling Moss is annoyed and given that it's cold, wet, dark and six o'clock in the morning, maybe it's not too surprising. But it's neither the hour nor the weather that is furrowing those famous features. It's the car.

The car is the new Mercedes-Benz SLK and it's coping with the conditions well. It looks better than its SL big brother and it's more fun to drive – hence Moss's annoyance. His everyday car is an SL.

The SLK is one of those infinitely rare cars that's in danger of being too good. Don't laugh, the

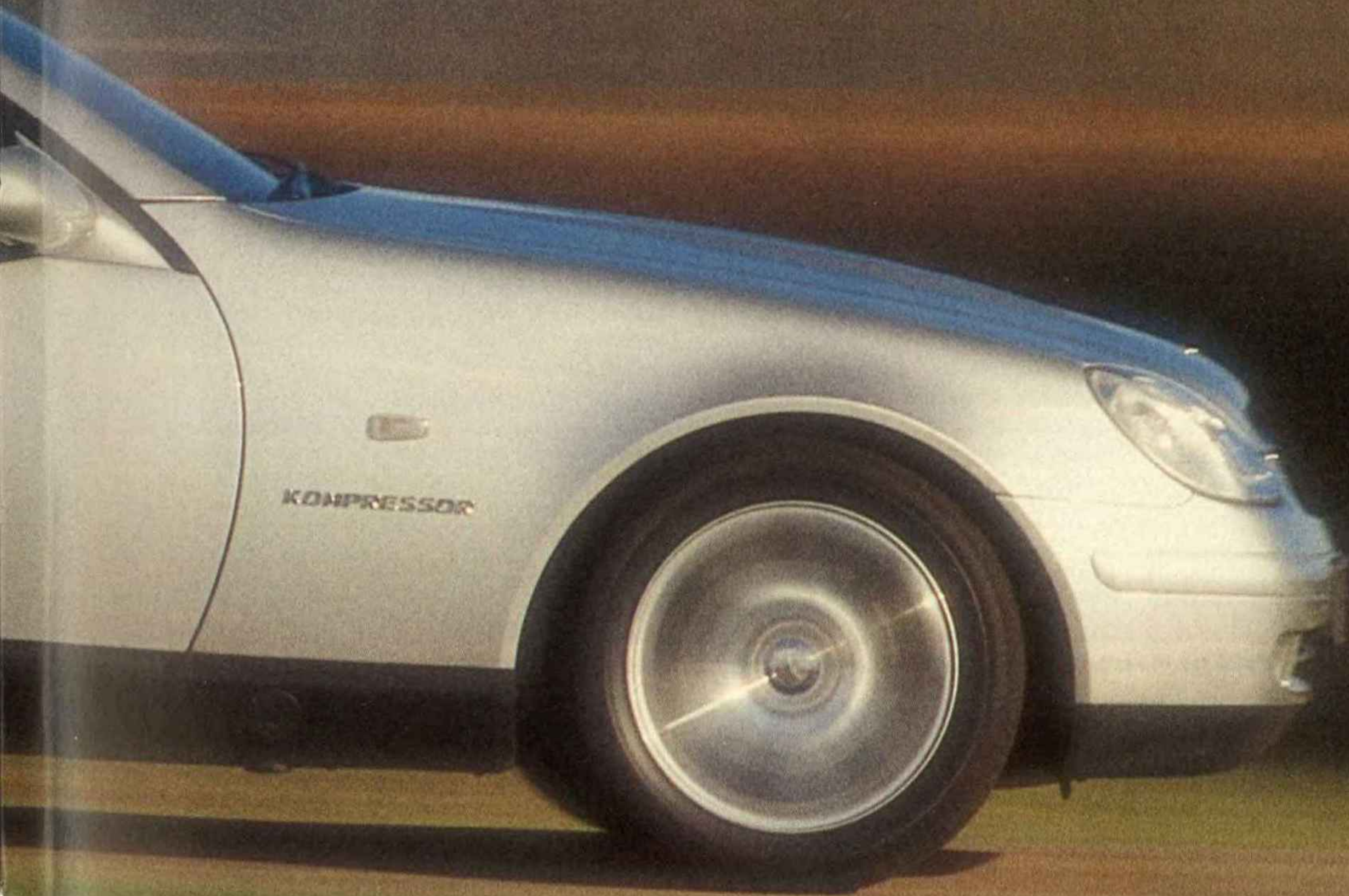
worldwide public response to the SLK is causing family-sized headaches in Stuttgart right now. Despite putting on an unprecedented third 7.5-hour shift to build them (upping production from the presumed maximum of 40,000 cars a year to an absolute, non-negotiable ceiling of 50,000), demand for SLKs far outstrips Mercedes' ability to supply them.

Getting carried away with its specification or looks right now is inadvisable. Even if you slapped down your deposit cheque today, you could not

realistically expect to be borne stylishly toward the setting sun in your SLK until sometime in 1999.

So why are so many people prepared to pledge £29,500 for a car that they haven't sat in, let alone driven, and won't be able to own for more than two years? It seems the SLK is one book the public has deemed safe to judge almost entirely by its cover, for its basic specification seems ill-equipped to fight the perennial challenge from its rivals down the road in Munich. Compared to the BMW Z3 2.8, the SLK not only costs around





# blower



is even better to look at than drive reports Andrew Frankel

£3000 more, it is propelled down the road by a 2.3-litre, four cylinder motor, not the peerless 2.8-litre straight six powerhouse lurking under the BMW's shark-styled nose.

No, what has hooked the buying public, enough to lend credibility to stories of new right-hand drive cars changing hands for £45,000, is its styling.

Not only will you find in its lines the definitive template for the 21st century roadster, its shape is also remarkably faithful to the abiding traditions of its marque. And be it by luck or design, the timing

of the SLK's appearance could hardly have worked better. At once it makes the MGF seem a little bland, the Z3 a touch contrived and the Porsche Boxster even a little ugly.

The SLK's proportions work in any light, from any angle, on the page and in the flesh. The cabin is as stylish as its exterior, taking extant Mercedes cues with its switchgear, ergonomics and driving position and then adding its own touches: chromed surrounds for the instruments, unique dials and even a handbrake.

In the light of this, it is perhaps disappointing to learn that the driving experience can't quite cash the cheque written by such an attractive and sporting body. By the time you have approached the SLK from afar, settled down into the seat, flipped the roof back into the boot and reached for the key, you feel ready for the drive of your life.

It doesn't quite deliver. First, and most critically, there is that engine which, combined with Mercedes' refusal to offer the car in the UK with manual transmission, soon damps down your



expectations. There are many, much cheaper small hatchbacks with four cylinder engines that are also quieter, smoother and easier on the ear. The 2295cc unit's output of 193bhp comes courtesy of two camshafts, 16 valves and, significantly, a supercharger. Mercedes has reverted to the old fashioned method of forced induction and, feeling the effects of a 206lb ft torque peak as it runs without measurable interruption from 2500-4800rpm, you'd be hard pressed to argue against it.

Instantaneous throttle response has always been the supercharger's most alluring asset; the way the merest squeeze of the throttle hauls the SLK away from every apex without the gearbox needing to go through the tiresome motions of kickdown is an integral part of its appeal and relaxed nature.

Yet it remains an engine at its best when left swimming in the sea of torque found in the middle of its rev-range. Banging the throttle to the floor produces not only appreciable forward motion (enough says Mercedes to hit 62mph in 7.5sec and a top speed of 142mph) but also a harsh exhaust note that introduces boom periods into the cabin when the hood is raised. It's not enough to poison the SLK's many remaining charms, but you won't complete a single spirited journey without wishing for a straight six under the bonnet. The knowledge that Mercedes has such an engine (identically powered and capable of fitting under the SLK's bonnet) is not helpful.

**“There are many much cheaper small hatches with engines that are smoother, quieter and easier on the ear”**

stations will rarely be more than 300 miles apart.

If the nature of the SLK's performance implies a tourer rather than a sports car, then the handling only reinforces the impression. A hard drive along a good road will raise your pulse, not wet your palms. It steers faithfully, thanks to a rack and pinion helm of typical precision and weight, and turns reliably into the tightest bends with no more than a suggestion of a pause between instructions being issued and executed. Any sharper response would introduce an element of nervous agility to the SLK which, while essential in some sportsters, has no place in one so urbane as the SLK.

The chassis is pure Benz. The wheelbase is a fraction shorter than that of the C-class upon which it is based and tied down by double wishbones at the front and a multi-link rear axle. Only in the specification of its wheels and tyres does the SLK divert from this well trodden path. The SLK not only has fatter tyres at the back than front (an unusual but by no means unprecedented move for a front-engined car), but also taller rims at the rear, with the front 205/60 tyres running on 15in wheels, while the rear 225/50's cover 16in rims.

Grip is predictably impressive, particularly on challenging surfaces, while the SLK's inherent urge to understeer can be swiftly stifled by a prod of the throttle in a slow corner or a gentle lift in faster curves. Traction control is standard but can be switched off. Without it, the Benz can be



## SPECIFICATION MERCEDES-BENZ SLK

### ENGINE

<b>Installation</b>	Longitudinal, front, rear-wheel drive
<b>Cylinders</b>	Four, in-line
<b>Bore/Stroke</b>	91mm/88mm
<b>Capacity</b>	2295cc
<b>Valve gear</b>	dohc, four valves per cylinder
<b>Induction</b>	Engine driven supercharger
<b>Power</b>	193bhp at 5300rpm
<b>Torque</b>	206lb ft at 2500-4800rpm

### TRANSMISSION

<b>Type</b>	Five-speed automatic
-------------	----------------------

### SUSPENSION

<b>Front</b>	Unequal length wishbones, coils, anti-roll bar
<b>Rear</b>	Multi-link rear axle, coils, anti-roll bar

### BRAKES

<b>Front/Rear</b>	Ventilated discs
<b>Anti-lock</b>	Standard

### STEERING

<b>Type</b>	Power-assisted rack and pinion
-------------	--------------------------------

### DIMENSIONS

<b>Length</b>	3995mm
<b>Width</b>	1715mm
<b>Height</b>	1270mm
<b>Wheelbase</b>	2400mm
<b>Front track</b>	1488mm
<b>Rear track</b>	1480mm
<b>Kerb weight</b>	1250kg

### PERFORMANCE

<b>0-62.5mph</b>	7.5sec
<b>Maximum speed</b>	142mph

### FUEL CONSUMPTION

<b>Urban</b>	21.2mpg
<b>Extra-urban</b>	40.4mpg
<b>Combined</b>	31.4mpg

### LIST PRICE

£29,500



**‘Vario’ roof challenges the wisdom of all conventional hoods. For the price of a little boot space, it provides all the refinement, security and durability of a coupe with the fun of a roadster... all at the touch of one button**



Even so, while the four cylinder engine has failed to escape its inherent vibration problem, the supercharger has done rather better at dismissing its traditional bugbear, excessive fuel consumption, to the history books. Official figures suggest 40mpg is within reach of the unnaturally light-footed while it would take an unusually hostile urban existence to make consumption dip into the teens. This would be fine if the size of the fuel tank had not been restricted by the hood mechanism. The SLK carries only 53 litres, meaning visits to petrol

persuaded to perform all the usual tricks exclusively preserved for powerful cars with engines up front and driven wheels behind, but it's clear both from the faithful but hardly electrifying response to such treatment and the angrily flashing exclamation mark in the centre of the speedometer that its heart is indeed far from such churlish behaviour.

The SLK's dreams are of the open road, tackled at speed but with maximum relaxation and economy of effort. Drive like this and it is truly captivating. Ride quality is unreasonably good,

failing only to disassociate its frequencies from those of the seats which, because they move in rather than out of phase with the suspension, mean you are always subjected to a little too much vertical movement, particularly over crests. Wind management, for the under six foot is impressive, too. You hear a surprising amount of wind disturbance but feel practically none with the roof down.

Roof up and the integrity of the SLK's cabin is akin to that of a bank vault. For the price of an undeniably limited luggage and fuel carrying





SLK grips well and handles with the fluency you'd expect from the marque. Even switching off the traction control will not create either unruly or exciting behaviour



Cabin is smart, stylish and spacious. Usual Mercedes attributes of sense and solidity mix seamlessly with smart new instruments and chrome brightwork. Five speed auto 'box works well but manual ratios are unavailable

capacity, Mercedes has designed a roof system that genuinely turns the SLK into two cars. With the magnesium roof in position you can drive at 120mph with no more wind noise than a similarly priced Mercedes saloon. Then, as the sun comes out, you're just 25sec from driving a roadster.

You need not know the length of the waiting list to see what a winner Mercedes has produced in the SLK. Some may see its list price of £29,500 as a little steep compared to that of its rival at BMW; look at it instead as a car that's faster, more

capable, prettier and better than the cheapest SL and then its price, little more than half of that commanded by its big sister suddenly seems very far from steep.

Indeed, Mercedes has already been forced to tighten the rein on its precocious new prodigy. Ask about a six cylinder SLK and you will be told, categorically, that such a car does not exist nor are there plans to make it exist. If this sounds odd given that it would be a simple and easy fix to SLK's one identifiable, card-carrying fault then bear

in mind that, for many, the big smooth engines are now the one convincing reason to buy an SL, a car from which Mercedes creams off a considerably healthier profit. Their absence and, for the likes of Stirling Moss, the lack of rear seats remain the only active reasons not to join the queue.

Regardless of the official line, the six cylinder SLK is, in fact, a cast iron certainty. Whether any of us will live long enough to reach the front of the queue that will form within seconds of its announcement, seems rather less sure.





# A Ferrari good enough to be called Daytona

**The 550 Maranello is not only staggeringly fast, it's also very refined and surprisingly accessible. Report by Steve Sutcliffe**

In creating the 550 Maranello, Ferrari chose to entertain a brief as long as it was wide. The talents of this car are extraordinary by any automotive standards, but unlike its predecessors – Testarossa, 512TR and F512M – anyone with a small amount of skill can climb into a 550 and, almost immediately, get a lot out of it. Which is precisely what Ferrari wanted: accessibility.

The key argument surrounding the factory's decision to replace the mid-engined TR models with a front-engined GT like the 550, is whether a car of such straightforward configuration can truly capture the thrill and

spirit of its forebears. But then Ferrari would probably offer two answers. First, that the TR was burdened by a gearbox mounted beneath its flat-12 engine, which therefore sat too high in the chassis. Second, the 365 GTB/4, more affectionately known as the Daytona.

The latter remains perhaps the most evocative and dynamically crushing road car Ferrari has ever produced. So given that the 550 leans so obviously on the Daytona for inspiration – in layout, as well as design – then maybe the doubters should pause for thought before dismissing it as an improper Ferrari.

If this is not sufficient to swing you in the 550's direction then I suggest you beg, borrow or steal the means to secure a test drive in one, after which you'll not remain unconvinced for long. Because the 550 Maranello is untouchable on the road.

You expect blistering acceleration and a mighty top speed from any car wearing a prancing horse on its quarters. You don't expect impeccable low speed engine manners, a beautifully slick gearchange, and crisp and powerful brakes. Nor do you expect a level of motorway refinement that falls some way short of that offered by a Ford Mondeo, but would be perfectly acceptable to drivers of most modern small hatchbacks. All of which means that, apart from the 456 GT, this is easily the most refined Ferrari in history.

Naturally, though, it's what happens when the 479bhp 5.4-litre V12 is given its head that makes the 550 so outstanding. The Maranello is savagely fast. *Autocar* clocked it at 4.6sec to 60mph, 10.1sec to the ton, and at 180mph it was still tugging at the horizon with enthusiasm.

And yet this is an engine that will carry the 1693kg 550 from 30-50mph in top gear (sixth) in exactly the same time as it takes a Golf GTi to do the same in third. That's what

modern engine management (in this case a bespoke Bosch 5.2 Motronic system) can do for the manners and flexibility of a big V12.

For the 550's chassis, Ferrari shortened, stiffened and lightened the 456 GT. It also dispensed with the rear seats, partly to achieve a perfect 50/50 weight distribution, but also to accentuate the car's overtly sporting role over the more soothing two-plus-two 456.

No matter how classic the cocktail of double wishbones suspended by coil springs and controlled by anti-roll bars and electronically adjustable dampers sounds, nothing can prepare you for the way the 550 tackles corners. For anyone wary of the prospect of 479bhp being transferred to a wet road through nothing more than a pair of 295/35 18in Pirelli P-Zeros, Ferrari has designed an immaculate three-stage traction control system. This can be either fully engaged (no wheelspin), partly engaged (a little wheelspin) or completely switched off (watch those Pirellis fry). But it's only on the third-setting – in the dry – that the 550 reveals its true character, allowing



**Some garish styling add-ons spoil the overall look of a hugely handsome car**

even mediocre hands to drift it around on the throttle accurately. In the rain, though, don't even think about turning it off.

Insiders claim Ferrari boss Luca di Montezemolo meddled with Pininfarina's simpler original design, which is why the basic proportions look so right but have been spoiled by fussy retro detailing, such as the clumsy body-kit sills, weird door handles and awkward 250 GTO-inspired hump back rear wings. But the same insiders also don't dismiss that a cleaned up, facelifted 550 is already on the drawing board.

Either way, the 550 Maranello remains perhaps the finest driver's Ferrari since the 246 Dino. With models like the F355, 512TR and Mondial to contend with, praise comes little higher.



**You could sit in this car blindfolded and still know it was a Ferrari...**



**The new Coupe Turbo has all the power you could wish for, and the handling to cope with it. Report by Andrew Frankel**

# Front-drive Fiat rewrites the rule book

**B**y slotting an all new, twin-cam, five cylinder, turbocharged and variable valve-timed engine under the bonnet of its exquisite Coupe, Fiat has produced the fastest front-wheel drive car ever to be put into series production by a mainstream manufacturer.

Depending on which gear you're in, the conditions outside and to what extent you are expecting the arrival of the power, the effect of the turbo cutting in fluctuates between exhilarating and plain frightening. Fiat claims a 0-62mph time of 6.5sec and a top speed of 155mph and while the latter of these two figures is plausible, the former is not. The Fiat is much quicker than that...

Whether it is wise to direct so much steam through the front wheels has, historically, been a matter of considerable debate. Any more than ten years ago, such a move would have been denounced by some as reckless to the point of irresponsibility. Today, advances in suspension geometry and, in the Fiat's case, the engine's ability to

work out which gear is engaged and to limit boost accordingly, means more power can be transmitted safely through the front wheels than any of us would have once believed possible.

That is not to say the Coupe will not sit there and spin its wheels to the canvas in first gear given the opportunity, a feat it is happy to repeat in second and third given a sufficiently wet road. In such conditions, the Coupe is best kept restrained as the fight between power and steering in the wet is as tricky as it is unrewarding to referee.

When it's dry and the roads are clear, the Coupe is transformed. The new engine's note is that of a more civilised Audi quattro and the evenness of response, right the way to its 7000rpm red-line, is truly admirable for a turbo installation.

So too, is its handling. It takes not five minutes on a decent road to spot the limitations imposed on the front suspension and steering by the engine's output and the fact that it still manages to swing between the

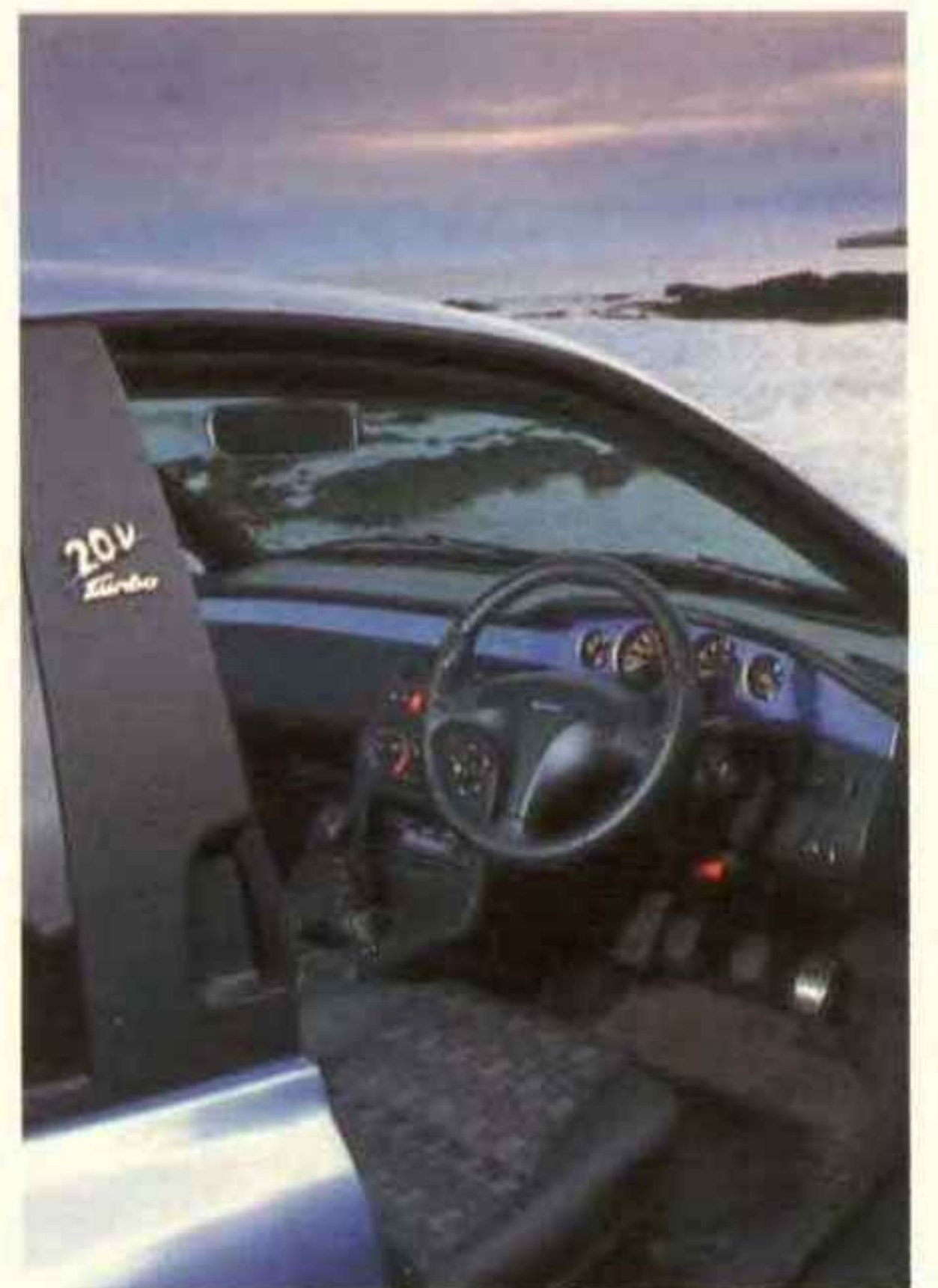
apexes with speed, security and some fluency is a credit to Fiat's chassis engineers. Even so, compared to a stablemate unburdened from the responsibility of such power, such as the Alfa Romeo GTV (whose super quick steering rack it now shares but not its multi-link rear axle), the Fiat comes across as a little leaden in its responses. Its brakes too might be an all-new system but, despite an undisputed ability to bring the Fiat to a halt in the required time, they feel desperately numb underfoot.

As ever though, there is considerably more to enjoy in this Fiat than merely the unique way it progresses down the road. The looks, further enhanced by new wheels, continue to guarantee exclusive access to the undivided attention of any passer-by.

Inside, the body-coloured strip of metal running across the dash plus the inimitable Pininfarina badge smack make it easily the most attractive interior £21,244 affords. No matter that the interior was the only part of the car in which the Italian *carrozzeria* played a part.

It's a practical car too, offering useful accommodation even to adults in its rear seats and possessing a boot big enough to swallow holiday luggage with ease. Say what you like about the way the Alfa GTV looks, anyone wishing to carry more than two people and their luggage will turn to the Fiat instead.

That said, the Fiat is not an exactly sophisticated machine. It wears its charms for all to see and ride and refinement are evidently not on the list. Driving around town, the suspension is in a perpetual fidget and while it smooths out adequately at speed, the interference is replaced



**Elegant Pininfarina designed interior adds to the Coupe's practical appeal**

by wind noise muting out the delicious warblings of the five-cylinder motor.

More than ever now, the Fiat Coupe Turbo is a very particular car and those who turn to the classy normally aspirated version for its less compromised suspension and still more infectious engine note are unlikely to be disappointed.

I found the Turbo alternately charming and infuriating, a car I would love to drive in certain conditions and on certain roads but also one which, I know, would frustrate me to own. I too would plump for the normally aspirated car which, while slower, is more rounded and less narrow minded. Many others, however, looking for the biggest bang for your buck since the original Ford Sierra Cosworth, may well find its evident appeal overwhelmingly enticing. Were it available with four-wheel drive, I might even count myself among them.





**ROYAL AIR FORCE**

NATO TIGERS

B B M F

FLEET AIR ARM

POLICE AIR SUPPORT

**AVIATION LEATHERCRAFT**

**Send for our catalogue of original sheepskin and leather flying jackets.**

**AVIATION LEATHERCRAFT**  
 Thruxton Airport  
 Nr. Andover,  
 Hants SP11 8PW.  
 TEL: 0264 77 2811  
 FAX: 0264 77 3102  
 Callers welcome Mon-Fri.

Designers and Manufacturers  
 of flight clothing  
 to Her Majesty's forces

**THE RED ARROWS**

# The Largest Collection of Jeremy Mallard's Paintings & Fine Art Prints in Britain

INCLUDING THE FAMOUS 'REFLECTIONS IN THE RAIN'

**PEN & THINK  
PICTURE  
GALLERY**

11 Central Court, High Street,  
Bridgnorth, Shropshire, WV16 4DB  
**TEL: 01746 718 697**

WE ARE OPEN FROM 11am TO 5.30 ON WEEKDAYS & 10 TILL 6 ON SATURDAYS. WE HAVE ALL JEREMY MALLARD'S PORTFOLIO OF MOTOR RACING ART AND MUCH MORE BESIDES - FRAMED PRINTS FROM £69 AND ORIGINAL PAINTINGS FROM £450 - YOU CAN CHAT TO THE ARTIST ON SATURDAYS AND HAVE YOUR PRINTS SIGNED & DEDICATED PERSONALLY. IF YOU WISH, NOW AVAILABLE: THE FINE-ART PRINT OF PEDRO RODRIGUEZ AND THE 917 PORSCHE - £47.50 INC P&P IN THE UK (£5 OVERSEAS).

## Mill House Books

Mike, Jan and Sarah Kettlewell of MILL HOUSE BOOKS offer a unique personal service. We send out orders by return-of-post (subject to availability); our books are double wrapped for added protection; and our post & packing charge for UK customers is only £3 for orders up to £50 and FREE over £50.

Space does not permit us to list all of our books. Suffice to say we can supply virtually any motoring (or motorcycling) book generally available plus many motor sporting titles from overseas publishers

### ANNUALS

AUTOCOURSE 1996/97 (Henry). 46th edition of world's leading Formula 1 annual.....	£30.00
MURRAY WALKER'S 1996 GRAND PRIX YEAR.....	£12.99
AUTOMOBILE YEAR 44 (Norris).....	£29.95
LE MANS 24 HOURS 1996 (Moity & Teissedre).....	£39.95
PORSCHE SIEG '98 (Upietz). Covers Le Mans.....	£29.95
PORSCHE SPORT '96 (Upietz).....	£34.95
ENDURANCE GT 1996: The BPR Global GT Race Series Official Annual (Cotton).....	£39.95
AUTOCOURSE INDY CAR YEARBOOK 1996/97.....	£20.00
PIRELLI WORLD RALLYING 19 (Holmes). Covers 1996 season.....	£19.95
RALLYCOURSE 1996/97 (Williams). Due mid-January.....	£27.50

### RACING

THE MOTORSPORT ART OF MICHAEL TURNER by Michael Turner. Foreword by Damon Hill. The world-famous artists story now spans half a century. 96 extra large pages features 146 illustrations, including 68 in colour..... £35.00

THE FRENCH SPORTS CAR REVOLUTION: Bugatti, Delage, Delahaye & Talbot In Competition 1934-1939 (Blight). 560 pages, 156 illustrations. Limited to 1500 copies..... £95.00

SEBRING: The Official History Of America's Great Sports Car Race (Breslauer). 288 pages, many colour and b/w photos..... £59.95

QUICKSILVER (Earl). An investigation into the development of German Grand Prix cars 1934-1939, originally published by HMSO in 1947. 160 pages..... £40.00

CAN-AM (Lyons). 256-page history of the fabulous CanAm series from 1966-1974..... £29.95

LIFE AT THE LIMIT: Triumph & Tragedy In Formula 1 (Professor Sid Watkins). 256 pages..... £16.99

THE ULTIMATE ENCYCLOPEDIA OF FORMULA ONE (Jones). Revised edition, 256 pages..... £18.99

GRAND PRIX DATA BOOK 3: Complete Record Of The Formula 1 World Championship From 1950 (Hayhoe & Holland). Covers up to 1995..... £29.50

THE LEGENDS OF MOTORSPORT (Friedman). 414 photos of some of the world's top drivers in F1, Indycar, sports car races, etc, in 1960s and 1970s..... £95.00

GUINNESS GRAND PRIX WHO'S WHO 2 (Small). Revised second edition. Profiles and full records of everyone who has started - or tried to qualify for - a Grand Prix..... £17.95

DAMON HILL: On Top Of The World (Henry). 160 pages, 100 colour photos..... £12.99

DAMON HILL: My Championship Year. 224 pages, colour throughout..... £25.00

DAMON HILL: World Champion (Tremayne). Updated edition of Legacy Of Speed. 112 pages..... £14.99

DAMON HILL'S CHAMPIONSHIP YEAR (McKenzie). Paperback..... £6.99

VILLENEUVE: My First Season In Formula 1 (Jacques Villeneuve and Donaldson). 224 pages..... £20.00

EDDIE IRVINE: The Luck Of The Irish (Cooper). 176 pages..... £9.99

GREEN RACES RED: The Inside Story Of Eddie Irvine's First Season With Ferrari (Irvine & Hamilton)..... £14.99

JOHNNY HERBERT: The Steel Behind The Smile (Hilton)..... £9.99

NIGEL MANSELL: My Autobiography (Mansell & Allen). Updated paperback edition, 448 pages..... £5.99

GILLES VILLENEUVE: Life Of The Legendary Racing Driver (Donaldson)..... £17.99

VILLENEUVE: A Racing Legend (de la Plante). Large-format 222-page book with many colour photos on Gilles Villeneuve. Includes CD-ROM..... £49.95

ARCHIE AND THE LISTERS: The Heroic Story Of Archie Scott-Brown And The Marque He Made Famous (Edwards)..... £17.99

MONAMIMATE: The Bright Brief Lives Of Mike Hawthorn & Peter Collins (Nixon). Reissue..... £55.00

RUDOLF CARACCIOLA: Titan am Volant (Molter). 205-page German-language story of Mercedes team driver. Over 180 b/w photos and reproductions of Mercedes racing posters..... £38.50

REG PARNELL: The Quiet Man Who Helped To Engineer Britain's Post-War Motor Racing Revolution (Gauld)..... £18.99

IT BEATS WORKING: My 35 Years Inside Motor Racing (Eoin Young). Foreword by Jackie Stewart. 224 pages..... £17.99

THE HALF-TON FORMULA (Cowdrey). A-Z of 1961-65 Grand Prix cars. 208 pages..... £24.99

FOUR WHEEL DRIFT (Lawrence). 136 pages, 201 photos of motor racing 1945-1959..... £13.50

A RECORD OF GRAND PRIX & VOITURETTE RACING Vol 10 1974-1978 (Sheldon & Rabagliati)..... £48.00

24 HEURES DU MANS 1923-1992 (Moity, Teissedre & Bienvenu). 2-volume set..... £190.00

DAVIDSTOW: A History Of Cornwall's Formula 1 Race Circuit (Tutthill). 108 pages on 1950s venue..... £9.95

TT PIONEERS (Kelly). Car races held between 1904-1922. Profusely-illustrated..... £15.99

ALL ARMS AND ELBOWS (Innes Ireland)..... £19.95

AERO-ENGINED RACING CARS AT BROOKLANDS (Boddy). 160 pages, re-issue..... £19.99

BROOKLANDS GIANTS (Boddy). Covers 'monster' racing cars with engines over 10 litres..... £19.99

THE ENTHUSIAST'S GUIDE TO VINTAGE SPECIALS (Bateman)..... £24.99

THE ASTON MARTIN DB3S SPORTS CAR (Nixon). Two-volume set. 522 pages, 590 colour and b/w photographs. Limited to 1000 numbered copies and presented in an Aston Martin racing green slip case..... £375.00

CHAPARRAL (Falconer & Nye)..... £28.95

GT40: An Individual History & Race Record (Spain). Re-issue of Ford GT40 history..... £45.00

JAGUAR C-TYPE & D-TYPE (Brooklands Book)..... £9.95

COLIN CHAPMAN: The Man & His Cars (Crombac). Re-issue of 384-page biography..... £19.99

TEAM LOTUS: The Indianapolis Years (Ferguson). 192 pages, 170 photos, including colour..... £24.99

FORMULA 1 RACING WITH MARLBORO McLAREN MERCEDES (Howell). 96 pages, 80 colour photos..... £12.99

OFFENHAUSER (White). 192 pages, 200 b/w photos on mainstay engine of Indy racing of years ago..... £23.95

THE REYNARD STORY: From Formula Ford To Indy Champions (Lawrence). 208 pages. Due January..... £19.99

### NEW & FORTHCOMING BOOKS

MILLER'S COLLECTOR'S CAR PRICE GUIDE 1997/98..... £19.99

STANLEY CLASSIC CAR YEARBOOK 1997 (John Stanley). Introduction to classic cars, price guide to over 1500 cars..... £19.99

AC HERITAGE (Taylor). 128 pages, 140 colour photos..... £12.99

ALFA ROMEO 1910-1996 (d'Amico & Tabucchi). 1000 pages, 2 vols covering every road car model-by-model. Slipcased, English/Italian text..... £199.50

ORIGINAL AUSTIN SEVEN 1922-1939 (Mills)..... £19.95

THE HEALEY STORY (Geoffrey Healey). 200 pages..... £19.99

CATERHAM SEVENS: The Official Story Of A Unique British Sports car. (Rees). 208 pages..... £29.95

ORIGINAL CITROEN DS & ID (Reynolds)..... £19.95

DAIMLER DAYS (Smith). Limited to 1000 copies, two-volume slipcased set giving 100-year Daimler history. Each volume has 496 pages, 1000 illustrations and 16 colour plates..... £100.00

DATSUN Z SERIES: The Complete Story (Styles)..... £19.95

AIR VICE MARSHAL DON (PATHFINDER) BENNETT'S FAIRTHORPE CARS (Allan). 160 pages..... £24.99

FERRARISSIMA 25. Latest edition..... £37.95

FERRARI F512M. Automobilia Great Cars series..... £24.95

JAGUAR XJ8: The Authorised Biography (Porter)..... £19.95

LAGONDA (Holthusen). Limited to 1000 copies. 426 pages, 745 b/w and 241 colour illustrations..... £275.00

THE MORRIS MOTOR CAR 1913-1983 (Edwards). Re-issue. 340 pages, many illustrations..... £29.95

PANHARD: Le Grand Livre (Pagneux). French text..... £62.95

PORSCHE 911 PERFORMANCE HANDBOOK (Anderson). 2nd edition..... £15.95

RILEY: A Centennial Celebration (Styles). 32 pages..... £4.99

THE SINGER STORY: Cars, Commercial Vehicles, Bicycles, Motorcycles (Atkinson). 258 pages..... £40.00

VAUXHALL 30-98: The Finest Of Sporting Cars (Portway). Foreword by Bill Boddy, 252 large pages, 362 photos..... £118.00

### VIDEOS

FIA F1 Review 1996: A Champion And A Gentleman (90 mins)..... £13.99

Dream Teams - 1996 Goodwood Festival Of Speed (136 mins)..... £13.99

Le Mans '96 (54m)..... £12.99

Sports Car BPR World Review (120m)..... £12.99

BTCC Review '96 (180m)..... £14.99

Grand Prix 1978/79 (52m)..... £10.99

Grand Prix 1976/77 (46m)..... £10.99

Grand Prix 1974/75 (52m)..... £10.99

Grand Prix 1972/73 (55m)..... £10.99

Grand Prix 1970/71 (56m)..... £10.99

F1 World: The Inside Story Of Formula One (60m)..... £10.99

Ayrton Senna: Racing Is In My Blood (55m)..... £12.99

Damon Hill: Fight For Victory (68m)..... £13.99

The Hills: Father & Son (60m)..... SALE £7.99

Formula Villeneuve (52m). Gilles Villeneuve tribute..... £12.99

Racing Green: Great British Racing Cars & Stars Of The '50s & '60s (65m)..... £12.99

Racing Red: Great Italian Racing Cars (90m)..... £12.99

Racing Silver: Great German Racing Cars (90m)..... £12.99

Racing The Silver Arrows Part 1: Mercedes v Auto Union 1934-1937 (55m)..... £17.99

Racing The Silver Arrows Part 2: 1938-1939 (50m)..... £17.99

Auto Union 1933-1939 - The Official Story (50m)..... £10.99

History Of Motor Racing: 1960s (132m)..... £12.99

History Of Motor Racing: 1950s (132m)..... £12.99

Tribute To Fangio (54m)..... £17.99

Fangio Special: A Great Racing Driver (55m)..... £14.99

Over The Limit Part 1: Enzo Ferrari & Achille Varzi (55m)..... £14.99

Over The Limit Part 2: Tazio Nuvolari & Alberto Ascari (55m)..... £14.99

The Speed Merchants: 1972 sports car racing (92m)..... £14.99

Mountain Legend: 1965 Targa Florio (43m)..... £10.99

The Bugatti Video Volume 1 (53m)..... £14.99

The Bugatti Video Volume 2 (53m)..... £14.99

The Lotus Story - Volume One: 1946-1959 (60m)..... £12.99

The Lotus Story - Volume Two: 1959-1962 (53m)..... £12.99

Mercedes-Benz: 110 Years Of Excellence (50m)..... £12.99

Porsche - The Racing Legend (80m)..... £12.99

Tapes available in VHS PAL format only

VIDEO POST & PACKING: Britain & Northern Ireland: £1.50 for any amount of videos. THIS POSTAGE CHARGE DOES NOT APPLY if videos included with book order, but a minimum of £50 worth of BOOKS must be ordered to qualify for free p&p. Overseas: £1.50 for each video. Because of post office regulation, videos cannot be sent abroad in the same parcel as books.

### UNBEATABLE SALE BARGAINS

MURRAY WALKER'S 1995 GRAND PRIX YEAR (Walker). 144 pages. Was £11.99..... £3.99

AUTOCOURSE INDYCAR YEARBOOK 1995/96 (Shaw). 192 pages with over 180 colour photos. Was £20..... £8.99

GRAND PRIX: Fascination Formula 1 (Schlegelmilch). 400-page album, 1000s of photos. Promotional price..... £19.99

**BOOK POST & PACKING DETAILS: Britain & Northern Ireland** - £3 for orders up to £50, FREE over £50. British customers should remit by cheque or PO or write or telephone using ACCESS/VISA/AMERICAN EXPRESS/SWITCH. Please quote expiry date and in case of SWITCH issue number. **Overseas: inc Republic of Ireland** - £4 for orders up to £25, 15% value of books £25-£100, 10% over £100. Air mail rates on application. Overseas customers should remit by E sterling bank draft, Eurocheque or international money order or write or telephone using VISA/AMERICAN EXPRESS/EUROCARD/MASTERCARD number plus expiry date. US \$ cheques/drafts also accepted.

**MILL HOUSE BOOKS, The Mill House, Eastville, Boston, Lincolnshire, PE22 8LS**  
**Tel: 01205 270377, Fax: 01205 270551**





**Eddie Irvine: The Luck of the Irish, by Adam Cooper. PSL, £9.99.**

This might not be the official Eddie Irvine book but, as Adam Cooper says in the acknowledgments, it was "never intended to be Eddie Irvine's own version of events because his memories of the early days are particularly vague!" Cooper is the man for the job, because there is no other journalist who knows more about Irvine's career.

Having covered many of Irvine's races, right through his career, the detail is immense, particularly on the years spent in Japan. Of course the book also examines his rise in Formula One, culminating in his drive for Ferrari. With plenty of interesting photos to complement the story, this book is excellent value for money. **DS**

**Damon Hill: My Championship Year, by Damon Hill and Timothy Collings. Little, Brown & Co, £25.**

This is the official story of Damon Hill's championship year. Written by the man himself, aided by the *Daily Telegraph's* Formula One correspondent Tim Collings, the book is a personal and revealing account of a difficult, yet successful final season with Williams.

The format is a little bland, with the chapters simply titled after each race, but this is still a good book. Jon Nicholson's superb collection of photographs complement the text, giving a great insight into the life of a driver under pressure, working for the best team in the business. It all comes together to make this the perfect Christmas gift for any Damon fan. **DS**

**Autocourse 1996-97. Hazleton Publishing, £30.**

As it says on the cover, *Autocourse* is the "world's leading Grand Prix annual", now moving into its 46th year of publication. Along with the Formula One features and detailed seasonal review, all illustrated with magnificent colour photographs, there are also reviews of all the major international championships from Indycars to British Touring Cars to Formula Three.

Maintaining *Autocourse's* position as a book of record, all major statistics are listed, compiled by walking reference book, David Hayhoe. No motor racing library is complete without it. **DS**

**Inside Formula 1 1996: The Grand Prix Teams, by Jon Nicholson and Maurice Hamilton. MacMillan, £20.**

This book provides the background information on the Grand Prix teams of 1996 in a glossy, coffee-table style. With such an experienced writer, the text is well written and enjoyable to read, but it is obviously aimed at the casual fan of Formula One. There is nothing particularly new here for the enthusiast, although it does appeal as it is printed on fine quality paper with some very nice photos, though a few appear to be slightly out of focus. **DS**

**Green Races Red, by Eddie Irvine with Maurice Hamilton. Collins Willow, £14.99.**

With the aid of Maurice Hamilton's knack of telling a good story, this book describes Irvine's difficult year while avoiding becoming a race-

by-race report. The story of the Irishman's career from Formula Ford to Japanese Formula 3000 provides colourful interludes between races without interrupting the flow. He discusses his friendship with James Hunt, a driver whose influence has obviously stuck. With strong opinions, this book provides a fascinating insight into the life of a Ferrari Grand Prix driver. **DS**

**Classic Rovers 1945-1986, by James Taylor. MRP, £14.99**

The Rover has not been bereft of books about it but here is a second edition of one of those very useful MRP 'Collector's Guides' to these fine British cars before they became Rovondas and now Rowagens. What memories Taylor evokes of the "Aunties", the P5s and P6s, the SD1s and the prototypes and competition cars - how they performed, how to buy and maintain them. Excellent indeed! **WB**

**London to Brighton Run Centenary, by Malcolm Jeal. Malcolm Jeal, 53 Oak Lane, Easterton, Devizes, Wilts SN10 4PD, £21.**

What a fine idea, what fun! To commemorate the centenary of the now world-famous RAC Veteran Car Run, with which the VCC of GB is so closely associated, Malcolm Jeal has edited this enjoyable book. It is a serious recall of pioneer motoring history in this country, as well as being fun.

It is devoted mainly to those "Emancipation Runs", the first "modern" re-enactment taking place in 1927. Jeal himself, as a highly respected historian, has made valuable contributions of his own. Other writers deal with topics like how veteran cars are still found, the 1927 Run, cars made along the original Brighton Run route, how to buy a veteran, and of course a chapter on the Veteran Car Club itself. All by experts, so of much value plus the 1896 Run properly explained by Michael Ware, to dispose of much rubbish and speculation.

I have written seven pages on "Brighton Runs I Remember". Why do printers transpose pictures? Not serious in this case, but in the text it was Martin, not Matin, who averaged 25.58mph on a Mercedes 60 in the 1930 Run, when the RAC was not averse to speed certificates. Finally, and very clever, Mr Toad (guess who) tells of the veterans he has owned. That

should explain the purpose of Jeal's book, and how much enjoyment and information it provides. For goodness sake, if you like old cars, do not miss a copy. **WB**

**Colin Chapman - The Man and His Cars, By Gerard Crombac. PSL, £19.99.**

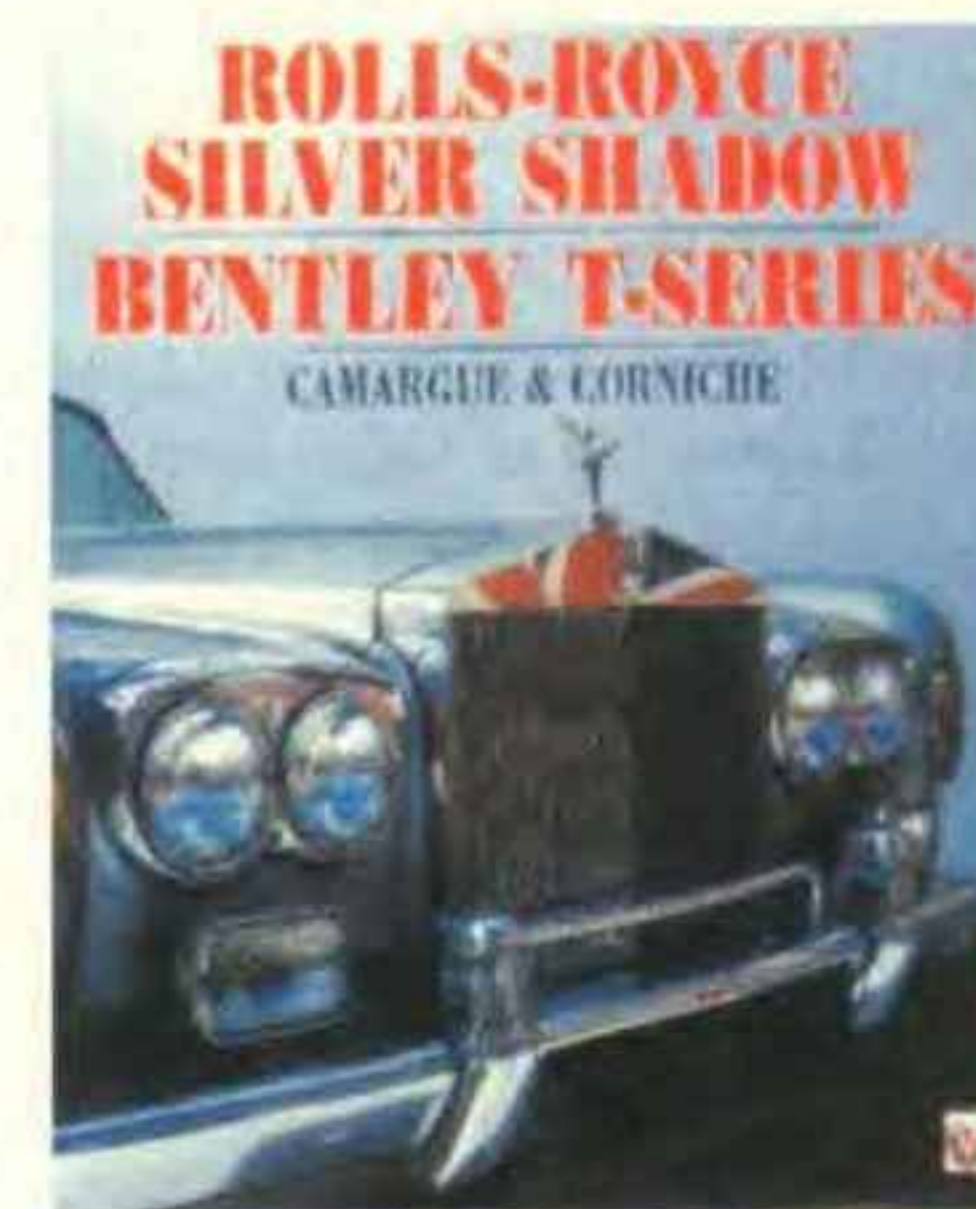
This new edition has recollections by his son and two daughters of what living with Colin was like, endorsed by an understanding and sympathetic foreword by the late Enzo Ferrari.

So here you have an action-packed account of one of racing's leading characters, from his emergence as an Austin 7 special builder to conducting Team Lotus at World Championship level.

My personal recognition of how Chapman advanced his career involves two memories. Firstly, going to Hornsey to collect a road-test Lotus for MOTOR SPORT, when one would be advised not to ask whether it was taxed and insured, and how at lunch he would give the youngest employee £1 and send him to buy fish-and-chips, which we would eat out of the wrapping paper while continuing to talk about the cars.

An amusing contrast with later being ushered into the Hethel directors' dining-room on a personal press visit, and awaiting the arrival of Colin Chapman before taking our places... This is his complete story. **WB**

**Rolls-Royce Silver Shadow - Bentley T-series, by Malcolm Bobbitt. Veloce, £25.**



Whether buying a cheap Silver Shadow for a limited spell of top-class motoring until it disappears in a cloud of rust, or as purchasers of well-kept Shadows for long-term ownership, this is a useful book. It is very nicely got up, like the cars it covers, has good pictures with a considerable colour centrespread, and has all the data anyone contemplating buying one of these fine cars, the Camargue and Corniche included, should ever need. Go for it! **WB**





## £12,495, off the road.

You're looking at a Golf GTi 16v Formula 2 rally car. And that's a real shame.

Because instead of just looking, you should be participating.

With a price that keen, there's little reason why not.\* Particularly when you consider the neat package we've put together (we being Volkswagen Motorsport and our colleagues, Sony and SBG Sport).

It comprises a wealth of standard components, all in 'knock-down' form.

Assemble them, along with the specialist components listed below, and you're well on your way to being a fully fledged contender.†

You could also be on target for some pretty useful funding. It's called the Sony/Volkswagen

Rally Challenge and, like a good many things in this world, it rewards performance.

Notably, your placing in each of the seven rounds that comprise the British Rally Championship. Where you come in the overall field is immaterial. Being among the top five GTi finishers is what matters. The higher you are, the bigger the cash prize.

Added to which, there's a serious bonus for the season's lead Golf, giving the successful contender a financial head start towards next year's RAC Rally.

Before you go racing ahead of yourself, though, you'll need to talk to SBG Sport on (0044) 01327 312 501 about getting your show on the road. Or we should say, off it.





**JENKS REMEMBERED**

Sir,  
I bought the December MOTOR SPORT yesterday, and how I enjoyed reading the account of John Surtees winning the incredible 1967 Monza Grand Prix. It brought back memories, not of attending the race, but of Jenks's terrific account of it... two of the hardest men in Grand Prix racing going for the last corner of the last lap... Brabham sliding wide and going this-away and that-away behind Surtees... the Honda mechanics doing handstands!



**Jenks: a personal loss is felt even by readers who had not met him.**

Then I read the rotten news today, that DSJ has died. In his years of journalism, Jenks not only told us what happened but why it happened, as well as fascinating accounts of life "on the road". We never met, but I feel the loss of a friend. He'll be sadly missed by all motorsport enthusiasts.

**Bill Emmett,  
London SW4.**

Sir,  
May I express to you, and particularly Bill Boddy, the sorrow I felt on reading of the death of Denis Jenkinson.

As a reader of MOTOR SPORT for over 45 years, I remember his reports with great pleasure. One of the earliest which comes to mind is of the epic struggle between Hawthorn and Fangio at Reims in the period when Grands Prix were fought by Formula Two cars; and of course who could forget his Mille Miglia with Moss.

I suppose he must have been slightly mad. Not only did he win that Mille Miglia but also a motorcycle World Championship, both as a passenger. Enough said.

Although I sometimes disagreed with DSJ on matters of opinion, as

a reporter of motor racing in all its aspects he was without equal. MOTOR SPORT has not been the same since his writings ceased to appear.

**W G Britton,  
Morecambe, Lancs.**

Sir,  
I am saddened to read in today's Motoring News of DSJ's death, and would like to compliment Doug Nye on his eloquent obituary. I started to read and collect MOTOR SPORT in the early Seventies, and always read DSJ's reports first. I always felt I was receiving a letter from a friend who was having the time of his life following the Grands Prix around Europe.

I was also fortunate to hear DSJ speak to Chester Motor Club a few years ago, and sat spellbound as he recalled stories from his enviable life interspersed with the evocative names of motorsport legends. This was done in such a matter-of-fact way that once again I felt my "friend" was retelling his adventures to me alone. At the end of his all-too-short talk I joined a queue of people who wanted to "consult the oracle". He gave each person some time, and I managed to get a few personal comments from him about Colin Chapman. He would have stayed talking all night if club officials had not dragged him away.

I am privileged to say I was able to speak to the great DSJ and I feel a great sense of loss at the thought of his passing. I shall, however, continue with him in spirit by rereading some of his Grand Prix reports, Reflections and Letters, as I do while waiting for the Grand Prix season to start.

**R P Wood,  
Dodleston, Cheshire.**

**ONE PREVIOUS OWNER**

Sir,  
Jack Maurice's letter on trying to buy the hillclimb Ferrari reminds me that in the mid-1960s I went to Maranello as part of a photographic story I was doing on Italian sportscars. After a nerve-racking afternoon with a Ferrari test driver in a 275GTS fitted with improvised seats, I was talking to an engineer in the dispatch bay. In one corner of this gloomy vault were a couple of cars under dust-sheets, and when I asked what they were, the covers were whisked off to reveal a pair of shabby Testa Rossa sports racers. They were, as I remember, the usual 250TRs of the late Fifties and certainly not the later Fantuzzi-

bodied versions. "Old racing cars," said the engineer. "You want one - £1000 each. If you have the money you can drive it home."

I regret to say that I wasn't very interested and was spending far too much on Lancias anyway. A year later I was offered one again, this time by Harry Manning, whose Lancia supplier in Milan had acquired one of them. The price was now £1500, which I assume included Harry's cut! When Jack says that Ferrari didn't sell racing cars I suspect that his policy, if such a thing existed, changed from day to day, like Italian politics.

**Nigel Trow,  
Portskewett, Gwent.**

**ABF MEMORIES**

Sir,  
A part of my life for 10 years, ABF and I said our farewells some 11 years ago - what emotions were awakened reading of her in your November pages. To clarify one or two points: *Albert Ford's* premises were cleared in the late 1950s by a couple of VSCC enthusiasts, Metcalfe and Lindsell. This included the two ABFs and a Derby. ABF 2, which resembled a Kingsbury Junior and was known as "The Pup", was induced to run and visited *Bertie Ford* before he died in 1962. It had a proprietary horizontally-opposed twin engine. I found and photographed the car around 1980, in Leicestershire, as a rolling chassis. Bertie also built a motorcycle, the AOF, but of its statistics or fate I have no knowledge.

ABF 1, "The Racer", (he had a sense of humour) was sold on to Tom Potter (seen leaving the premises in your photo with Midgley of Hartley Midgley, Hove) who reassembled her, painting her white. Underneath was the original blue of the 200-mile race Alvis, which I matched during my rebuild.

The chap diving for shelter during Motor 100 was Harry Mundy, from whom I learned the story of the body. He worked with Taylor's son for Wally Hassan and Coventry-Climax.

The engine photo in fact shows a two-cylinder Dolphin engine, built by Ricardo, and not ABF's V4. It was one of many photos I collected for ABF's album, which I felt should stay with her when sold.

I certainly drove ABF more than any predecessor; it sounded like a brace of Scott motorcycles and possessed remarkable torque. The weak link was the atmospheric valves, which limited the revs; the tension of the "hair curler" springs was quite critical. With mechanical-

ly operated valves it might have been a different story.

Hours of toil, tears and frustration for moments of euphoria! She was as cantankerous as I was told her maker was, but I would have been the poorer had I not been owned by her. Black armbands were worn the day she departed. I wonder who she's tempting now?

**Peter Russell,  
Thakeham, Sussex.**

**AC TRACE**

Sir,  
Four years ago I purchased an AC Ace, chassis no BEX 327, which is documented by AC as having left the factory without engine and gearbox on June 19, 1957, bound for the USA.

The body was in excellent condition, with the side-screens unused in their original covers. It was fitted with a 5.3-litre Corvette engine, no A216349, blown up and in a terrible state. It has a four-speed Muncie gearbox, an lsd, and 40-gallon petrol tank, plus disc brakes (which I think may have been fitted in 1963). The flared arches front and back predate the Cobra by some four years. When the car was stripped for painting these panels appeared original and not added in the USA. The original red had been changed to silver.



**Cobra overtones in flexible Corvette-engined Ace; was it raced in US?**

On the down side, the chassis was extremely bent and twisted, probably due to the dash hoop and A-frame being cut, and the power being too great for the weakened structure. The car must have handled like a pig!

I believe the car was owned from 1963 to 1990 by a Jack Moore from Varysburg, New York, who may have been involved with racing Ferraris and Porsches. There were some stickers indicating that it may have been raced; unfortunately these were removed during restoration.

I would be very interested if any of your readers knew Mr Moore, and perhaps saw the car, either in red or silver.

**Edward Coomber,  
Worcester.**



Imagine, for a moment, that you're Stirling Moss. It's Sunday, 29 June, 1958, and despite your status as 'The Man' – or perhaps because of it – you have just become worried. You are immersed at 175mph in the high-sided and offset cockpit of a monstrous white painted and be-finned track-racing Maserati. The frenzied vibration of its 4.2-litre four-cam V8 engine is rippling through your feet, thighs, back and hands. You're aware that within the flimsy aluminium tunnel boxed beneath your left elbow is the whirling propshaft, churning more than 400bhp into that hot, raucously whining transaxle mounted inches behind your kidneys. You are ripping past the Monza pits – and then your car heels left on to the banking of the *Pista de Alta Velocita* – the High Speed Track's *Curva Sud*.

This is your 187th race lap – but 15 seconds earlier on the *Curva Nord* this great thunderous, throbbing missile had felt... spooky.

Moss tells what happened next like this: "The car was wanting to drift high on the banking and I was having to use increased effort on the steering to hold it down to six to eight feet below the lip – running tight and fast. I was doing this at over 160mph when suddenly my arms crossed as the steering sheared! The car was fitted with tiny, little 150S sports car brakes, which proved utterly ineffective as I hit them hard in an effort to save my life. It really was a very frightening moment, probably my worst ever, because there was no evasive action whatsoever that I could take..."

The Eldorado Special – sponsored and built for Eldorado ice-cream magnate, Gino Zanetti – swooped up towards the lip and cannoned heavily along the steel barrier. It was a heavy car, travelling enormously fast, and it flattened several hefty barrier posts and bent back the railing. The impact burst two tyres, and plucked back a wheel before the car slithered down the track, losing speed all the way, until it finally subsided in a cloud of dust in the ditch at the bottom of the banking.

"I stepped out, and walked back, and that was the end of my speedway racing..."

This was another grave disappointment for the Maserati factory – another one of many. Seven months earlier the owning Gruppo Orsi industrial combine had collapsed in bankruptcy and works team racing had been abandoned. The receivers would permit no racing activities without full sponsorship from outside customers, but Zanetti of Eldorado had emerged as just that, waving his cheque book and anxious for a car to combat the American visitors from Indianapolis who were to compete in the second Monza 500-mile race. Maserati had a great tradition of USAC-style speedway racing – its Grand Prix 8CTF car having won the Indy 500 in 1939 and 1940 in the hands of Wilbur Shaw.

Billed as the Race of Two Worlds, the event was run on the Milanese speedway, which had been built as part of the Monza Autodrome complex in 1955. Once the oval track had become available, the Milan club and the RAC d'Italia had latched on to the idea of inviting America's track racing specialists from Indianapolis to contest a great showdown with the road-racing specialists of Europe. The Italian 500-miler was to be run in three separate heats to ensure tyre safety on the steeper, faster, more punishing Monza banking, and to provide the excitement of three starts and finishes.

# Stirling's ice-cream special

**Built by Maserati, paid for by an ice-cream maker and driven by Stirling Moss, the Eldorado Special should have been Europe's answer to the US invasion in the 1958 Race of Two Worlds at Monza. Doug Nye reflects**

For the inaugural event in 1957, 10 Indy cars and drivers made the long trip from the USA, but found, to their intense disappointment, that the Grand Prix drivers and manufacturers had effectively boycotted the event as a 'circus trick'.

Maserati was the exception, yet their effort was half-hearted and confined to practice only as the brave Jean Behra handled a 3.5-litre V12-engined 250F single-seater and also tried a stripped 450S sports racing car. Both entries were withdrawn before the race.

For the second Monza 500 Miles, Ferrari pre-

pared a couple of cobbled-up speedway specials but, egged on by Gino Zanetti and his Eldorado ice-cream millions, Maserati took the deepest plunge by building a tailor-made 'Monzanapolis' racing car – to run as the Eldorado Special.

After receiving Zanetti's commission, Maserati chief engineer Giulio Alfieri briefed his chassis and transmission design section – headed by Valerio Colotti. They laid out a hybrid multi-tubular chassis design combining experience from the 250F Tipo 3 lightweight series chassis structure, which had brought Fangio his fifth drivers' World





Championship title the previous season – with the big 450S V8 sports-racing car engine, transmission and running gear.

The front suspension came straight from the 450S, and the rear end was a beefy modification of the sport car's De Dion layout. The engine was a 4.2-litre short-stroke version of Guido Taddeucci's engine design team's V8. This quad cam unit had made its debut in June 1956, and an early order had been received from American-Italian customer Tony Parravano – widely regarded at the time as some kind of mafioso – for two



**Stirling Moss renewed his association with Maserati to race the Eldorado Special at Monza in 1958, but it all ended in tears when the steering sheared at 160mph... Left: Restoration work has started after years of neglect in the Maserati factory**



4.2-litre versions of this new V8 to power a USAC-racing Indianapolis project.

Two of these 420M/57 engines were delivered to Parravano, No 4201 (delivered 12 December, 1956) and 4202 (29 January 1957), but neither could be used before Parravano's fortunes collapsed and he fled the US, apparently to Mexico.

Now, for Zanetti's project, fuel injection was tested on 420M/58 engine '4203', but it was discarded in favour of four downdraught Weber carburettors, jetted and tuned for alcohol fuel in contrast to the AvGas aviation spirit just made compulsory in Formula One.

The Monza 500 Miles was a left-turn only race so the V8 engine was offset 90mm to the left in the tubular frame, passing its propshaft high to the left of the low slung driver's seat, which was offset to the right. The two-speed gearbox provided a 'low' for getaway and a 'high' for full throttle racing. Final-drive was solid, there was no differential.

The tubular frame was based upon two large-diameter elliptical-section longeron tubes linked by matching cross members, all variously pierced by large holes – amazing to behold today as any weight saving can only have been minuscule. One can grip the wall thickness of the tube in these holes and it's paper thin. Drum finger nails against these longeron tubes and they rattle thinly...

Erected above them was a sketchily triangulated stiffening superstructure of round section tubes. At the nose, scuttle and behind the cockpit were finer-gauge panel support tubes to pick up all detachable body panels fashioned by Medardo Fantuzzi's *carrozzeria*. The car was signed off to Zanetti's order on 16 June, 1958.

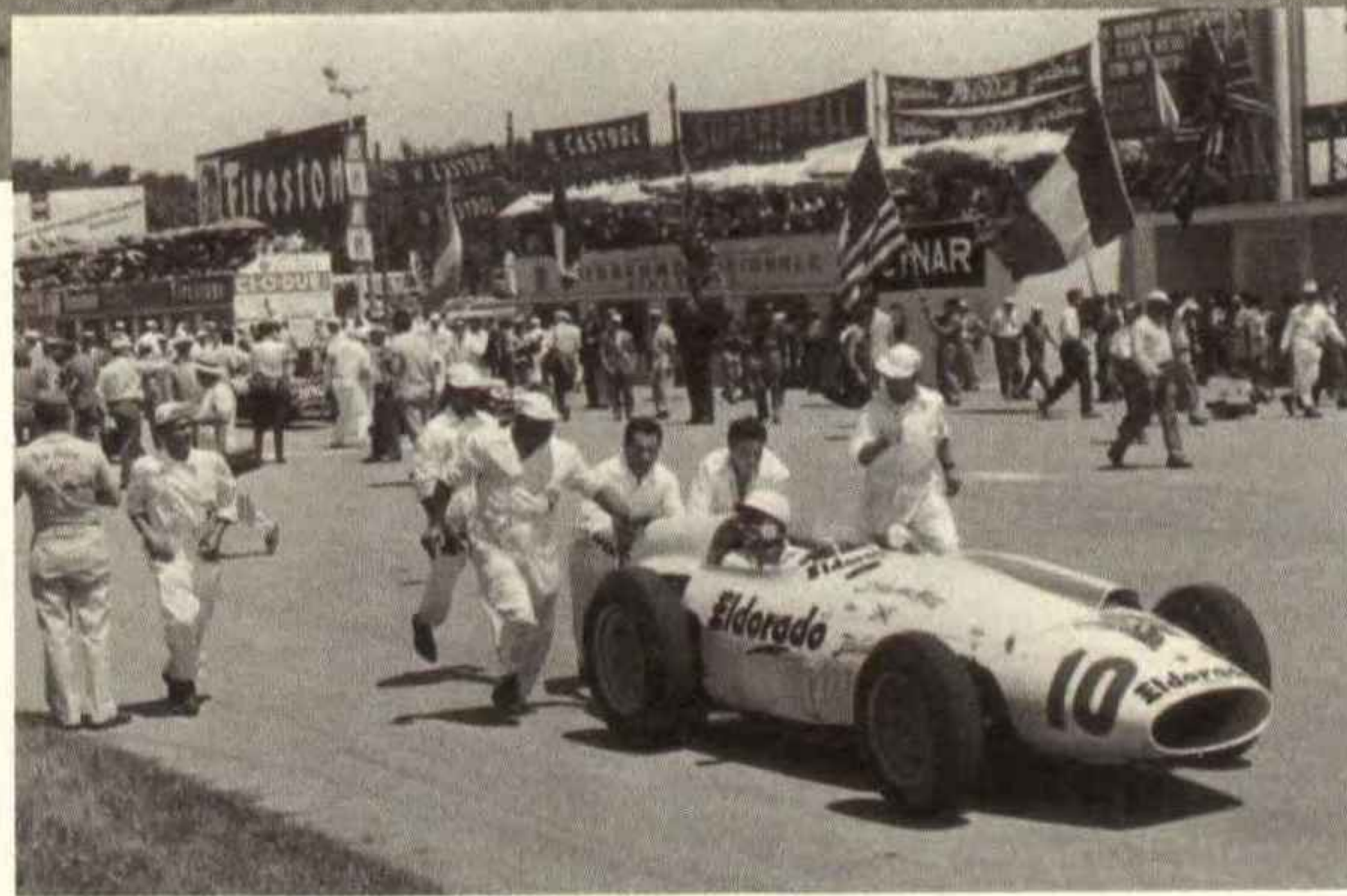
Monza's bumpy, frost-heaved bankings meted out a terrible battering during initial testing, breaking the spokes in the original Borrani alloy-rimmed wire wheels. Cast-alloy American Halibrands were quickly substituted, carrying large Firestone Speedway Special track tyres – 7.60 x 16in at the front and a monster 8.00 x 18in at the rear, all inflated with lighter-than-air Helium.

Zanetti's wallet served to retain Moss – dropping his previous year's opposition to this strange race – and on the weekend between the Le Mans 24 hours and the French Grand Prix at Reims, Moss reported to Monza for his only experience of banked super-speedway racing.

He recalled: "My first practice in the car certainly proved its power, but it skipped and bounded over the bumpy banking and I can't say I liked it much. I lapped in 57.9sec, 164mph, and next day the skies were heavily overcast and rain was drizzling down. In American USAC racing nobody ran in the rain. Naturally I told Bertocchi [Maserati's famous chief mechanic and chief test driver] to warm up the car. Some of the Indy people asked what on earth we were doing.

"I said, 'I'm going out,' and they gasped: 'But you can't. It's raining!' This was too good an opportunity to miss, so I said that in Europe we didn't mind whether it was raining or sunny, we raced in all weathers. It might yet rain on Sunday, race day, so what would they do then? 'We won't race,' they said flatly. 'That's great,' I said. 'There are quite a few European drivers here and we go racing quite happily in the rain.' That set them ticking and clucking and worrying about the prize money..."

Moss knew the good ole Indy boys didn't really



**Above: Moss shocked the Indy regulars by taking the car out in practice while it was raining, and laying on some spectacular tail-weaving slides. But the tailor-made USAC roadsters gave the Formula One-derived machines a sound thrashing in the race**

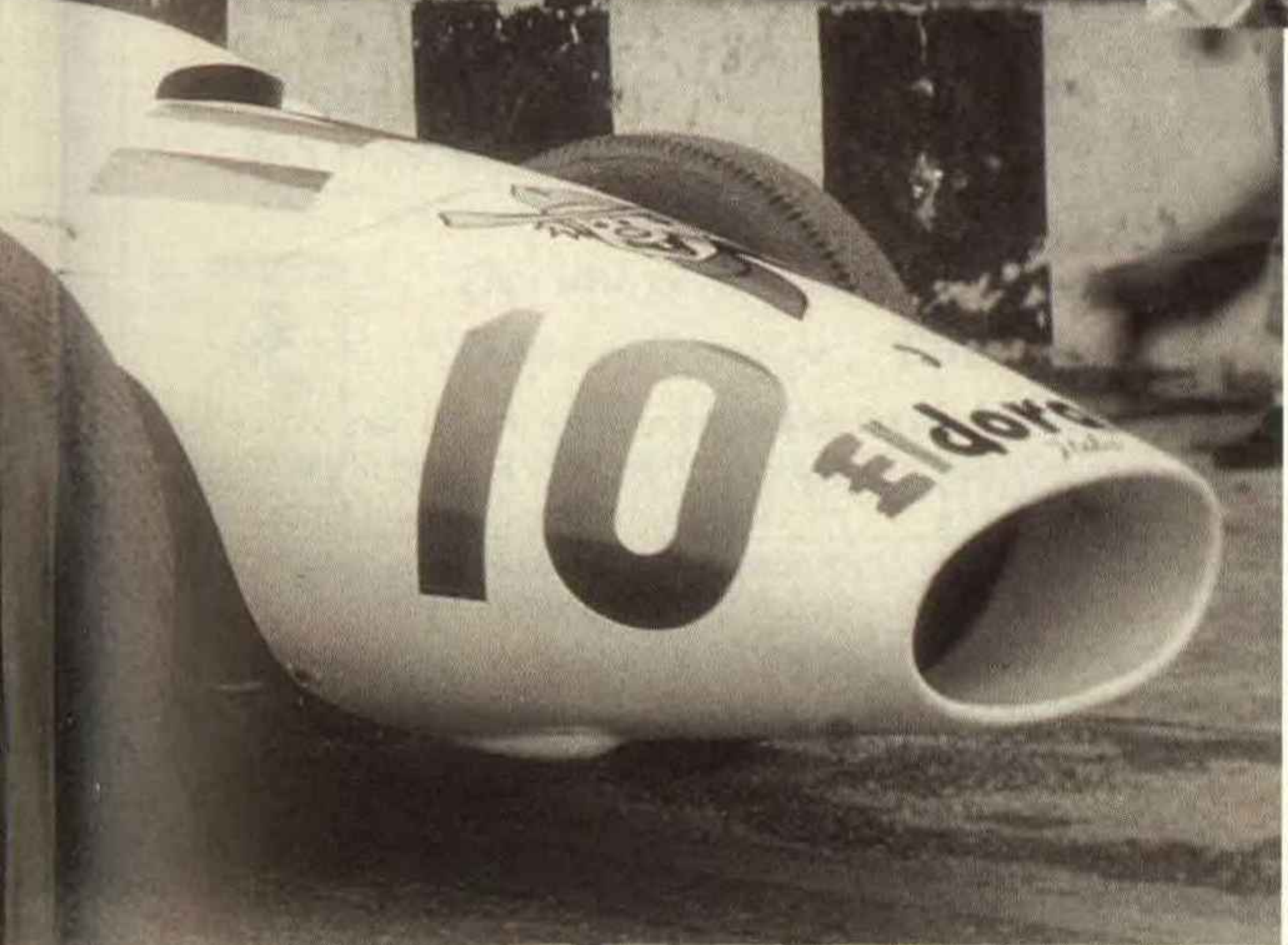
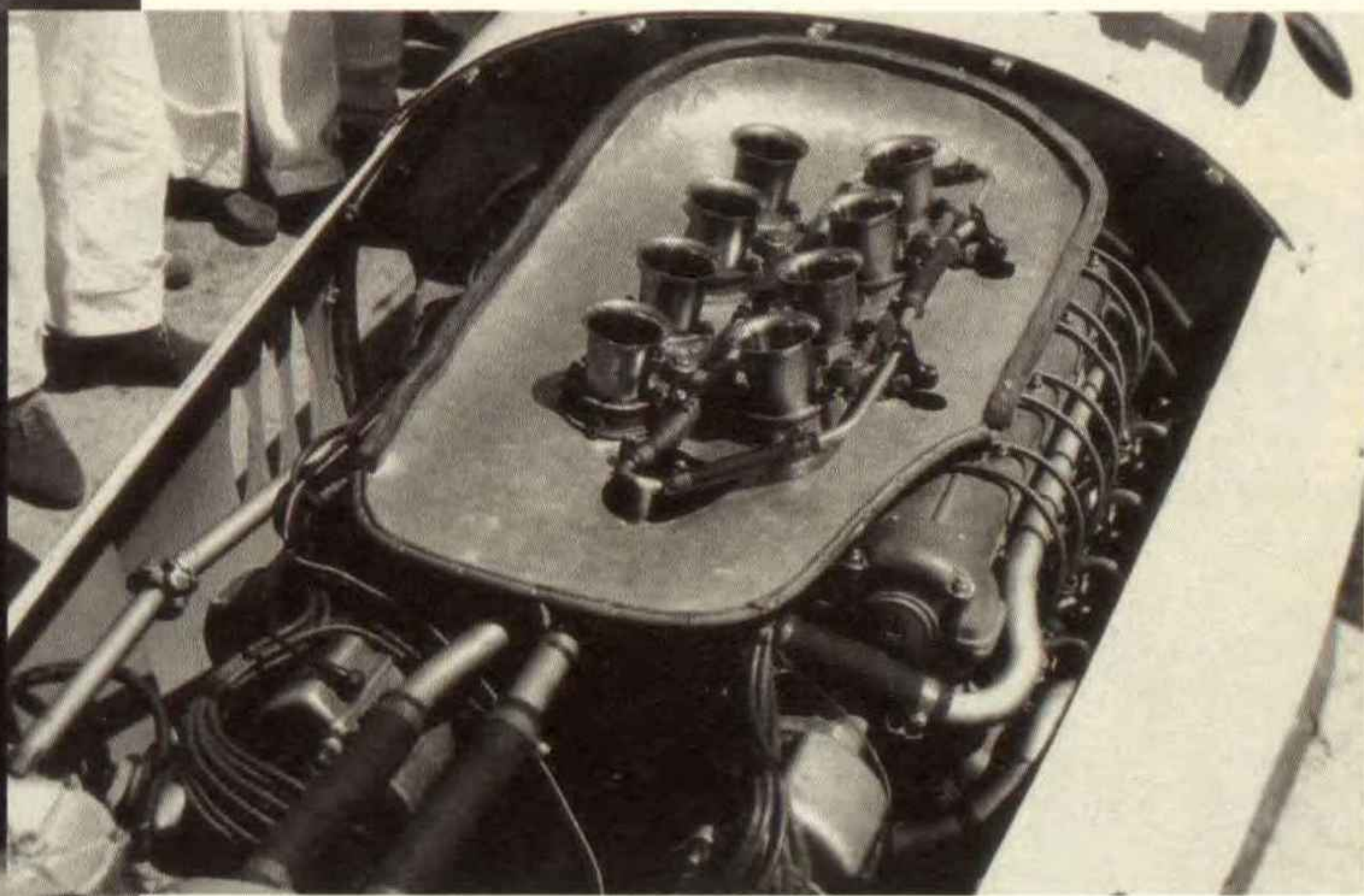
rate the road racers, so on his first lap in the Eldorado, booming past the pits at full throttle, he jiggled the steering just enough to set the great white car weaving wildly in the drizzle. "It must have looked quite dramatic, but it wasn't really because the rear wheels weren't breaking traction, it was just me intentionally inducing a weave. But it made the Americans stand back and blink."

He lapped in 64.3sec in the wet before overdoing his snaking trick past the pits. "I damn nearly came unstuck good and proper, and the moment I was out of sight on the banking I backed right off

to catch my breath. Meanwhile, somebody had leaned on the organisers and they flagged me in next time round." But Moss knew he was in deeper trouble, for dry practice saw the Eldorado running on to the banking at an ear-splitting 6700rpm only to scrub speed away and exit some 500rpm slower. "The car felt bad with its front suspension set too high," Moss commented.

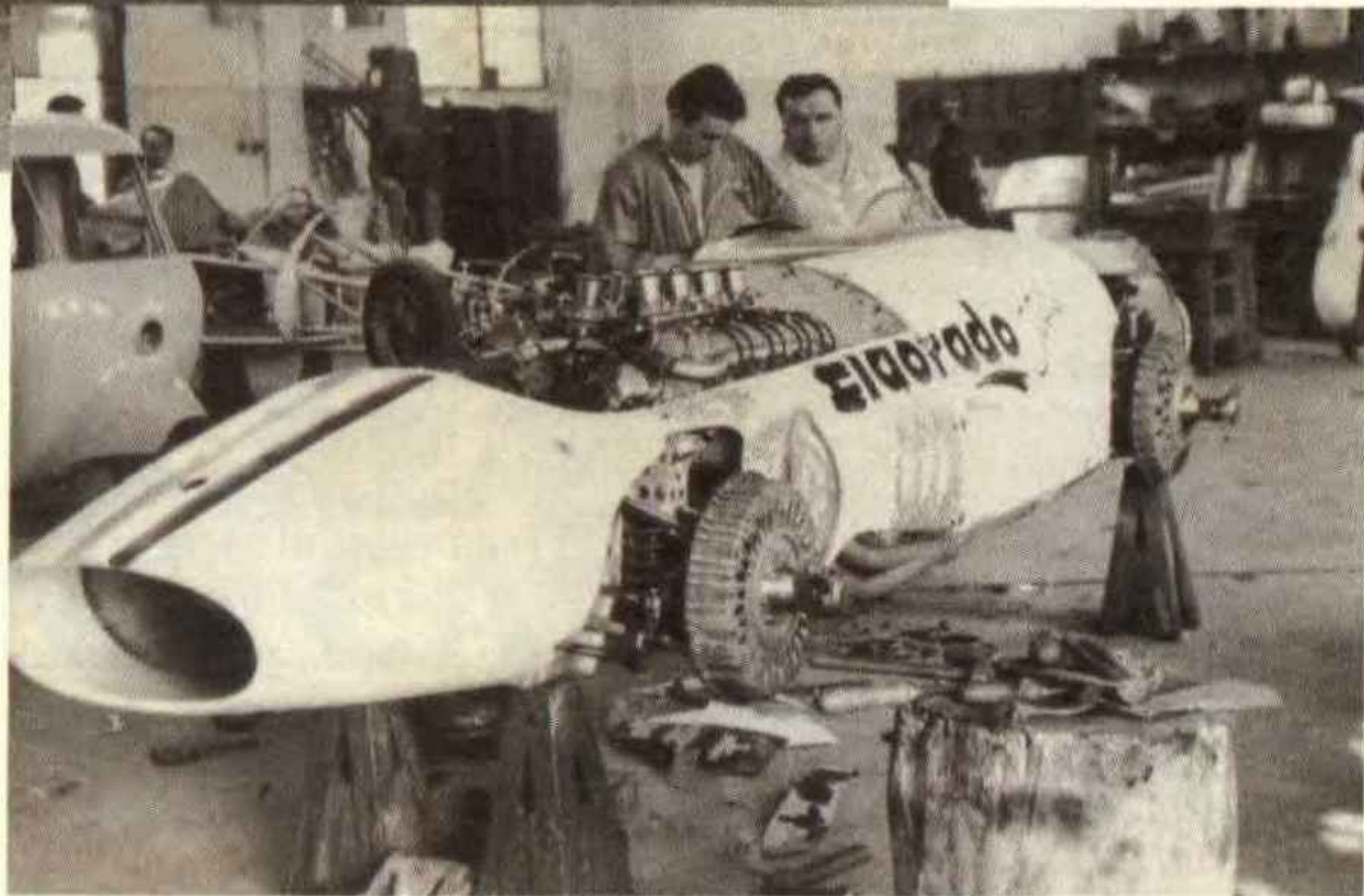
Next day, lower-geared, his times improved, but the real hero was Luigi Musso, unhappily entering the last week of his young life for he would crash fatally at Reims the following Sunday. At Monza he





**“I damn nearly came unstuck good and proper, and the moment I was out of sight of the banking I backed right off to catch my breath”**

**Top right: The engine was a 4.2-litre short stroke version of Maserati's 4.5 V8 sportscar powerplant. Right: The Eldorado Special under construction in the factory (note the tree stump under the front left wheel for the panel beaters)**



was driving a real man-eater of a special Ferrari with a 4.1-litre V12 engine, and he promptly qualified it on pole at 175.12mph to put all the speedway regulars and their Offy-engined roadsters in the shade. Moss qualified ninth at 164.42mph.

On raceday Musso held back the entire grid on the pace lap before using his Ferrari's three-speed gearbox to blitz into a long lead the instant the flag fell for the first heat. By contrast, Moss's start was appalling. The Eldorado Special came off the first banking pulling only 2200rpm and still in low gear.

Moss fought back from ninth to fourth, then

third, but after 52 of the 63 laps fell back to fourth again, appreciating that the Indy roadsters with their 'lay-down' Offy engines were having an easier time around the banking.

In the second heat Moss felt he was getting the hang of oval racing, disputing third place with Troy Ruttman and eventual winner, Jimmy Bryan, blasting around at 168mph, no holds barred. From outside the banking, down among the Monza trees, each lap's passage of the cars was announced by a thunderclap of sound and a shower of dust puffing out between the barrier posts on the lip. But

the hefty Maserati began to wear its Firestone tyres and Moss had to ease off, finishing fifth.

On the startline for the third heat, the Eldorado's clutch failed and Moss lost half a lap. He recovered to fourth place, and was aiming to wrest third from a young American named AJ Foyt when that spooky feeling intruded and the most frightening moment of his glittering career soon followed. He was finally classified seventh on aggregate overall.

Zanetti was keen to run the car in the following year's Indy 500, and against Omer Orsi's advice had it repaired and shipped to the US for the 1959 event. The car's body was reworked by Gentilini, losing the jazzy tailfin, and the 30-litre oil tank was exposed on the left-side of the bodywork.

More significantly, where the three-heat format of the Monza races had obviated serious need for scheduled pit-stops to refuel and fit fresh tyres, Indianapolis' one-shot 500-miler made Maserati's engineers address more effectively the problem of enabling their car to make a clutch restart from the pits and to accelerate rapidly up to racing speed. Consequently, a second two-speed gearbox was applied *all'uscita dei motore* – at the output of the engine – with a separate selection lever by the driver's left hand. The car was now said to weigh 1763lb – and in this 420M/59 form '4203' – the now red-liveried Eldorado Special was signed off on 15 April 1959. Dirt-track driver Ralph Liguori was entrusted with driving it at Indy, but despite





The Eldorado Special's sponsor Zanetti (extreme right) supervises the Eldorado's arrival on the Monza grid

the little team's efforts the engine's carburetion was never adequately sorted and he failed to qualify.

At Indy that year Bertocchi also had a second Maserati 420M V8s to worry over. Frank Arciero of Los Angeles had acquired one of the engines originally ordered by Parravano. That unit was fitted with a version of the Hilborn 'waterfall' fuel injection which worked so well on Offenhauser's four-cylinder engines, and Arciero had it installed in an American Kurtis KK500C chassis. Driven by Clark 'Shorty' Templeton, it failed to complete a qualifying run.

Shipped back to Modena, the Eldorado Special was stripped of useable bits and its bare bones were left to rust in the company's mortuary. Its 1959 outing at Indy had been the Maserati factory's last tremor on the international single-seater scene and it remained in the Viale Ciro Menotti factory until quite recently when Alessandro de Tomaso approved its restoration on a low priority.

This work had been part-completed when The Former Collection of Officine Alfieri Maserati was entrusted to Brooks auction house for sale in their 2 December auction at Olympia, London. Their

**Each lap's passage of cars was announced by a thunderclap of sound and a shower of dust puffing out between the barrier posts on the lip**

sales campaign for the 18 cars in this group – including the mighty Eldorado Special – proved instrumental in cementing a well-funded syndicate of Italian enthusiasts set upon preserving the collection in Modena. After intense negotiation, Brooks – who had hoped to find a buyer who would keep the cars together – advised the collection owners to accept the syndicate's offer 'saving the cars for their nation'. They are now to be preserved and displayed in a purpose-built museum in their native Modena – a fitting end to a minor epic.

## The white elephant that was Italy's answer to Indianapolis

**T**he Eldorado Special survives today as much as a monument to the Monza high-speed track as to Maserati's own frustrated racing ambitions. The *Pista de Alta Velocita* was designed by civil engineers Antonino Berti and Aldo di Renzo. Their brief was to provide a course capable of accommodating the highest average speeds in cars running "under the most uniform driving conditions minimising gear changing and use of brakes". They chose two 875m-long parallel straights – one the existing pit straight of the road circuit – connected by two 180-degree curves, struck at a radius of 320m. Each curve was 1250m long, providing a lap distance of 4.25km or 2.641 miles.

Berti and di Renzo fought shy of attempting maximum 100% banking gradients (as tried at Montlhery) calculating that G-loadings at around 180mph would double a car's dynamic weight there. Both Indianapolis and Daytona use flat, constant-slope banking, but the Italian engineers tackled the more complex theory of designing dished-profile banking. They chose an 80% gradient overall, then divided their 13.8m wide bank-



USAC roadsters slipstreaming in the 1957 race

ing section into five lanes; a 1.75m-wide inner, then 1.95, 2.25, 2.7 and finally 3.35m wide for the outer lane as they climbed the banking. Slope varied from 12% on the narrow inner lane to 80% in the fifth, outer lane.

The *Curva Sud* (outside the Grand Prix circuit's *Curva Parabolica*) was sunk three metres into the ground, while the *Curva Nord* towered full-height above ground level. The profile of each transition from flat straight into the curved banking was

painstakingly calculated to provide progressive centrifugal-force build-up upon both car and driver. From flat surface to banked section occupied 265m to allow, in the designers' words, "A period of at least four seconds for even the fastest cars to pass from normal gravity acceleration to... maximum centrifugal acceleration along the outer lane". At 250km/h – 155mph – peak loadings of 1.7g were calculated.

Construction ran from March to August 1955, and, combined with the road circuit, the *Pista de Alta Velocita* was used for that year's Italian GP and for sportscars from the *Supercortemaggiore* race of the 1950s through to the 1000km as late as 1968. It was also used alone for myriad record attempts, and for the two Monzanapolis 500-Miles races of 1957-58.

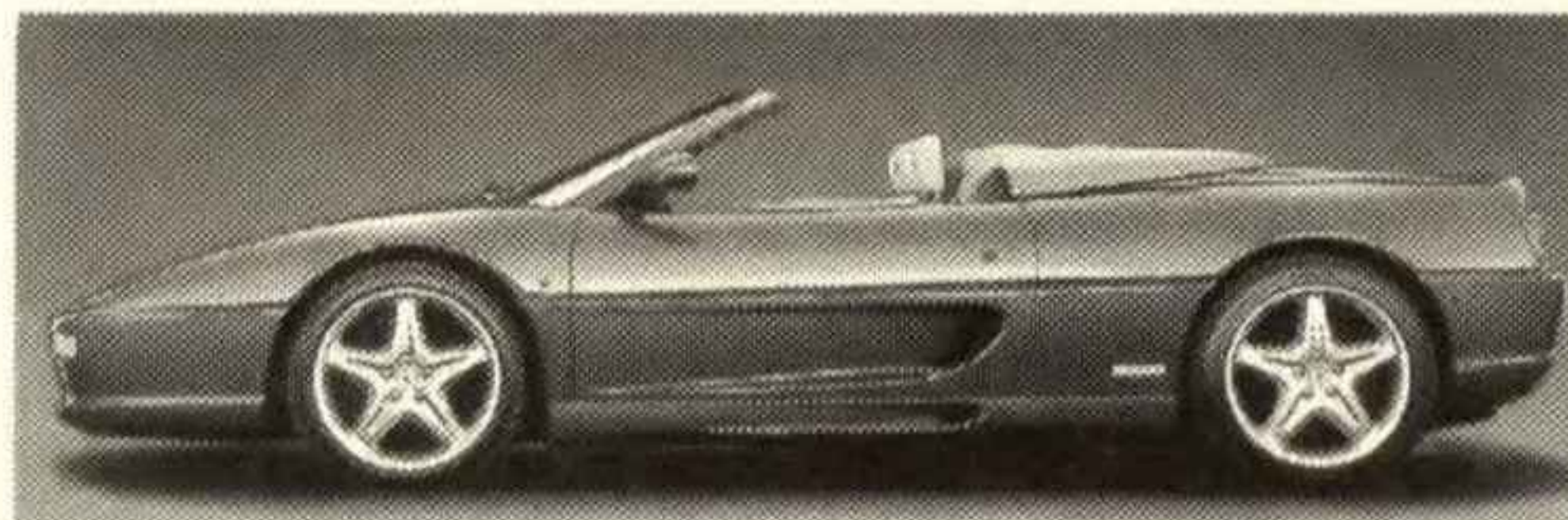
However almost from the first winter the track was in trouble – bumpy and getting bumpier with each frosty night. It still stands – it has survived longer than its Monza speedway predecessor built in 1922 and abandoned before World War II – but it's now been an empty white elephant and static photographic set for long decades past.



# MARANELLO

## SALES LTD

**FERRARI**



F355 SPIDER, V8, 90°, 375BHP, 3496CC.



89G 328GTS Rosso, Nero Hide, ABS, 9K **£47,995**



91H Mondial t Coupe Rosso, Nero Hide, Elec. roof, 10K **£39,995**



94L 512TR Rosso, Nero Hide, ABS, 9K **£87,995**



96N F512M Rosso, Crema Hide, 3K **£119,995**



96N F50 UK car, 4600m **£P.O.A.**



95M 456GT Rosso Monza, Nero Hide, 8K **£129,995**



The above is a small selection of our current stock of over 30 used Ferrari Tower Garage, The By Pass (A30), Egham, Surrey TW20 0AX Telephone 01784 436431 Fax 01784 436510 Web Site:- [http://www.racecar.co.uk/maranello\\_sales](http://www.racecar.co.uk/maranello_sales)



## THREE GREAT MOTOR RACING CALENDARS

**SPECIAL OFFER! SAVE £4**  
**SET OF THREE CALENDARS £39.50**  
 OR £14.50 EACH INCLUDING POST & PACKING

Historic motor racing events, famous racing drivers and their cars, superbly reproduced in three titles. Motor Racing – the Pioneering Days and The Golden Age of Motor Racing both printed in fine duo-tone. The Greats of Motor Racing in full colour. Many unique photographs are presented in these A2 size calendars making them truly ideal gifts. Please allow seven days for delivery from receipt of order. Order by December 10th for guaranteed pre-Christmas delivery (postal services permitting).

To KENBE REPRODUCTIONS, Unit 25, City Industrial Park, Southern Road, Southampton SO15 1HG.

Please send me the following calendars:

Set of three calendars:  
 \_\_\_ Sets @ £39.50 per set. Total £ \_\_\_  
 Motor Racing – The Pioneering Days:  
 \_\_\_ copies @ £14.50each. Total £ \_\_\_  
 The Golden Age of Motor Racing:  
 \_\_\_ copies @ £14.50each. Total £ \_\_\_  
 The Greats of Motor Racing:  
 \_\_\_ copies @ £14.50each. Total £ \_\_\_  
 Final Total £ \_\_\_

Name \_\_\_\_\_ Title \_\_\_\_\_  
 Address \_\_\_\_\_  
 Town \_\_\_\_\_  
 County \_\_\_\_\_ Postal Code \_\_\_\_\_  
 Telephone Number \_\_\_\_\_  
 Signed \_\_\_\_\_ Date \_\_\_\_\_ MS

I enclose a crossed cheque made payable to Kenbe Reproductions for £ \_\_\_\_\_ OR Debit my Visa/Mastercard/Delta/Eurocard for £ \_\_\_\_\_ Card No \_\_\_\_\_

Visa  Mastercard  Delta  Eurocard  Expiry date \_\_\_\_\_ Please send details of the full Kenbe Calendar Collection  Tick

Price will be refunded or your account card credited if the item(s) are returned undamaged within 14 days of receipt. Offer applies to U.K. only.

**KENBE REPRODUCTIONS**  
 Unit 25, City Industrial Park, Southern Road, Southampton SO15 1HG  
 Telephone orders: 01703 225020  
 Fax: 01703 222491



# Windcheater



**T**he name Bertelli has been central to most of Aston Martin's history. Today it often refers not to the revered designer himself, but to the firm which specialises in all Astons with Bertelli pedigree. Made prominent as Morntane Engineering by Derrick Edwards, racer and mender *extraordinaire*, and Nick Mason, the company exists today under a new owner as Ecurie Bertelli, and while Edwards is no longer involved, due to ill-health, his wife Judy Hogg is still part of it, and continues, with Mason, his wife and daughters, to race the pre-war Astons in the Mason stable.

Andy Bell came to work for Derrick and Judy in 1977 and ended by buying the company. Today

the Olney workshop is packed with Bertelli Astons in his care: the 1924 200-mile race entry, Le Mans cars LM5, LM19 and CMC 614, Prince Bira's car about to be reassembled. . . And, standing ready for our inspection, the strange all-enveloping curves of a Type C. A whole crop of aerodynamic projects withered with the coming of the Second World War, and this is one of them.

In an article in the AMOC Review, written in the 1960s, Gordon Sutherland, son of AM's owner and Managing Director of the outfit, recalled that the streamlined cars grew from the desire for publicity when the Speed Model was conceived in 1935.

Very much a development of the Ulster (chassis

numbers continued to carry a 'U'), the 2-litre Speed Model still used Bertelli's overhead cam motor. Available power rose from around 85 to perhaps 105bhp at 5500rpm, elevated from the cooking version with a hotter cam, compression raised to 9.5:1, and a gurgling pair of 15/8 SUs, while to make sure it stayed together in the heat of competition, there were tougher con-rods, a heavier crankshaft, and dry-sump lubrication.

At the other end of the bare gear-lever are four close-spaced ratios, but no synchro – slick, silent changes are up to the skill of the driver. The track was increased to 4ft 6 1/2in and large Lockheed hydraulic brakes with alloy drums filled the wheels.



**The Type C is Aston's least known product. That's a shame says Gordon Cruickshank, as it pointed way to the future**



**Andy Bell of Ecurie Bertelli behind the Aston's elaborate fascia, above. Headlamps mounted inside grille cut drag. Aero-body reunited with chassis after seven years apart. Nose and grille were only new panels**



**"A whole crop of aerodynamic projects withered with the coming of the Second World War. This is one of them"**

These expensive brakes helped push the list price up to a startling £775 upon launch in 1937, £200 more than the tourer. Sales, meanwhile, centred on the 1598cc model which, being a rather less peaky

and specialised device found more general acceptance. By 1939 slack demand caused the price of Speed Models to be slashed to £495.

To qualify for Le Mans, 25 Speed chassis had to be laid down but the 1936 French classic was cancelled due to strike action, and the bulkier Speed Models were slow to prove themselves, despite Richard Seaman's promising start in the 1936 Ulster TT. With the Bertelli 2/4-seater body, the more powerful 2-litre car would only reach 80 or 85mph; a lowered final drive hauled it up to around 90bhp but clearly the

problem was considerable air drag. It was only with Jock Horsfall's slimmer Ulster-bodied racer that the potential of the chassis was unlocked, so Sutherland and Hill determined to create a slippery tear-drop shape for it.

Claude Hill, having been with the company since before the Feltham days, had taken over from Bertelli as chief engineer when the latter left in 1936. His forward thinking included metal-framed body construction, in which he took out a patent, and the lessons learned with his later experimental saloon "Donald Duck" and the light-weight Atom influenced the post-war Astons.

With streamlining breaking out all over, the 2-litre



**Tapered tail and faired-in wings contrast with awkward hood made to original pattern; Works Type C drawings held by AMOC. Front aspect has XK120 overtones**



scheme had some distinct advantages. It would update Aston's old, traditional cycle-winged image, and if a new suit of clothes also turned the slow-selling Speed Model chassis into a more attractive commodity, all the better. The first aero-bodied car (part-yellow, and inevitably dubbed "The Flying Banana") appeared at the 1938 Earls Court show; with its slatted upright grille and separate headlamps it was still no revolution, but it could reach 100mph. However, while it created interest and shock in equal measure, there were only a few buyers over the next two years. Thus Speed chassis built in 1938 only gained bodies as late as 1940, while Aston was switching to aircraft component work. As a final works outing, Sutherland was one of the last people to drive on the Brooklands Outer circuit in September 1939, testing a single-seater 2-litre for the forthcoming TT, a race which never happened.

Aero-body construction comprised a square-section tube frame attached to the unaltered 2-litre chassis, over which the new panels draped to give the traditional car a startling new form. Bulbous but smooth, neatly fairing wings, suspension and axles into the shape, the result looked like a thoroughly scientific product of the newly recognised science of streamlining. In fact it was all done by eye, but it was reasonably effective for all that. There was a marked reduction in drag, enough to ease top speed up to some 110mph once the projecting headlamps of the prototype had found a new home behind the grille.

The trade-off was in weight: the considerable increase in skin surface required a lot more framing than a simple narrow body and skimpy wings. Even though the new frame was in aluminium alloy, much of the panelling on the car featured here – the front cowl and all four wings – was in steel, which was only partly offset by the use of alloys for the main tub, the tail and the bonnet. Completed, the Type C weighed 300lbs more than a conventional 2-litre; so while the maximum rate of knots might have been more impressive, it was going to take longer to get there.

It was seven years ago that Derrick Edwards came across this car in Chicago. It was complete but Edwards considered it a prime candidate for rebuilding into a nice 2-litre Type B Speed Model with two-seater Ulster-type body, the car everyone wanted at the time. So the body was removed and the running gear shipped back to the UK; but the project didn't get going, and the disconnected remains were part of the package Andy Bell inherited when he took over Bertelli. It was then, in 1992, that Richard Harwood came across the kit of parts, and decided he would follow Edwards' original plan – until he saw Simon Draper's Type C being resurrected, also by Bertelli.

The appearance of Draper's C was the first chance most of us had had of seeing the wind-



cheating curves of a Type C, and Harwood was taken with it; knowing his chassis had been a similar car, he determined to follow the aerodynamic route. He and Andy Bell were plotting the complex reconstruction of the body when fellow AMOC member, David Taylor produced the electrifying news that he thought the original Type C body still survived. But it was only six months later that a name popped into the frame, and when Harwood rang up to sound him out, the response was not what he had hoped for. Toby Bergin of Atlanta had bought the body, separated

**“AMOC member David Taylor produced the electrifying news that he thought the original body still survived”**

from its chassis, some years before, and when Harwood asked if this was true and confirmed that he had a chassis, Berglin's response was "How much do you want for it?"





**Instruments, along with many small detail parts, had survived with car. Tail locker offers minimal storage; spare wheel lies behind seats. Teardrop tail profile evident**



buffed at some point, and was larded with filler, while the wings contained a great deal of lead, presumably from the original assembly. In the end the repaired nose with its painted wire-mesh grille was too brittle to use, and became the only panel which required replacement.

Offering up body to chassis proved that the mountings matched, but did not provide a perfect result. The front wings were visibly different, and apparently always were; it required considerable reshaping to make them fit and look symmetrical. Bell and Harwood had hoped that the car would be ready and running for the AMOC Jubilee in 1995 but fixing the wings extended the process. Instead, the C made its debut at the Louis Vuitton concours at London's Hurlingham Club in June last year, before being rushed to Silverstone the next day for the St John Horsfall meeting.

For most onlookers, the Type C remains a mysterious beast. Simon Draper's C has been around for a couple of years, but the only two other complete cars live in Germany and California. Two further Type Cs exist in pieces, one with, one without, a body and Jim Young, Pre-war Archivist for the AMOC, recalls breaking one up in the Fifties, which had a much lower body. That would bring the total to seven Type Cs, although some sources list only six.

According to the chassis number code, Harwood's car was finished in July 1940, which appears to make it the last Aston-Martin to be bodied before the war, though another Type C was going to be delivered that Christmas Eve.

Many find the Type C shape a bit clumsy, and even Richard Harwood worried at first that he wouldn't like it once the car was reassembled. Now it's completed however, he approves. The final

shape is actually slightly different to Simon Draper's, the body of which was copied by Bertelli's craftsmen from the German car, lured to Buckinghamshire by the offer of a free overhaul.

Painted in Harwood's personal green to match his other Astons, the Type C drives very nicely, the ride benefiting from the extra body weight, controlled by Hartford dampers, and easily keeps up with traffic at 70-80mph. Once run in, the ton should be a breeze.

A coil system replaces the magneto ignition, but the spec is otherwise as it should be. Since our photographs were taken Harwood has fitted a luggage rack, making the car more practical on a journey, as the folded hood virtually fills the narrow tail locker. Hood up, the machine looks ungainly, but once the supports have been unplugged and stowed and the black double-duck rolled up and hidden, the tear-drop profile is remarkably pure. It may not have set the world on fire, but the embers from the Type C concept surely helped to re-spark post-war Aston Martin production.



**One-piece bonnet lifts up to show dry sump 2-litre ohc Bertelli motor. Works claimed 105bhp which, says Bell, is a bit optimistic**

There followed a degree of to-ing and fro-ing: Andy Bell flew to Atlanta and reported back that not only was the body complete and sound but it retained many of the small fittings which would be difficult to reproduce. Further clues suggesting that the body and chassis were indeed those which belonged to each other intensified negotiations, until finally Bergin was eventually persuaded that reassembly would be a complex job requiring a comprehensive workshop (which proved quite true) and agreed to sell.

Before long, several large beautifully packed crates arrived at Bertelli, and disgorged not only body panels, but such invaluable details as the

unique boot hinges and bonnet catches (which otherwise would have had to have been cast using patterns from one of the surviving Cs) and the windscreen and supports, neither of which was as simple to fabricate as they looked.

Another lucky survival was the instrument panel, complete with its dials, and even the seats were intact. A new hood was constructed from works drawings (it looks more like a veteran hangover than part of an advanced aerodynamic experiment), which dismantles to store in the tail. Behind the seats is a slot for a spare wheel, and below that a pair of fuel tanks straddle the prop-shaft.

As to the panels, the nose had clearly been





# McRae storms to his second RAC victory

**Porsches were again the cars to beat on the RAC Historic Rally. And again it was Jimmy McRae who came out on the top with his second RAC win in a row. David Evans reports**

**J**immy McRae paid no attention to the vile conditions on the RAC Historic Rally and won by three minutes from fellow Porsche 911 pilot, Monty Karlan. This was McRae's second successive win on the event, underlining his mastery of historic rallying. He was co-driven as usual by Beatty Crawford, the owner of the immaculate Tuthill-prepared Porsche.

Using the same stages as the Network Q RAC, albeit at different times, the only difference was in the mammoth Pundershaw test which had been cut in two to ensure the event conformed with the

European FIA Historic Rally Trophy, of which it was the final round. McRae took the lead from the first stage at the Croft racing circuit and although Roger Powley levelled the scores on the second run at the stage, the Scotsman never looked like he was going to be headed.

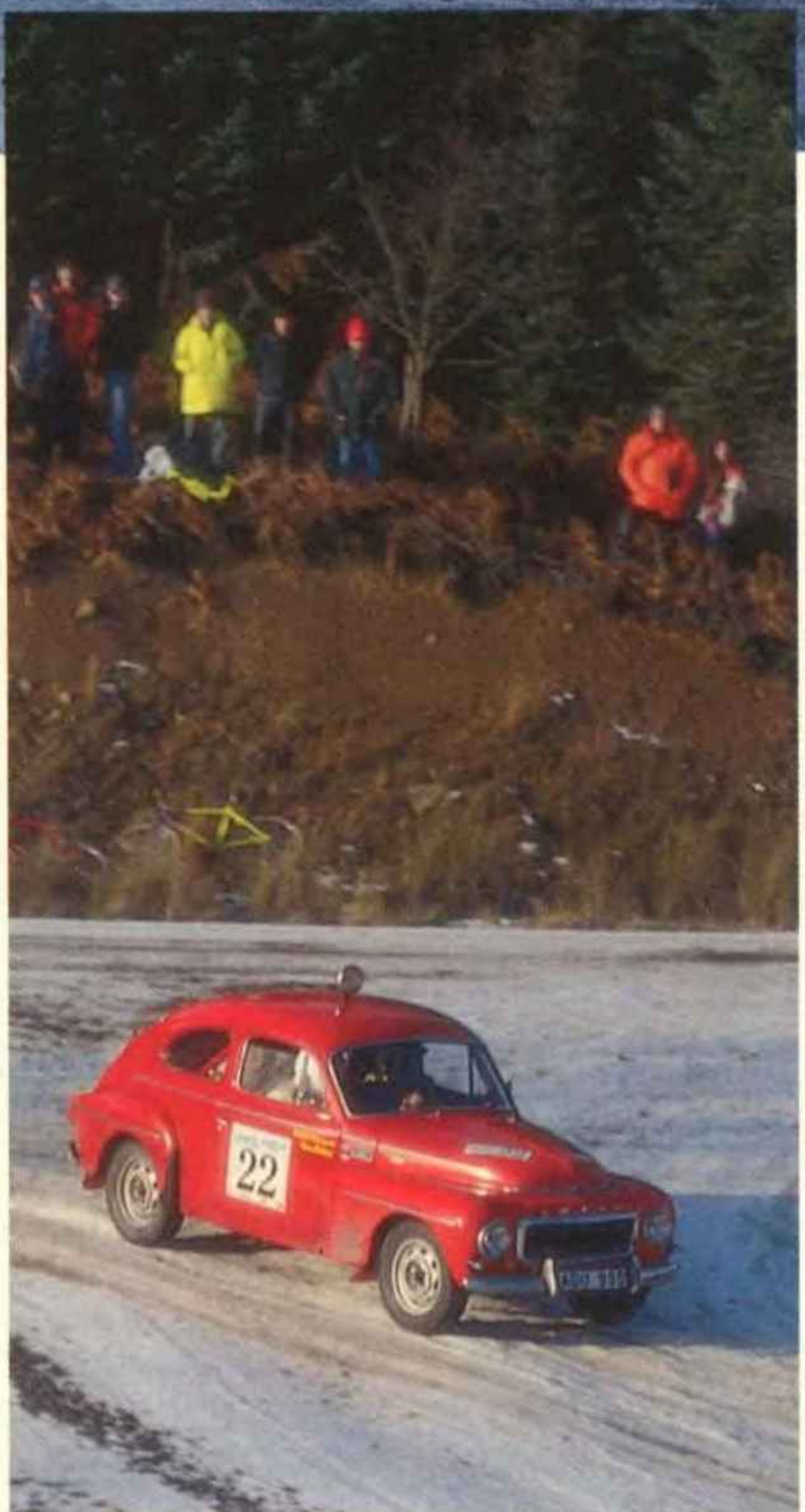
The crews then headed north to Kielder and tales of six inches of snow covering sheet ice. McRae promised he was not going to take any risks. "There's no point pushing too hard, Pundershaw has got ditches everywhere. If you slide a touch wide you get sucked in and your rally

will be over. At the same time with only three main stages you can't afford to dawdle," he explained.

Dawdle he didn't. McRae stopped the clocks almost a minute up on Karlan who had already admitted defeat. "Jimmy is in a different league. He is the best, but if we can be second that will be good," confessed the Norwegian.

Powley must have been ruing his luck: he had decided to use wide forest tyres instead of narrow snow tyres. And this cost him almost three minutes. The times the Chesterfield man set on the second day indicated what a force he could have





**RAC HISTORIC RALLY**

<b>1 Jimmy McRae/Beatty Crawford</b>	Porsche 911	1h 50m 02s
<b>2 Monty Karlan/Ake Gustavsson</b>	Porsche 911	1h 53m 06s
<b>3 Jan Trajbold/Richard Trajbold</b>	Porsche 911	1h 57m 37s
<b>4 Roger Powley/Brian Goff</b>	Porsche 911	1h 59m 44s
<b>5 Stein Johnson/Tom Grace</b>	Volvo PV544	2h 03m 16s
<b>6 Hans Sellberg/Torbjorn Henrysson</b>	Volvo PV544	2h 04m 29s
<b>7 Adrian Kermode/Geraldine McBride</b>	Mini Cooper	2h 05m 55s
<b>8 Brian Bell/Tom Watson</b>	Porsche 911	2h 08m 42s
<b>9 Bob Bean/Ian Frazer</b>	Lotus Cortina	2h 08m 56s
<b>10 Luigi Bormolini/Fabrizio Pozzoni</b>	Porsche 911	2h 12m 41s

**Far left: Jimmy McRae presses on to victory. Above left: Adrian Kermode was top Mini man in seventh. Above: Monty Karlan was frustrated by the lengthy road mileage. Left: Hans Sellberg claimed sixth for Volvo**

been had he bolted on the right rubber.

Kielder lived up to its reputation, leaving three of the fancied crews on the sidelines by the end of Stage 3. Magnus Wigren put his 911 off the road, while Dave Preece broke a driveshaft on his similar 911 and, despite struggling through the stage with one-wheel drive, his rally was over. Paul Kynaston failed to it more than a few corners before his Sunbeam Tiger was heading into the undergrowth.

The Hamsterly stage did little to inspire those hoping to give chase to McRae. "That was evil, without doubt the worst stage I've ever driven," grimaced 911 driver Brian Bell. "You just couldn't stop anywhere, you daren't use the ditches, as if you go into one of those, you're not going anywhere."

One driver who went to bed happy with his day's work was Mini Cooper driver Adrian Kermode, who lay eighth. "It's brilliant. Pauline (co-driver) and I were having a ball. All we need is a sledge under the car to stop it bottoming out on the rough stuff."

McRae showed a chink in his armour on the opening two stages on the second and final day, a brace of icy runs through Clumber Park, as Karlan blasted his canary-yellow 911 to fastest time by 20sec. Not content with that, he took a further six seconds out of his rival on the second run.

could start again," he ceded. McRae then successfully stemmed the tide at Donington, although he was never really forced to extend himself as the groundwork had been done the day before.

Karlan took second. His only gripe was the road mileage, "Today has been very tiring, driving a long way down just to come back up again. Apart from this the organisation has been good and we have enjoyed the rally."

Reigning European Champion Jan Trajbold had a quiet rally, holding third for most of the way in his

McRae admitted to a small mistake: "We had a straight-on, we stalled, dropping a bit of time before we

attempt to retain his European crown. Roger Powley attacked the second day's stages with gusto: "I'm not going to stop trying; all Tajbold needs is a small problem and we'll be there. Besides, we go much quicker on the asphalt, when we can find some under the ice." His charge was to no avail, though, and he finished fourth.

First non-Porsche home was the Volvo PV544 of Stein Johnson, whose high point was passing two 911s and one Lotus Cortina on one stage. The second day wasn't quite as successful for Johnson and co-driver Tom Grace, as the shorter stages and slightly better conditions highlighted their lack of power. Behind them came another PV544, driven by Hans Selberg who promised he had really enjoyed the snow and ice, testament to which was the wide grin that never left his face throughout the rally. Kermode was another to enjoy the conditions, finishing seventh in his Cooper. Rounding off the top ten were Brian Bell, Bob Bean (Lotus Cortina) and Luigi Bormolini (911).

Due to the class-based nature of the series, the FIA European Historic Trophy fell to Jindrich Indra in his Skoda S1000MB. Favourite throughout the event had been Pavel Nejedly; indeed by the finish in Leeds he thought he'd bagged the silverware, only to find the block on his Cooper was too recent and he was excluded from the results. A dramatic end to what had been a highly dramatic rally.



**Jindrich Indra's Skoda won the FIA European Trophy**



# Bentley's lost, last sportscar

## New research tells of W O Bentley's final sportscar design and its frustrating still-birth

It is well-known that W O Bentley was employed by Rolls-Royce after they bought the old Bentley company and that after assisting with the road-testing of the 3½-litre and 4¼-litre Derby Bentleys, he designed other great cars. W O had gained much esteem from 1919 to 1931 for the design and production of the 3-litre to 8-litre Cricklewood-built Bentleys with their great run of racing successes, notably at Le Mans, and before that for his revision in war-time of the Clerget rotary aero-engine into the BR1 and BR2 designs.

In 1947 he joined Lagonda and was responsible for the outstanding V12 Lagonda after revising the LG 4½-litre Lagondas, and for the post-war 2½-litre and 3-litre twin-cam cars, two of which were used by HRH the Duke of Edinburgh. (Had Rolls-Royce not outbid Napier for the old Bentley Motors concern, W O might have had the design of an advanced pre-war Napier six-cylinder ohc 24-valve sportscar to his credit.) He was frustrated again at Lagonda's by being legally prevented from linking his name to the cars he designed for the Staines company, but usually these cars are seen as his last technical achievement; indeed, Georgano says they were W O's "last motorcar design". However, he had one more ace to play, for Armstrong-Siddeley.

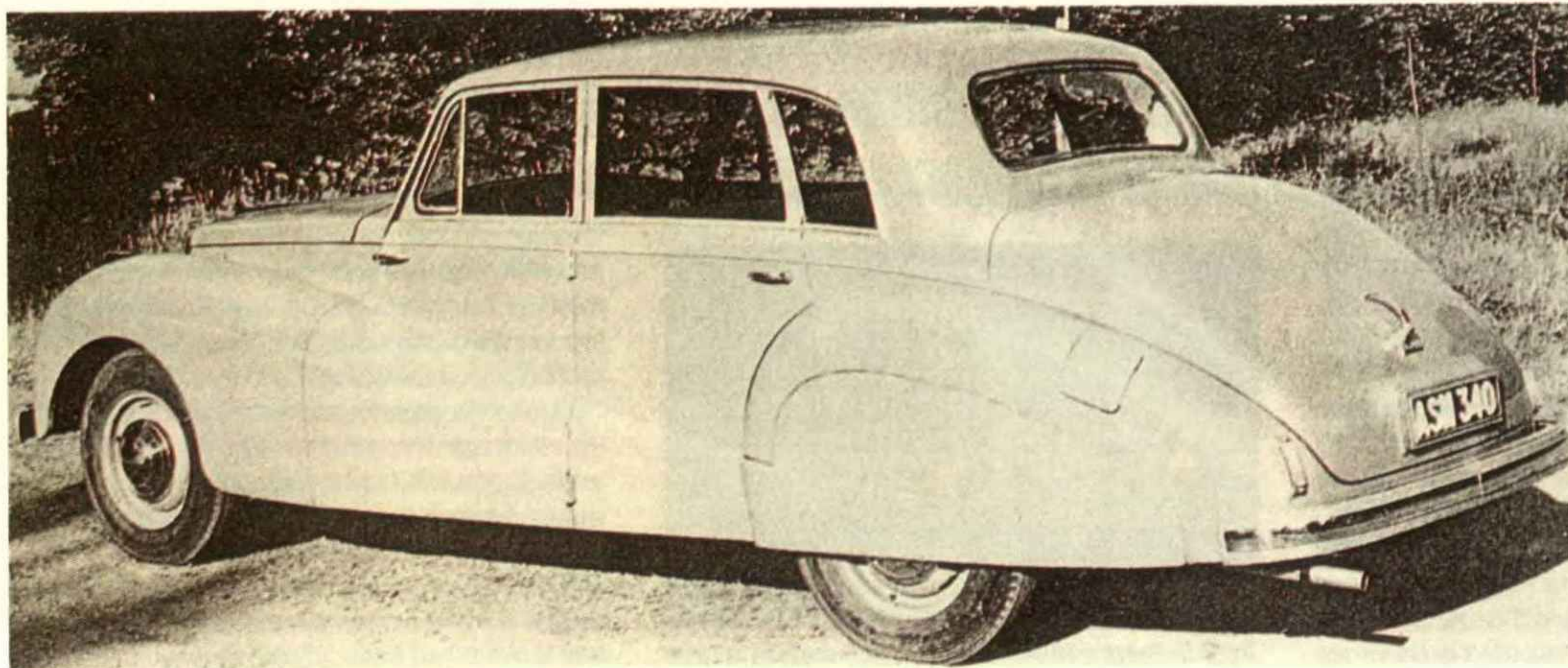
It is usually thought that this project never got off

the ground, but this is not so. Thanks to the research done by Mr W E Smith of the Armstrong-Siddeley OC, who lectured the W O Bentley Society on the subject, we know there was a final project to W O's credit, an Armstrong-Siddeley sportscar which was actually built and run. I am greatly indebted to Mr Smith for allowing me to summarise this most valuable lecture, the findings of which will, I am sure, be of much interest to all followers of Walter Owen Bentley's illustrious career. It may not tell the full story, as Mr Smith is continuing his research into the last W O-designed sportscar, but the fresh ground covered in this remarkably interesting lecture is most intriguing.

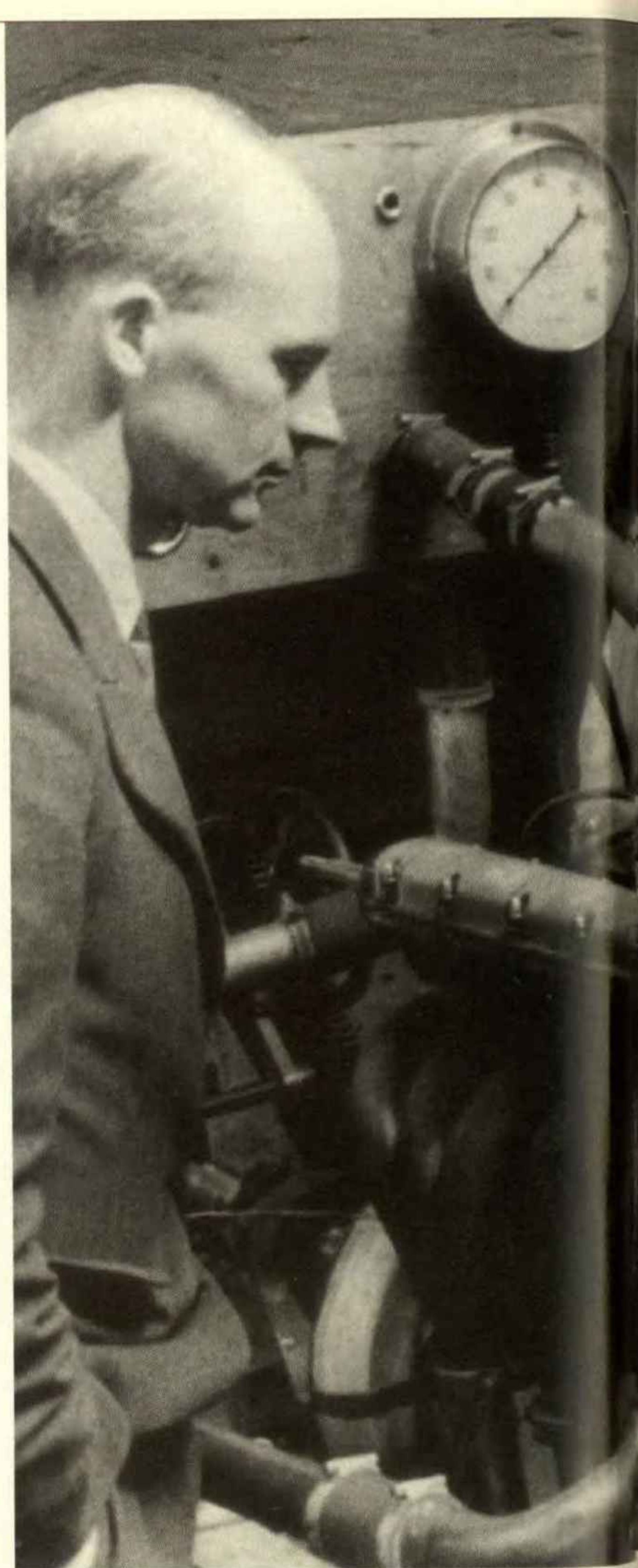
All the more so because with the exception of the splendid Siddeley Special, which was something of a breakaway, Armstrong-Siddeley was always associated with rather staid, comfortable, even pedestrian products – those "cars of aircraft quality", as befitted a branch of the Hawker-Siddeley Aircraft group – and never mind that a private owner managed to make one of the massive 1921 Armstrong-Siddeley 30s win a Brooklands race. There was a sports-tourer version of the nice little Armstrong-Siddeley Twelve Six, one of which was used as his personal car by H S Linfield, *The Autocar's* pre-war road-test driver, but this was sporting mainly in the body style

sense. The A-S Twenty had quite a brisk performance, and the company took part in the major long-distance competition events, including the Monte Carlo Rally, with Col Siddeley as a driver (one remembers the trio of red, white and blue A-S Twelves which ran as a rally team in the 1930s) but in no way could the Armstrong-Siddeley, pre-war or post-war, be regarded as a sportscar – until W O Bentley was commissioned to develop one.

He signed a three-year contract to act as car consultant and designer to Armstrong-Siddeley Motors, in conjunction with Donald Bastow, and to



**This Sapphire prototype is believed to have been fitted with one of the W O 3-litre twin-cam engines. In its time as a company hack it covered some 200,000 miles.**







**W O's first project at Armstrong-Siddeley was modifying the 2.6 Lagonda engine. With an example on test are W O, smoking his pipe, and his assistant Donald Bastow, left.**

perform such other duties as the directors might require. The usual confidentiality clauses were inserted to prevent industrial espionage. W O was allowed to have not less than four assistants or draughtsmen, whose salaries he was to pay, to work solely on A-S projects, and W O had to provide his own office premises, again at his own expense, but travelling outgoings would be met and drawing materials supplied. W O's salary was £6500 a year, and the offices were at Kingston-on-Thames, convenient to Bentley's home at Shamley Green. (Armstrong-Siddeley Motors had tried to buy the Lagonda company, but backed off; this may be how they became associated with W O.) The contract was signed in October 1947 by T O M Sopwith, Harold Chapman and the ASM Secretary W Johnson.

Armstrong-Siddeley had been among the first car makers to bring out a new model after the end of WWII, these having a 2.3-litre six-cylinder push-rod engine and being named after the group's famous war-time aeroplanes, Hurricane, Lancaster, Typhoon and later the Whitley. The 1991cc engine developed 70bhp at 4200rpm, good for 75mph. In 1948 it was bored out to 2309cc and then gave 75bhp at the same engine speed. What ASM was seeking was a more powerful car than these 16hp and 18hp models, even a sports car. W O was provided with an Armstrong-Siddeley car and set to work... Apparently it was intended to lay down two cars, the first with a coupé body, the other with a sports body, and a

set of parts for another car. Tooling costs were estimated at £42,000 but when the project was run down these amounted to only £1197.

Mervyn Cutler was then Chief Engineer at Armstrong-Siddeley Motors of Parkside, Coventry (hereafter ASM or AS), and from 1951 also their Technical Manager. Under him W O and Bastow would work. A start was made by modifying a 2.6-litre Lagonda engine, the six-cylinder twin-cam 12-valve unit which had proved effective and smooth-running in the pre-war Lagonda. The stipulation seems to have been a faster, more accel-

## **“Bentley was allowed not less than four assistants, whose salaries he had to pay”**

erative car which would retain the reliability, smoothness, solidity, spaciousness and value-for-money for which the Coventry make was respected. (At this time ASM had on the stocks a 105bhp light-alloy engine of this size, but with push-rod valve-gear. It was abandoned in favour of the 1953 346 design.) W O designed a chassis with a conventional back axle, independent front suspension and a Cotal electric gearbox, but for cost reasons a three-speed synchromesh 'box was substituted

and experiments were made using a Wilson pre-selector box and Newton clutch.

Bentley and Bastow were hampered by ASM requiring a £500 car, and by having to re-draw their suspension, gearbox, axle and engine layouts, as well as a complete new engine. By August 1948 Chapman was complaining to Sid Thornett, Cutler's Chief Designer, about the slow progress being made by Bastow in W O's absence (he was minuted) which was perhaps the commencement of later dissension. Sid was told to take any action necessary to complete the 3-litre drawings. It was nine months since work had started, and at a meeting in Weybridge (at Hawker's Brooklands factory perhaps?) Thornett was told to put more pressure on the two engineers to get the 3-litre chassis completed. But remember that W O and D B had only four assistants and were scarcely being left untroubled. It had been decided to go for a 3-litre six-cylinder all-aluminium twin-cam engine of 84x90mm (2993cc), with a seven-bearing crankshaft. Three units were built and tested in the Experimental Department; the 3-litre gave 125bhp at 5100rpm, the 2.3-litre 78bhp at 4400rpm.

Parkside compared the 3-litre twin-cam W O engine lined-down to 2322cc with their own 2310cc push-rod power unit and an American-type lower-revving engine. The W O engine gave a peak of 264lb/ft bmep, compared to 297lb/ft from a supposed 4.9-litre engine; W O's design would peak at about 5000rpm, the big engine at 3600rpm, allowing the respective gearings to give



9820 and 10,400 'explosions' per mile in top gear, the respective weights being 520lb (without air-cleaner) and 650-700lb. The calculated weight of the W O car with driver and passenger was 1.708 tonnes, and with a Cotal gearbox 0-90mph would take 45sec, or 39.4sec with a three-speed manual. As piston speed would be 1932ft/sec from the 3-litre engine, 2127 in the American-engined car, the former would wear better. These were "paper" figures.

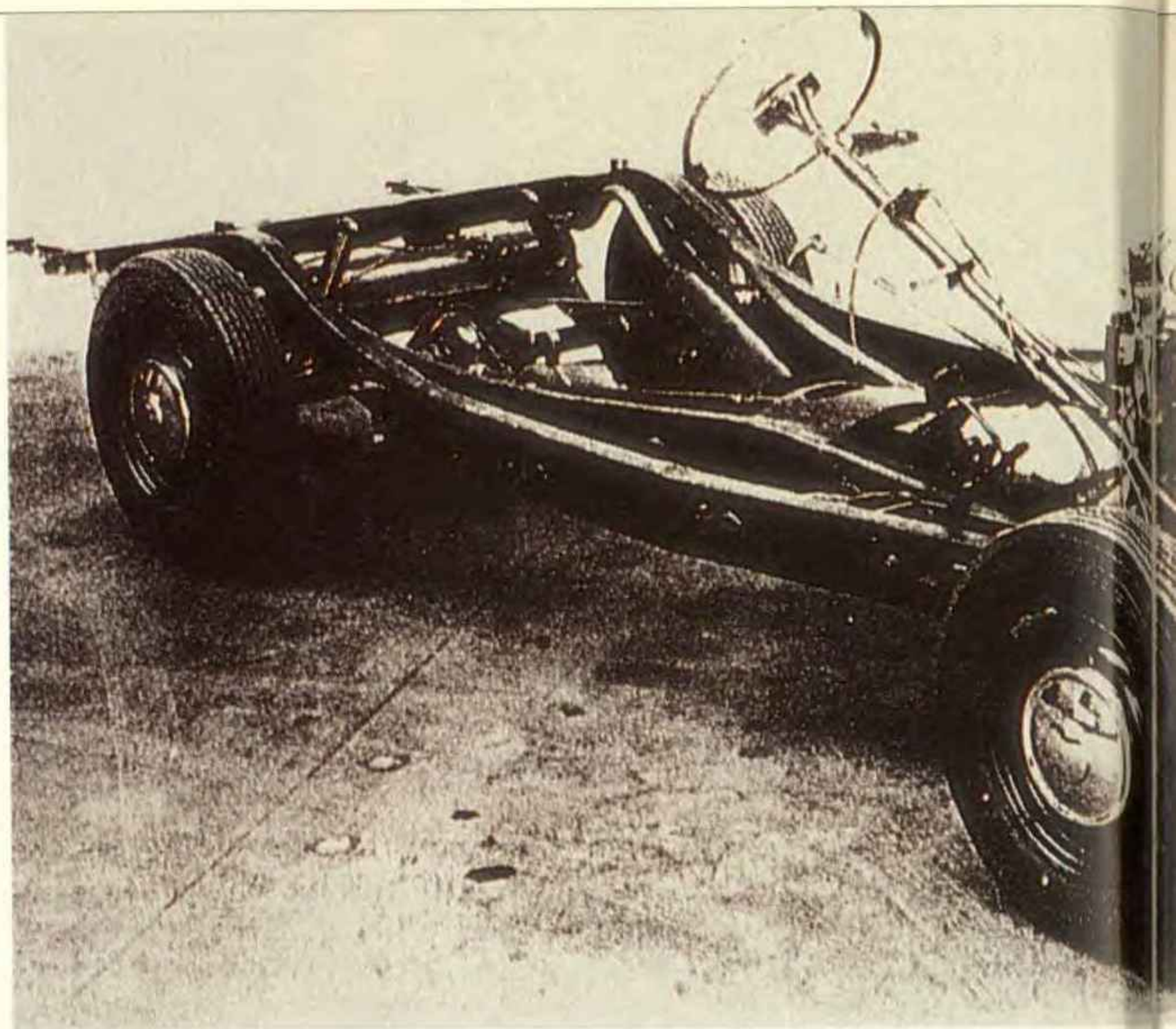
Meanwhile W O was revising his Lagonda engine for lower-cost production, changing the threaded-in crankshaft assembly for the conventional design; 10mm plugs replaced 14mm ones, changes were made to the water valley in the cylinder head, and other castings, as Armstrong-Siddeley used a different source than had Lagonda. The multiple-chain camshaft drive was abandoned, eliminating four sprockets, idler shaft, intermediate shaft, one blade and one tensioner. The chain-length was then 4ft 6in, but Renold thought it satisfactory and it made for a more compact chain-case. Other changes were to a vertical oil-pump drive spindle, a more accessible ignition distributor, and a new position for the water pump.

## "The 3-litre engine was smooth and refined, but did not give the performance required"

Tests were done with a Cotal, Wilson and normal gearboxes, using steering-column control for the two latter, and with Buick and Borg-Warner synchromesh, as well as with a fluid flywheel and Wilson centrifugal clutch, W O preferring the last-named. Bastow, driving what may have been the prototype in a fog, found third gear better than second for stop-start driving, but this caused some blueing of the Newton & Bennett clutch plate.

By January 1949 there was pressure on W O to complete the transmission scheme for costing. (It is interesting that in 1952 F W Allard, who had designed the pre-war Siddeley Special, was still the Chief Designer under Mr Cutler.) W O and Bastow got out schemes for de Dion rear suspension, independent rear suspension, and normal leaf suspension; cost necessitated the last-named. With additional bracing to obviate front-end vibration, an Armstrong-Siddeley stipulation, the chassis was heavier than that of the Lagonda, so 6.5x16.00 instead of 6x16.00 tyres were specified. Other

**One Armstrong-Siddeley employee described the 346 chassis as being influenced by Donald Bastow; Bastow himself ascribes the design to W O Bentley.**



design exercises covered engines of different sizes, a four-cylinder and small-bore variant of the 3-litre, even a transverse-engined Cotal-transmission fwd car! On a test engine the  $\frac{5}{8}$ -in auxiliary drive shaft in the timing chain was found to be faulty, Thornett asking for its revision.

At this stage Col Cyril Siddeley took charge of communications with W O, not always to Bentley's advantage. The 3-litre engine proved very smooth and refined, but did not give the performance required against the Armstrong-Siddeley 2.3-litre push-rod power unit. The prototype W O sports-car gave 95mph against 90mph and 0-50mph in 7.54sec against 8.92sec; tests were done on low-octane petrol. At this stage there was discussion between the Colonel and Bentley about details of the engine, parried by W O, although his camshaft drive involving nine chains and three sprockets was pared down to one with five sprockets and one chain. W O admitted chain 'moan' but this passed off with mileage. He gave quick solutions to Col Siddeley's worries about the starter-motor solenoid and brake-fluid cylinder being too close to the exhaust manifold, and pointed out that the fan was now driven by the dynamo belt instead of by chain, so simplifying the timing chain arrangement. The water-pump was also repositioned to reduce engine length and make the pump accessible without having to remove the radiator.

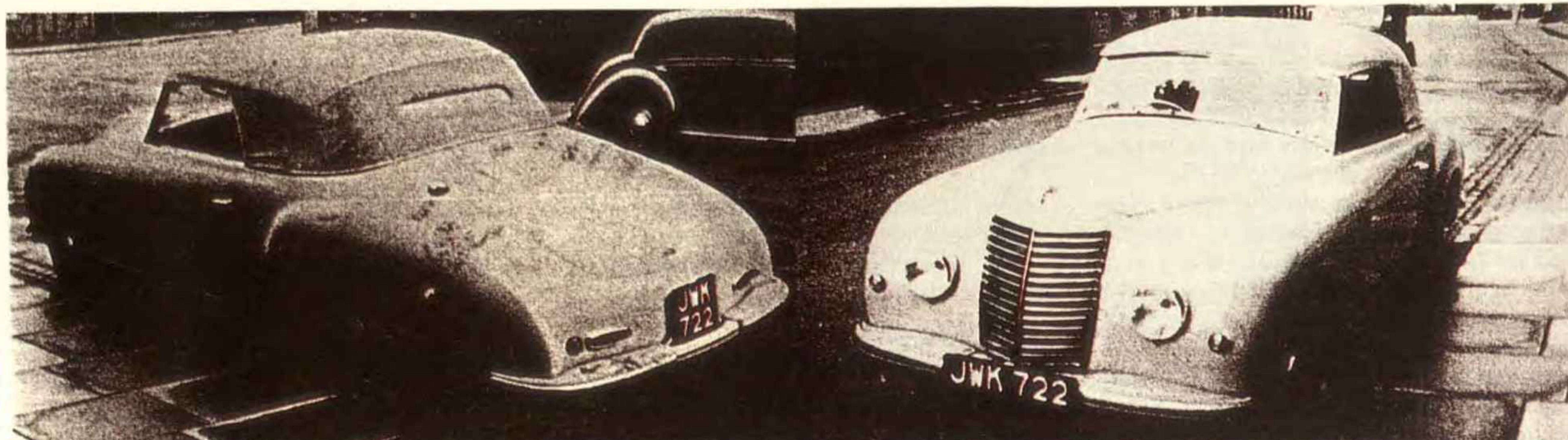
Col Siddeley sent W O a memo thanking him for the work done on the de Dion rear end, though it was not to be used, but after that he seemed less interested in the sports-car, perhaps influenced by his desire that his cars should be quiet and have room for leg-stretching and good luggage space. There was even discussion about putting a limou-

sine body on W O's new chassis. He then objected to Bastow's arrangement of mounting brackets, saying no stress must be taken by the chassis, yet he had previously sanctioned unitary Armstrong-Siddeley body/chassis construction! By May 1949 he was telling W O not to waste energy and time on his 3-litre engine, as the 2.3 was adequate and if a departure from it was made the public would think Armstrong-Siddeley did not know what to make. He asked W O's advice about torsion-bar suspension, such as he had employed on his Lagondas. But the emphasis was now on "the well-trodden path", and the sports-car idea receded.

From then on the colonel's attitude to the great designer of Bentley cars was patronising, observes Bill Smith. He was annoyed when W O and Bastow went to Parkside without telling him or his staff and told W A Henley, the Commercial Manager, that he was in charge. However, the 3-

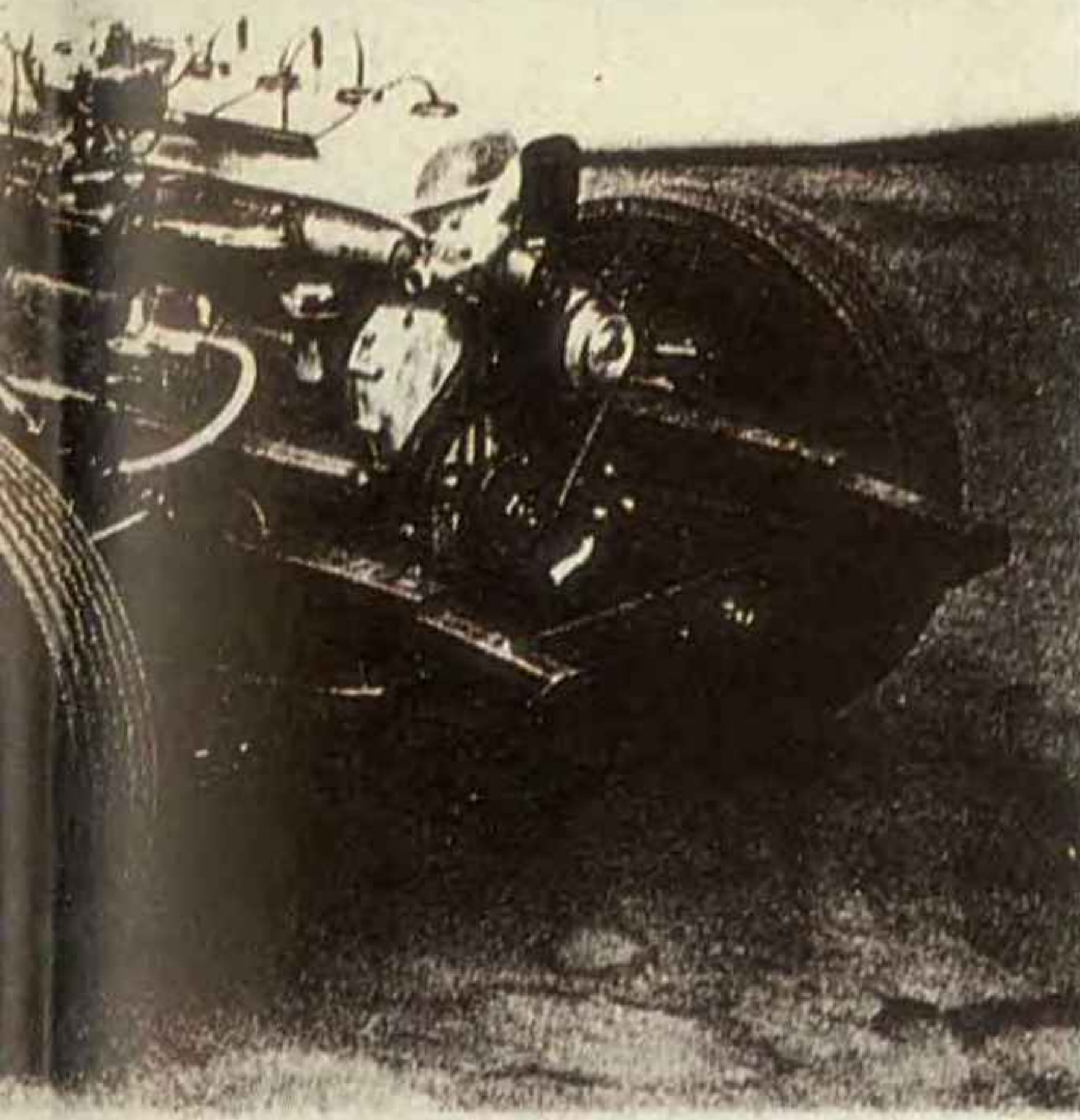
## "It says much for W O Bentley that he was so gracious about the matter in his memoirs"

litre engine was apparently put into an A-S 18hp chassis fitted with a nice Graber-style coupé body and tested for 5000 miles (no long Alpine tests as W O had driven with the then-new 3 $\frac{1}{2}$ -litre Derby Bentley). The Cotal gearbox was in use, but a Wilson box was to replace it. The gearbox gave



Pictured in 1950, the Graber-bodied A-S/Bentley is clearly atypical for the company; it remained a "live" project only until 1953





some trouble, but the car ran well on the track (MIRA?), and the cause of the fractured cast-iron tappets was discovered. However, before the car was shown to Sopwith it was necessary to lower the back springs by up to 2in and put a wood block at the front to attain the desired height.

Col Siddeley then memoed some criticisms to Bastow, clearly moving away from a sportscar which he felt was for the specialist motorist, not Armstrong-Siddeley customers. Although Sopwith had inspected the prototype, the project was now over. W O asked to see the Colonel but was told he was very busy... The contract was duly terminated and it says much for W O that he is so gracious about the matter in his memoirs. (One is reminded of how when Sir Henry Royce interviewed W O for an appointment with Rolls-Royce after they had bought his old company, it was suggested that he was a commercial man rather than an engineer. He replied that when Royce was a boy in the running sheds of the Great Northern Railway at Peterborough he was a premium apprentice at Doncaster!) But W O was apparently glad the Armstrong-Siddeley contract was over.

It is apparent that by now Armstrong-Siddeley had the Sapphire cars in mind (they were in production by 1953), with their 3.4-litre 'square' six-cylinder engines that had hemi-heads with push-rod valve-gear, obviating the need for overhead camshafts. The Sapphire and Star Sapphire were nice cars; in the twin-carburettor 4-litre version, Armstrong-Siddeley had their comfortable 100mph closed car 22 years after the W O 8-litre Bentley had been the first production saloon to exceed the ton.

The Bentley Armstrong-Siddeley Graber coupé with A-S chassis (JWK 722) sadly ended up as a factory hack, but survived to the end of Armstrong-Siddeley production in 1960. It is said that it was then dismantled, along with the Sapphire that had a W O twin-cam engine, and given to one of the new universities, there to vanish. The power-unit drawings are in the Armstrong-Siddeley OC's archives. I am indebted to Mr W E Smith for allowing me to quote freely from the paper which formed the subject of his lecture to the W O Bentley Society, an organisation dedicated to research, whose secretary is Mr Ray Wiltshire, Southpark Farmhouse, Helmingham, Stowmarket, Suffolk IP14 6EP. As Bill Smith says: "I think the Armstrong-Siddeley project leaves W O Bentley and Donald Bastow with their reputations enhanced, not diminished. **WB**

# Siddeley's answer to Jaguar's C-type

## Developed for Tommy Sopwith, the Sphinx proved that Armstrong Siddeley could build a sportscar

**A**rmstrong Siddeleys were regarded by most of the sporting fraternity as pedestrian, even sluggish, but that was not entirely true. In 1933 there was the remarkable Siddeley Special with its 4.9-litre aluminium engine, which was timed over a Brooklands quarter-mile at 87.38mph. The more normal four-cylinder 234, with ugly saloon body conforming to Cyril Siddeley's requirement for a roof high enough to enable a top hat to be worn, was not exactly a sluggard either.

However, a racing Armstrong Siddeley was another ball-game, to mix metaphors. But Bill Smith reminded his audience at the W O Bentley Society lecture of The Sphinx, which the Parkside factory built for Tommy Sopwith to race under the Equipe Endeavour banner.

I saw it on its racing debut at Goodwood in March 1954. The chassis was that of an Allard JR (actually No 3405 – only six other Js were built) with coil spring de Dion rear suspension, and the engine was a development of that used in the Armstrong Siddeley 346, retaining the 90mm bore and stroke dimensions. More power was obtained by the fitting of a high-lift camshaft, three double-choke Weber carburettors and a free-flowing six-

branch exhaust system. The crankshaft was specially designed to withstand the increased power output (227bhp at 5100rpm), the car being run on 100-octane petrol which could withstand the 9.5:1 compression ratio.

At first a 3.55 to 1 axle ratio was used but this would have been changed to suit different circuits in conjunction with 6.00 x 16 Dunlop racing tyres on knock-off wire wheels. It is interesting that there was sufficient faith in the electrically controlled pre-selector gearboxes to incorporate it in this sports-racing Sphinx. Front suspension was by the Allard-type split axle in conjunction with coil springs and telescopic dampers were fitted. The Alfin brake drums measured 12 x 2.25in, actuation being hydraulic, with two leading shoes.

The Equipe Endeavour, named after Sopwith's Americas Cup racing yachts, ran the car at circuits such as Goodwood, Oulton Park and Snetterton. Tommy Wisdom, that all-round racing driver and motoring journalist, proved at Oulton that it could hold off the C-type Jaguars. It is said the Sopwith family persuaded their son to give up sportscar racing in favour of saloon cars, which he did with a 346 Armstrong Siddeley Sapphire. **WB**



With its Allard chassis and tuned A-S 346 engine, Sopwith's Sphinx showed up the C-types



# A family that set American racing alight

**Damon Hill's success has focussed attention on racing families, including this duo from the 1920s**

**R**ecently we have been reminded of motor racing's family connections. Damon Hill has followed effectively and with honour in extrovert father Graham's championship wheel tracks, and Jacques Villeneuve, both in America and Europe, has likewise emulated his father's great racing career. Jackie Stewart's son Paul is closely involved in motor racing, and Michael Schumacher's younger brother Ralf has joined the Jordan F1 team. At the Brooklands VSCC speed trials recently, Delaneys *pere et fils* were competing, and some time back I wrote of how four generations of the Cunliffe family engaged in the sport.

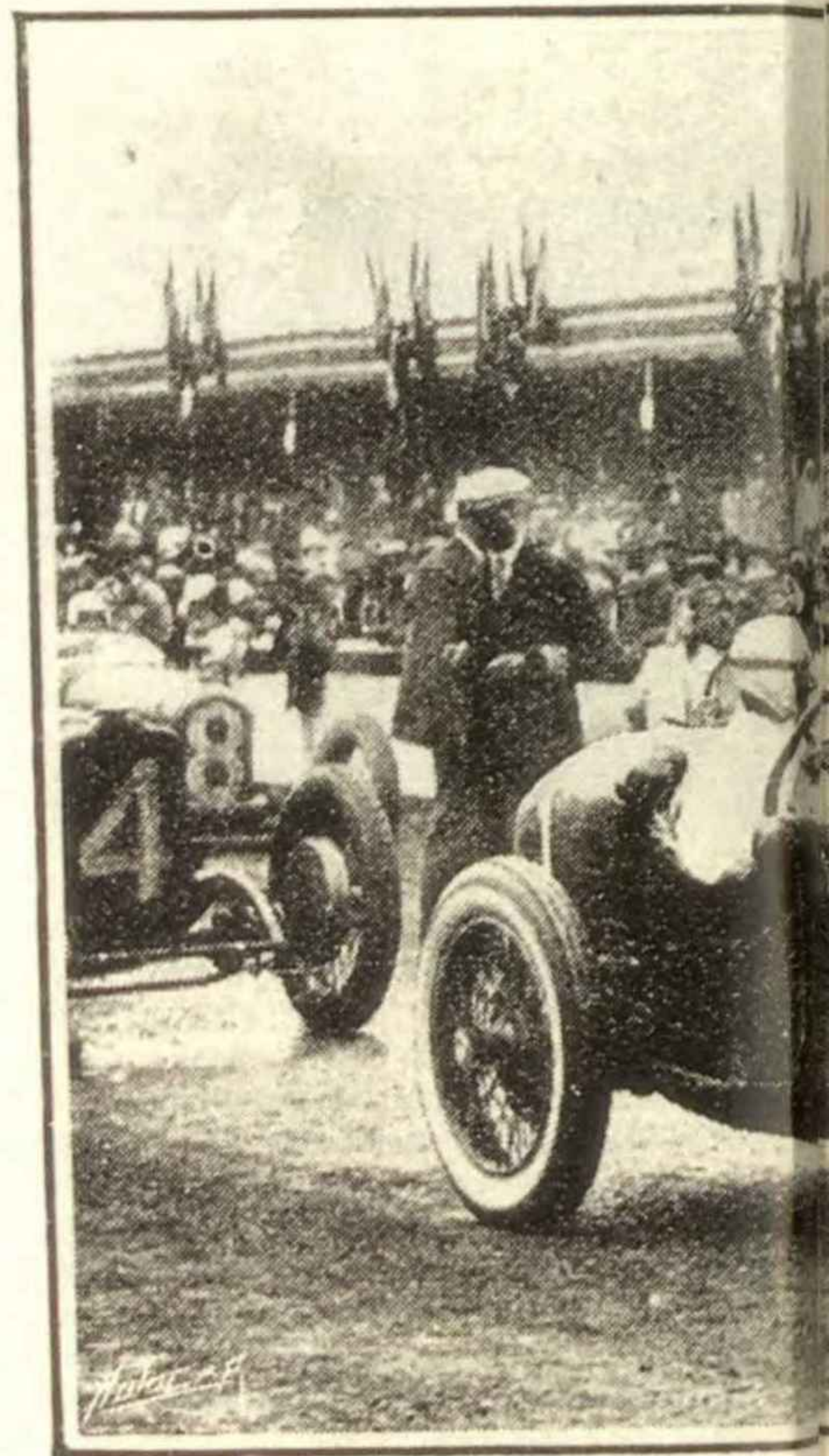
There is nothing new in this. One remembers the two Ascaris, father and son, Antonio and Alberto, and in the early days Albert Clement followed his father into the racing game. The ill-fated Biagio Nazzaro, killed when his Fiat's back axle broke in the 1922 French GP, was the nephew of the great Felice Nazzaro.

In America Peter de Paolo was the nephew of the great Ralph de Palma, and was to become a great himself, racing in Europe as well as in the States. De Palma, whose Italian parents had emigrated to America in 1893 with their son, began on the dirt tracks around New York in 1908. European manufacturers were not averse to having American drivers in their cars when racing in the USA if

better known local men were there to lead them. Thus Ralph de Palma got a Fiat drive in the 1908 Savannah Grand Prix, which was won for them by the experienced Louis Wagner, the American boy a mere ninth. He was, however, allowed to continue in Fiats until 1911, when he drove a Simplex into sixth place in the first Indianapolis 500.

From that, de Palma graduated to Mercedes in 1912. At Indianapolis that year he had a terrible disappointment when his car threw a con-rod only two laps from the finish. However, victories in the Elgin road races and the important Vanderbilt Cup contest ensured his Mercedes drives, until he was involved in a serious accident in the American GP while challenging Bragg's big Fiat for a win. Recovered, de Palma was racing again by 1913, for Mercer, as head of that American team, and he won for them at Elgin. But, and history has often repeated itself, a row developed, when Mercer signed-up the wild Barney Oldfield as one of the drivers. De Palma left in angry mood. However, after repairing the old chain-drive GP Mercedes which had let him down in the last moments at Indy in 1912, he won the Vanderbilt Cup Race again, at Santa Monica, from the Mercer driven by Barney, which must have been a delight indeed.

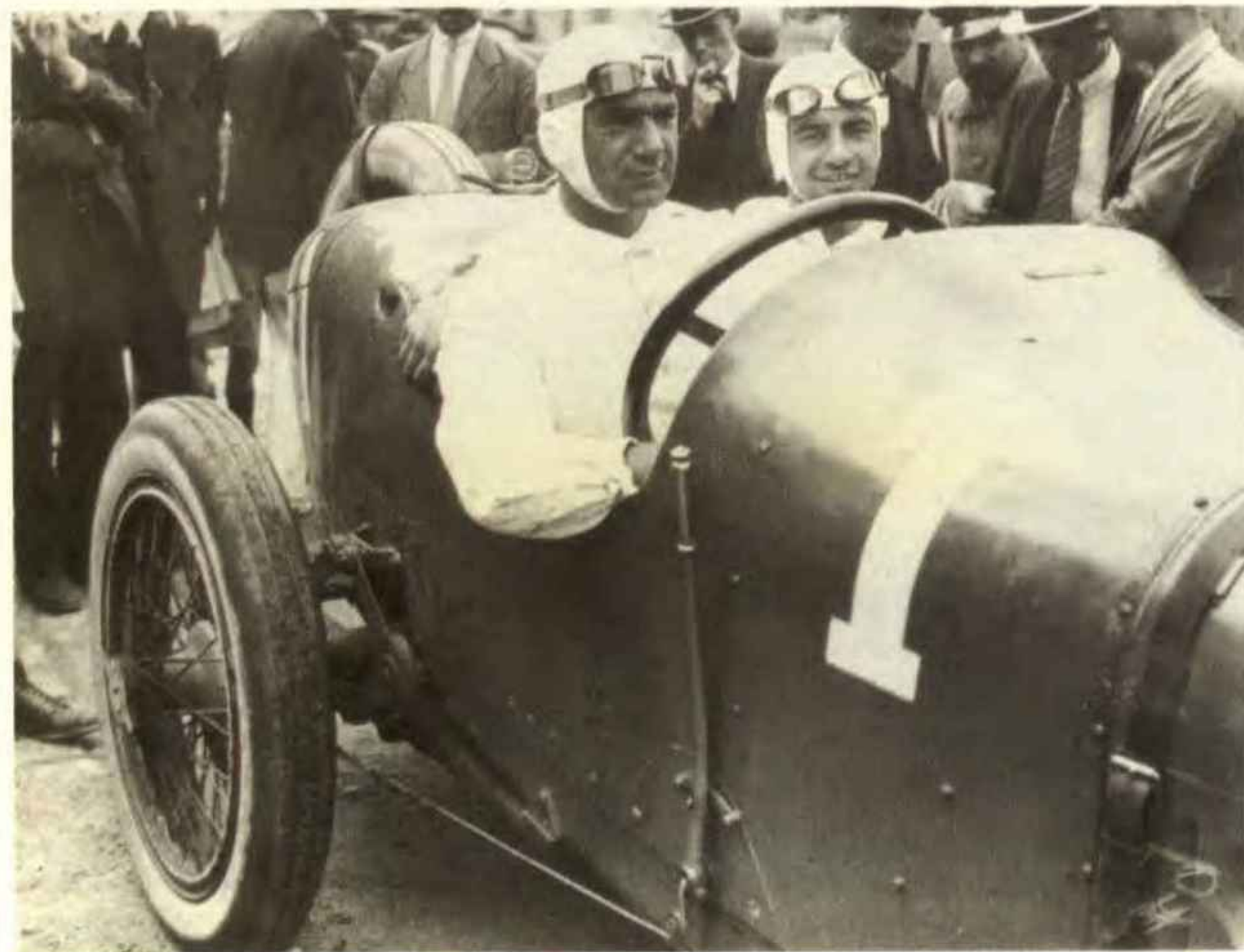
With racing stopped by the war in Europe, de Palma turned again to Indy, and with one of the



1914 GP Mercedes (a spare car or one of the victorious race-cars?) won the 1915 Indy 500 at the record speed of 89.84mph. He used this Mercedes to win American road races, and competed also on dirt and board tracks, and with the 9.5-litre V12 Sunbeam won a short race in 1915 at Sheepshead Bay at 113.7mph. When hostilities finally involved America, de Palma worked at Packard's on the development of the V12 Liberty aero engine and the 14.8-litre Packard with which he was timed over a mile at 149.87mph at Daytona in 1919, a record not recognised in Europe. Ernest Ballot, the marine engineer who was expanding into car manufacture (that ship's anchor badge) signed up de Palma to drive his new 3-litre Ballot at Indianapolis in 1920, where he was placed fifth, after a last-minute disappointment, due to tyre problems, like those he had experienced there in 1916, again when in the lead. Thomas's Ballot finished second. But he won at Elgin with a Ballot in 1920.

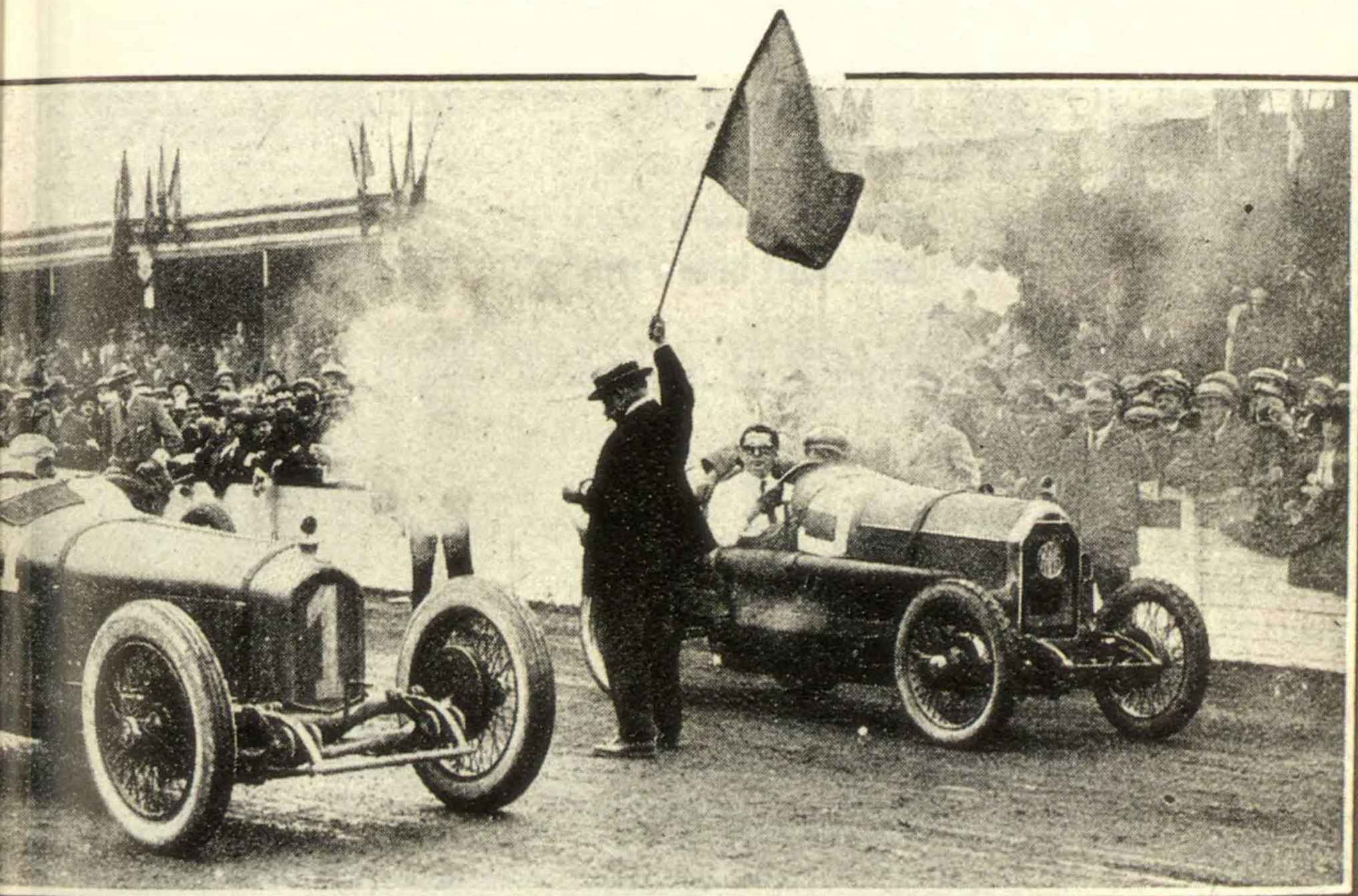
Apart from these American successes, de Palma had come to Europe to drive in the 1921 French Grand Prix with another of the new Henry-designed Ballot cars. His reputation for sportsmanship preceded him. Completely exhausted after pushing his stricken Mercedes several miles to the finish to take second place at Indy in 1912, he congratulated Dawson, whose winning National had passed him. And while being removed on a stretcher with near-fatal injuries after being flung from the Mercedes at Milwaukee, he had time to call: "Bragg wasn't to blame. He gave me all the road."

The American driver was not exactly a stranger to the top French race, having been commissioned in 1912 and 1914 to drive for Fiat in the Grand Prix. On the first occasion de Palma was



**Uncle and nephew pairing: the young Peter de Paolo looks cheerful alongside Uncle Ralph before the start of the 1921 French Grand Prix**





disqualified for not refuelling as the race regulations required, but the giant car was good enough to give veteran Wagner second place behind Boillot's revolutionary twin-cam 7.2-litre Peugeot. De Palma drove a Vauxhall on the eve of war in 1914, but the gearbox packed up after seven of the 20 laps.

In 1921 the great French GP looked like being a fiasco. Up to entry-closing, only Ernest Ballot with his Ballots, the STD Talbot-Darracq team, and a non-competitive small Mathis had been filed. Ballot, with excellent engine-production facilities had secured the services of Ernest Henry of twin-cam Peugeot fame to design his racing cars for the new 3-litre formula. STD was enmeshed in post-war and recent take-over distractions, and its straight-eight twin-cam Talbot and Darracq cars were still unfinished. To run the race with only four competitive cars, all of identical make, looked like disaster, although M Ballot had signed up top drivers in de Palma and the veterans Wagner and Chassagne, with Goux in a back-up 2-litre.

I am aware of the stories told by highly acclaimed motoring journalist WF Bradiey about this precarious happening. The Ballots were said to have been built in 90 days from first blueprint to completion and testing. (If I believe that I shall believe anything, I thought; but to be fair, Bradley was there and I was not.) He has recounted how the AC de France refused an entry to Duesenberg, who could have revived the race, until it paid double fees, its cable having been sent to Bradley who looked after such affairs for some of the teams, and how he only handed in the cheque as the Paris clocks were striking six, the final deadline... The race was now in better fettle; after the fine field of 37 for the dramatic 1914 event at Lyon, dominated by Mercedes, it would have been embarrassing to start it in 1921 at Le Mans with only five

runners. (It was to happen that only three Bugattis came to the start of this classic, but that was five years hence...) Fortunately some STD cars at last arrived, with Segrave, René Thomas, André Ballot and Lee Guinness to pilot them. Zborowski had also been sent for.

Sammy Davis and Clive Gallop painted the Count's car blue in haste while he slept, Thomas looking on, making cryptic comments; he knew that the Talbot was devoid of brake-shoes and that there were no available spares! Of seven intended identical STD cars only four started, two as Talbots, two as Darracqs, the Sunbeams absent. Thus Resta lost his drive; maybe Zborowski, until he decided otherwise, and Dubonnet got their chance after a financial arrangement?

The Duesenbergs proved a surprise, with their

## He knew that the Talbot was devoid of brake-shoes that there were no available spares

single-cam straight-eight engines and hydraulic (using water) four-wheel brakes. They were entrusted to Joe Boyer, Jimmy Murphy, and the Frenchman Guyot, with a fourth car at the last moment for Dubonnet. The Duesenbergs had a fine Indy reputation. De Palma, says Bradley, proved a demanding driver who apparently asked for the Ballot's right-hand gearlever to be moved to a central position, so that his nephew and riding mechanic Peter de Paolo could, at a signal,

look after his gear-shifts! (A year later Bordino had to allow his mechanic to change the gears on the Fiat he was driving, but this was because he had broken his left arm and the thing proved so exhausting that after securing fastest lap he gave up, letting team-mate Salamano win.) However, I would have thought that on the giant cars de Palma raced earlier, the right hand gearlevers would have defied intervention from any but him, and that on board tracks and at Indy almost all driving was in top gear. However, Bradley has it that on one corner where Ballot was watching practice there was a graunching missed change, and that the lever was then put back to where Ballot thought it belonged. After which, it is said, de Palma lost some of his interest in the race for which he had journeyed to Le Mans.

Thirteen cars faced the starter on that July morning in 1921. Duesenberg was said to have been annoyed at having to pay double fees to enter, which I would have thought was a drop in the ocean after the cost of transporting four cars across the pond and paying the drivers. The STD entry was almost up to strength. Bradley has it that Coatalen was away and that fisticuffs broke out between the head of the engine test department, Clement, and the man responsible for chassis assembly, Gaument, in the Suresnes Experimental Department, and that Owen Clegg, the Works Manager, was completely disinterested in the racing cars, expressing this in typical Yorkshire manner. So the work-force had lost interest until, most improbably it seemed, two young Englishmen who

**Le Mans 1921: de Palma and de Paolo (No 1) watch the flag to signal the start of the French GP. Behind is the 1100cc Mathis, with M Mathis driving**



had no association with the racing department but who wanted Guinness and Segrave to start the GP, talked the irate Clegg round, took over, and told the workers to get cracking. All without union intervention? But at least the Ballots, which had had bad luck at Indy in 1921, would have some competition. Before the GP de Palma had run a Ballot at Indy; however, after leading for 112 laps, a con-rod broke and he retired.

## “De Paolo was astonished at how close the cars raced on the short board tracks”

Riley Brett as his mechanic. So de Paolo gave up motor racing for the time being. He had married Sally Lewis in 1922 and been given a Chevrolet tourer by Louis Chevrolet as a wedding present, although the couple used a new Ford-T tourer for their honeymoon.

This took him to Paris, where he met Ernest Ballot and was offered a place in his team for the 1922 French GP. But the pull of a drive at Kansas



De Palma's association with Ernest Ballot began in 1920; here he jumps their 3-litre car at Elgin Lake, USA, on the way to victory

It turned out a hard race, as the road broke up and stones were strewn about, one of which actually knocked Segrave's mechanic unconscious. Between them the STD team changed 30 wheels. Jimmy Murphy won for Duesenberg but with his radiator empty, holed by a stone, with de Palma second and Goux third for Ballot.

After this de Palma returned to the American track events but his luck continued to be out in the Indy 500, where he never repeated his 1915 victory, or was even placed, although leading many times between 1911 and 1925 and netting \$31,400 in lap prizes. He drove Packard, Duesenberg and Miller cars on the post-war tracks

until he took to establishing stock-car endurance records for Chrysler. He then became a consultant to Mobil. He died in 1956.

De Palma's nephew, Peter de Paolo, gained experience as his famous uncle's riding mechanic. He was astonished at how close the cars raced on the short board tracks, where he was to perform so well as a driver later on. Louis Chevrolet gave de Paolo his chance to race, but his first season was marred by many accidents as well as clutch and ignition troubles and broken back axle-shafts on the Frontenac, necessitating many visits to the works at Santa Rosa. He had also smacked the wall in the Indianapolis 500, with

City in one of the new L Wade-sponsored Junior Specials in the 300-mile grind proved too great. However, it was a disaster; a serious accident caused by another crash injured de Paolo, who was rescued by his mechanic, Harry Hemming. After this unhappy experience de Paolo ran a service station in California until Fred Duesenberg brought him back into racing in 1924, when he came sixth in the Indy 500. The following year he was American National Champion by reason of his successes on the boards and at Indy, where he was the first winner to average more than 100mph, in a Duesenberg. That year he travelled to Monza and drove an Alfa Romeo into fifth place. As a road car he had a new Buick tourer. By 1927 his performance in American races brought him his second National Championship, driving for Miller. Then, in 1928, a steering arm broke on his Perfect Circle Miller in practice at Indy, and he was again seriously injured, although he returned to drive in the 1929 Indy 500 in an fwd Boyle Valve Miller.

That seemed to him enough, and he took a position with Chrysler, as his uncle had done. However Harry Miller had him back racing by 1934, and he was sixth in the Tripoli GP before going on to Barcelona to drive a Maserati in the Penya Rhin GP. Here he suffered his third major accident, which marked the end of his racing career. He then took a post looking after tyre interests at the Ford Motor Company.

This Christmas we are celebrating the World Championship of Damon Hill, and remembering the achievements of his famous father, Graham. In America in the 1920 they enthused over an uncle and his nephew – Ralph and Pete. **WB**

## V-C Miscellany

We learn that the one-off re-enactment in Northamptonshire by the National Traction Engine Trust of the 1907 steam road trials went off very well. The road routes were well supported, with some 100 engines entered, the shortest one,



16 miles in the box-tender – a feat of endurance!

of 16 miles, being steamed by model traction engines as well as full-sized ones. Some models even towed trailers, one brave individual occupying a very cramped box-trailer. I went to the first such rally, in Giles Romaine's fields in 1954; Trust member No 2, he was present this time and was presented with a commemorative award by member No 1, Stanton Drew.

A high-class book about the 1907 Commercial Vehicle Trials, with photographs, is available at the very modest price of £3 from the NTET's Sales Office, 93 Devon Road, Luton LU2 0RL.

Amman & DMC intends to hold another South Wales Novices Rally in March, with a night section, for historic cars, entry fee £85. It was won last year by J Filsell/Rev M Prevett in a 1958 A35. Apply to Mrs R Evans, 34 Oddfellow Street, Ystrandyniais, Powys SA9 1LH. **WB**



# Exciting new motor sports books from Grand Prix Models



## 24 HEURES DU MANS

### the 1996 official ACO Le Mans Annual

The unique official story of the race with exhaustive colour coverage of every car & team in the race, practice & the test day - plus full statistics section. Written by J.M. Teissedre & Christian Moity with full English translation by David Waldron.

Available now - price £39.95



## Endurance GT

The BPR Global GT race series official annual 1996

The race by race words and dramatic all colour photos story of this year's World GT Championship relives the fierce battles between the awesome McLaren BMW F1 GTRs, Lotus, Ferrari, Porsche & Lister Jaguar. Written by THE authority - Mike Cotton. *Dependent on the late season race schedule - publication is expected in January - price £39.95*



## 1995 World Rally Champions- Subaru

This superb all-colour, landscape format book is a delight. Each chapter describes a 'compartment' of the 1995 Subaru success story with a format of huge photos with descriptive and informative captions. The story is easy-to-read and the photos tell a more graphic story than any text could. A superb memento of McRae's Championship win.

Now available - price £39.95



## THE OFFICIAL SPA-24 HOURS ANNUAL 1996

Complete hour-by-hour coverage of Europe's most exciting saloon car race with 'large shot' superb colour photography throughout and complete results tables. Written by Engels, Asselberghs & Dieudonne. Text in French & Flemish.

Publication is due  
December - price £39.95

Grand Prix Models is proud to announce the publication of four of the most significant motor-sport books of 1996. All are lavishly illustrated with five star action photography and written by world-renowned journalists making each one a valuable reference work. All four books will be in limited supply but available briefly from your local specialist bookseller. In case of difficulty they may be ordered post free (UK only) direct from the distributors - Grand Prix Models - by using the form below or by telephone, fax or e-mail. We accept orders charged against most credit cards.

Send me - ACO Le Mans '96 - Endurance GT - Subaru Champions - Spa 1996 (tick & delete as necessary)

NAME (block letters) ..... Address .....

City ..... Postcode ..... Country .....

Charge my credit card - Number ..... Exp date .....

Plus - now ready and FREE with all orders - mini mag reviewing the best '96 new motor books published so far

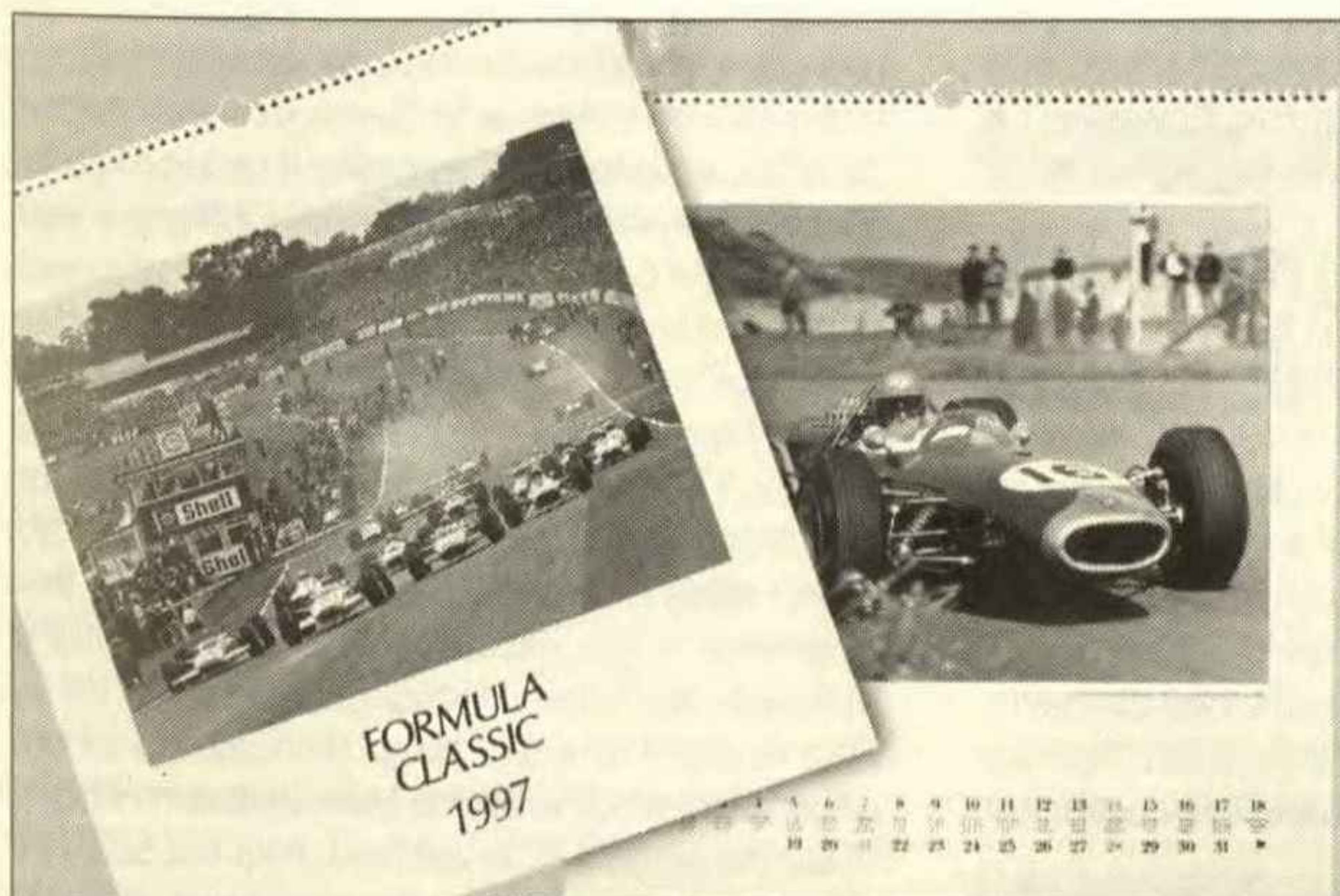


### GRAND PRIX MODELS

3 Noke Lane Business Centre,  
St. Albans, AL2 3NY,  
England

Tel 01727 845 645  
Fax 01727 845 858

e-mail - grandprixmodels@enter-  
prise.net



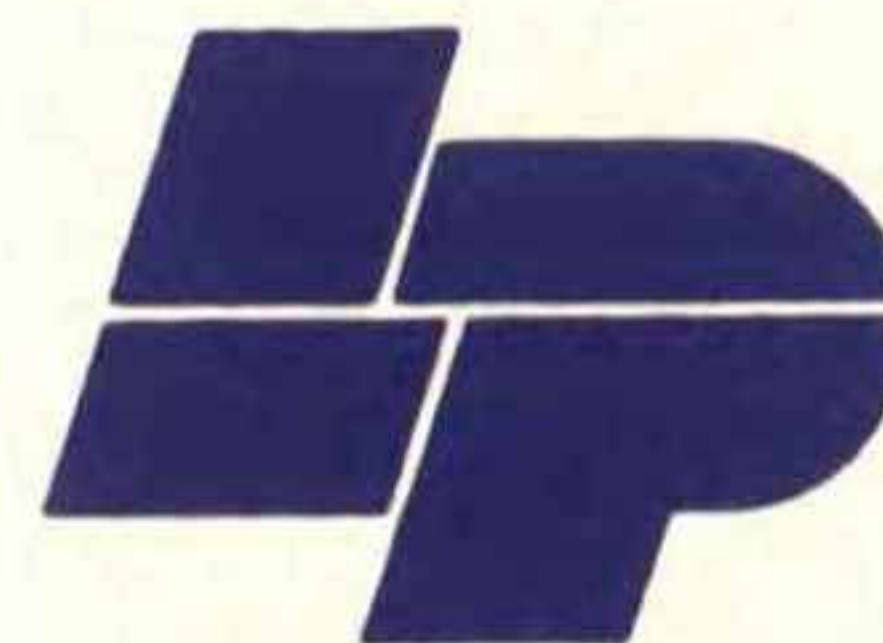
## FORMULA CLASSIC 1997

the calendar for formula one enthusiasts

Remember John Surtees at the 1966 Belgian Grand Prix? Unimpressed by dreadful weather conditions the champion won this race, his last one in a Ferrari. "FORMULA CLASSIC" 1997 features a great shot showing Surtees - with fully locked front wheels - breaking hard for the "La Source" hair-pin. And there's more action in this fabulous calendar: 40 year old Jack Brabham, pictured on his way to winning the 1966 Dutch Grand Prix in his own car. Graham Hill in a Lotus, during the 1969 French Grand Prix with Bruce McLaren only inches behind him... An absolute must for formula one enthusiasts and, since it is a limited edition, a precious collectors item. Only 3000 numbered calendars worldwide. Size is 50 x 52 cm (20 x 21 ins), with superior duplex-printing on heavy art paper and Wire-o-Bind. Price £20,- incl. p&p (cheque or PO please), overseas + £5 p&p.

In Great Britain exclusively available from:

Derek Eades - 2 Swallows Close - Gonerby Hill Foot - Grantham  
Lincs NG31 8HF - Tel: 01476 579471 Fax: 01476 566731



## LANGFORD PERFORMANCE ENGINEERING LTD

Over 25 years of Historic race engine  
experience

Specialists in building and restoring:

DFV, DFY, DFZ, and DFR  
FVA and FVC  
All types of BDA's

Full in-house dyno testing and  
machining  
Design and development work  
Quality and customer service is our  
commitment

17 Bradfield Close, Finedon Road Industrial  
Estate, Wellingborough, Northants NN8 4RQ

Tel: 01933 441661  
Fax: 01933 441549  
Mobile: 0802 262353



# An identity problem

**Count Zborowski's 'Chitty-Bang-Bangs' gave their name to a breed of aero-engined behemoths, which makes pinning down this mystery machine's history difficult**

Ever since I wrote that book about aero-engined racing cars and Roger Collings made me President of the Aero-Engine CC I have been regarded as an authority on such cars, which is scarcely the case. Graham Skillen of the Brooklands Society has sent me some interesting photographs which purport to be of such a car, but which I cannot identify. All that is known is that they came from the album of the late Mr RD Wickham, OBE, who died recently in his 90s. He had owned the car for a time and thought that Count Zborowski of Chitty-Bang-Bang fame had gone to France in 1919 and had there bought a new 14,000cc Clerget airship engine and brought it back to England (more likely had it sent?) and installed it in a 1914 Mercedes chassis,

But, the story goes, he found the car too slow at 114mph, and sold it to a wealthy friend who used it on the road for a time before laying it up in a barn. It so happened that when lunching with this gentleman, Mr Wickham was told to make an offer for the car. He said £5, which, to his surprise, was accepted. He found two friends to go shares at 33/4d each, and they put the car back on the road, until it was sold off "to some chaps in Selby". Not much to go on! Mr Wickham, a farmer, lived at

Brenchley, near Tonbridge, some way from Bridge where Zborowski's cars were constructed at the Higham estate, but near enough for him to have heard rumours about the Chitty-Bang-Bangs.

Around this time any giant car was apt to be confused with them, and the myths may have confused Wickham. If his car had any Zborowski connotation it would surely have been built before Chitty I, which did lap Brooklands effectively at near enough 114mph. It was Chitty II which was slower and which was consigned by the Count to fast road runs and his Sahara adventure. If he was associated with the Wickham car, however, he might well have sold it to a friend to concentrate on the real Chittys...

So what was this unusual car that Wickham and his friends campaigned? Not a Chitty, although as I have said there was much confusion concerning them. In 1933 a letter in MOTOR SPORT claimed that a giant car at a garage in Durham was an 11.5-litre ohc Berliet, but this was quickly contradicted by the manager of the Efficiency Garage in Billingham-on-Tees, who dismissed the previous writer's idea that a 'Count de Boski' had got "within a few mph of the speed record", or that their car was a Berliet, claiming that it was Chitty I and that

Zborowski had been killed in Chitty II. Impossible, because Chitty I was in London, Mr Hollis had Chitty II, and the Count had been killed in a Mercedes at Monza in 1924. Those Chitty myths, you see... But Mr Christian, the garage manager, said their car had been driven satisfactorily in London and all over the Yorkshire Moors, which sounds as if it might have been the Wickham beast. Perhaps it was, after all, a Berliet, which at least had that alleged French engine!

Even up to World War II Chitty myths were rife. Laurence Pomeroy, no less, confused the Benz-engined 'Scariscrow' with them. This car's owner, Sir ET Scarisbrick, had regarded it as too slow for Brooklands after the showing of Chitty I; it was later bought by an American enthusiast who was convinced it was a Chitty. The truth dawned later!

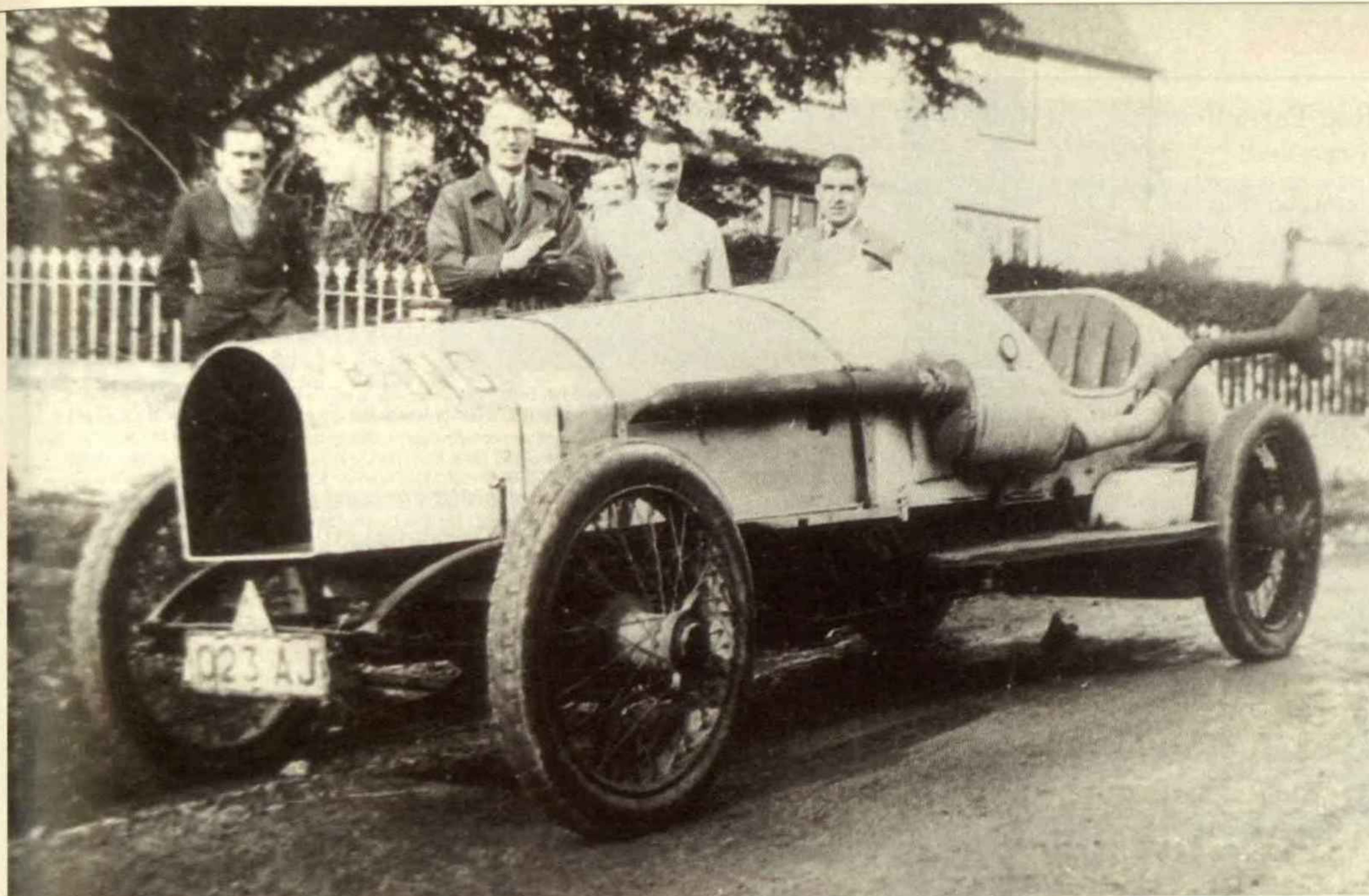
Two other cars may provide a solution to the Wickham puzzle. (Incidentally, the two Chittys had Maybach and Benz engines respectively, and the all-Mercedes Chitty III's career does not fit the bill.) In Leo Villa's book 'The Record Breakers' he tells of getting a job with Foresti, before becoming Malcolm and then Donald Campbell's Chief Engineer, and says that at this time Zborowski had a six-cylinder in-line 250hp Hall-Scott aero-engine which he wanted to install in an Itala chassis. But after a test-run when the flywheel burst and carried away the brake pedal shaft, Foresti gave up and the car was towed, Villa steering, behind Zborowski's chain-drive Mercedes (probably his Gordon Watney Ninety tourer) to Higham. It is stated that the Count already had Chitty I going, but it seems far more logical that by then he had abandoned the Itala-Hall-Scott project.

Now when the late Lord Donegal was writing his autobiography he wanted to include the monster motorcar with which he had fun while an undergraduate at Oxford. But he could not remember much about it, so he asked my advice. He thought he had gone to Brooklands to collect it, and that he might have owned the Higham Special, as the car was registered as an 'HS', but he wasn't sure whether it had had a V8 or a V12 engine, which made identification difficult! The car could not have been the Zborowski Higham Special, which went direct to Parry-Thomas to become 'Babs'. But if the Itala-Hall-Scott had been abandoned at Higham it might have been taken to Zborowski's



The trio who owned the mystery car: Harold Kord (left) Mr Wickham (centre), and airship pilot Jack Bull





**Mr Wickham's mysterious machine, showing the extended radiator cowl and a running-board cover which might conceal a chain-drive sprocket**

Brooklands sheds and sold from there. And then by 1933 have gone to the Billingham garage, sold from Selby in Yorkshire by the 'chaps' to whom Wickham had disposed of it, and being displayed at one time in the garage's Leicester premises.

It is all surmise; another 'qualifier' may have been the Cooper-Clerget, constructed by Zborowski's close friend Capt JH Cooper, who was killed in it during a practice run at Brooklands in 1921. That may have been the "French airship engine" recalled by Mr Wickham which was installed in its Mercedes chassis. (A brand-new V8 Clerget aero-engine was available in 1921 for £100.) I have surmised that the engine would have been installed in the 1908 GP Mercedes which Cooper had raced previously, which had a shorter wheelbase than that of the Wickham car. But Hartshorn Cooper's brother, Major RF Cooper, had been racing an old Mercedes 90 at the track, so this may have been the chassis used. It's possible that after the sad accident the car was rebuilt and sold, as the Coopers had by then both abandoned motor racing. However, Zborowski was the first to reach his dying friend and it is more likely that the Cooper-Clerget was taken back to Higham and buried in the rubbish-tip there; which we shall only find out if someone with the persuasion and determination which Owen Wyn-Owen needed in realising his ambition to disinterr 'Babs' can be found to make another 'dig'...

The pictures of the Wickham car show only one side, so one cannot deduce whether it had a vee or an in-line engine.

There is one other racing car to consider: the Sunbeam-Napier which crashed at Brooklands in 1926, killing the girl passenger. After the accident and inquest it was thought to have been left in a boat-yard near Chertsey, and when we lived in Hampshire I spent several evenings on my way home from the MOTOR SPORT offices, trying without success to locate it, on behalf of Kenneth Neve, who was on the lookout for an aero-engined car. But somehow I think it unlikely, for sentimental reasons, that it would have been sold on after causing so much grief.

The scent is growing cold! However, one has to remember that in the 1920s, with new aero-engines available for very modest sums of money at Government disposal depots, some special-

builders constructed cars so-engined for ordinary road fun. I remember seeing a picture of a Buick so-powered on a gossip page in *The Motor* in 1920 but have never been able to find it again. My friend the late Geoffrey Deason, who made some fine model cars, used to tell of a Rolls-Royce with a Rolls-Royce Eagle or Falcon engine at a Northumberland garage, and there were others. Indeed, in 1921 a firm in Streatham, London, was

## **"On the road it gave 4-5mpg, a figure with which Roger Collings will be familiar"**

advertising cars with reconditioned Sunbeam Arab aero-engines. And someone was trying to sell a 75hp Mercedes as "suitable for a Chitty". Confusion? I am not surprised!

That is as far as I can get. But if the photographs raise any memories, Mr Skillen and the Brooklands Society would be glad to hear of them,

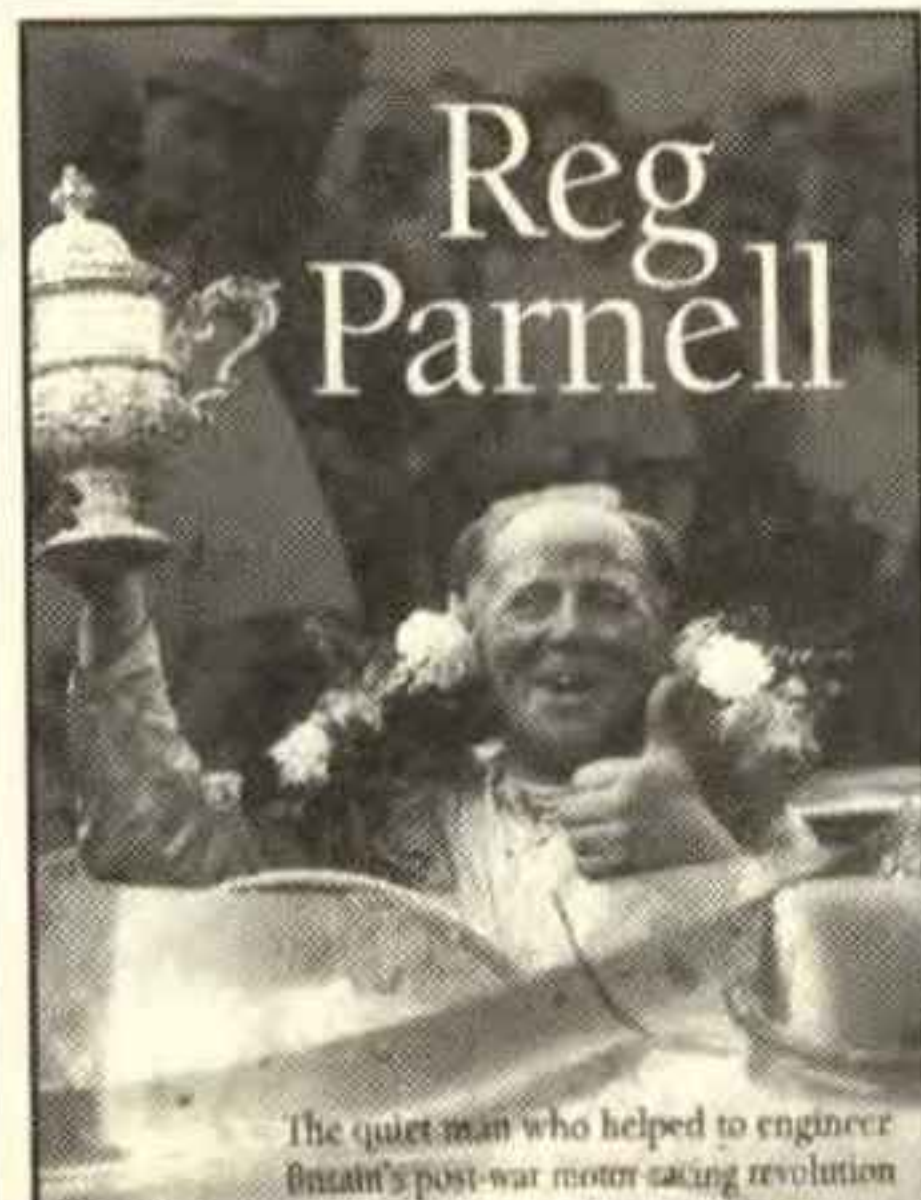
c/o MOTOR SPORT (at our new Teddington offices). Although the Wickham car can be seen to have a crude Brooklands-type silencer, it was never raced, although it was taken to the track where it did only 104mph. On the road it gave four or five mpg, a figure with which Roger Collings will be familiar... The unusual radiator filler cap may provide clues as to its true identity. The radiator cowl looks as if it might have been put on for a film session, to which there was reference, the trade plates may or may not indicate that it was off to Yorkshire, and the running-board was presumably fitted to prevent a passenger being burnt by the exhaust pipe. The cover behind it may conceal a final-drive sprocket; but I think not. The crudely-inscribed 'BANG!' on the cowl may have been a joke, or may signify that the car was still thought to be one of the Chitty tribe. The wheels are shod with Michelin tyres of the period, and the knock-off hubs may also give someone a lead. I believe that Mr Wickham had the car around 1925.

That's it! If anyone knows anything more, please write in. I have included a picture of the two chaps with whom the car was shared, as on *Crimewatch* but for less gruesome reasons, as someone may recognise them and hence remember the car. **WB**



**Despite the 'Bang!' written on the radiator cowl there's considerable doubt as to whether it's a Chitty**



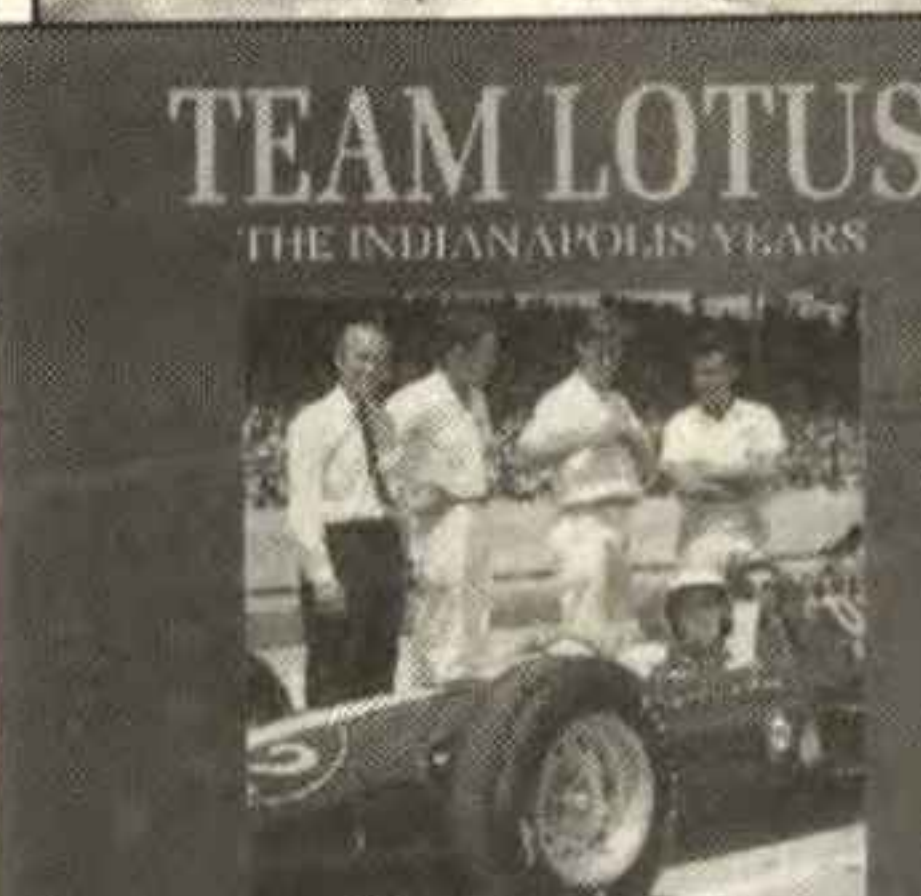


## Reg Parnell

Graham Gauld

This is the biography of Reg Parnell who, as both a driver and a team manager, had a considerable influence on post-war British motorsport until his premature death in 1964. Also a farmer with a successful haulage business, he had a wide variety of interests.

**£18.99** RRP

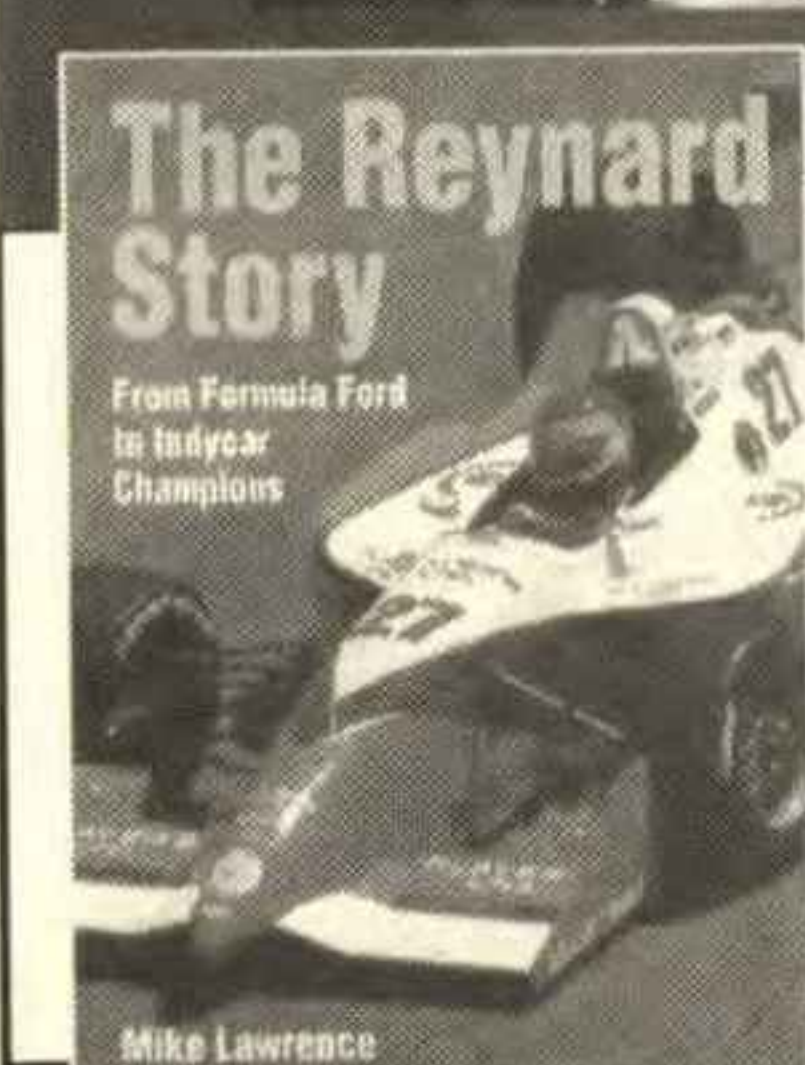


## Team Lotus

The Indianapolis Years

Andrew Ferguson

A fitting tribute to Jim Clark's famous victory in the 1965 Indianapolis 500, here is the story of how the small British Team Lotus took on the mighty Indianapolis establishment – and won. **£24.99** RRP

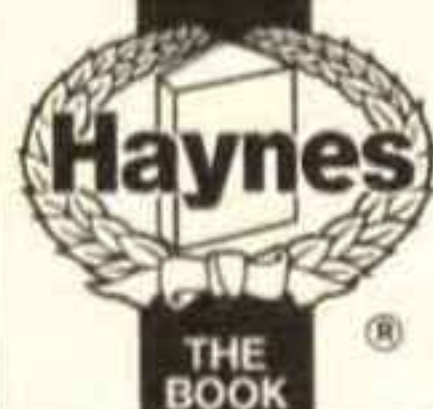


## The Reynard Story

Mike Lawrence

This British company – started 23 years ago by engineering student Adrian Reynard who built his own racing car – went on to become a top manufacturer at the leading edge of race car design, with more than 150 championships to its name, and victory in the Indianapolis 500. **£19.99** RRP

NEW FROM HAYNES



From all good bookshops, mail order outlets or direct from Haynes Publishing on 01963 440635 (£2.55 P&P)  
Complete list of titles on the Internet, <http://www.haynes.com>



In co-operation with Williams Grand Prix Engineering we are able to offer a limited edition of finely detailed replicas of the Championship winning FW18 as driven by Damon Hill at the Japanese Grand Prix at a scale of 1:8. Hand built and at over 1/2 metre in length, we normally supply models at this scale to the Grand Prix teams and their sponsors for exhibition and as boardroom display items. In the last few weeks of the season we have been offered unprecedented access to the Rothmans Williams Renault FW18 to ensure accuracy as well as superb build quality in the models. Now we can offer a numbered edition of 500 of these models at a price of £875 excluding Taxes. Each model will be authenticated with Patrick Head's signature on a numbered plaque.

For a prospectus, send a cheque or P.O. for £5.00 with your full name and address to:-



As makers of large scale hand built models for the Jordan Team we are able to offer a limited edition of beautifully detailed replicas of the Jordan 196 at a scale of 1:8.

These models at over 1/2 a metre long are normally supplied to Jordan Grand Prix and their sponsors as exhibition and boardroom display items. In co-operation with Jordan Grand Prix we can now offer an edition of 300 of these model at a price of £595.00.

Each model will be numbered and authenticated by Eddie Jordan.

For a prospectus, send a cheque or P.O. for £5.00 with your full name and address to:-

## Amalgam Models for Motorsport

The Old Sorting Office, Eastfield Road, Cotham, Bristol BS6 6AB, U.K.

Tel: +44(0)117 924 9596 Fax +44(0)117 923 2727

# A Lifetime With Cars

Foreword by Raymond Baxter and written by Rivers Fletcher.

A great life – a fascinating story superbly illustrated – every picture tells a story.

A COLLECTORS ITEM!

'Although published only a few months ago, this is already becoming a collector's item.'

Book Collecting Feature – Motor Sport

'This book should give much pleasure to all motoring enthusiasts, and no Bentley driver's coffee table should be without one.'

Bentley Drivers Club

'With over 190 period photographs, this book should prove of great interest to all who are fascinated by motoring's history.'

(★★★★ Recommended) CLASSIC CARS

'Beautifully produced and good fun'

Vintage Sports - Car Club

Large format, 160 pages, printed on Parilux Silk gilt-edged paper, hard cased covered with Brillianta cloth – plus a gloss colour laminated jacket.



Brooklands 1932  
British Empire Trophy



Shelsley Walsh  
Raymond Mays in the Invicta



Aintree 1959  
Stirling Moss B.R.P. P.25 B.R.M.



Prescott  
Lifting an inside wheel at Ettories

**ONLY £39** SPECIAL CHRISTMAS OFFER SIGNED COPIES  
plus package & postage: UK £5, Overseas £10

ORDERS FROM:

(Please make cheques payable to Vintage Car Publishers)  
VINTAGE CAR PUBLISHERS, FREEPOST RCC2962,  
BILLINGSHURST, West Sussex RH14 0BR.  
Tel/Fax: 01403 871272 Tel: 01403 871477

Barnato – Birkin – Campbell – Caracciola – FANGIO – González – Hill – Howe – Mays – Wharton



# Personal motoring

**A**t times of change it is usual to look back as well as forward. This has made me reflect on those cars which have served me as personal transport. Motoring writers are regarded as Favoured People, able to drive the latest, most exciting cars. True! But I have a theory that if one's everyday transport is in that category some of the road-testing fun would be diminished. Drive more bread-and-dripping cars in between and those exotic experiences gain in excitement.

So, instead of dashing about in Ferraris, Maseratis and Lamborghinis, I was happy to leave the faster stuff to the Continental Correspondent who had long hauls to do, to tight schedules, hence his Porsches and then E-type Jaguars. When I used to pipe up about the reliability of one of my cars after a decent mileage, he would look scornful, saying it was hardly worth recording until some 100,000 miles (or was it twice that?) had been covered.

Looking back, I first relied on a well-used 1934 A7, but was able to borrow a Vauxhall Ten if I put up with the tedious run from Hampshire to Hornchurch, skirting London via the congested, badly signposted ring-road. This proved trying, and as soon as new cars became available after the war ended I had a Morgan 4/4. This soon seized its gearbox and even the factory hadn't a spare one. So an exchange was done with them, for a new Plus 4. A sports car was appropriate, and in spite of all manner of peccadillos I went on using



**WB had better experiences with the MG than the Morris 1100, but found his VW Beetle one of the most satisfying cars he ever had.**

this open 2-litre two-seater on a love/hate relationship. It survived a black-ice accident, but after Colbourne-Baber had introduced me to the Volkswagen I spent much of the 1950s enthusing over my black beetle, to the extent that some readers thought I was in the pay of the VW company – not so, nor, come to think of it, did I get a farthing of commission on a Silver Shadow which someone said he had bought after reading my test impressions... VW looked after its customers superbly in those rear-engined air-cooled days, and the only serious troubles I had were a split oil-cooler, a faulty front wheel bearing and a sheared timing gear key.

Then, going British, I had one of the earliest Mini Minors which I drove for more than 50,000 miles. It was fun even with its teething troubles. This was followed by a Morris 1100 which gave more problems than the Mini, such as those broken drive

**“Some readers thought I was in the pay of the VW company”**

inspiration and such a pleasure to meet.

Then came a Rover 2000TC, with more poke than its single-carb predecessor, a very nice car which I preferred to the then-current Audi Super 90. But it put one rather in the category of a spinster aunt who insisted on following the mini-skirt cult. The 2000TC ran a temperature on one occasion, forcing me back to a 1953 VW 1200, used mainly by my daughters; we can gloss over my hack Fiat 126 and Reliant Kitten and various vintage vehicles. Not all opposite-lock and ton-up motoring! I elevated myself next to BMW motoring, first with Munich's small six, the 2500 and after that with a 520i. Wonderful!

I then again became patriotic and had a Rover 3500 V8 Automatic, which I came to regard as the thrifty man's Silver Shadow with many of the same technicalities, as I told an R-R employee when he asked me curtly to sign for a road-test Shadow, "as it is a very expensive car"! The Rover was OK after a sort-out of an early fuel-pump failure and its departure on a transporter because of mysterious back-axle trouble.

Coming more up-to-date, I had an Alfa Romeo Six for a time, an odd model of this illustrious make with a carburettor for each of its V6 cylinders and an automatic gearbox – but an Alfa for all that, with good traction and performance. Then, getting fed up with having to walk up the house-drive, sometimes at night, if it had snowed or was icy, it had to be 4WD.

This resulted in a series of Ford Sierras, first a V6, then 2-litre fours, all incredibly reliable and convenient. If I ever change, perhaps a Ford – K, Ka, Kar...? Don't today's cars have funny names? The Renault Migraine and Refrain, Citroen Saxo Salt, Mitsubishi Shotgun, Aston-Ford, Lotus Eliza... and all those mergers – Proton-Lotus, Citroen-Peugeot, Rover-BMW, VW-Seat. I'm confused.

But I hope we never resort in these pages to Porker, Roller, Pug, Cossie, Gal, Landie, Jagger and so on... Looking back, it seemed so much more simple then. Anyway, my road test days have ended, because the Industry has been persuaded that after the age of 65 or 70 motoring writers are too senile to be trusted with their products. **WB**

## Brighton Run recall

**T**he 1996 RAC MSA Veteran Car Brighton Run took on a special significance, because the original Run to celebrate the new dawn for automobilism in Britain happened a century ago. The response was astonishing and thoroughly in keeping, with the remarkable entry of 661 pre-1905 vehicles. All the more remarkable when it is recalled that in 1927, when a re-enactment of the 1896 Emancipation Run was organised by two newspapers, only 51 'veterans' (allegedly all pre-1906) were found by those anxious to take part, and not all were authentic.

We told last month how the remaining horseless carriages which went out on the Brighton Road 100 years ago, plus others old enough to have done so, assembled the Saturday prior to the Run and were accorded the privilege of having Whitehall Place and other thoroughfares used in the first Run closed for their display. Now we have to report that 625 truly his-

toric vehicles left Hyde Park on Sunday, and that of these, 84 failed to reach Brighton.

The oldest of these was Roy Southward's 1891 Panhard-Levassor from New Zealand, which arrived successfully, as did next-oldest T Garrett's 1893 Benz. First to the finish was Mike Timms' 1898 Panhard-Levassor; but the RAC is insistent that the Run is not a race, whatever the onlookers might think... That so many people turn out to watch this unique cavalcade by is a

valid reason why any interference in the driving of older vehicles on public roads must be strongly resisted.

The Brighton Run drivers show a special degree of competence in persuading their motors to behave safely in traffic – ably assisted by the police en route. Although one paper inaccurately suggested that "rear enders" are "very common", we heard of only one, and that beyond the finishing line. **WB**



**More cars and more crowds than ever.**



THE WORLD'S FASTEST RACING CAR SHOW

# lights cameras

# action

**AUTOSPORT**  
  
**International**  
 INCORPORATING THE RACING CAR SHOW  
**January 10-12th 1997**  
**NEC BIRMINGHAM**

**BOOK YOUR TICKET NOW TO  
 AVOID THE QUEUES AND SAVE  
 £3.00 OFF YOUR COMBINED  
 ENTRY AND LIVE ACTION TICKET.**

Presented by  
**HAYMARKET  
 EXHIBITIONS  
 LIMITED**

**W**atch the '97 motorsport season burst into life in the indoor Autosport Live Action Arena. You will be thrilled as top drivers put on a spectacular display of motorsport theatre.

Autosport International is the event that's got everything, from F1 to Touring Cars, Rallying to Karting.

See all that's new in the world of motorsport. Hunt for top drivers' autographs. Buy your race equipment. Get advice and tips from the experts. Or just have a go on the Kart Circuit run by Silverstone.

Book now to reserve your seat in the Live Action Arena, avoid the queues and save pounds!

**CALL THE TICKET HOTLINE**  
**0121 767 4747**

Admission to the Live Action Arena is only possible via the main show. No public visitors will be permitted entry on Trade Day Thursday 9th January 1997

Indicate the number of tickets you require in the box

Autosport International show entry £10.00

Concessions for over 65's and under 15's £7.00

Live Action Arena seat through Pole Position pre-registration £5.00

(Seats on the day £8.00)

Total cheque/postal order value £

Please make cheques payable to Autosport International

Which day do you wish to attend

10th Fri  11th Sat  12th Sun

If you are booking the Live Action Arena, which performance do you wish to attend?

11.00am  12.30pm  2.15pm  3.45pm

Haymarket Exhibitions reserves the right to supply tickets for an alternative time, should the Live Action show chosen be unavailable.

If you do not wish to receive other literature please tick box.   
 Admission to the Live Action Arena is only possible via the main show. No public visitors will be permitted entry on Trade Day Thursday 9th January 1997

NAME

ADDRESS

POSTCODE

TEL  MS

Return to: Autosport International,  
 PO Box 6084, London W2 1WS

Member  
**aeo**  
 Association of  
 Exhibition Organisers



# GRAND PRIX TOPGEAR



**WE ARE PLEASED TO BE ABLE TO ANNOUNCE THE EXCLUSIVE RELEASE OF A NEW 'JOHN SAUNDERS' PAINTING FEATURING THE NEW 1996 WORLD CHAMPION 'DAMON HILL' "The Decider"**



*'Suzuka 1996'*



OFFICIALLY LICENSED BY WILLIAMS GRAND PRIX ENGINEERING LIMITED

A LIMITED EDITION OF 750 PRINTS SIGNED BY THIS CELEBRATED ARTIST ARE NOW AVAILABLE FOR THE FIRST TIME SIZE APPROX. 24"x16" (65cm x 40cm)

**PRICE ... £45 EACH P+P £3 (UK ONLY) (Quote Ref: D1) £5 OVERSEAS**

**DON'T DELAY – ORDER TODAY**

"RAIN IN SPAIN"



REF. R2

**£45 P+P £3 UK or £5**

"ELIMINATOR"



REF. E3

**£45 P+P £3 UK or £5**

"CLOSE UP"



REF. C4

**£45 P+P £3 UK or £5**

PLEASE SEND ME PRINTS AS FOLLOWS:-

REF D1 .....COPIES @ £45 + P&P  
 REF R2 .....COPIES @ £45 + P&P  
 REF E3 .....COPIES @ £45 + P&P  
 REF C4 .....COPIES @ £45 + P&P

NAME .....  
 ADDRESS .....

I ENCLOSE CHEQUE NO.

FOR £..... OR DEBIT

VISA/MASTERCARD/JCB/SWITCH/EUROCARD

□□□□□□□□□□□□□□□□□□□□

EXPIRY DATE/.....

SIGNATURE: .....

**GRAND PRIX TOPGEAR**

THE OLD MILL  
 MILL END, STANDON  
 HERTS SG11 1LR, UK

**Tel: 01279 843999**

**Fax: 01279 842072**



## ROBIN PEAKE

CATALOGUE OF  
MOTORING BOOKS & EPHEMERA



Best for fluidity giving POWER and PERFORMANCE  
DRAIN and REFILL with NOTWEN TODAY

26, BALMORAL AVENUE, SPALDING  
LINCOLNSHIRE, PE11 2RN

Tel/Fax 01775 724050

ISSUE THIRTEEN, AUTUMN 1996

PUBLISHED FREE ON THE FIRST DAY OF MARCH,  
JUNE, SEPTEMBER & DECEMBER

MAIL ORDER WORLDWIDE - FREE BOOKS  
SEARCH - "WANTS" LISTS WELCOME.

THE BIOGRAPHY  
THE BROCHURE  
THE CATALOGUE  
THE COMMERCIAL  
THE DRIVER  
THE EPHEMERA  
THE FICTION  
THE GRAND PRIX  
THE HUMOUR  
THE INDUSTRY  
THE MAGAZINE  
THE MARQUE

THE MOTOR CYCLE  
THE PROGRAMME  
THE RACE  
THE RACING CAR  
THE RALLY  
THE RECORD BREAKER  
THE SPORT  
THE SPORTS CAR  
THE TECHNICAL  
THE TRAVEL  
THE VINTAGE & VETERAN  
THE YEARBOOK

All categories feature in my motoring catalogue.

ARE YOU MISSING FROM MY  
MAILING LIST?

SEND FOR YOUR FREE COPY TO-DAY

Robin Peake, 26 Balmoral Avenue,  
Spalding, Lincolnshire, PE11 2RN.  
Tel/Fax (01775) 724050

## INSTRUMENTS



Europe's leading company established in 1967  
specialising purely in the restoration and manufacture of  
classic and vintage vehicle instruments & dashboard  
fittings.

We can supply original or replica instruments for a wide  
variety of applications, including chronometric & magnetic  
speedometers and revolution counters; together with  
pressure, temperature, ammeter and boost gauges for  
**FERRARI, BUGATTI, BENTLEY, MASERATI, MG etc.**

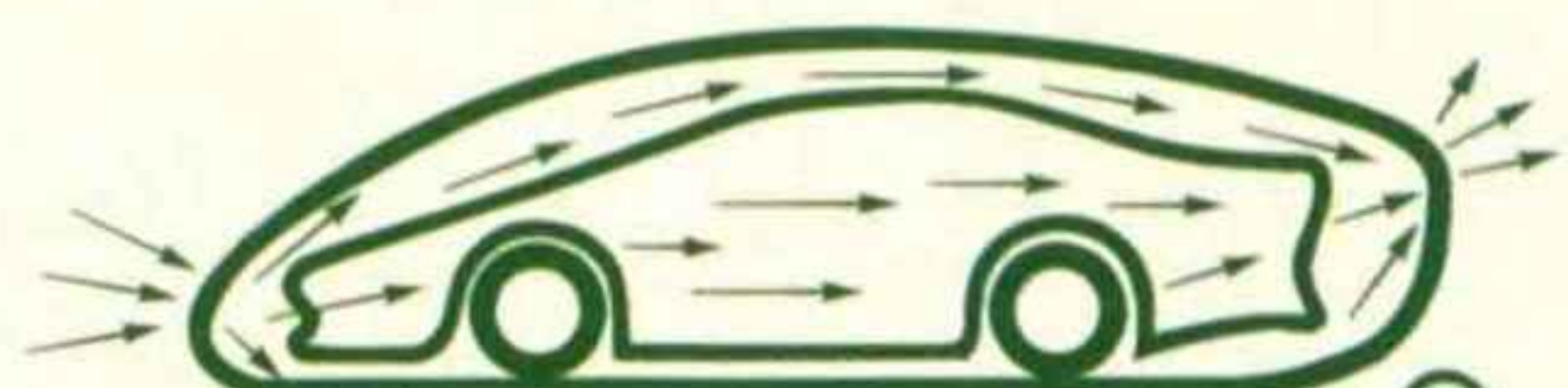
We provide a full restoration service on all instruments and dashboard fittings, including dial  
printing, plating, calibration etc. Special service for capillary temperature gauges using  
fittings to correct original 'Smith' and 'British Jaeger' patterns. Send for our leaflet V(MS)  
stating make & model.



## Vintage Restorations

The Old Bakery, Windmill Street, Tunbridge Wells, Kent TN2 4UU.  
Telephone: (01892) 525899; Facsimile: 01892 525499

AGENTS FOR:



# Carcoon®

## AIRFLOW SYSTEM

See the Carcoon on display at the showroom  
Outdoor Carcoons available now

Tel: (01227) 720472/0385 306655

Fax: (01227) 728314



## CHEVRON CARS LTD

THE CHEVRON CENTRE, PIDDLTRENTHIDE,  
DORCHESTER, DORSET DT2 7RF

*The sole source of genuine spares for  
your Chevron.*

Race preparation and technical support  
for all models of racing cars.

*Call Roger Andreason on*

**01300 348499. Fax 01300 348716**

## FERRARI 166 SINGLE SEATER PROJECT

Ring for details.

R M WILSON  
ENGINEERING  
TEL: 0116 2863832  
FAX: 0116 2750035

## IAN MASON

OFFICIAL PARTS &  
SERVICE AGENTS



139a FRESTON ROAD,  
NORTH KENSINGTON,  
LONDON W10.

TEL: 0171 727 7678  
or 0171 727 1944

## HART 415T — Engine For Sale

This is the 1.5L Monoblock Turbo Charged  
engine. New and complete. Also we have  
possibly enough spares to build other  
engines (new). Please phone or fax for more  
details.

Tel: 01708 857108

Fax: 01708 855917

## Newlands Motors



SPECIALIST IN

ASTON MARTIN, JAGUAR + ALL CLASSIC CARS. RESTORATION,  
SERVICE & SALES. PLEASE TELEPHONE FAX OR WRITE TO BILL GOODALL.  
Tel: (01342) 822274 Fax: (01342) 824367 (Sussex)  
Lower Road, Forest Row, Sussex RH18 5HE

# Carcoon®

## STORAGE SYSTEMS LIMITED

For dealer or for further information on  
Carcoon, please telephone on:

**0161 737 9690 or alternatively,  
fax 0161 737 7400**



## THE HOTEL FOR FINE AUTOMOBILES



### AT THE FOREFRONT OF CAR STORAGE TECHNOLOGY

P.O. Box 374, Newport Pagnell, Buckinghamshire. MK16 8AA  
Telephone: (01234) 391 206 Facsimile: (01234) 391 672

- Discreet and secure storage for classic vehicles.
- Dry, dehumidified and Carcoon options available, prices from £8.00 per week.
- Full range of mechanical and coachwork care programmes, tailored to customers' requirements.
- Co-ordination and supervision of restoration work.
- Collection & delivery by covered transporter throughout the United Kingdom.



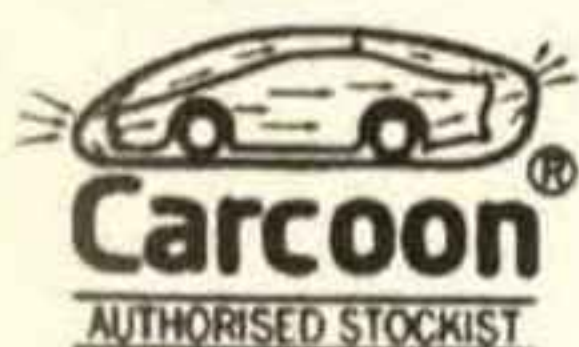
For further details please contact:  
The Classic Reserve Limited, P.O. Box 3143,  
Colchester, Essex CO4 5SD  
Telephone: 01206 323683 Facsimile: 01206 322725



- Discreet and secure storage for classic vehicles.
- Dry, dehumidified and Carcoon options available, prices from £8.00 per week.
- Full range of mechanical and coachwork care programmes, tailored to customers' requirements.
- Co-ordination and supervision of restoration work.
- Collection & delivery by covered transporter throughout the United Kingdom.



For further details please contact:  
The Classic Reserve Limited, P.O. Box 3143,  
Colchester, Essex CO4 5SD  
Telephone: 01206 323683 Facsimile: 01206 322725



## S.W.S.

### DEHUMIDIFICATION SPECIALISTS

S.W.S. ARE A SPECIALIST DEHUMIDIFICATION COMPANY. WE CAN SUPPLY GENUINE INDUSTRIAL NON-CFC DEHUMIDIFICATION MACHINES AND EQUIPMENT FOR ALL APPLICATIONS, FROM THE DOMESTIC SINGLE GARAGE TO AN AIRCRAFT HANGER. OUR UNITS CAN OPERATE AT VERY LOW TEMPERATURES, SAVING ON COSTLY AND UNNECESSARY AIR HEATING. LOW RUNNING COSTS, EXTREME RELIABILITY, AT SENSIBLE PRICES. A FULL RANGE OF HIRE UNITS ARE ALSO AVAILABLE.

FOR FURTHER INFORMATION CONTACT S.W.S., WESDON HOUSE, 138 CHELMER ROAD, CHELMSFORD, ESSEX CM2 6AB.  
TEL: 01245 346190/01454 299387 FAX: 01245 265005/01454 294278.

## MANOR CAR STORAGE LTD.

### SPECIALISED SECURE DEHUMIDIFIED STORAGE

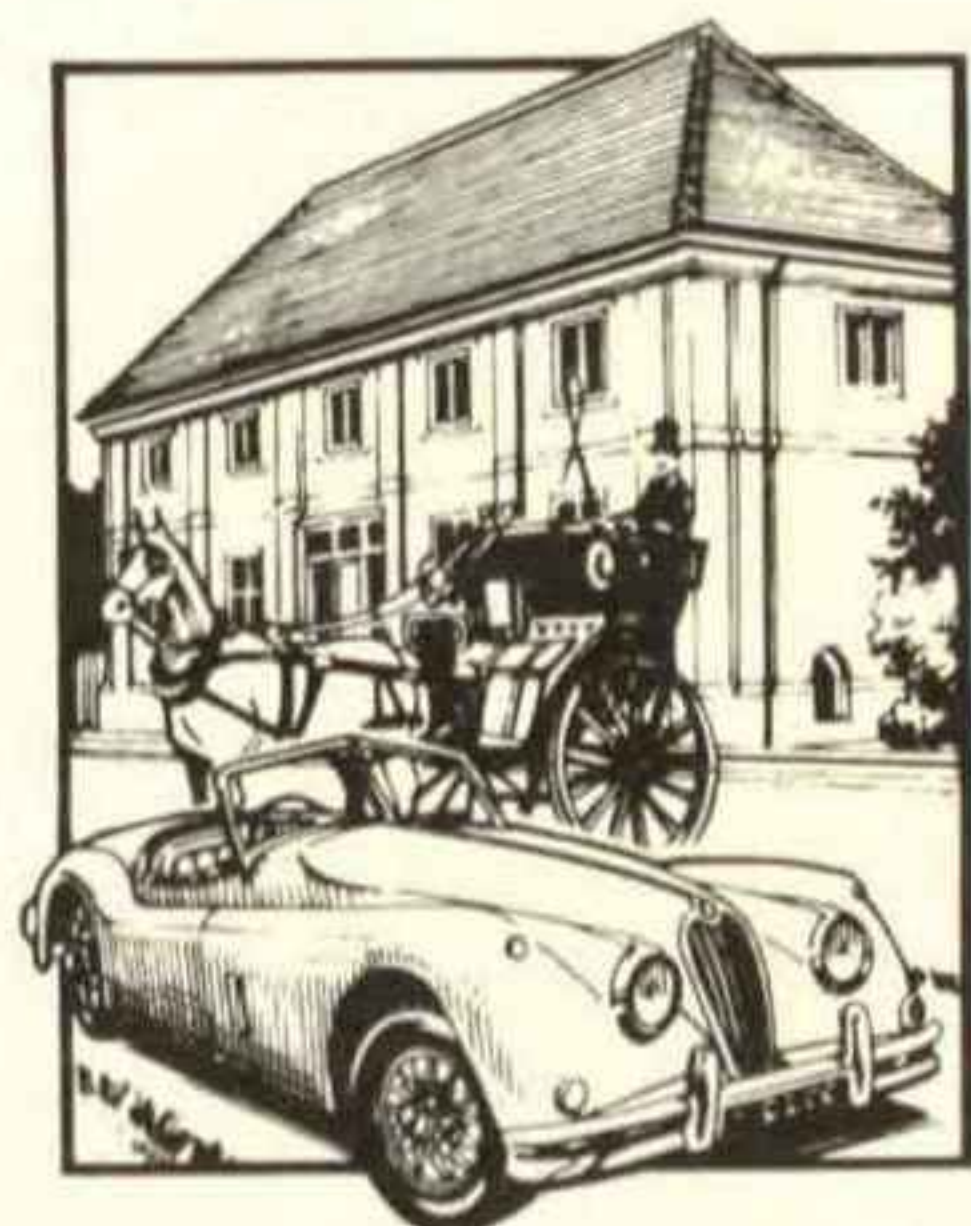
The specialist car storage company storing all types of cars. Regular and Dehumidified storage, Car Care Plus Maintenance Programme. Rolling road, collection, servicing, MOT's, Airport delivery.  
Only 35 miles from Central London.

MANOR CAR STORAGE LTD.,  
PO Box 28, Saffron Walden, Essex CB11 4RA  
TEL: 01799 550022 FAX: 01799 550021

## COACH HOUSE — CLASSIC — CAR STORAGE

Classic car owner and enthusiast has storage on quiet country estate in South East England adjacent to own home.

Temperature controlled, alarmed etc. Rates from basic-winter to full active storage.



TELEPHONE:  
01825 840006

### SPECIALIST CAR STORAGE COMPANY

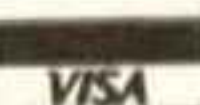
## TigaStor

Offers a high security, comprehensive storage service.

We are a long established and extremely flexible organisation. We aim to make life easy for anybody who is living or working overseas, or who simply has no space for their car. Our rates are amongst the most competitive. Convenient for Heathrow, Silverstone or London.

#### DE-HUMIDIFIED STORAGE AVAILABLE

Tel: 01296 681211 Fax: 01296 681837



Details from: TigaStor, Neales Farm, Cublington,  
Leighton Buzzard, Beds LU7 0LE (Callers strictly by appointment only).

- Discreet and secure storage for classic vehicles.
- Dry, dehumidified and Carcoon options available, prices from £8.00 per week.
- Full range of mechanical and coachwork care programmes, tailored to customers' requirements.
- Co-ordination and supervision of restoration work.
- Collection & delivery by covered transporter throughout the United Kingdom.



For further details please contact:  
The Classic Reserve Limited, P.O. Box 3143,  
Colchester, Essex CO4 5SD  
Telephone: 01206 323683 Facsimile: 01206 322725





See us at  
The Autosport  
International Show

# Carcoon®

**AUTOSPORT**  
**International**

Awarded Best Product  
of Show 1995

## STORAGE SYSTEMS LIMITED

It's a FACT. If you do not protect your car when not in use, it can deteriorate faster than if it were driven every day.

How many times have you returned to your classic after only a few weeks to find it's not quite the same car you remember? – Maybe it won't start, or the exhaust sounds noisy, the brakes squeak or worse still, your brakes have seized.

### – THE CULPRIT IS CONDENSATION –

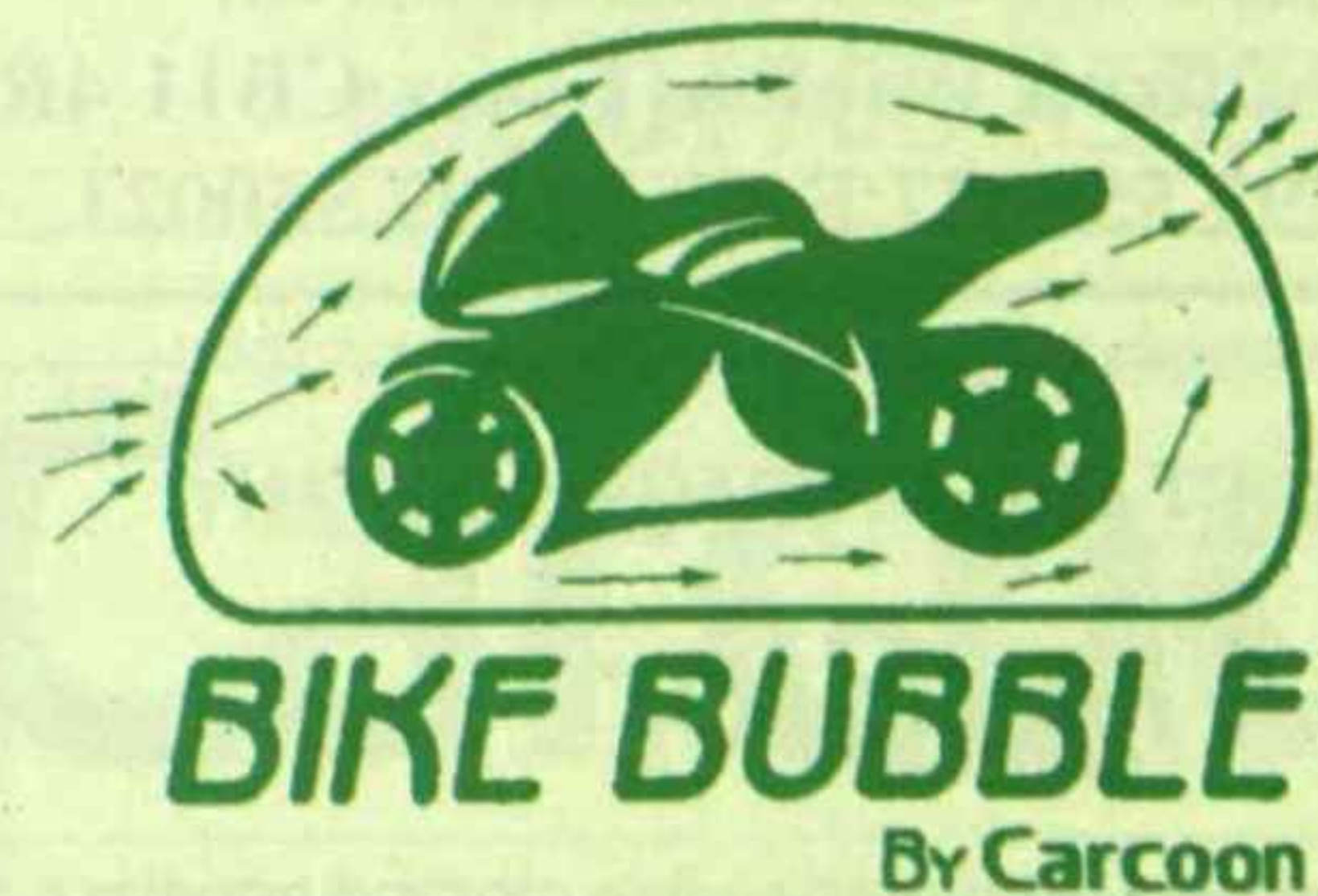
Just think what this condensation is doing to the parts of the car you cannot see.

How much damage is caused by condensation inside panels and cavities is obvious to the professional or the enthusiast who has spent time restoring these rusty cars, but of course, by the time you can see signs of damage, it's already too late.

Have you ever noticed that stale smell from the interior of your car? Cotton wool, leather and wood will all rot within a very short time if you allow them to get wet and that smell is telling you that your interior is wet.

**THE ANSWER.** Isolate the vehicle from its surrounding environment (i.e. put it in a Carcoon) and already you have started to protect it from sudden changes in air temperature (the root cause of condensation). The air temperature inside the Carcoon is now kept much closer to that of the enclosed vehicle, and a fine balance of the change in temperature is achieved by slowly changing the air inside the Carcoon approximately once every 20 minutes. This constant flow is freshly filtered air passing over and through the vehicle will collect moisture from inside the Carcoon (if the vehicle is wet) and expel it via the Carcoon's ventilation system, thus keeping the enclosed vehicle protected, fresh and dry!

You can no longer ignore the FACTS.



Indoor Units available in either clear or opaque (coded) material.  
Available soon, outdoor unit with even more exciting innovations.

**For dealer or for further information on Carcoon, please telephone on:  
0161 737 9690 or alternatively, fax 0161 737 7400.**

CARCOON AND BIKE BUBBLE ARE REGISTERED TRADEMARKS OF CARCOON INTERNATIONAL LTD.



# Paradise



1934 MG KN SPECIAL. 1600cc six cylinder engine with Volumex supercharger, Carello rods, Mahle pistons, special one piece steel long crank, etc. Body by Rod jolly. Superbly engineered and very fast.



1952 ALLARD J2X. An extremely historic J2X. The actual car on the front cover of Allard by David Kinsella. Continuous competition success from the 50's to the present day. FIA papers. A tremendously exciting car capable of competing against cars which cost far more. One of only five RHD cars built



1926 SUNBEAM 3 LITRE. 'THE Mc NAUGHTAN SPECIAL.' A well known vintage special, three times the winner of the Measham Rally in the 1950's. Great fun to drive. Complete with Cozette supercharger (not fitted).



1930 BENTLEY SPEED SIX. Chassis no. LR2780. A rare opportunity to acquire a fully sorted, 'matching numbers' Speed Six. An outstanding motor car in every respect. Full details on request.

**Paradise Garage has an excellent track record for effective commission selling. Please contact us if you wish to sell your car or your collection.**

Telephone 0171-720 - 0054. Hours of business

9.30 am to 6.30 pm weekdays. **By appointment only on Saturdays.** Closed Sundays and Bank Holiday weekends

Please phone for an appointment outside these hours

Scout Lane, Old Town, Clapham, London SW4 0LA Telephone 0171-720 - 0054 Fax 0171-720 - 4394



Andy Bell  
Judy Hogg  
Tel: 01234 240024  
Fax: 01234 240054

No. 53, Stilebrook Road, Yardley Rd. Ind. Est., Olney,  
MK46 5EA

*We wish all our customers  
and friends a  
very happy Christmas  
and a  
prosperous New Year  
with successful motoring  
in 1997.*

THE SPECIALIST IN ALL PRE-WAR ASTON MARTINS



NATIONAL SERVICE AWARD WINNERS

# P & A Wood



**BENTLEY S1 CONTINENTAL 1957**

Park Ward Drophead Coupé  
Midnight Blue with Grey Upholstery and Dark Blue Hood.  
Fully restored to concours condition.

Sales, service, repairs and complete restorations for  
all Rolls-Royce and Bentley cars from 1904 to the  
present day



GREAT EASTON, DUNMOW, ESSEX CM6 2HD  
Telephone: (01371) 870848 Fax: (01371) 870810  
**'ATTENTION TO DETAIL'**





# William Loughran

1996 FERRARI F50. Immediate delivery. Delivery miles.....	P.O.A.
1990 FERRARI F40. Red. Delivery miles.....	P.O.A.
1994 FERRARI 456. Blue Swaters. Tan hide. 17,000 miles. FSH. True value.....	£112,950
1994 FERRARI 355 TB. Rosso Barchetta. Crema. 4,000 miles. FSH (95 mdl).....	£87,950
1988 FERRARI 412i. Auto, Graphite, Beige hide, 38,000 miles, full Maranello Hist.....	£31,950
1973 FERRARI DINO 246 GT. Metallic blue, 37,000 miles, fully restored.....	£39,950
1975 FERRARI 365 BERLINETTA BOXER. Red. 5,000 miles.....	P.O.A.
1964 FERRARI LUSO. Silver. Black hide. Rare RHD model. Exceptional.....	P.O.A.
NEW JAGUAR XJ220. LHD Le Mans Blue. Grey hide. Delivery miles.....	£169,950
NEW JAGUAR XJ220. LHD Silver. Grey hide. Delivery miles.....	£169,950
NEW JAGUAR XK8 COUPÉ. Sapphire Blue. Oatmeal interior. AC Delivery miles.....	P.O.A.
1996 JAGUAR XJ EXECUTIVE. 3.2 Auto. Sapphire blue. Grey hide. 5,000 miles.....	£30,500
1974 JAGUAR E-TYPE CELEBRATION. 1 of only 50 built, 22,000 mls, exceptional.....	P.O.A.
1974 JAGUAR E-TYPE V12 ROADSTER. Auto. Red. Black hide. Concours winner.....	P.O.A.
1991 A M VIRAGE. Javelin Grey. Parchment hide. Manual. 13,000 miles. FSH.....	£54,950
1989 A M VANTAGE VOLANTE POW. Royal blue. 22,000 miles. 1 of only 22 cars built.....	P.O.A.
1994 DUCATI 916 STRADA. Single seater. 1,400 kms. 1 owner.....	£12,250

1997 SPEC BENTLEY AZURE. Royal Blue. Parchment hide. 900 miles.....	£199,950
1993 BENTLEY CONTINENTAL R. Storm Grey, Grey hide, 22,000 miles, 94 Spec.....	£119,950
1993 BENTLEY CONTINENTAL. Brewster Green. Tan hide. Tan hd. Many ex. 16,000 miles.....	£119,950
1957 BENTLEY SI CONTINENTAL. 4 door. BRG. Manual. Totally restored.....	£69,950
1996 MERCEDES E3.6 AMG. Silver. Black hide. Climate. Cruise control. CD (P).....	£62,950
1994 MERCEDES S500 COUPÉ. Nautic blue, grey hide, 32,000 miles.....	£52,950
1993 MERCEDES 500SL. Blue/black, mushroom hide, A.C. rear seat, 47,000 miles, FSH.....	£48,950
1997 mdl MERCEDES SL320. Silver. Grey hide. Glass hard top. R.Seat. 3,000 miles.....	£64,950
1986 MERCEDES 300SL. Ivory. Tan hide. AC. 1 onr. 280 mls. Stored from new.....	P.O.A.
1994 MERCEDES E300 D. Red. Charcoal cloth. 1 owner. 15,000 miles.....	£22,450
1988 PORSCHE 959. Red. Triple silver hide. 15,000 kms. FSH.....	£169,950
1995 PORSCHE GT2. Silver. Black hide. Air conditioning 1,000 kms. LHD.....	P.O.A.
1995 PORSCHE CARRERA 4. Arena Red. Marble sports seats. 18" alloys. 17,000 miles.....	£56,950
1994 PORSCHE CARRERA CABRIOLET. New Model. Iris blue. AC. 21,000 miles, 1 onr.....	£53,950
1937 DELAHAYE 135M. Chaperon Roadster body. Extremely rare. Totally restored.....	P.O.A.
1995 VW GOLF GTI. 5 door. Dark blue metallic. 21,000 miles.....	£13,250
1978 VW BEETLE CONVERTIBLE. LHD. White. Blue hood. Totally restored.....	£8,950



1996 FERRARI F50. Black trim. Delivery miles. Immediate delivery.....P.O.A.



1994 FERRARI 456. Blue Swaters. Tan hide. 17,000 miles. FSH. True value.....£112,950



IN ADDITION TO THIS LIST OF FINE VEHICLES WE HAVE MANY OTHER EXAMPLES IN STOCK AND CAN BE RELIED UPON TO LOCATE THE VEHICLE SPECIFIC TO YOUR REQUIREMENTS. WE ARE ALWAYS KEEN PURCHASERS OF INTERESTING VEHICLES EITHER OUTRIGHT OR IN PART EXCHANGE.

**THE HAWTHORNES, GILL LANE, WALMER BRIDGE, PRESTON PR4 5QN. TEL (01772) 613114 FAX: (01772) 615104**

## DUNCAN HAMILTON & CO., LTD.



**EX-WORKS/TWR JAGUAR XJR-6.** Actual 1986 Silverstone 1000 kms winning car. An original Silk Cut Sponsored Car. Very rare.



**JAGUAR XJ220.** Right hand drive. Spa silver with charcoal leather interior. 2,000 miles only. Unmarked throughout. One private owner. Available immediately.....£POA



**1984 JAGUAR XJR5.** The well known Group 44 - Bob Tullius. Team car. Ran at Le Mans in '84. 3rd Daytona 24 hrs in '84. On the button and stunning in every respect.....£POA



**BRABHAM-ALFA BT45, 1977.** The only one in the world in private hands. Very rare and in need of restoration. Offered with a zero-timed Alfa flat 12 engine.....£POA



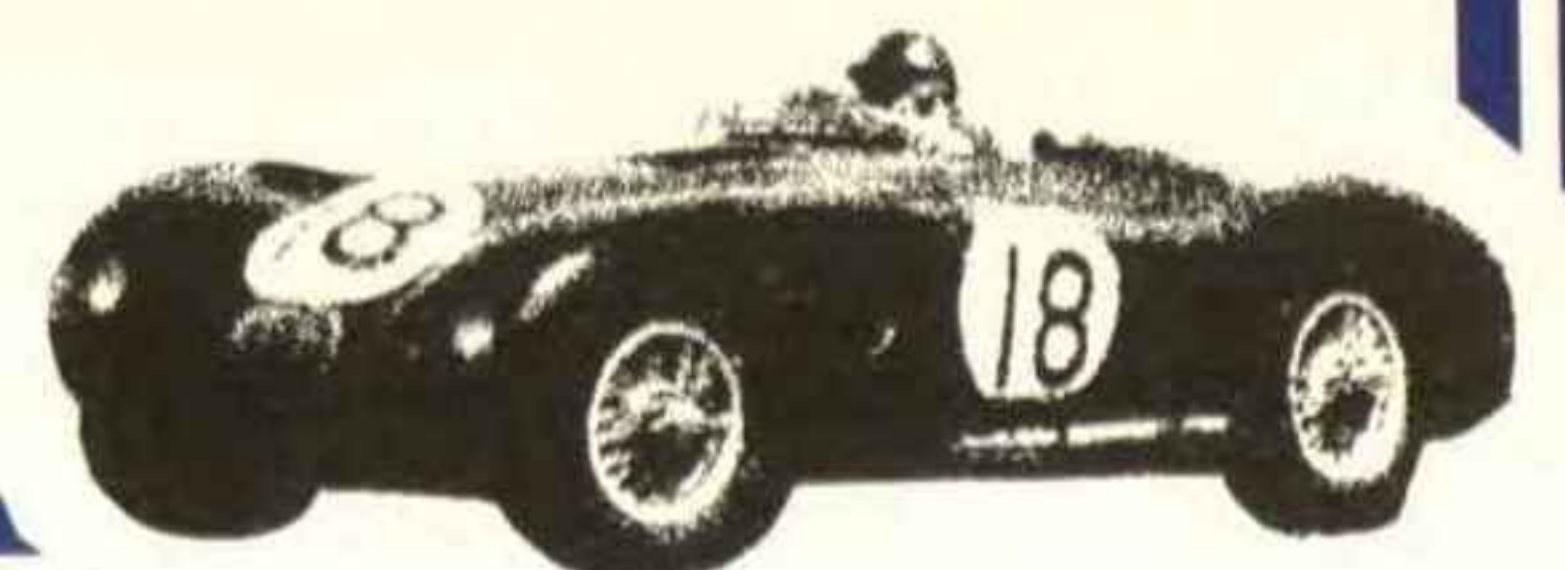
**1929 BENTLEY 4 1/2 LITRE 'BLOWER'.** This is the original Olympia Motor Show car and 'Motor' magazine road test vehicle. Wonderful history and quite superb.....£POA



**1987 LOLA LARROUSE GP CAR.** Ex-Alliot. Complete with running DFV. Outstanding value.

FOR ANY FURTHER DETAILS CONCERNING THE ABOVE MENTIONED CARS PLEASE DO NOT HESITATE IN CONTACTING US.

**P.O. BOX 222 • HOOK • HANTS • RG27 9YZ • ENGLAND**  
Telephone: 01256 765000 Fax: 01256 766000





# Ferrari

## OWNERS CLUB

Join THE Club for Ferrari owners, former owners and a non owners register, sponsored by the Ferrari Factory and Ferrari UK. Club magazines, help with insurance, rebated RAC Membership, over 80 events and invitations, area group activity, race, sprint and hillclimb series and regular track days.

For Membership Brochure contact Peter Everingham,  
35 Market Place, Snettisham, Kings' Lynn, Norfolk PE31 7LR.  
Phone 01485 544500 Fax 544515

## Wheel Discs for Pre-WWII Classics

LMARR manufactures the World's largest selection. Call us to discuss how your car can look it's *Award Winning* best! We stock all the parts that you will need to fit these elegant discs to your car. Approved by all Sanctioning Groups.



Bugatti Type 57C

We stock discs for Alfa, Bentley, Bugatti, Cord, Delage, Delahaye, Isotti-Fraschini, Jaguar, Hispano-Suiza, Lagonda, Lincoln, Rolls-Royce, Talbot, Voisin and we can make special orders for almost any car.

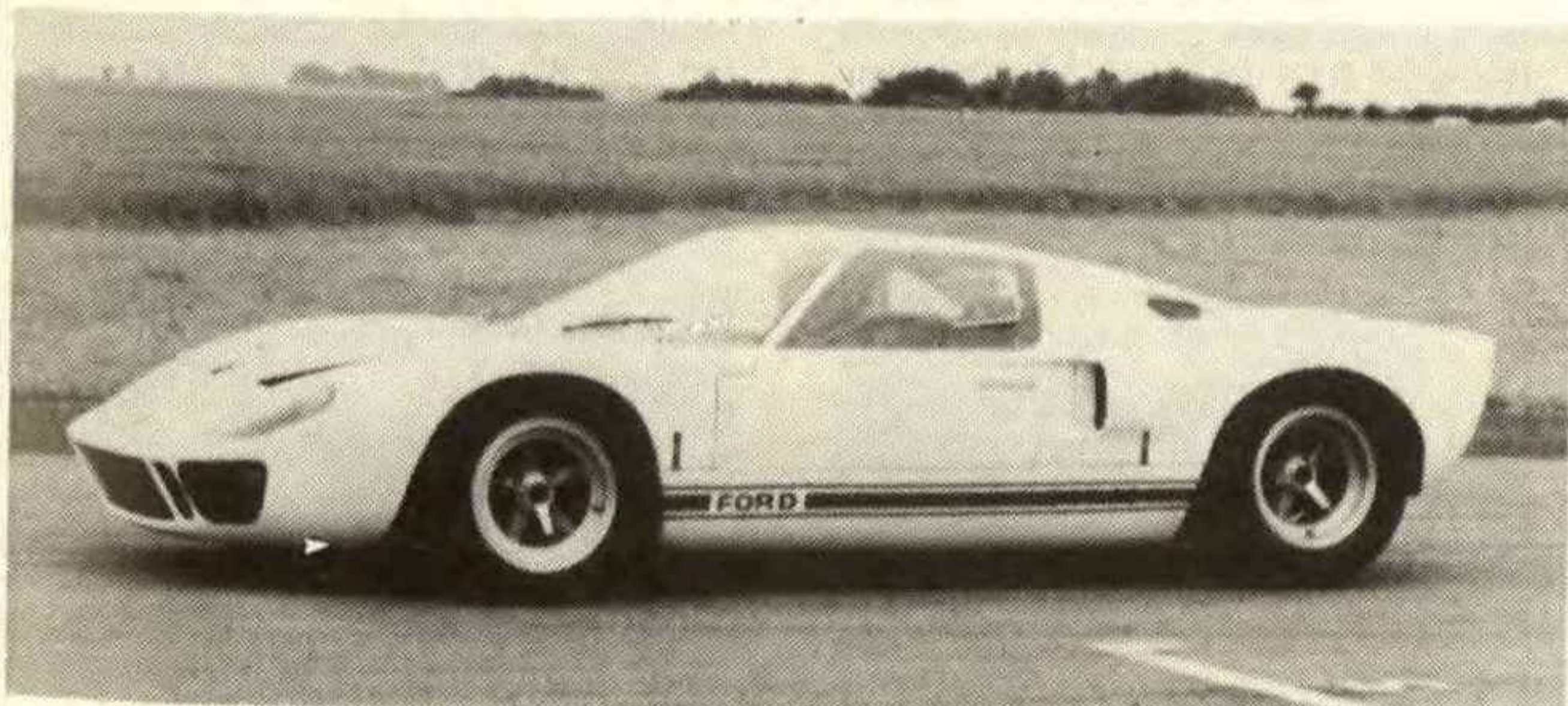
**LMARR DISK LTD. Phone, Fax or Write TODAY!**

PO Box 910, Glen Ellen, CA 95442-0910 USA  
Tel (707) 938-9347 Fax (707) 938-3020

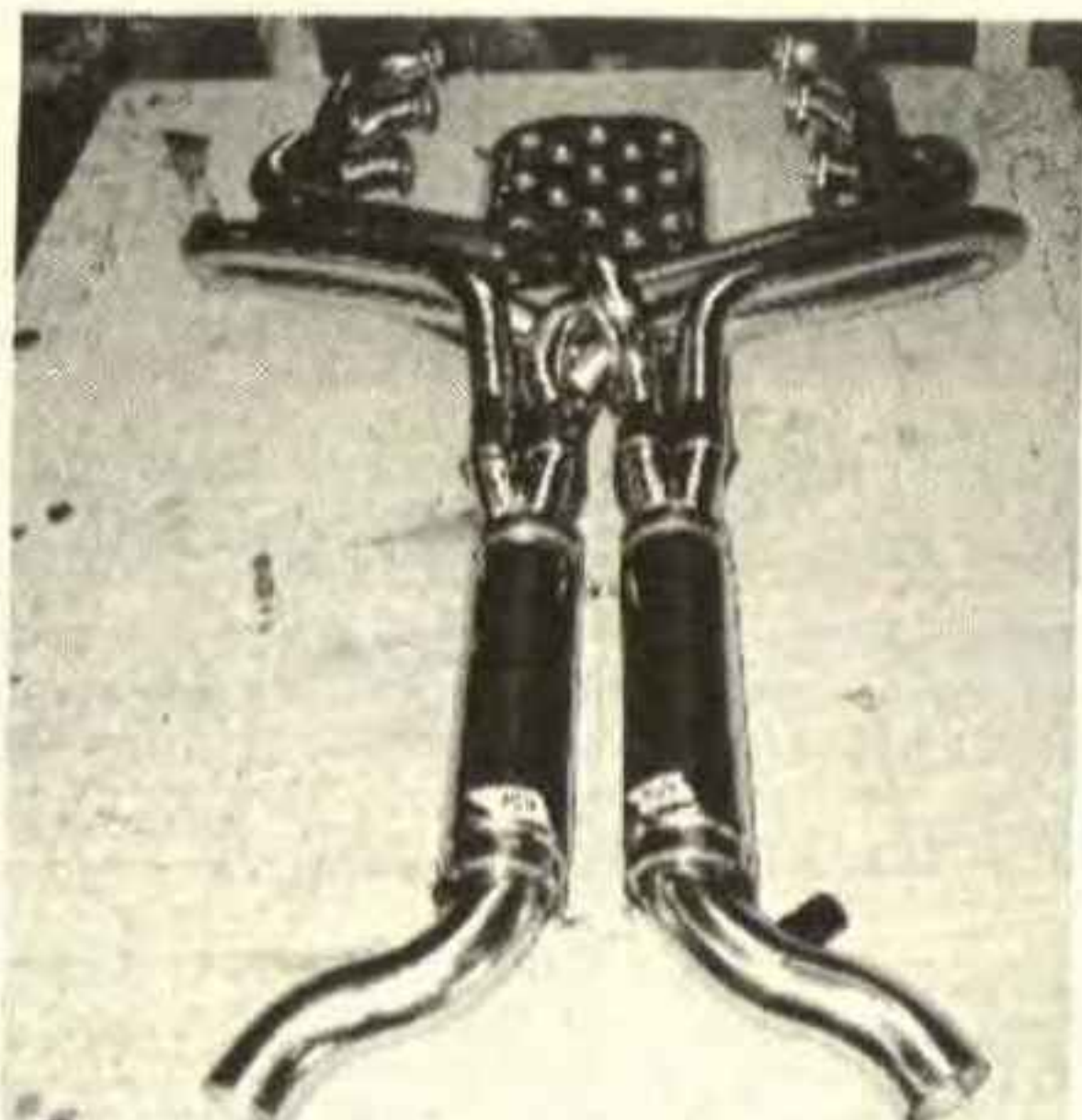
D2

# Hayward & Scott

SPECIALIST IN STAINLESS STEEL EXHAUSTS,  
TANKS AND ONE OFF FABRICATIONS



HISTORIC RACE & RALLY HIGH PERFORMANCE ROAD CARS.  
IN FACT ANYTHING DRIVEN ON LAND, SEA OR AIR!



GT40  
LOLA  
T70  
ALL  
HISTORIC  
FERRARIS

MASERATIS  
RACING  
JAGUARS

**A COMPLETE GT40 SYSTEM**  
UNIT 11, NOBEL SQUARE,  
BURNT MILLS INDUSTRIAL ESTATE,  
TEL: BASILDON 727256 FAX: 01268 590772

## HISTORIC RALLY CAR REGISTER

JOIN THE  
Club that goes  
historic rallying...

Please contact: Alison Woolley  
01452 790648  
(Fax 790649)



## 1928 BALLOT 2LTS

2 seater ground up restoration with new Kellner style ducks, back body in 1982. Used only in F.I.V.A. Rally to Portugal and two Gordon Bennetts since. Quality RHD car, excellent brakes, easy to drive and reasonably economical. Now replaced by 4 1/2 Bentley.

**£16,500**

Tel 01446 772357 Cardiff Area



THE AUTHORISED  
MANUFACTURER OF  
GENUINE ALVIS PARTS.

RESTORATION OF ALL MODELS  
BY ALVIS TRAINED ENGINEERS.

Common Lane, Kenilworth, England  
Tel: 01926 857303 Fax: 01926 857305

## PETER TRUEMAN

Established 1977

SECURE TRANSPORTATION RELIABLE STORAGE

Nationwide coverage with specialist insurance at negotiable rates.

Please contact: Peter Trueman

0374 945193

01625 424757

Cheshire-based

## WITTER

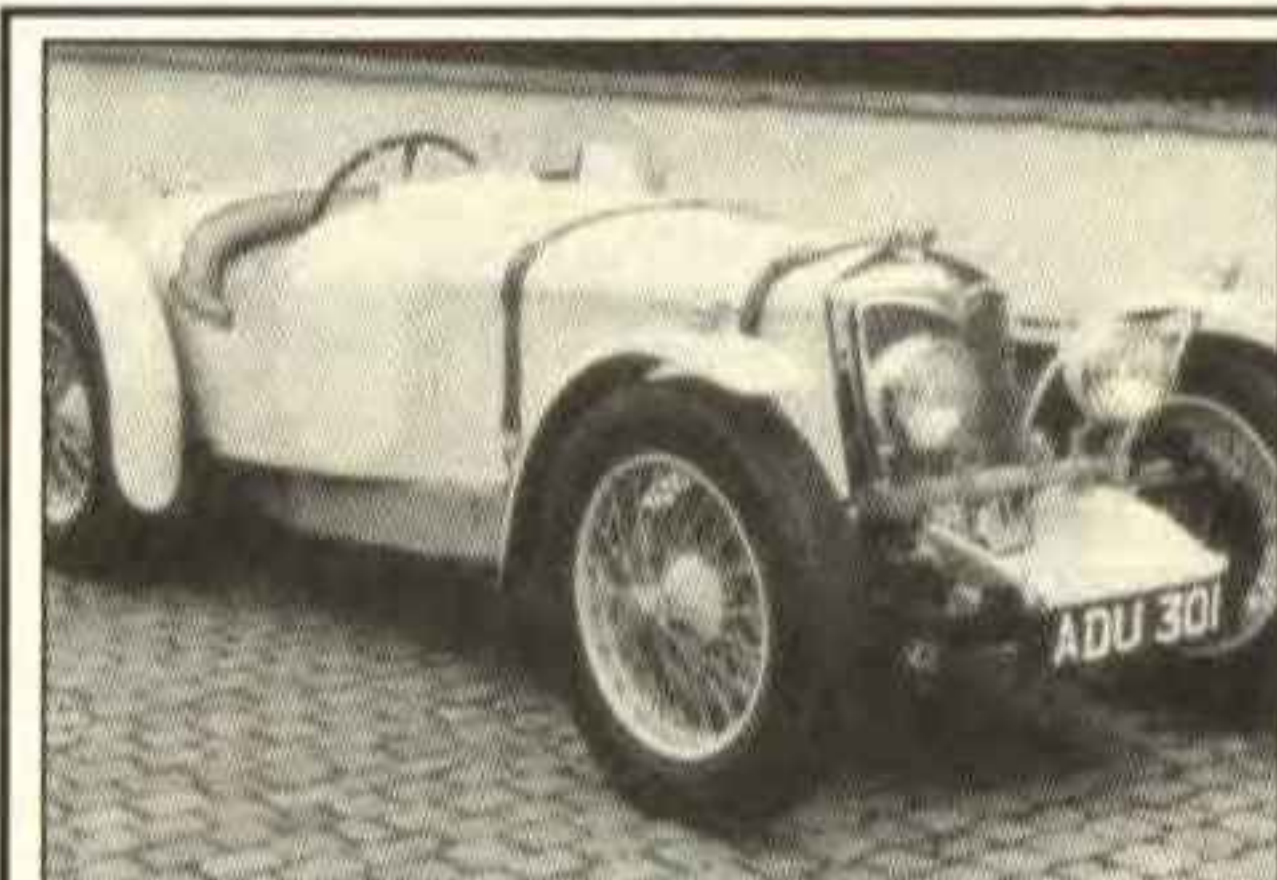
### TOWBARS TO TRUST

- First choice for safety-conscious drivers with over 4 million towbars supplied.
- Safety testing to B.S. and I.S.O. standards.
- Guaranteed for life.

See Yellow Pages for your nearest specialist fitter or stockist.

**WITTER TOWBARS, CHESTER CH1 3LL**

Telephone: 01244 341166



## RILEY IMP 1934

Well known, reliable car  
ready for road or race.

£30,000

Tel: 01366 5000 001

## MALCOLM C. ELDER & SON

Telephone & Fax: 01869 340999  
Home: 01869 340606  
01869 246809 (Mark)

THE MOTOR SHED, MIDEL ASTON, NR. BICESTER, OXFORDSHIRE, OX6 3PX  
Part exchanges considered. Callers preferably by appointment. Enquires welcome



1910 CADILLAC 30hp 2-seat tourer with dickey	£35,000
1912 AUSTRO DAIMLER 20/30hp 4-seat tourer	£16,500
1914 CLEMENT BAYARD 10/12hp open 2-seat & dickey	£8,250
1920 CITROEN model A 4-seat tourer	£12,500
1923 AUSTIN 7 Chummy tourer	£25,000
1923 AUSTIN Heavy 12 4-seat tourer	£12,750
1924 SALMSON Twin-cam 2-seat special	£35,000
1926 ALVIS 12/50 TE 4-seat sports tourer	£14,250
1926 CHRYSLER series 58 5-seat tourer	£8,750
1926 FORD model T roadster with rumble seat	£11,250
1926 MORRIS Cowley Bullnose 2-seater & dickey	£22,000
1927 DAIMLER 20/70 Limousine by Marythorne	£16,000
1928 AC Royale "Six" 2-seat tourer & dickey (Photo)	£16,000
1928 DELAGE DR70 Limousine by Park Ward	£7,500
1928 LEA FRANCIS 12/40 running chassis kit	£17,500
1928 MORGAN Aero. Water cooled 1100cc MAG motor	£29,750
1929 ALVIS Silver Eagle 4-seat narrow tourer	£15,750
1929 ALVIS Silver Eagle Shooting Brake	£5,950
1929 PEUGEOT 201 pick-up-truck. Lhd	£18,750
1931 ALVIS 12/50 TJ 2-seat tourer & dickey	£15,000
1931 ALVIS 12/60 TL sports saloon	£4,250
1932 AUSTIN 7 box saloon. 3-speed	£18,750
1932 SUNBEAM 23.8 closed coupé	£24,000
1933 ALVIS Speed 20 SA Dhc by VdP	£5,750
1933 RILEY 9 Monaco saloon. Manual gearbox	£12m750
1934 AUSTIN 10 saloon. Sunshine roof	£33,000
1934 AUSTIN 13 9 Newbury sports tourer	£36,000
1934 LAGONDA Rapier 4-seat tourer by Abbott	£49,950
1934 LAGONDA 3-litre 4-seat tourer	£24,500
1934 LAGONDA M35R 3 1/2-litre 4-seat T9 tourer	£8,750
1934 MG K3 Magnette (Genuine ex-works racing car)	£37,500
1935 LAGONDA Rapier 2-seat with pointed tail	£7,500
1935 MG R-type. (One of the original ten built)	£24,000
1935 ROLLS ROYCE 20/25 Limousine with division	£8,750
1935 STANDARD 9 2-seat sports tourer by Avon	£37,500
1936 ALVIS Speed 20 SD 4-seat tourer	£7,500
1936 RILEY 9 Monaco saloon. Preselect gearbox	£3,750
1937 AUSTIN 7 Ruby saloon	£6,750
1937 FIAT 500A Topolino	

1939 MG VA 4-seat tourer	£19,500
1938 RILEY 12/4 Victor saloon. Manual gearbox	£7,750
1939 LAGONDA V12 saloon de ville	£27,500
C1940 CITROEN 23R 2-ton lorry. Lhd	£5,350
1948 BENTLEY MALLALIEU "Oxford" 2-seat sports	£28,000
1948 JAGUAR 3 1/2 litre saloon	£25,000
1949 ARMSTRONG SIDDELEY Typhoon sports saloon	£6,950
1949 RILEY 2 1/2 litre RM roadster	£19,950
1950 MG TD	£12,250
1951 BENTLEY MkVI Park Ward sports coupé	£26,500
1952 SALMSON S4 E72 twin-cam 2300 drophead coupé	£30,000
1954 ARMSTRONG SIDDELEY 346 Sapphire. Manual	£12,500
1955 ALVIS TC21/100 "Grey Lady" saloon	£9,250
1955 ARMSTRONG SIDDELEY 346 Sapphire. Manual	£6,950
1957 BENTLEY S1 standard saloon	£18,750
1957 BENTLEY S1 Continental fastback. Auto. PAS	£67,000
1957 DAIMLER Conquest Century saloon, 46,000 miles	£8,750
1959 CADILLAC Fleetwood 4-door sedan. Lhd	£12,500
1959 TRIUMPH TR3A	£14,000
1960 MG A 1600 Mki sports 2-seater (Photo)	£14,750
1960 HUMBER series 3 Super Snipe saloon	£3,500
1963 ALFA ROMEO 1.6 Giulia spider. Lhd	£14,000
1963 ALVIS TD21 automatic drophead coupé. W/w	£19,750
1964 ALFA ROMEO 2600 sprint by Bertone	£5,750
1965 ALVIS TE21 S3 saloon (Motor Show Car)	£11,500
1966 FIAT Nuova 500. 42,000 miles	£7,500
1967 JAGUAR 4.2 E-type series II coupé	£3,250
1967 JAGUAR Mk2 3.8 manual + O/d. 31,000 miles	£16,000
1969 GILBERT Genie	£2,950
1970 MG Midget. Chrome bumpers	£13,750
1971 CITROEN SM	£9,999
1972 TRIUMPH Stag. Hard & soft tops. 14,000 miles	£8,750
1973 CITROEN SM	£11,500
1973 TRIUMPH TR6	£7,250
1977 MG B GT. Sunroof. Carmine red	£2,750
1981 PORSCHE 924 Carrera GT	£16,000
1988 STEADMAN TS100 4.2 auto (SS100 style)	£20,000

OIL & NEW TYRES STOCKED CARS SOLD ON CONSIGNMENT



# VINTAGE TYRE RANGE

Vintage, Veteran & Classic Tyres including the Firestone range... Quality, reliability, authentic tread patterns and realistic prices!

## Lambrook Tyres

VINTAGE . CLASSIC . VETERAN

Farway, Colyton, Devon PH (01404 871) 282

## Rod Jolley Coachbuilding



SPECIALIST PANEL BEATING & ASH FRAMING

37 GORDLETON INDUSTRIAL PARK,  
SWAY ROAD, LYMINGTON,  
HANTS SO41 8JD  
TEL: (01590) 683702.  
FAX: (01590) 683634.  
INTERNET:  
<http://www.racecar.co.uk/rodjolley>



Metal finishing

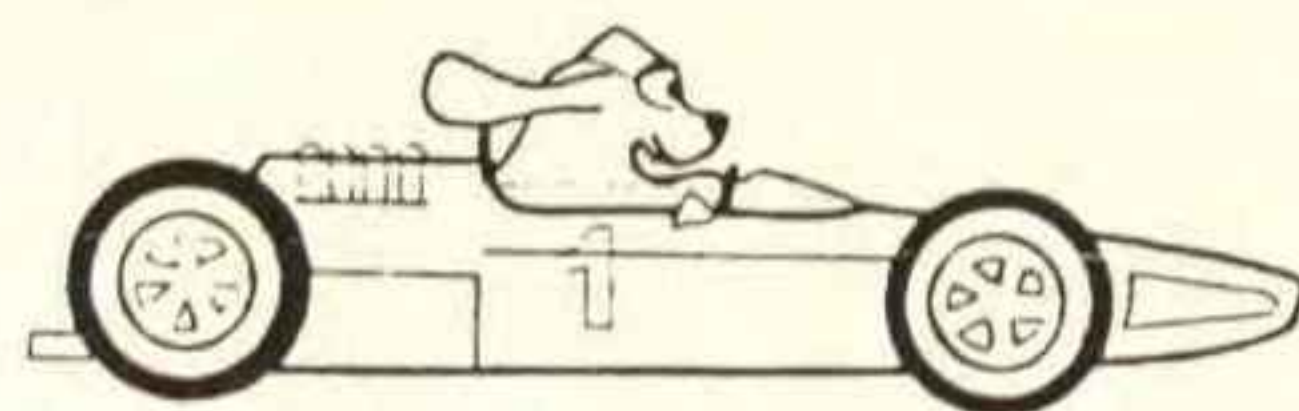
# VERDI for Ferrari Performance Car Workshop



**Servicing** Mechanical Repairs Body Repairs Rebuilds Spares Renovations  
**Retrimming** Rebuilds Sales  
**Air Conditioning -** Repair & Recharging  
**MOT Testing**  
**24 Hour Recovery**

Telephone & Fax: 0181 756 0066

9-10 Hayes Metro Centre, Springfield Road, Hayes, Middlesex UB4 0LE



## CHRIS ALFORD RACING & SPORTSCARS

NEWLAND COTTAGE, HASSOCKS, WEST SUSSEX, BN6 8NU,  
PHONE: 01273 845966, FAX: 01273 846736



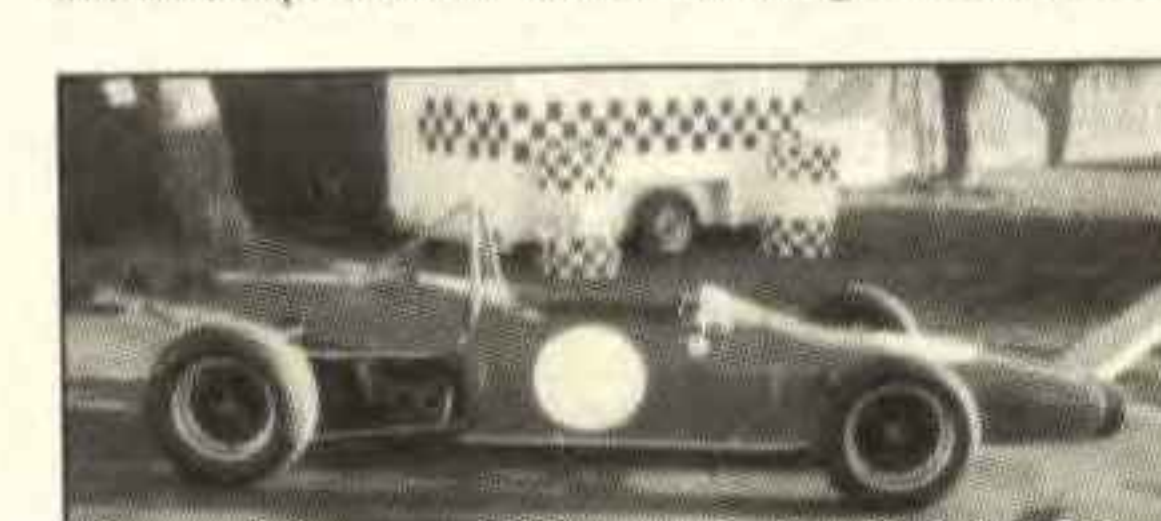
1955 ELVA CLIMAX Mk1A. Red. Ex-works car rebodied in 1958, all aluminium. Freshly rebuilt Climax FWA engine, half the price of a Lotus 11. "The car of the month".....£19,500



1960 WALKER CLIMAX FORMULA ONE. Unpainted aluminium. Designed and built by Alf Francis for Stirling Moss as a super Cooper. Tested at Goodwood by Jack Fairman but not raced. Comes with 2.5 litre Climax engine and Colotti gearbox. "Unique".....£35,000



1961 AUSPER Mk3 FORMULA JUNIOR. White. As raced successfully by Roy Drew, and on the front cover of the Formula Junior book. Would be very competitive in FIA Coupe Lurani. "A nice old thing".....£18,500



1969 MERLYN Mk14 HISTORIC FORMULA FORD. Red. Formula Three conversion, so has stiffer frame. Would be a race winner in HSCC series. Fresh from successful Goodwood test. "Fantastic".....£12,950



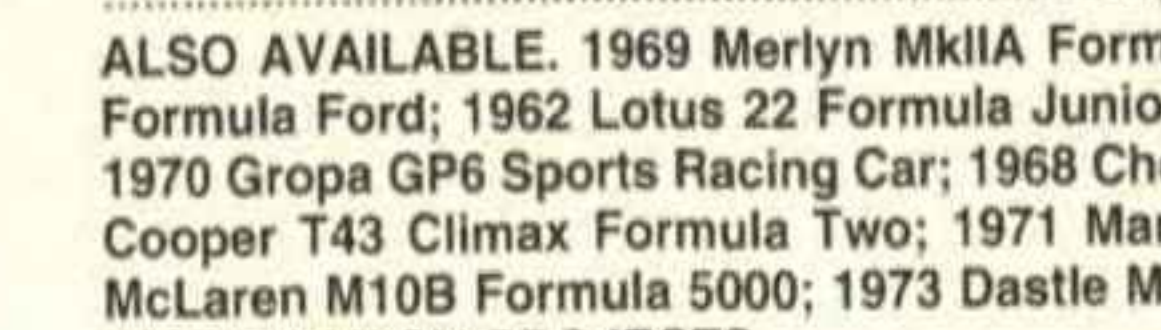
1969 LOTUS 61 HISTORIC FORMULA FORD. Green. Absolutely immaculate throughout, this car has been very successful in Swedish historic events. Absolutely on the button and ready to go, must be seen. "A fine example of the flying wedge".....£12,950



1978 CHEVRON B43 TOYOTA FORMULA THREE. Green. Only 10 miles since total restoration by Chevron expert. Ideal for Classic Formula Three series. "Like a new pin".....£14,000



1971 MARTIN Bm8 GP6 SPORTS RACING CAR. Yellow. Well known Supersports car run by Racing Fabrications. In superb condition and very competitive. Half the price of a similar Chevron or Lola. "Superb".....£45,000



1971 BRABHAM BT36 FORMULA TWO. Silver. Front running car in Euro F2 races, with a fresh Richardson BDA engine. In immaculate condition throughout and very user-friendly. "Absolutely fabulous".....£42,500



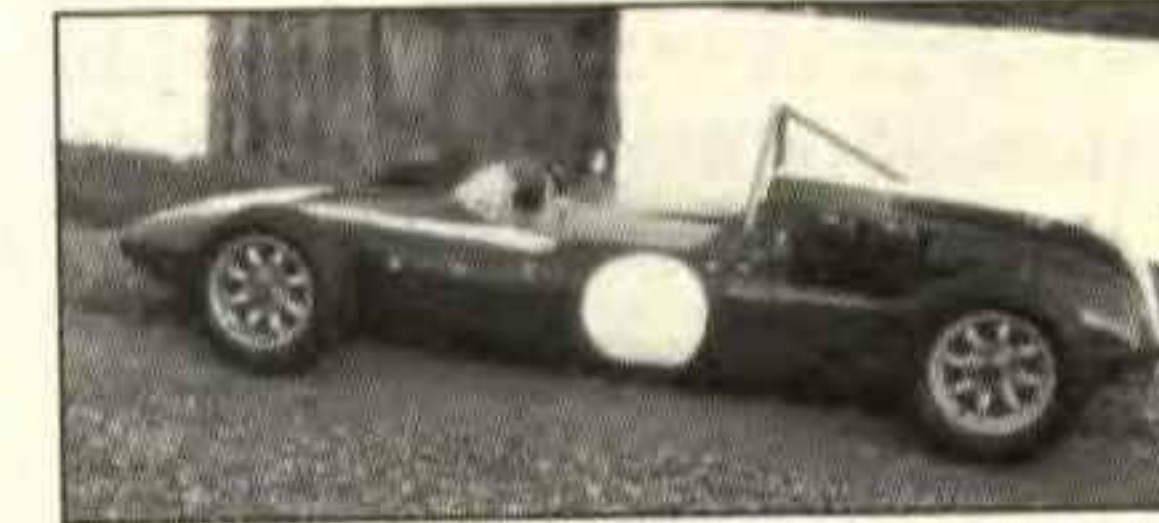
1969 LENHAM P70 GT GP4 RACING CAR. Metallic green. Completely restored by Retro Air and Track, this rare and unusual gullwing coupé was the subject of an in-depth article in Motorsport magazine. "Very interesting".....£29,500



1960 LOTUS 7 S1 BMC. Polished alloy. Class lap record holder at Thruxton but fully road usable. An ideal car for road or track. "Super".....£13,950



1965 GERHARDT FORD INDY CAR. Blue. A copy of the Lotus 38, fitted with a 4-cam Ford motor. Driven by Carl Williams at Indianapolis '65-'66. Could be the unfair advantage in pre-65 series. "An awful lot of car for the money".....£30,000



1961 COOPER T56 FORMULA JUNIOR. Blue. Ken Booth's well known Ford engine Junior, unraced for a number of years. An ideal car for the FIA Coupe Lurani, where it would attract a favourable handicap. "Great potential".....£21,500



1971 ELDEN MK8 HISTORIC FORMULA FORD. White. Chassis number 3, ex-works car driven by Danny Sullivan. Winner of its last three races, this is the ultimate pre-71 Formula Ford. "Highly recommended".....£13,950



1976 RALT RT1 TOYOTA FORMULA THREE. Red. Only four races since total restoration, absolutely on the button and race ready. Perfect for the HSCC Classic Formula Three series or the German Open in Europe. "Extremely good value".....£10,950



1971 BRABHAM BT36 FORMULA TWO. Silver. Front running car in Euro F2 races, with a fresh Richardson BDA engine. In immaculate condition throughout and very user-friendly. "Absolutely fabulous".....£42,500



1969 LENHAM P70 GT GP4 RACING CAR. Metallic green. Completely restored by Retro Air and Track, this rare and unusual gullwing coupé was the subject of an in-depth article in Motorsport magazine. "Very interesting".....£29,500

ALSO AVAILABLE. 1969 Merlyn Mk1A Formula Ford; 1969 Hawke DL2 Formula Ford; 1969 McNamara Formula Ford; 1962 Lotus 22 Formula Junior; 1971 Elfin Formula Junior; 1960 Bandini Formula Junior; 1970 Gropa GP6 Sports Racing Car; 1968 Chevron B8 BMW GT; 1965 Brabham BT14 Formula Libre; 1957 Cooper T43 Climax Formula Two; 1971 March 712 Formula Two; 1971 Lola T100 Formula 5000; 1970 McLaren M10B Formula 5000; 1973 Dastle Mk10 Formula Three.

RESTORATION PROJECTS  
1972 McLaren M19 Formula One; 1970 Brabham BT30 Formula Two; 1968 Merlyn Mk12A Formula Two; 1957 Lotus II; 1955 Lotus 6; 1968 Mini Marcos; 1969 Lotus 61 Formula Ford; 1968 Lotus 51 Formula Ford.

1st FOR HISTORIC RACING CARS  
PHONE 01273 845966 FAX 01273 846736  
MOBILE 0585 722962  
VIEW BY APPOINTMENT ONLY, PLEASE



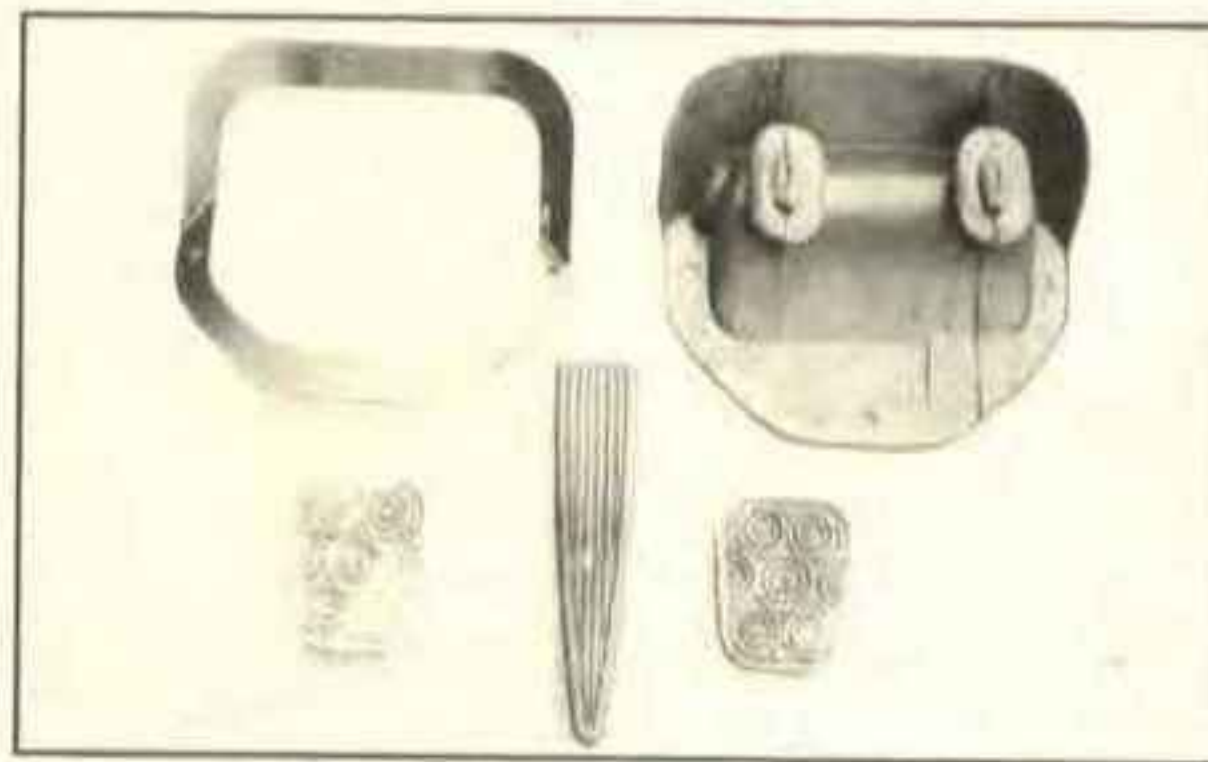
# ALFA ROMEO SPARES – from Britain's oldest Alfa parts importer

– established TWENTY EIGHT YEARS AGO.

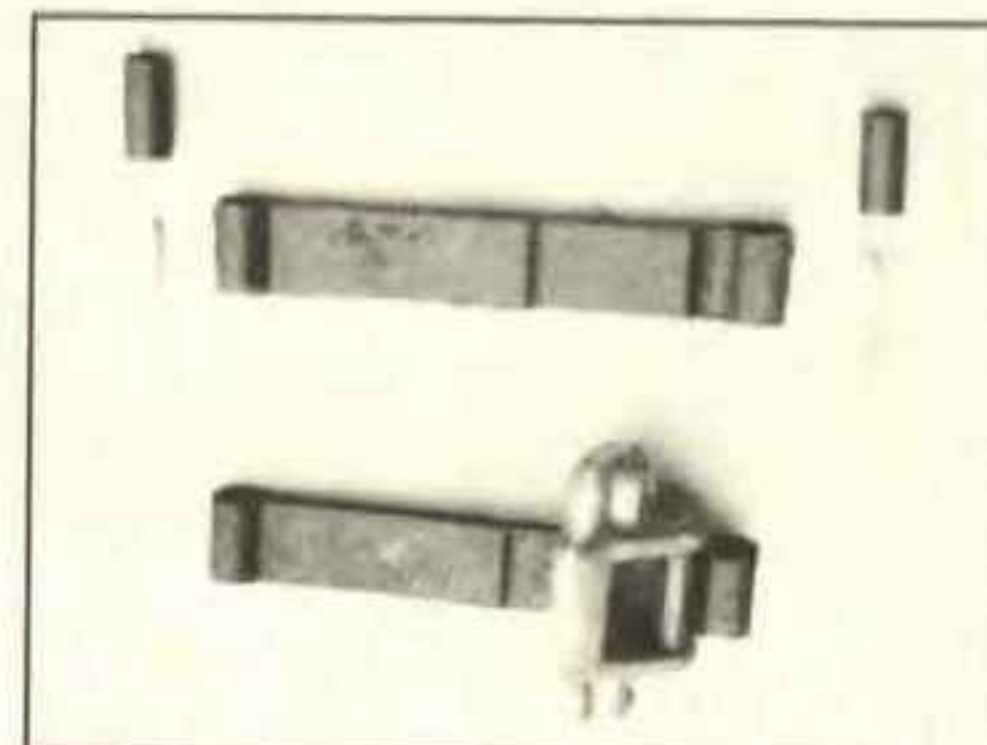
*“We cater for the discerning enthusiast who takes a pride in purchasing spare parts for his Alfa”*



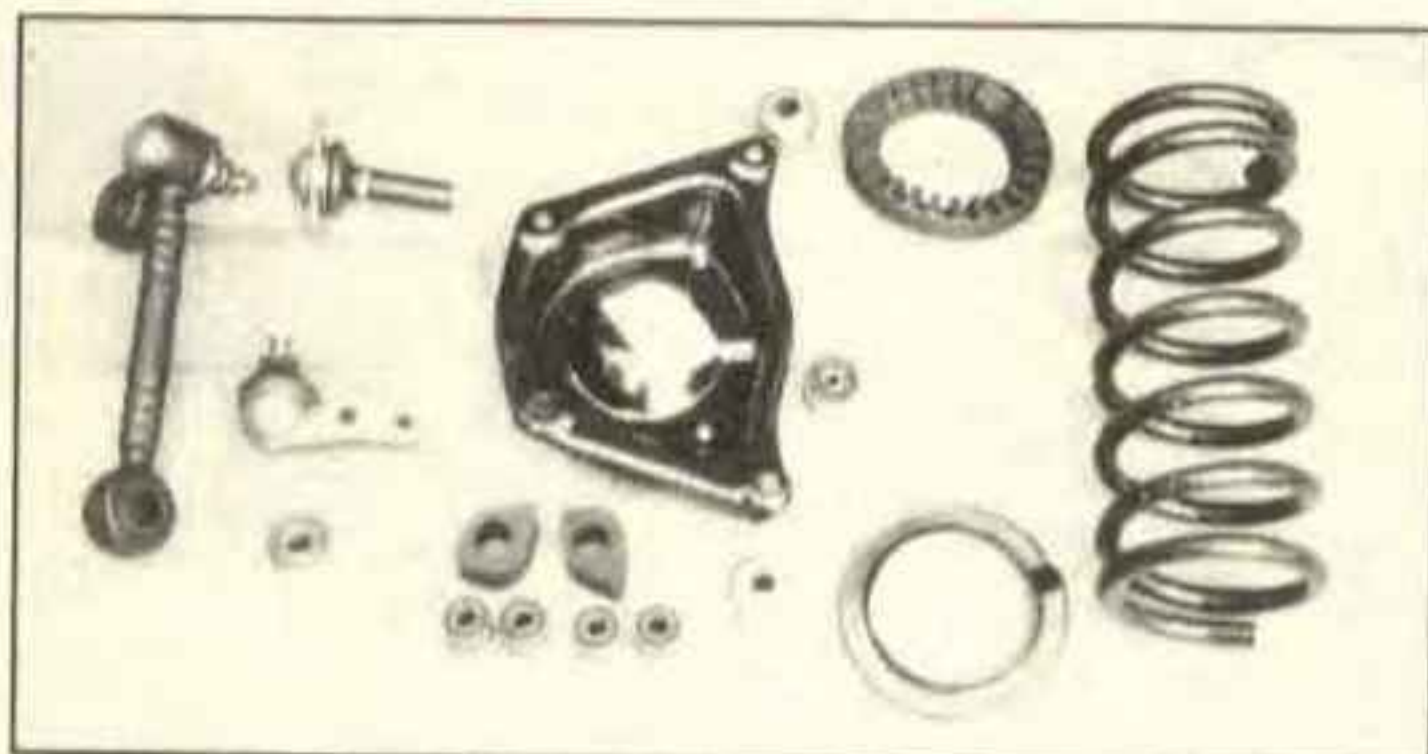
Crashed a Spider? Restoring a Spider? We carry a vast stock of parts for these lovely cars but the 2000cc is our speciality. We have most major body panels plus a range of repair panels. Sooner or later all Spider owners find their way to us, make it sooner and save money!



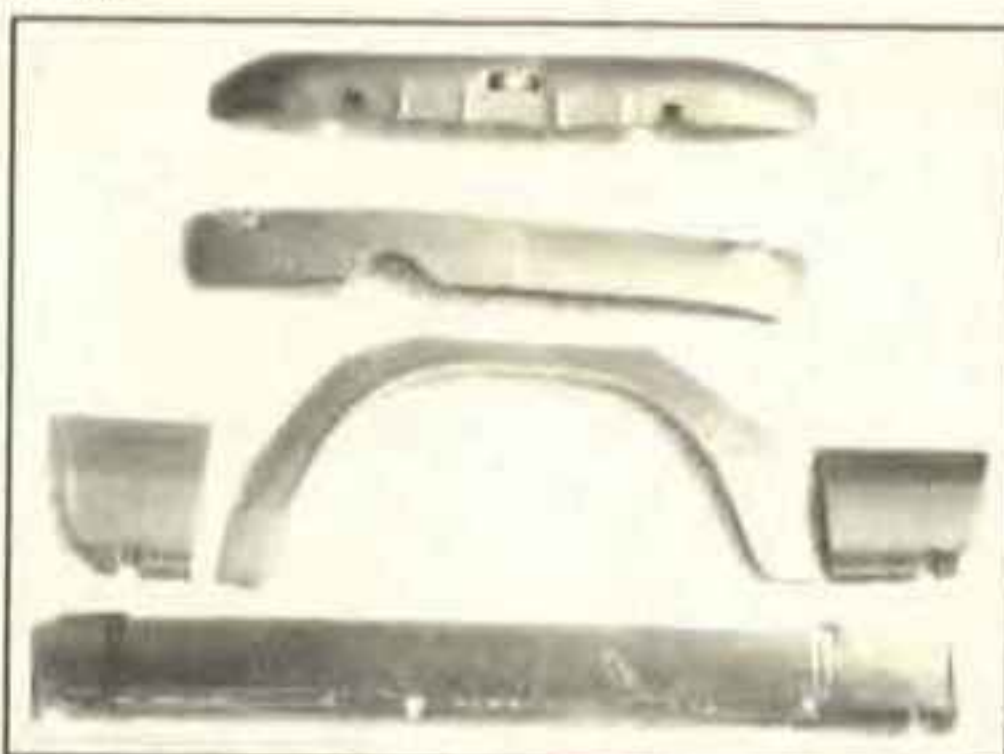
Keep your shoes clean! RHD GT/GTV and Spider brake/clutch pedal boot, retaining bracket, pedal rubbers, accelerator pedal etc. Also rubber seals for doors, boot, engine compartment, interior door panels, soft tops, soft top bags etc. Order today, we despatch today.



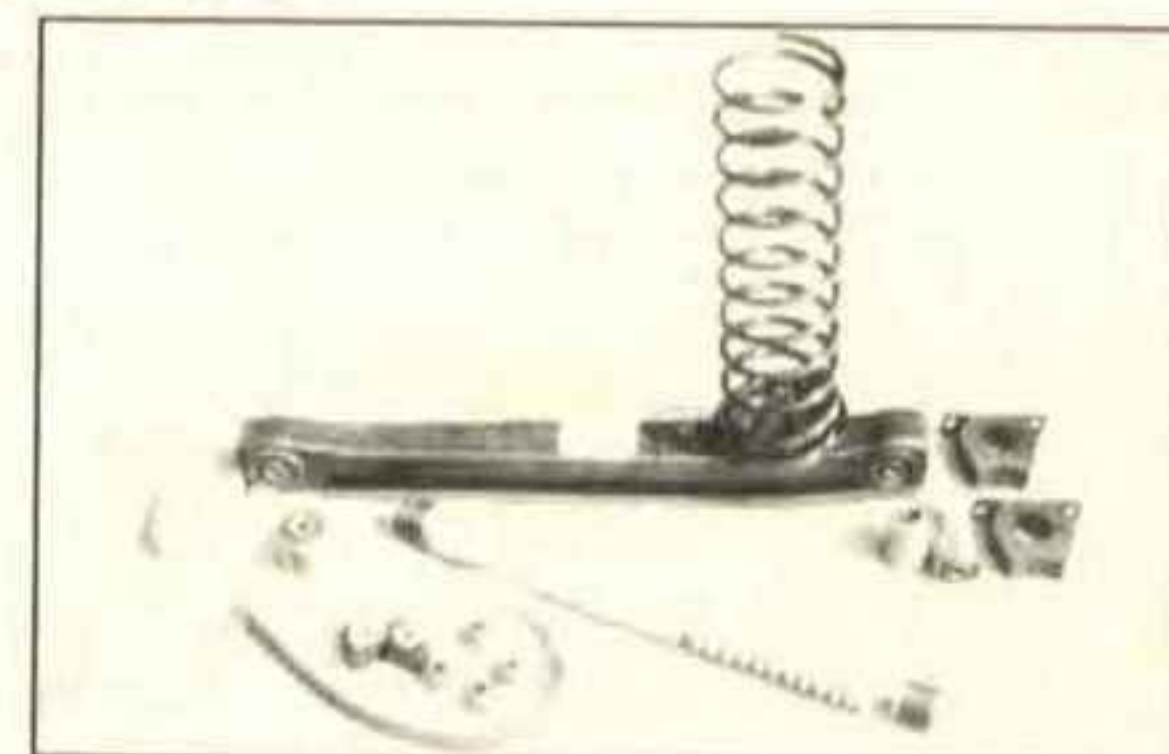
Essential Spider parts, door check strap repair kit (strap, rollers and pins), headlamp covers, headlamp cover fittings, window cable mechanisms, door handles, door mirrors, centre grilles, fuel tanks, fuel caps (special aluminium type – 2000cc only), and many, many more.



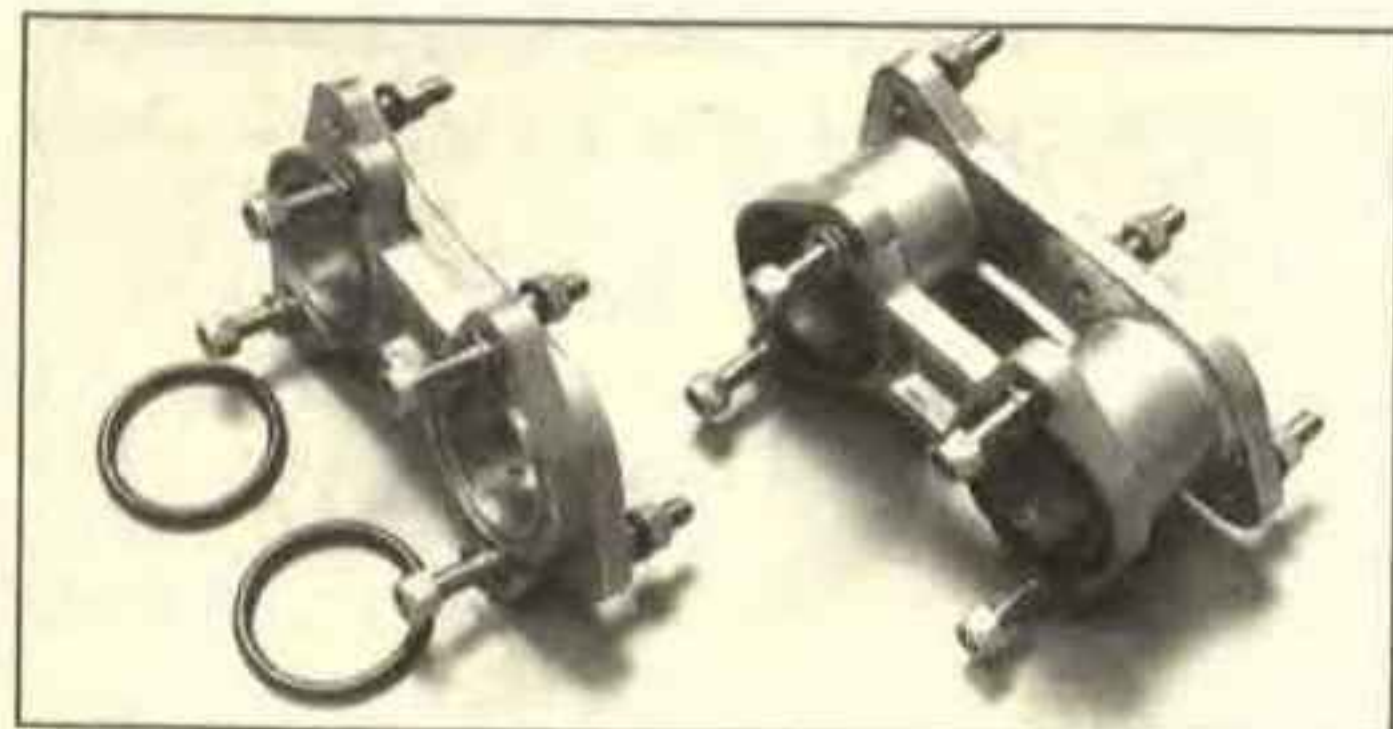
Spider/GTV/Giulia front suspension is our speciality, we have springs, spring pans, bushes, ball joints etc. Also special BILSTEIN dampers re-valved just for these cars. All in stock. Wherever you are in the world we can help you, we know the cars.



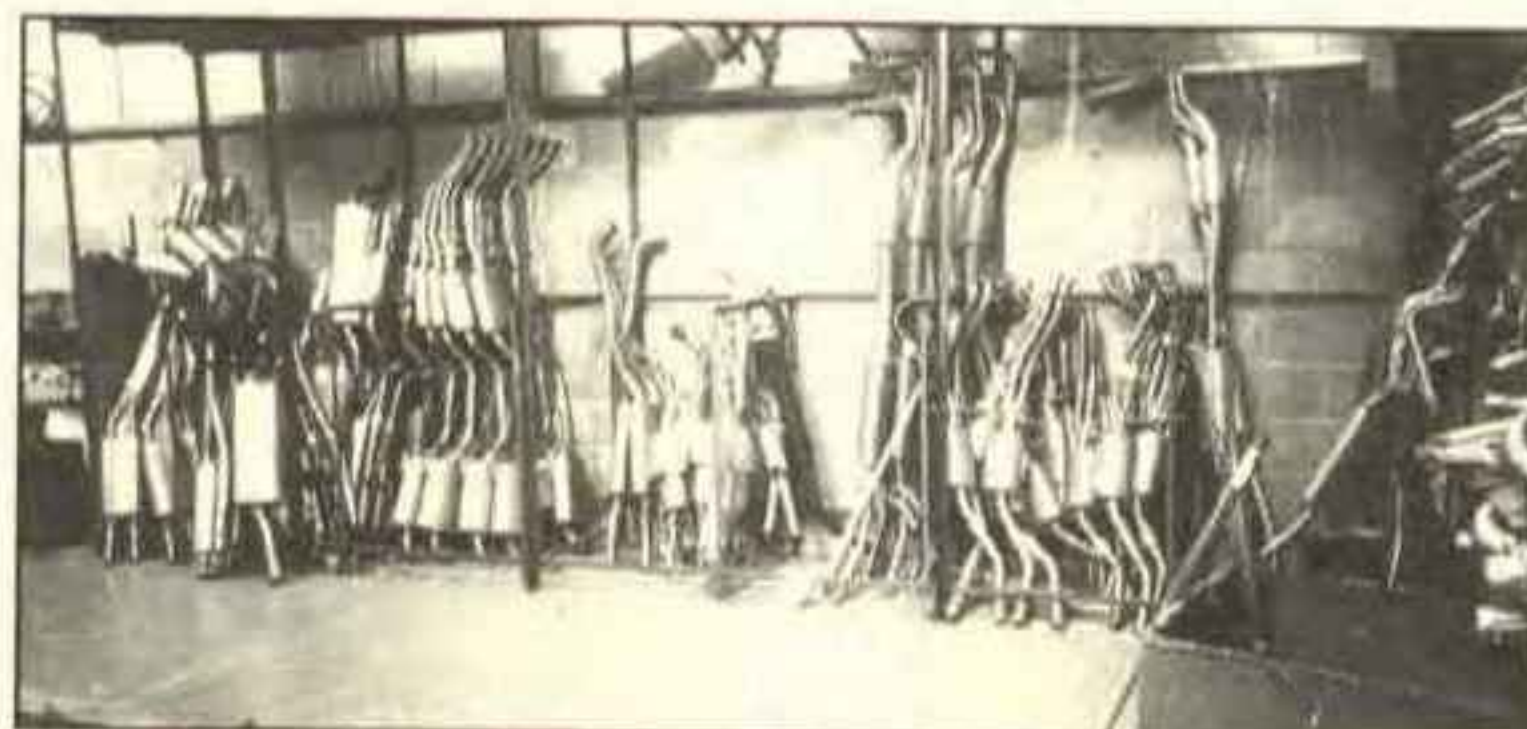
1969/76 GTV panels and repair panels – wings, full-length sills, door skins, front/rear panels. Well known, well proven parts sent all over the world. 1997 SPECIAL REDUCTION FOR WORLD DESPATCH – GTV FRONT PANELS 69/76 cars. Beware of inferior repair panels – of which there are many, buy right first time.



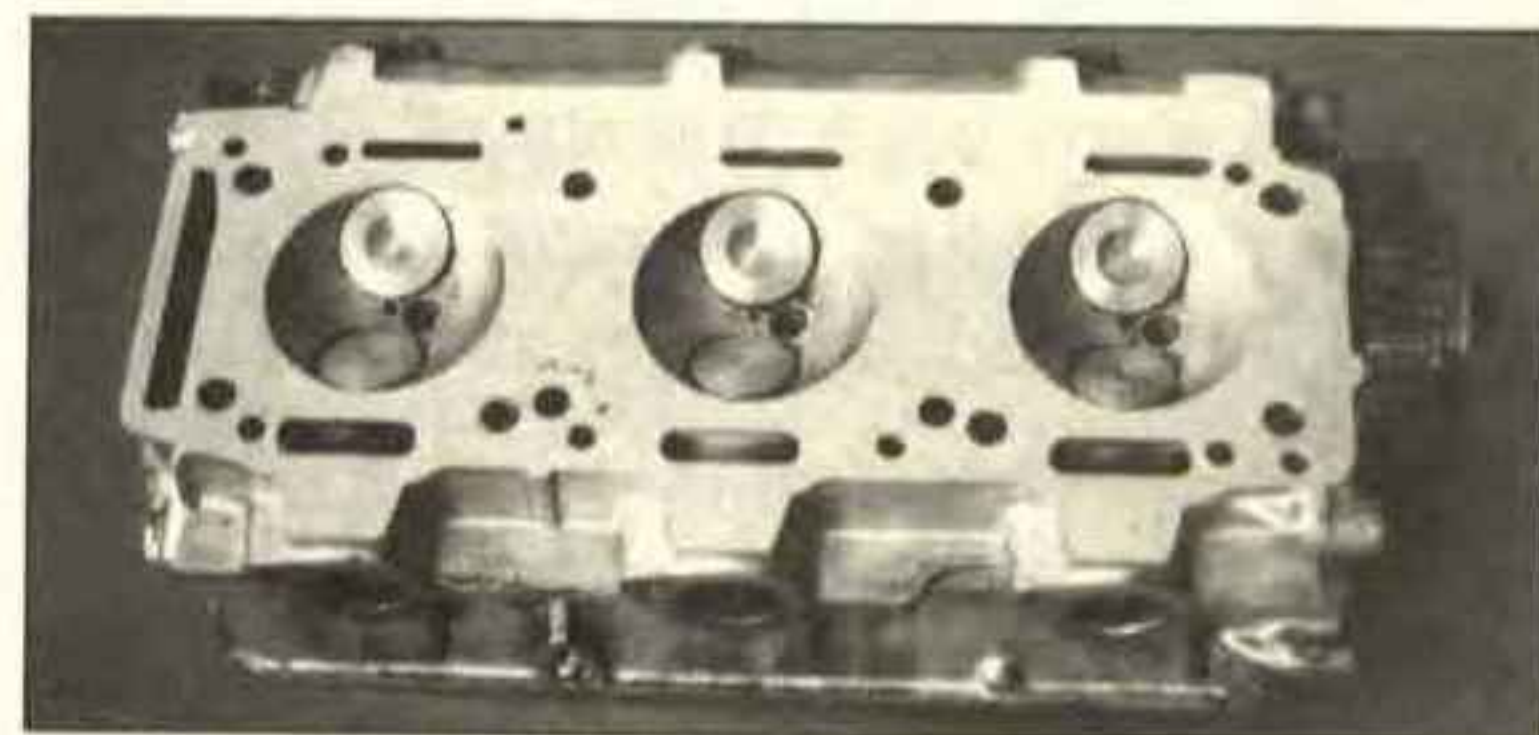
Spiders, GT/GTV rear suspension is our speciality, we have springs, trailing arms complete, standard or special bushes, bump stops, straps, specially valved gas BILSTEIN dampers. Also special suspension springs and roll bar kits (see below) – WORLDWIDE DESPATCH.



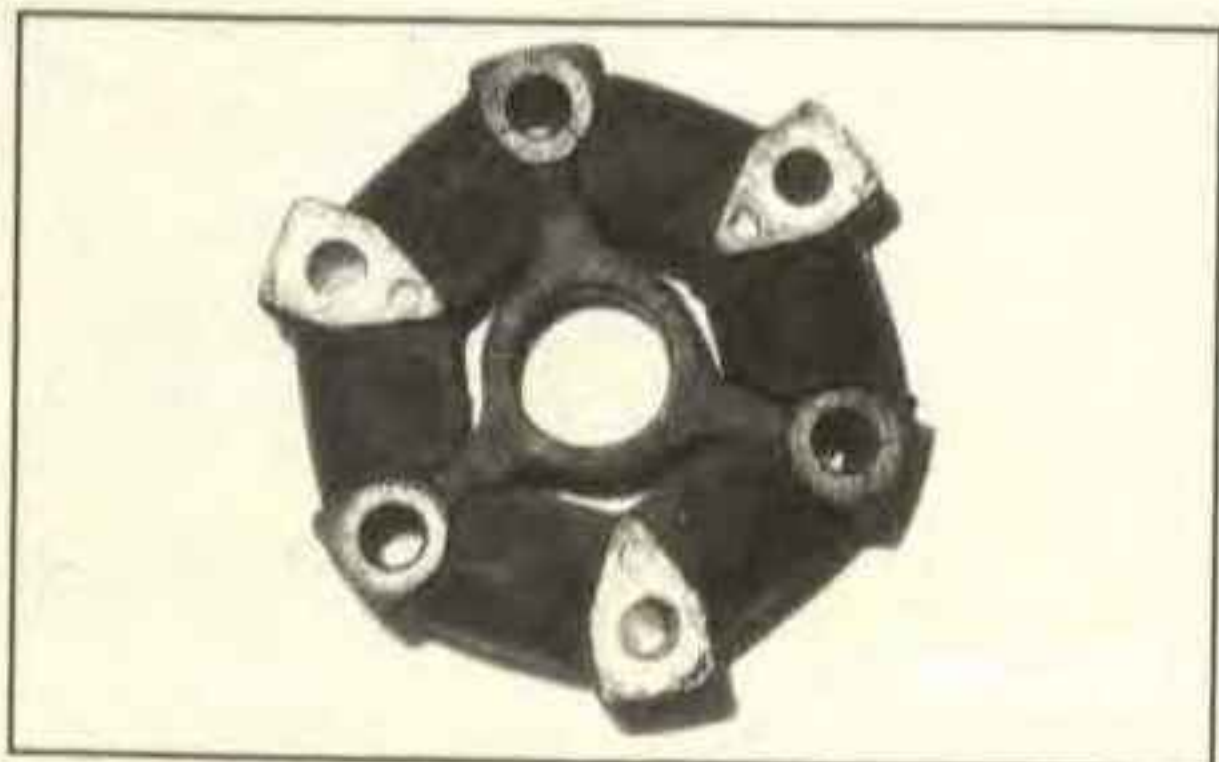
Aluminium carburettor mountings with separate 'O' rings to replace the rubber mountings. Ideal for 40/45mm carburettors, suitable for normal road use or racing. No need to use a carburettor stay bracket.



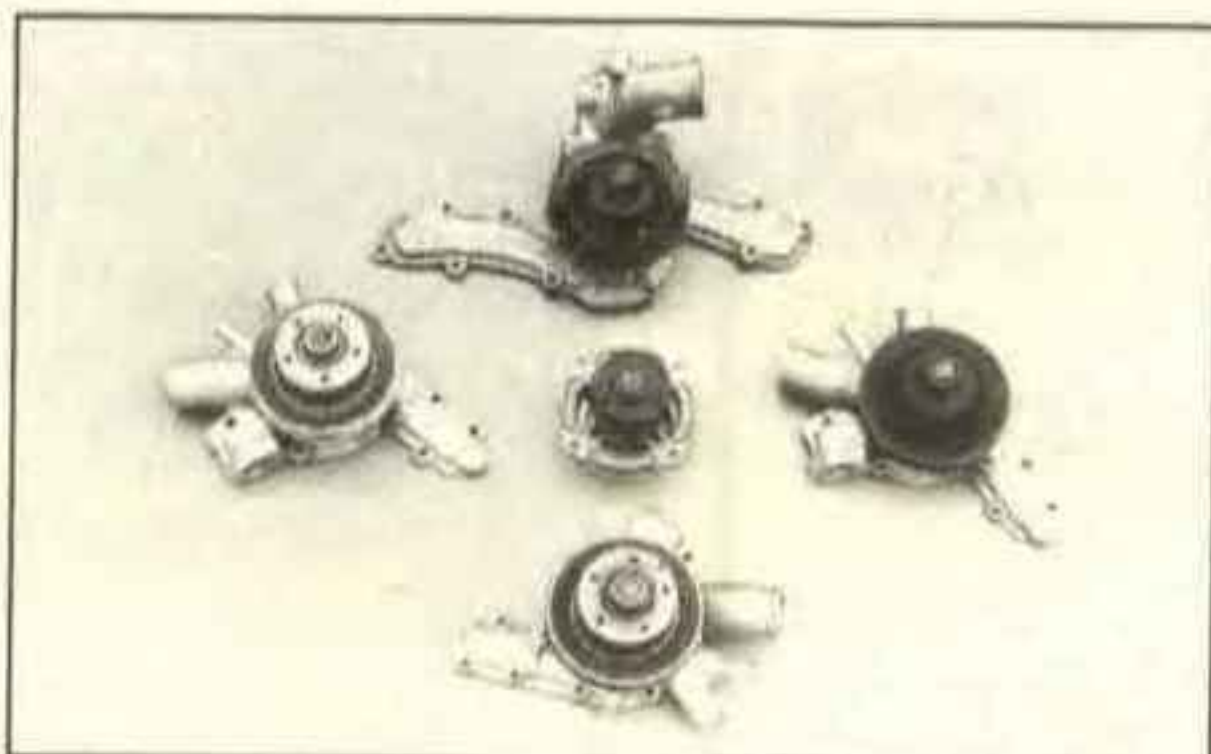
Exhaust systems don't make a good picture. Our stock covers the 1960s Giulietta, Giulia Sprint/Spider, SS and GTA. Giulia 1300, 1600, 1750, 2000 and Spider range. SPECIAL CSC SYSTEMS FOR 75 Twin Spark and 3-litre (heavy duty, black finish, big bore outlet).



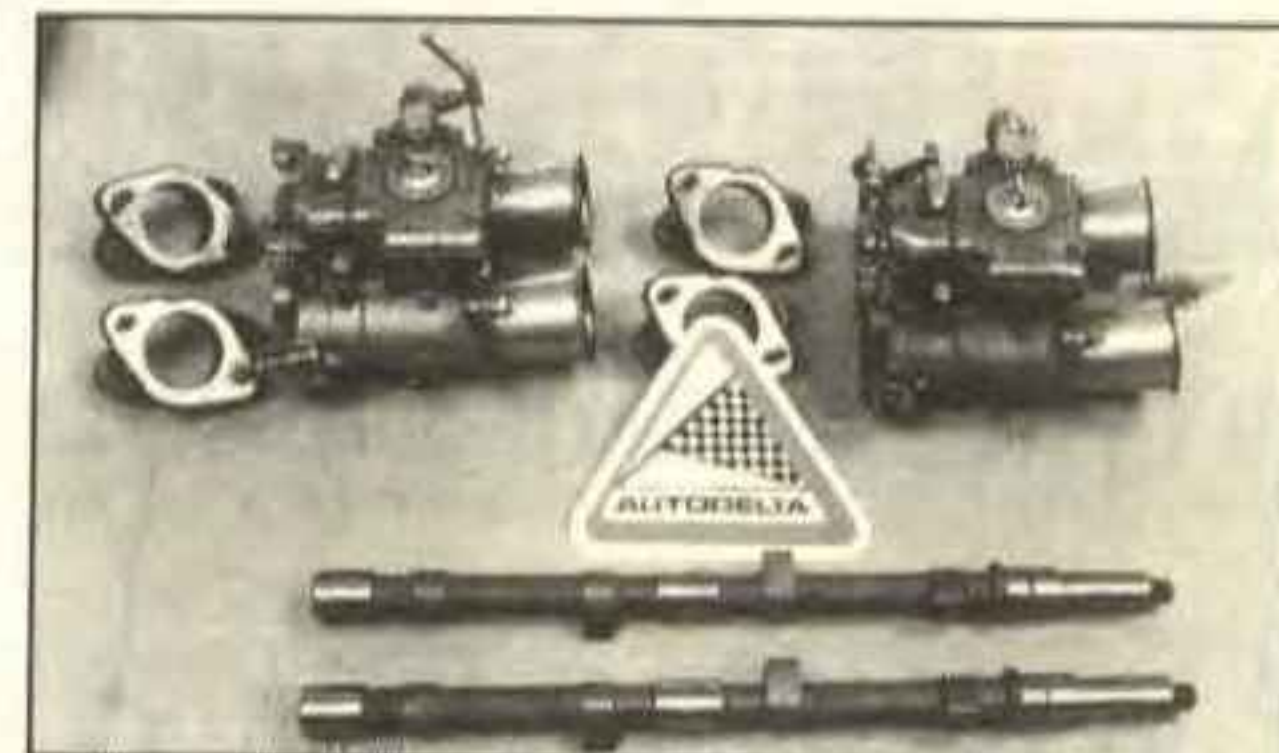
Overhauling a cylinder head? We can supply the gaskets, valves, guides and cam followers, all from stock. From the older 1300/1600 Giulia and 2000cc Spider range to the 75 3-litre V6, we have the parts in stock.



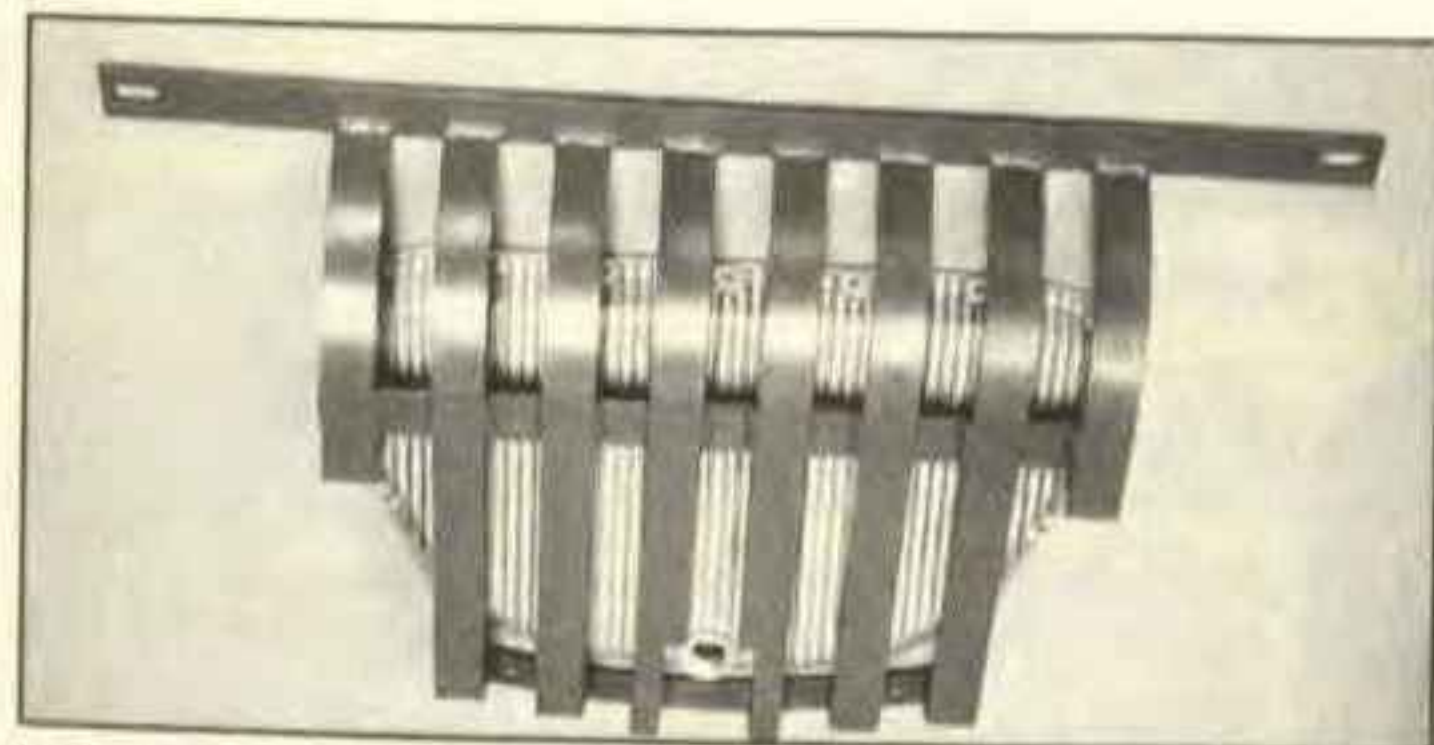
Rubber propshaft couplings for GTV-6, 75 Twin Spark & 3-litre, the whole Alfetta range back to 75, we have them all in stock. We stock the latest improved type and we know which ones fit your Alfa. Wherever you are in the world we will send you the correct couplings quickly!



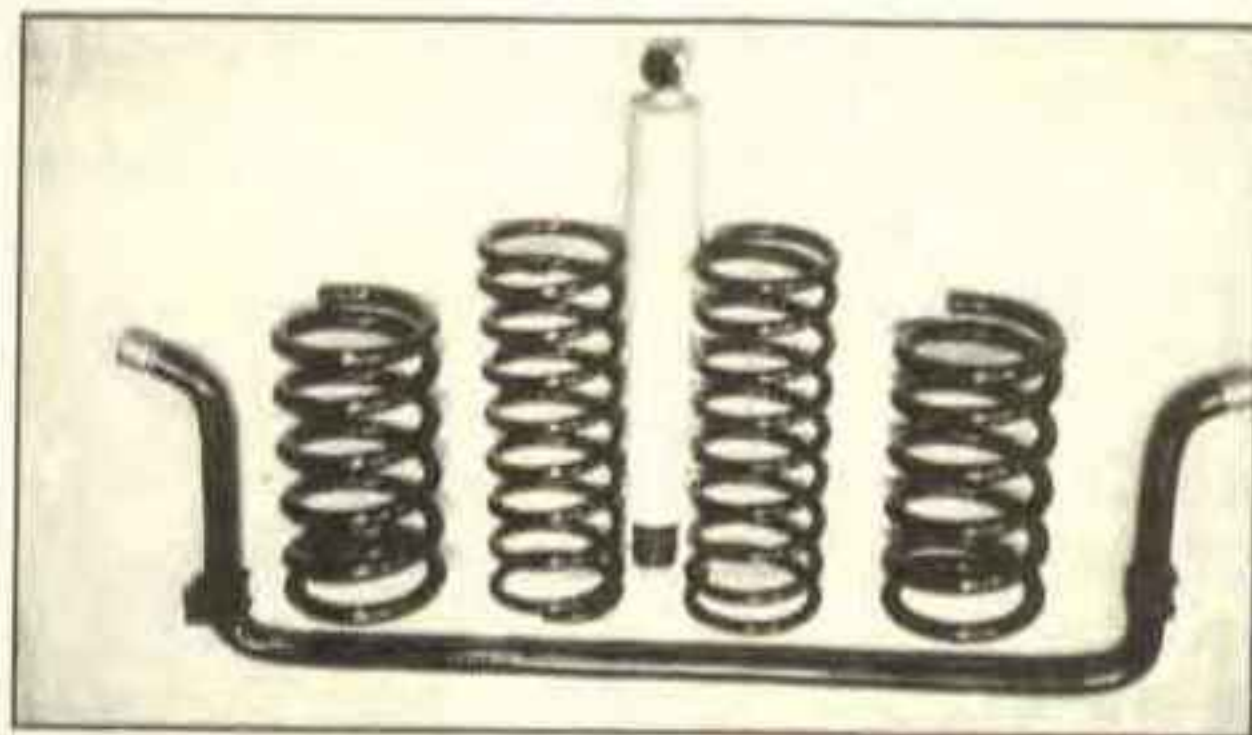
We stock an extensive range of water pumps for all Giulia models, Alfetta, GTV-6, 75 Twin Spark, 3-litre 75, 164 and the most elusive of pumps – that for the ex-USA Spider



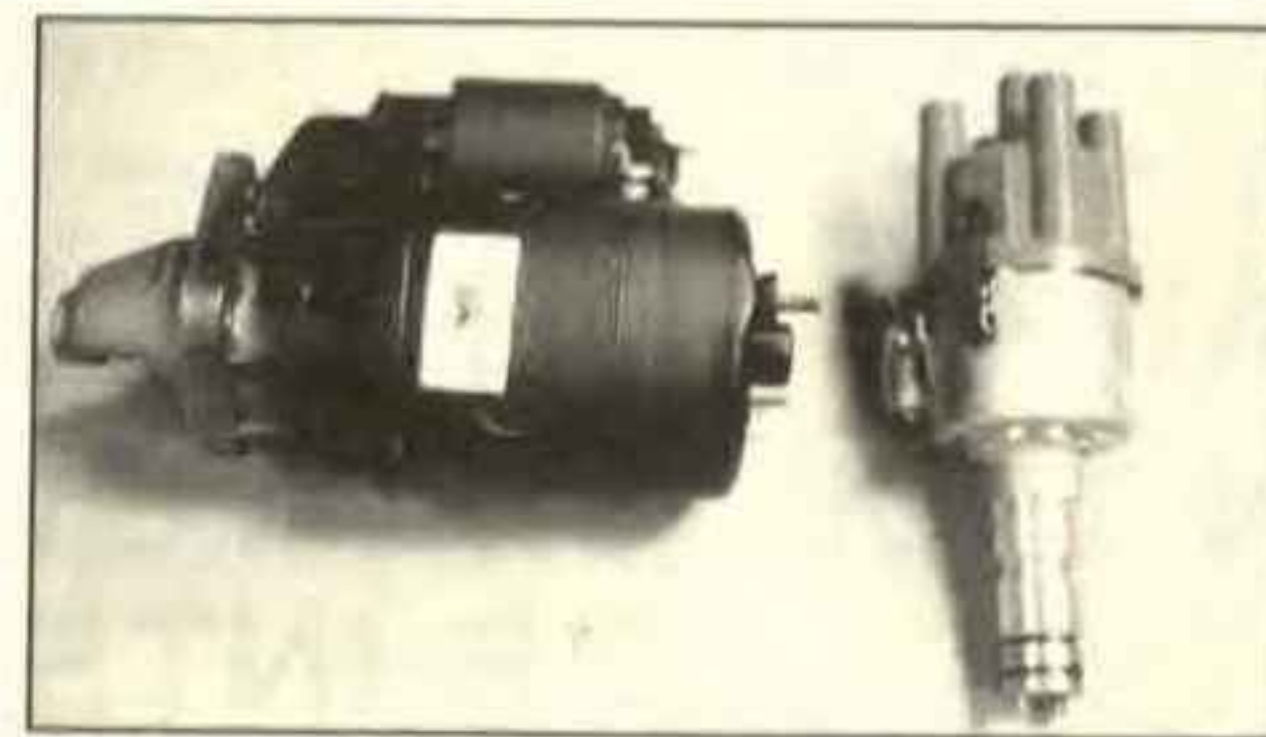
TRANSFORM YOUR ALFA WITH OUR AUTODELTA SPEC CAMSHAFTS, enjoy that rarely attained combination of flexibility with performance. Our range covers mild camshafts for the early Giulia 1300/1600 right through to high output and race requirements. We import our camshafts direct from the factory, they are used worldwide by all the winning teams.



SUMP GUARDS for all Giulia 105 series, 1300, 1600, 1750, 2000 GTV, Spider and saloon. Original Alfa type, easy to fit – give your Alfa a rally look and protect that sump at the same time. Also new original lower engine sump pan if required – most older Alfas need one! We will send these anywhere in the world, fax today for a quick response.



HERE IT IS – the famous suspension kit for the Giulia GT/GTV, Spider and saloon (also available for 75 Twin Spark and 3-litre). Used with specially valved BILSTEIN dampers this kit is superb for road use, or for weekend club/competition events.



Brand new Bosch starters for 1300, 1600, 1750 and 2000cc Giulias, also for late type 2000cc Spider – if yours fails we are only a fax/phone call away, don't end up stranded. New Bosch distributors also available again, don't waste time fitting secondhand units.

**We do not have a PARTS LIST, our policy is to deal with every customer on a one-to-one basis, this way there are no mistakes and the customer receives essential advice concerning which parts to buy. (No parts for Alfa Sud, ARNA or 33).**

**WHEREVER YOU ARE IN THE WORLD, IF YOU OWN AN ALFA AND HAVE PROBLEMS WE'LL LOOK AFTER YOU, DON'T FEEL ISOLATED.**

## E.B. SPARES (The Italian Connection)

31 Link Road, Westbury Trading Estate, Westbury, Wiltshire BA13 2JB

Tel: (01373) 823856 Fax: (01373) 858327





## Historic Formula One — 3.0 Litre



### Surtees TS9 B. Chassis 04

Raced extensively by Mike Hailwood to some of his best Grand Prix results. Many Historic Race/Championship wins and lap records — offers invited.

Contact: Don Wood. Tel (01202) 578999 Fax 581611

## POOKS MOTOR BOOKSHOP



**BUYING — SELLING — EXCHANGING**

**Car, Motorcycle & Commercial Literature 1896 to date**

Specialising in Sales Brochures but also stocking Handbooks, Shop Manuals, Parts Lists, Magazines, bound and loose. Postcards, Showroom posters, Race programmes, Badges, Mascots, Enamel/Tin/Board advertising signs and a wealth of automobilia.

Write, phone or visit our shop at —

**Fowke Street, Rothley, Leics LE7 7PJ England**

**Tel. (0116) 2376222 Fax: (0116) 2376491**

## Simon Lewis Transport Bookshop

THE MAIL ORDER SHOP FOR MOTOR SPORT FANATICS  
WORLDWIDE MAIL ORDER SERVICE OR JUST CALL IN  
9AM - 4.30PM Weekdays 10AM-1PM Saturdays  
NO APPOINTMENTS NEEDED — BROWSERS WELCOME  
THE BEST RANGE OF MOTOR SPORT COLLECTABLES AROUND ...

BOOKS: OLD & NEW, RARE & SECOND HAND  
MAGAZINES: THOUSANDS OF BACK NUMBERS  
PHOTOS, POSTERS, MODELS, MEMORABILIA, RACE PROGRAMMES, AUTOGRAPHS.



11 THE MARINA, HARBOUR ROAD, LYDNEY,  
GLOUCESTERSHIRE GL15 4EJ

TEL: (01594) 843151 FAX: (01594) 843158

— EASY TO FIND —

150 yards Past Lydney Mainline Railway Station Off A48

9 Miles North of Severn Bridge Junction on M48 (old M4)  
WINTER 96/7 MAIL ORDER CATALOGUE  
120 Pages. Please send £3 (£4 overseas) for your copy



## RACE-LIT



DEALERS IN ALL TYPES OF S/HAND MOTORING LITERATURE

WE WOULD LIKE TO WISH ALL  
OUR FRIENDS AND CUSTOMERS  
A MERRY CHRISTMAS AND A  
HAPPY NEW YEAR

THANKS FOR YOUR CUSTOM  
IN 1996. SEE YOU AT THE  
AUTOSPORTS INTERNATIONAL.  
N.E.C. JAN 97

WORLDWIDE MAIL ORDER  
FREE NO OBLIGATION BOOKSEARCH  
PLEASE NOTE NEW FAX NUMBER: 01924 280988  
(we now have phone/fax on the same line)

RACE-LIT, Unit 6, Healey New Mills,  
Healey Road, Ossett, West Yorks. WF5 8NF  
Telephone: 01924 280988 Int: +44 1924 280988  
Fax: 01924 280988 Int: +44 1924 280988

## COLLECTOR'S CARBOOKS



WE CAN SUPPLY ALMOST ALL NEW  
BOOKS AND WE ALSO HAVE THE WIDEST  
RANGE IN EUROPE OF OUT OF PRINT  
MOTOR RACING BOOKS ON DISPLAY!

WORLDWIDE MAIL ORDER  
FREE BOOKSEARCH

CHRIS KNAPMAN'S COLLECTORS CARBOOKS  
167 Watling Street, Radlett, Hertfordshire WD7 7NQ  
Telephone anytime — 01923 857870. Fax — 01923 853198  
Open Monday to Saturday 10 am to 6 pm



**MOTOR RACING HISTORIAN**

*SPECIALISES IN RACE PROGRAMMES  
1900-1995 WORLDWIDE*

Also seeking Books, Autographs, Autocourse, Photos, Posters, Foreign Books and Magazines, Racing Memorabilia.

Mike Crittenden, 270 Miles Lane, Appley Bridge, Nr. Wigan, Lancashire WN6 8EB Telephone 01257 255975

**A Lifetime with Cars by AF Rivers Fletcher.** Written by the well known car fanatic and motoring historian "Rivers Fletcher", tells the story of his life amongst Pre & Post War cars. Already fast becoming a collectors item. Only £39 + £5 p&p (UK) or £10 overseas, or order your book from Vintage Car Publishers. Tel. or Fax: 01403 871272 or write Freepost RCC 2962, Billingshurst, West Sussex RHN14 0BR.

**MICHAEL TURNER CHRISTMAS CARDS WANTED** by Australian collector. Years 1964 to 1975. F1 subjects only. Write to Malcolm Maclachlan, 26 Hardy Avenue, Riverwood, NSW 2210, Australia. All letters answered. pp002789/5251

**Jenatzy's Rare Motoring Books.** Magazines and memorabilia. Catalogue available from L Jenatzy's, 'Dreolin', Tankardstown, Clonalvy, Co. Dublin, Ireland.

**Wanted:** Your old motor sport home movies, on 16mm or 8mm. Anything considered from Formula One to Classic Saloons. Clear out that loft! Contact Gary on 0181 287 7541. PP983796/5187

**Motor Racing Books & Ephemera.**

Subscribe now for Eoin Young's monthly collector's catalogues in 1996. UK customers £35, overseas airmail service \$US80. Latest rare book discoveries and collectables from auctions and dealers worldwide listed for armchair perusal and postal purchasing. Speed your hobby, collect by fax. £5/\$US (cash) sample catalogue and information. Motormedia, PO Box 3, East Horsley, Surrey KT24 5RL, UK. Tel: (24hr answering) +44 1483 283311. Fax: +44 1483 285257. AC1436

**Eric Thompson Buys and Sells** rare quality motor books, annuals, magazines, programmes, autographs, badges and motoring miscellaneous. Booklist Uk £2.00, Overseas £3.00. Hullhatch, Shamley Green, Guildford GU5 0TG. Tel: 01483 893694. Fax: 01483 892219. pp983599/5138

**MOTORING LITERATURE SOLD AND BOUGHT.** Callers welcome, by appointment. David Ellnor, moved from Bowden, now at 31 Swinnate Road, Arnside, Carnforth, Lancashire LA5 0HR. England. Tel 01524 762271.

**Interested in Buying Collectable Motoring Books?** Ask for my free quarterly list. Jim Blessett, 106 Church Street, Deeping St James, Peterborough PE6 8MB. Tel: 01778 343175. pp983865

**Motoring Books.** I have over 1000 books of all types for sale at bargain prices. No lists available, but callers welcome by appointment. Tel: 01483 274726.

**Shredding Autosports, 1980 to 1985,** unless you phone 01580 879344 (eves) with a better idea. [PP984215/5310



**JOHN KNOWLES**

**Specialist Dealer in Rare, Secondhand and Out-of Print Motoring Books**

Visitors are most welcome at the bookroom but please telephone before coming.

Catalogue available - UK and overseas - £2.00.

I am always interested in buying single items or full collections of motorbooks.

Brick Kiln Farm, Hingham Road, Great Ellingham, Norfolk NR17 1JE. Tel: 01953 452257. Fax: 01953 452733

**SANDBACH OF SANDBACH  
1997 PHOTOLIST**

To sample the motoring photography of Adrian Sandbach send a cheque for £3.50 made payable to A. J. Sandbach (Refundable on first print purchased)

To Sandbach of Sandbach Photographic services, 12 Mortimer Drive, Sandbach, Cheshire, CW11 4HS. Tel: 01270 753167

Name .....  
Address.....

I enclose a cheque for £3.50

Cut out and send

**ANDREW CURRIE  
Automotive Literature**

**LAST AUTOJUMBLE OF '96!**

Visit our stand at Enfield, 29th December, 1996

**RACING CAR SHOW  
NEC BIRMINGHAM, 9-12 January, 1997**

or phone or fax

Tel: 01276 477201 Fax: 01276 451612

Tel. Int: 441276 477201 **AUTOSPORT**  
Fax Int: 441276 451612 **INTERNATIONAL**

**HOW TO ADVERTISE YOUR MOTORING COLLECTOR ITEMS**

Name .....

Address .....

Please tick box

MASTERCARD      VISA      AMEX      DINERS  
SWITCH      ISSUE NO.

.....

Expiry date ...../.....

or Cheques payable to: TEESDALE PUBLISHING LTD



				9.00
				9.00
				9.00
				12.00
			25 words	15.00
				18.00
				21.00
				24.00

POST TO: ADVERTISING DEPT., MOTOR SPORT, PO BOX 35, STANDARD HOUSE, BONHILL STREET, LONDON EC2A 4DA  
OR TELEPHONE: (0171) 294 8000 or FAX: (0171) 638 8497



**TEL 01678 520321****JOHN FLETCHER  
Rolls-Royce & Bentley Broker****Fax 01678 521234  
e mail Jefletcher@aol.com**

- 00652 1924 B (WO)3LT BLUE LABEL Unusual African history Located Wilts Five owners £75,000  
4 seat tourer total rebuild  
Royal blue with red hide interior and carpets.  
The owner states "Superbly restored LWB 3 litre with an extraordinary history."
- 40547 1928 R-R 20HP RESTORED Engine just run in. Located Staffs £23,000  
Saloon Limousine by Hooper  
Coachwork in maroon, black mudguards and Burgandy leather  
The owner states: "Just run in after extensive renovation."
- 30842 1929 R-R 40/50HP PHANTOM2 Ex. The King of Portugal. Located Essex Four owners £27,000  
6 light Limousine by Hooper  
Black / cream with red leather. Division & occasional seats  
With V windscreen. Good interior, almost unique original veneer panelled woodwork
- 40905 1929 R-R 20HP VERY ORIGINAL Origin, interior finishes Located Gwynedd 40 owners from '46 £29,950  
Landalette by Connaught  
Oxford blue with Royal blue mudguards. Black leather hood.  
Interior finishes (incl. wood) original. Blue Melton boxcloth to rear, hide to front
- 50720 1932 R-R 20/25HP CABRIOLETTE Sale due to bereavement Located Cheshire Two owners £39,950  
Original All Weather Tourer  
Coachwork finished in sable. New hood fitted July 1994  
The owner states: "Restored 1970's & in excellent condition." Interesting history
- 60902 1935 B 3.5 LITRE (DERBY) Conti. Twin Sidemounts etc Located Cumbria Six owners £15,000  
Special Sports Sal. Park Ward  
Blue with original brown leather. Fitted with Ride Control.  
Elegant lower screen car, aluminium body, twin sidemounts. Runs, requires restoration
- 60830 1947 B MK6 LADY OWNER 15 YRS History, dry stored 5yrs Located Somerset Owned 15 years £9,950  
Standard Steel Sports Sal.  
Coachwork black/light green, with original brown interior  
Described as v. good & sound when stored, needing some TLC. Full flow conversion.
- 51016 1949 B MK6 FIXED HEAD COUPÉ Recent major works. Located London Owned 9 years £25,000  
2 door F.H.C. by Park Ward  
Royal blue over ivory with dark blue leather interior.  
Owner says: "Good order, recent major overhaul, fitted electric windows & rear blind"
- 50203 1955 R-R SILVER DAWN AUTO Photo restoration file Located Cheshire £19,950  
S/S Big boot 4.5 litre  
Coachwork in silver with black side panels and red leather  
Described as restored both bodily and mechanically with a complete re-trim.
- 60914 1955 B S1 CONTINENTAL Swiss and UK registered Located Berks Four owners £55,000  
2 dr. Fast Back H.J. Mulliner  
Coachwork finished Regal red with a beige leather interior  
The owner states: "Very good / excellent condition both inside and out."
- 60540 1955 B R TYPE MANUAL Octogenarian owned Located Worcs 10 years owned £17,000  
4 dr Sports Sal. by Mulliner  
Coachwork finished black over silver with Burgundy leather  
Super history file, including engine rebuild, maintained in good original order.
- 30811 1959 B S1 PAS Full service history Located Dorset Five owners £14,500  
4 door Sports Saloon  
Shell grey over steel blue with grey leather interior.  
The owner states "The motor car has a full history and is quite excellent."
- 50624 1960 B S2 SPORTS SALOON Restored bodywork Located Sussex Two owners £8,950  
4 dr Sports Saloon  
Coachwork finished in velvet green with matching leather.  
Very little used since extensive body renovation by the owner's late father.
- 60411 1963 R-R SILVER CLOUD3 £20,000 plus restoration Located Bucks Six owners £25,000  
4 door Saloon  
Coachwork shell over Tudor gray with champagne leather.  
Described as very good condition after 7 year restoration during current ownership.
- 60901 1969 B MULLINER PARK WARD Recent £10,000+ service Located Yorks Four owners £14,750  
2 door Fixed Head Coupe'  
Coachwork finished in Oxford blue with maroon leather.  
The owner states: "Sound genuine 3 speeder. 5000mils since 1980. £10,000 spent 1992."
- 51124 1976 R-R SILVER SHADOW Orig. instructs. for dash Located Yorks Three owners £7,950  
4 dr Sal. Flared Wheel Arch  
Coachwork finished in nutmeg/willow with dark tan leather.  
Owner states: "Absolutely superb, unmarked, + extra workshop tools & excell. history"
- 60235 1984 R-R SILV. SPIRIT Good report with car. Located Surrey Owned 9 years £14,500  
4 door Saloon  
Coachwork finished in olive green with beige leather.  
Described as in good condition with engineer's report. £3000.00 service Sept. 1996
- 60953 1986 B EIGHT (MESH GRILLE) Full history, Turbo Alloys Located I.O.M. Four owners £17,200  
4 door Sports Saloon  
Vermillion red with black leather piped in red.  
The owner states: "In excellent overall condition some stone chips, winged B."

**JUST 18 of 100+ (Buyers: no purchase = no fee. Vendors: no fee)**



# HENDON WAY MOTORS

AC	1979 308 GTS	Red	41,000m	1994 911 CARRERA COUPE Tiptronic	Polar Silver	18,000m
1993 COBRA MkIV Shortnose lightweight Black, 2,000m	1979 308 GTB	Red	48,000m	1994 911 CARRERA COUPE	Polar Silver	18,000m
1965 COBRA MkIII 427 RHD, black 10,000m	1979 308 GTB	Red	26,000m	1994 911 CARRERA CABRIOLET	Polar	20,000m
<b>FERRARI</b>	1978 308 GT4	Blue	32,000m	1992 911 CARRERA 4 CABRIOLET	Blue	42,000m
1967 275 GTB4 Red 20,000m	1976 308 GT4	Red	49,000m	1990 911 CARRERA 2 CABRIOLET	Red	43,000m
1990 F40 Red 4,000m	1972 DINO 246 GT	Red	41,000m	1991 911 CARRERA TARGA	Red	46,000m
1996 456 GT Silver 2,500m	1966 330 GT 2+2 MkII RHD, blue 37,000m	One of only 29 manufactured		1990 911 CARRERA 2 COUPE	Black	41,000m
1994 348 SPIDER LHD Yellow 17,000m	<b>JAGUAR</b>			1990 911 CARRERA 4 COUPE	Blue	48,000m
1992 348ts Red 8,000m	1963 E-TYPE 3.8 ROADSTER Red, Concours 3,000m			1989 911 CARRERA SE COUPE	Red	34,000m
1992 348tb Red 9,000m	1967 E-TYPE 4.2 ROADSTER			1989 911 CARRERA SE COUPE	Red	61,000m
1989 328 GTS Red 9,000m	SERIES 1 1/4 White 59,000m			1989 911 CARRERA SE TARGA	Black	
1988 328 GTS Blue 23,000m	1965 E-TYPE 4.2 FHC COMP SPEC Carmen Red 58,000m			1981 911 CARRERA SSE COUPE	White	34,000m
1988 328 GTS Black 29,000m	1965 E-TYPE 4.2 FHC 1 owner, Old English White 30,000m			1988 911 CARRERA SSE CABRIOLET	Silver	58,000m
1972 DAYTONA 365 GTB/4 Giallo Fly 32,000m	1973 V12 E-TYPE 2+2 Midnight 61,000m			1985 911 CARRERA SE TARGA	Red	79,000m
1972 365 GTC4 Red 38,000m	1951 XK120 ROADSTER Black, Concours			1993 928 GTS	Blue	29,000m
1984 BOXER 512 BBI LHD Korig conversion 5,000m	1950 XK120 ROADSTER Red, history			1992 928 S4 GT	Slate	31,000m
1974 BOXER 365 GTB4 Red 16,000m	<b>LAMBORGHINI</b>			1990 928 S4 GT	White	73,000m
1992 512 TR Red 12,000m	1990 COUNTACH ANNIVERSARY Met Red 14,000m			1989 928 S4 AUTO	Blue	44,000m
1992 512 TR Black 21,000m	<b>PORSCHE</b>			1989 928 S4 AUTO	Black	48,000m
1990 TESTAROSSA Red 15,000m	1996 911 TURBO 4 Silver 7,000m			1988 928 S4 AUTO	Black	32,000m
1989 412 AUTO Black 38,000m	1991 911 TURBO II Red 40,000m			<b>OTHER MARQUES</b>		
1986 412 AUTO Silver 38,000m	1989 911 TURBO CABRIOLET Slate 19,000m			1936 BENTLEY 4 1/2 PILLARLESS COUPE	Gurney Nutting, Navy, sunroof, very original, full history	90,000m
1981 400 AUTO Blue 46,000m	1988 911 TURBO TARGA Met. Blue 48,000m			1994 VW GOLF VR6	Blue	22,000m
1992 MONDIAL CABRIOLET 3.4 Red 14,000m	1987 911 TURBO COUPE White 44,000m			1969 ASTON MARTIN DB6 MKII	Caribbean Blue	Full history
1991 MONDIAL CABRIOLET 3.4 Red 23,000m	1994 911 CARRERA CABRIOLET Aventura Green 12,000m			VANTAGE SPEC	Blue	Full history
1987 MONDIAL COUPE Metallic Grey 53,000m				1993 TVR CHIMAERA 4.0L	Blue	12,000m
1984 308 GTS OV Red 49,000						
1980 308 GTS Black 71,000m						

WE ARE DESPERATELY SEEKING MODELS OF FERRARIS, ASTON MARTINS, JAGUAR E-TYPES AND A.C.'s

Triple Championship Winners  
of Maranello Challenge Cup

393-395 Hendon Way London NW4 3LP  
Telephone 0181-202 8011/2 Fax: 0181-202 8013

EST. 1952

## TRANSEUROPEAN CARRIAGE CO. (LONDON)

TEL: 0171 485 1015 · 0171 485 7677 · 0171 485 4134 · FAX NO: 0171 267 6934

THE LEADING LEFT HAND DRIVE CENTRE



MERCEDES 200SLK New Sports Convertible. Red, extras	£29,950	PORSCHE 911 Turbo 3.3 Litre. 1982 (X), silver, leather, air con, restored, 124,000kms, s/history	£19,950	CITROEN BX14 TGE. 1991. 5 door hatchback, 1.4 litre, radio/cass 98k, unconfirmed	£2,995
MERCEDES S280 New. Dec 1995, black, grey int, manual, air con, many extras (+ VAT)	£24,950	PORSCHE 928 S4 4988cc. 1988/9 (F), auto, m/gray, air con, e/sun, 160k, service history	£13,950	VOLVO 740 2.3 Turbo. 10/1989 (G), m/blue, leather, manual, sunroof, kims (unconfirmed)	£4,450
MERCEDES 300SL (24v). 1991 (late 1990 (H)), silver, black leather, auto, air con, 76,000kms (unconfirmed)	£27,950	BMW 650i Sports. 1990, m/blue, grey leather, auto, a/c, sunroof, full extras, 150k, FSH	£19,950	VOLVO 340 GL Diesel. 2 litre, 1986 (12/85), 5 door hatch, 1 owner, 160k, service history	£1,950
MERCEDES 560SL Convertible. 1986, Impala brown, magnolia leather, a/c, full extras, 68k, s/hist	£18,950	BMW 525 TDSi. 93 (K), 92man, touring, e/twin sunroofs, air con, 115k, some service hist	£14,950	RANGE ROVER Vogue DT (2.5) Turbo Diesel. Latest BMW engine, Nov/1995 (N), a/c, 55k, s/h, e/windows, remote alarm, e/sunroof, air/suspension, alloys, ABS, full extras	£29,950
MERCEDES 250 Limousine Stretched. 1986 (C), black, magnolia leather, 1 owner, embassy car, chauffeur driven only, 7-seater, front & rear air con, 115,000kms, service history	£4,250	BMW 524TD. 1990 (G), turbo diesel, Auto, m/gray, air con, 1 owner, e/winds, 180k, service/h	£7,950	RANGE ROVER Vogue EFI SE. 1994 (L), anthracite, grey leather, 1 owner, 13,000 miles, f/s/history, air/con, e/seats, e/winds, e/sun, heated seats, r/cass, cruise, auto, armrests	£19,950
MERCEDES 230E. 1986 (C), Borlita metallic, automatic, e/sunroof, BBS alloys, some history	£4,250	BMW 318i. 1992 (J) Touring, manual, ABS, diamond black sunroof, e/winds, 78k, s/history	£9,950	LAND ROVER Discovery TDi. Oct/1995 (new), red, latest '96 model, under factory warranty, factory remote alarm, e/winds, r/cass, e/mirrors, 200 kims only	£18,950
MERCEDES 280SE Saloon. 9/1984, metallic blue, auto, air con, e/winds, e/sunroof, r/c, 230k, s/history	£3,650	BMW 525i. 1990 (G), met/blue, manual, ABS, rear spoiler, r/cass, 147kims, service history	£7,450	LAND ROVER Discovery V8i A Auto 3.5 4x4. 1990 (96 spec), white, a/c, 70k, s/history, 7 seater, e/windows, remote alarm, twin sunroofs, latest alloys, ABS, new tyres	£11,950
MERCEDES 280C Coupe. 1978 (S), silver, manual, air con, e/sunroof, 61,000kms (unconfirmed)	£35,550	BMW 750i. 1990 (G), silver, auto, blue leather, a/c, full electrics, alloys, r/cass, 128k, unc	£12,450	OPEL FRONTERA Sports. 1993, 2 litre, met/red, 4x4, 3 door, 34,000 miles, some service, c/l, alloys, bull bars, r/cass, anti rollovers, sunroof, alarm, side steps, wide wheels + tyres, sunroof	£9,450
MERCEDES 300CE Coupe. 1987/88, smoke silver, auto, ABS, e/sunroof, BBS, 175k, service history	£11,450	BMW 735i AL 3.5 Litre, LWB. 1988 (E) Auto, black, leather, a/c, alloys, 150,000k (unconfirmed). Electric: seats + memory, windows, sunroof, Total closure alarm, r/cass, computer, 4 h/hosts	£7,950	JEEP Wrangler 4.0 Litre. 1989 (F), black, auto, air/con, hard/soft, 56k, unconfirmed, fully chromed bumpers, grille, alloys, antiroll bars, wide tyres, extended wheel/arches	£6,950
MERCEDES 250D Saloon. Oct/1990, 1991 mdl, 5 speed, air con + climate, 4 e/winds, 4 h/hosts, s/h	£11,950	BMW 325i Coupe. 1992, black, black leather, air con, e/sun, e/winds, alloys, computer, 42k, s/h	£14,950	MAZDA MPV. 7 seats, 1991/2, J reg, auto, m/burgandy, 68k, service history, cruise control, front & rear air/condition, central locks, alloys, r/cassette, roofrack, armrests	£10,450
MERCEDES 300D Saloon, 3.0 Diesel. 1986, auto, e/sunroof, alloys, r/c, 235k, service history	£6,750	BMW 318i Coupe. 1993, red, black tex, air con, sports suspension, 40k, service history, alarm	£13,950	MAZDA B2200. 1991, cab + pick up + hard top, black, ABS, 125,000k (unconfirmed)	£3,950
MERCEDES 190D. White, 1991, diesel, c/locking, r/cass, sunroof, 110k, f/service history	£8,950	BMW 316i 1.6 Litre. Dec 1991 (J), white, manual, e/sunroof, 95,000kims (unconfirmed)	£8,950	IVECO Bus TDi. 1990, 14 seater, blue, turbo diesel, 1 owner, 84,000k, unconfirmed	£8,950
MERCEDES C180 1.8 (94) (L), red, 5 speed manual, air/con, airbag, 135,000k, service history, immobilizer, 1 owner, electric door/mirror, 4 h/hosts, r/cass, ABS, c/locking	£14,950	VW GOLF 2.0 GTi. 1993 (K) late 92, white, 5 door, r/cass, alloys, 1 owner, 76k, service history	£8,950	FIAT Fiorino Estate. 1992, high top, 1 owner, m/gray, folding rear seats, rear doors, 54k	£3,750
MERCEDES 190E 2.3 (16v) Cosworth. Dec 1995, s/silver, leather, 27,000k (unconfirmed), s/bills	£7,950	VW GOLF 1.8 GLI Auto. 1993 (K)/92 manual, silver, power steering, c/locks, e/sunroof, 73k, unconfirmed	£5,950	MITSUBISHI Shogun. 5 door, 1989, turbo diesel intercooler, air/c, 1 owner, 7 seats, 150k, f/s/hist	£7,650
MERCEDES 190E 2.3 (137BHP). 1992 (J), s/silver, e/sunroof, alloys, 110,000k, service history	£8,950	VW GOLF 1.4 CL. 1992 (J), new model, 3 door, white, power steering, 115,000kims, s/history	£5,450	NISSAN Patrol 4x4. 1992, 2.8 litre, turbo diesel, 5 door, 7 seats, wide wheels + tyres, 100k, black/silver, bull bars, side steps, r/cass, many extras, 1 owner, some history	£10,650
MERCEDES C180 1.8 Esprit. 1994 (9/93), white, black intr, e/sun, ABS, 2 air bags, 100k, FSH	£13,650	VW GOLF 1.6 BOSTON. 1992 (K), 5 door, red, sunroof, r/cassette, 33,000kims, service history	£5,950	GRAND CHEROKEE Chief Ltd. 1993 (K), met/green, beige leather, 4 litre, a/c, fully equipped	£17,650
AUDI 80 2.3i. 1991, red, convertible, manual, ABS, r/cass, e/winds, 100,000k, service hist	£12,250	VW GOLF 1.6 CLC. Dec 1988 (F), 5 door, red, sunroof, Recaro seats, r/c, 90k, some history	£2,950	NEW RANGE ROVER 4 SE. (P), auto, Epsom green, saddle leather, full spec, full warranty	£38,950
AUDI 1.6i. 1993 (K), late 92 man, red, new model, manual, power steering, 99k, s/history	£7,450	VW GOLF 1.6 CLC. Dec 1988 (F), 5 door, red, sunroof, Recaro seats, r/c, 90k, some history	£2,950	<b>CARS ARRIVING</b>	
AUDI 200 SE V8i 32v 4 OHV Quattro. Auto, m/black, beige leather, full US spec, 40k, unconfirmed, 4x4 electric, winds, seats + memory, sunroof, mirrors, Cruise, ABS, alloys, r/cass, air con + climate	£5,450	VW GOLF 1.6 Diesel. 1988 (E), 3 door, white, manual, remote alarm, 48,000kims, unconfirmed	£3,250	MERCEDES 300 E. 1993/94, blue/black, leather, auto, full extras, low kims, f/s/h	£16,950
SAAB 900S 16v. 1990, m/gray, leather, air/con, e/sun, e/winds, alloys, r/cass, air bag, 95k, s/h	£5,450	VW POLO 1.3 GT. 12/1992 (K), 3 door, black, coupe, r/c/cd, 1 owner, 65,000kims, service history	£4,950	MERCEDES 500 SL. 1993, white, auto, black leather, most possible extras	£36,500
SAAB 900S 16v. 1992 2.1 litre, red, coupe, air con, alloys, 1 owner, alarm, 57k, f/service hist	£7,450	VW JETTA 1.8 GLI. 1988 (E), 4 door, auto, s/silver, air con, 52,000 miles (unconfirmed)	£2,950	<b>RIGHT HAND DRIVE CARS FOR SALE</b>	
JAGUAR XJ40 3.6. Sept/1988, silver/gray, blue leather, e/sun, e/winds, e/seats, a/c, 57kims	£8,950	MAZDA MX3 Sports 1.8i (V6). 1993 (K), red, alloys, cruise, r/cass, c/locks, r/spoiler, 100k, s/history, CD player, remote alarm + immobilizer, ABS, new tyres, fully serviced	£8,950	ROVER 820 SE. Dec/1986 (D), Champagne gold, e/winds, 70k, f/s/history, 2 owners	£1,950
JAGUAR XJ40 3.6. Aug/1988 (F), black, automatic, beige leather, 173,000k, service history	£7,950	MAZDA MX5 Sports Convertible 1.6i (V6). 1994, blue, p/steering, 13,000 miles, serv/history	£10,950		
JAGUAR SOVEREIGN V12. 07/1989 Auto, BRacing green, beige leather, a/c, f/electrics, sunroof, Electric windows, seats, sunroof, door mirrors, 4 headrests, r/cass, 188k, some history	£8,950	NISSAN 100NX Sports Coupe Targa. 1993 (12/92K), 1.6L, black, 1 owner, PAS, 47k, s/history	£6,550		
PORSCHE 911 Carrera II. 1991 (H), white, leather, p/steering, 67,000kims (unconfirmed), s/hist	£24,950	HONDA VTi Sports 1.6i (16v). 1600hp, 1992, e/sunroof, alloys, e/winds, c/locks, 90k, s/history	£6,950		
		HONDA CRX Sports 1.6i (16v). 1990/91 (H), black, e/sun, e/winds, alloys, alarm + imm, 100k, s/hist	£4,950		
		HONDA Civic LSi 1.4 litre 16v. 1995 mdl (94 man), hatch, red, 1 owner, 30k, service history	£7,250		
		OPEL Calibra 2 litre 4x4 Turbo. 1993, black, leather, 6 sp/gearbox, e/sun, e/winds, alloys, 34k, s/h	£12,450		
		OPEL Tigra 1.4i (16v). 10/1995, Caribbean/blue, twin airbags, air con, alloys, e/winds, power steering, central locking, on board computer, e/dmirrors, 1 owner, 27,000k, service history	£11,950		
		OPEL Astra 1.6 GLL. 1993, met/burgundy, saloon, 1 owner, r/cass, computer, 36k, some s/history	£5,950		
		OPEL Astra 1.8i Club Estate. 1991 (H), red, tilt/side glass sunroof, r/cass, 96k, unconfirmed	£3,950		
		OPEL Ascona 1.6S. 1983, gold, manual, 4 door saloon, 1 owner, sunroof, r/cass, 99k, s/hist	£1,350		
		FORD Orion Ghia 1.6i (EFI). Dec/1991 (J), black, 4 door, sunroof, 95,000k, service history	£4,650		
		FORD Escort Ghia 1.8 16v. 1994, hatch, 5 door, air con, 2 air bags, ABS, 46kims, service hist	£6,950		
		RENAULT Laguna 2 litre TXE. 1994, silver, 5 door hatch, air con, e/winds, c/locks, 40k, service hist	£10,450		
		RENAULT Clio 1.9 RN Diesel. 1993 (K), 3 door, silver, r/cassette, power steering, 32k, FSH	£5,250		
		RENAULT Twingo 1239cc. 1993/94 L reg, 3 door, purple, cloth interior, r/cass, 50k, s/history	£4,950		
		RENAULT Twingo 1239cc. 1993 (K), deep yellow, 1 owner, radio/cassette, 22,500k, f/s/history	£4,950		
		RENAULT Chamade 19 TSE 1.8 litre. 07/1991 (H), black, 5 door, 83,000k, service hist	£3,950		
		RENAULT 19 Sprint Coupe. 1994 1.8, blue, p/steering, sunroof, r/cass, 58k, service history	£6,250		
		PEUGEOT 205 GLD 1.9 Diesel. 05/1991, white, 3 door, 5 speed, r/cass, 139kims, unconfirmed	£3,950		
		PEUGEOT 205 GTi 1.9. 130 bhp, 1990 (G), white, sunroof, leather, alloys, 103,000k, unconfirmed	£3,950		

DELIVERY ANYWHERE IN EUROPE AT LOW COST BY FASTEST MEANS. SHIPPING WORLDWIDE. MARINE INSURANCE CAN BE ARRANGED ON YOUR BEHALF. FULL BRITISH REGISTRATION IN YOUR NAME FREE OF CHARGE. GREEN CARD INSURANCE CAN BE ARRANGED ON YOUR BEHALF. OPEN: MONDAY TO FRIDAY 9 TILL 7 PM SATURDAY 9 TILL 5 PM SUNDAY 1 TILL 4 PM



NOW AVAILABLE FROM  
**HALFORDS**  
SUPERSTORES

**metex**  
*car*  
**DUSTCOVERS**

*British made covers at very affordable prices*



COVER SIMPLY  
DRAPES OVER  
CAR THUS  
PROTECTING  
WHOLE BODYWORK

Now available exclusively at **HALFORDS** is the full range of indoor dust covers from **METEX**. The best protection for a garaged car with prices from an amazingly low **£29.99**

Please contact your local Halfords Superstore for further details.

**metex**  
*car*  
**DUSTCOVERS**

**HALFORDS**  
**SUPERSTORES**

*Bygone Era*

FOR  
**TRADITIONAL  
MOTORING  
ACCESSORIES**



Leather Driving Jackets, Sheepskin or Leather Flying Helmets, Panama Hats, White Fringed "Biggles" Scarves, Goggles, Willow Hampers, Leather Luggage Straps, Cool Bags, Picnic Rugs, Original Leather 1930's Suitcases, Suitcase Storm Covers.

**Keep Snug & Warm This Christmas With  
A Douglass Flying Jacket**



**£320.00**

For our free catalogue full of Christmas gift ideas please contact



**BYGONE ERA**



197 Queensway, West Wickham, Kent BR4 9DU.

Tel. 0181 462 6140 or Fax. 0181 840 8132

Callers Welcome By Appointment



**Morgan & Classic Cars**

**1983 (November) 4/4 2 Seater.** Signal Red/Black trim, luggage rack, door handles, bonnet strap, Motolita steering wheel £10,950  
**1984 (December) 4/4 2 Seater.** Royal Ivory/Black leather, wire wheels, luggage rack, bonnet strap, 18,000 miles £13,500  
**1992 4/4 2 Seater 1600 EFI.** Indigo Blue/Stone trim, chrome wire wheels, luggage rack, door handles, 6,000 miles, one owner £18,500  
**1991 Plus 8, 3.9L.** Ivory/Stone leather, stone hood and side screens, walnut dashboard, door handles, 20,000 miles £24,950  
**1969 Austin Mini Cooper 1275S.** White, Minilite wheels, walnut dashboard, history, totally rebuilt engine. £4,995  
**1959 Austin-Healey 3000 MKI.** LHD. Tartan Red/Black trim, over-drive, restored. £17,950  
**1966 Austin-Healey 3000 MKIII.** Ice Blue Metallic/Dark Blue leather, chrome wire wheels, totally immaculate £24,750

**1958 Jaguar XK150 Roadster 3.4.** LHD. White/Blue leather, chrome wire wheels, totally restored condition. £37,950  
**1960 MG A Fixed Head Coupé.** Red/Black trim, restored £6,500  
**1976 MG B GT V8.** Citrus/Black cord trim, first class condition £6,450  
**1953 Morris Minor Split-Screen Convertible.** Black/Red hood, good everyday classic £4,250  
**1972 Porsche 914-4.** Orange, Targa top, totally restored £4,950

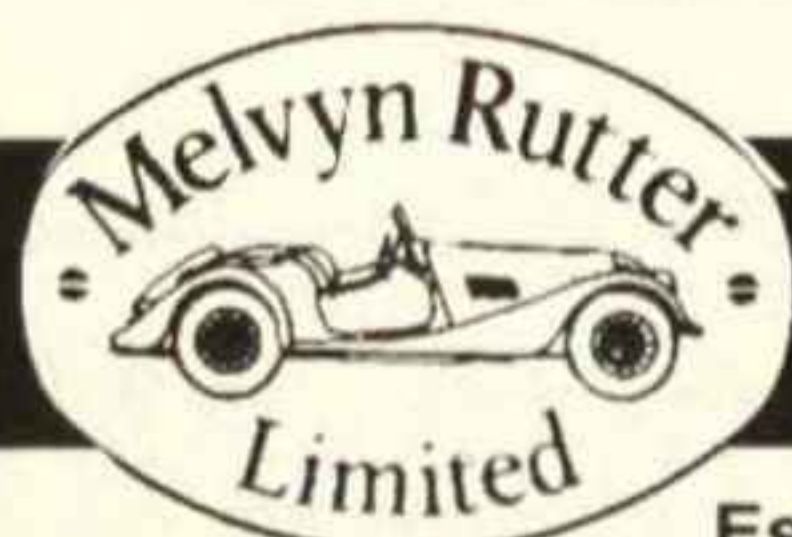
o - 0 - o

SELECTION OF OTHER CLASSIC CARS IN STOCK - PLEASE  
TELEPHONE FOR LIST. CONSIGNMENT SALES PROFESSIONALLY UNDERTAKEN -  
PLEASE ASK FOR BROCHURE.  
SERVICING AND REPAIRS, MoTs.



**PACKER-DUNCAN**

Waterloo Garage Hagley Road Oldswinford  
Stourbridge DY8 2JB. Tel: 01384 395186/390582



**Morgan sales, service, parts  
& worldwide mail order**

Established 1976

**Morgans For Sale**

**1995 4/4 2 str.** Ivory/blue leather. Wide body, walnut dash, spots, 712 miles £21,750  
**1995 4/4 2 str.** Wide body 1800. Corsa/black leather. Galvanised chassis, scuttle roll bar, alloy body, extras £21,250  
**1994 4/4 2 str.** Corsa/black leather. Wide body, underseal, alloy body & wings, galvanised chassis, scuttle roll bar, radio/cassette, luggage rack, 1,755 miles £20,950  
**1993 Plus 4 2 str.** Indigo Blue/black leather. Alloy body & wings, galvanised chassis, underseal, 'Mohair' hood & tonneau, other extras, 4,831 miles £21,950  
**1990 4/4 4 str.** Ivory/black vinyl. Stainless exhaust, stainless rack, disc wheels. Personal number plate. Two owners. 16,000 miles £15,750  
**1987 4/4 4 str.** Indigo/black leather. Alloy body, wire wheels, walnut dash, stainless rack, 22,934 miles £15,575  
**1980 Plus 8.** Green/black leather. Wood dash, bonnet strap, fibreglass wings, stainless exhaust £14,650  
**1977 4/4 2 str.** Under restoration. New chassis, bulkhead, wings. Rebuilt bodyframe, new trim, carpets. LHD. Jaguar BRG £POA  
**1959 Plus 4 Drophead Coupé.** New chassis, crosshead, fr. suspension, bodyframe, etc. Car was part way through restoration. Sell as is, or can be finished at additional cost £12,750  
**1958 4/4 Series 2.** David Rutherford rebuilt as 4 seater. Red/black vinyl. History & documentation £9,995

**Largest parts stores  
outside Malvern.**

- Luggage racks - stainless or chrome
- Fold down windscreens
- Aeroscreens and wind deflectors
- Tailored dustsheets
- Telescopic rear shock kits
- Koni and Spax
- Stainless threshold plates
- Wire wheels-chrome & painted
- Chrome on brass fittings
- Moto-Lita steering wheels
- Badge bars
- Bonnet stay kits
- Badges books
- Steering/suspension
- Brakes, cables, cooling
- All and steel body panels
- Wooden bodyframe parts
- Stainless fastenings
- Electrical components
- Hoods, tonneau, interior trim
- Over 5,000 different parts available, ex-stock, FAST DELIVERY

**Scorpion/Rutter  
Stainless Exhausts**

Worldwide distributors for Morgans Systems made in finest 304 stainless steel

**Catalogue**

48 pages packed full of Morgan goodies. Send £4 or US \$8 (notes) for a copy



**Appointed Service Agent  
MORGAN & OTHER MARQUES**

**Works Department-  
Service/Repair/Restoration**  
From the smallest job, to a group up restoration  
*You name it - we can do it*  
• Rolling chassis assembly  
• Wooden bodyframe  
• Engine  
• Steering  
• Brakes  
• Suspension  
• Painting in two pack paint  
• Trimming in leather or vinyl  
• Instrument/restoration  
• ALL CLASSIC AND VINTAGE CARS  
RE-TRIMMED

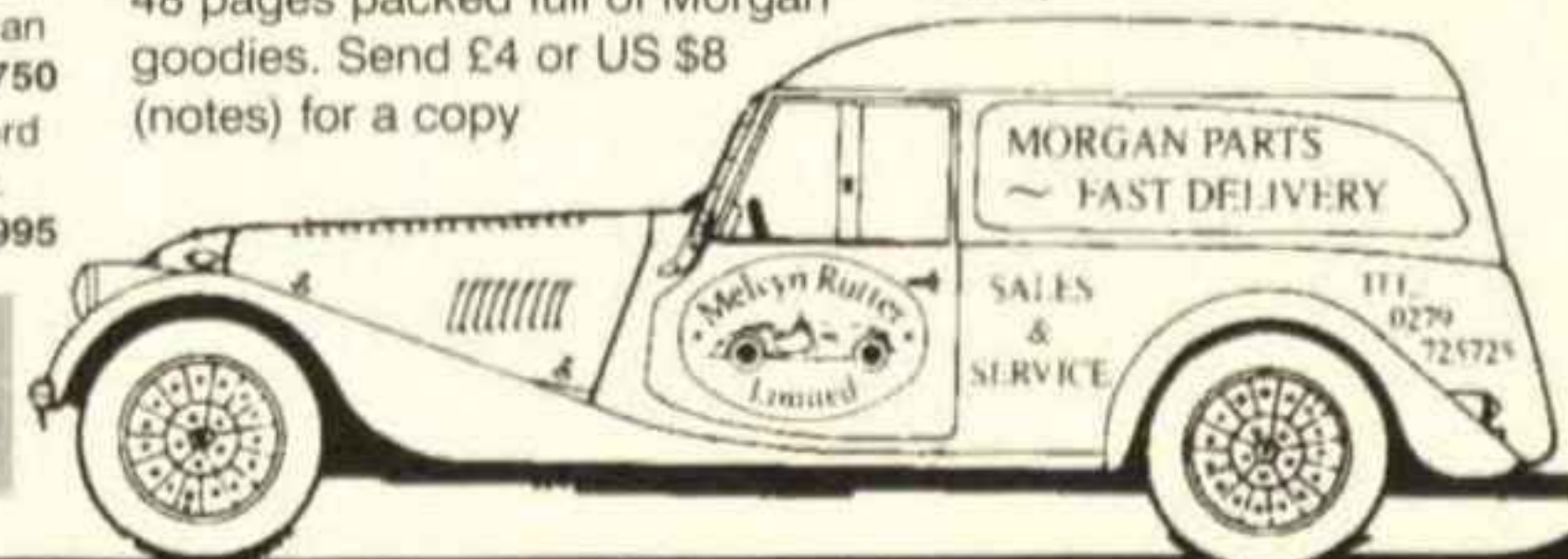
**Morgan Carpet Sets**

Black, all bound edges  
inc. fasteners. £99 +  
post + VAT at 17.5%

**Accident Repair  
Specialists**

Major or minor, fast professional service, including nationwide recovery.

**All Morgans  
Urgently Wanted**



**Melvyn Rutter Ltd**

The Morgan Garage, Little Hallingbury,  
Nr. Bishops Stortford, Herts CM22 7RA **Tel: 01279 725725**  
**Fax (Sales & Service): 01279 726901 Fax (parts dept): 01279 600498**





**SGT**  
We sell freedom

## Morgans in the Thames Valley



1989 (G) 4/4 2 seater (Wide Body). Royal Ivory, black leather reclining seats/headrests, ally body + wings, Walnut dash, chrome wire wheels, chrome luggage rack, mirrors, door handles + fogs, 11,500 miles .....£16,500

1994 (L) 4/4 2 seater. Royal Ivory, tan leather, ally body + wings. Galvanised chassis, door mirrors/handles, scuttle roll bar, 2,000 miles, FSH .....£21,495

New Morgan taken. Used Morgans bought for cash

STATION ROAD TAPLOW MAIDENHEAD BERKSHIRE  
01628 605353



**HARPER'S**

+44 (0) 1923-260299 (PHONE)  
+44 (0) 1923-264813 (FAX)

RESTORATION, SALES & SPARES



## MORGANS FOR SALE

**MORGAN 4/4 2 seater 1987.** Deep Brunswick Green with black interior, + 4 body style, alloy body & wings, chrome wire wheels, 17,000 miles, stainless steel exhaust, twin Weber carbs .....£15,500

**MORGAN 4/4 4 seater 1979.** Signal Red with black interior, wire wheels .....£8,750

**MORGAN 4/4 4 seater 1974.** Corsa Red with black leather interior, new chassis 5 years ago. ....£9,500

**MORGAN + 8 1979.** Blue/Silver with black leather, alloy body & wings, one owner 12,500 miles .....£14,950

**MORGAN 4/4 4 seater 1978.** Indigo Blue with black interior, reclining seats, wire wheels .....£8,950

ESSEX LANE — HUNTON BRIDGE — NR. WATFORD — HERTS.



**WYKEHAMS**

LONDON AGENTS FOR MORGAN SPORTS CARS



### PRE OWNED STOCK LIST

1994 +8 3.9 Injection CATALYST. Signal Red, black leather upholstery, aluminium body and wings, galvanised chassis, Walnut dash, scuttle roll bar, folding screen, aeroscreens, 11,000 miles.....£27,995

1993 +4 T16 CATALYST. Indigo Blue, blue leather, particularly well tuned, 33,000 miles.....£19,995

1991 +4 2 Seater. Holly Green, black interior, spotlights, 35,000 miles .....£18,995

1989 +8 2 Seater. Connaught Green, black interior, spotlights, bonnet strap, 25,000 miles .....£17,500

1994 4/4 1.8 Zetec 2 Seater. Connaught Green, dark red leather, chrome wiper wheels, luggage rack, ally body, 13,000 miles .....£19,995

1987 4/4 2 Seater Wide Body. Connaught Green, chrome wire wheels, wide body, 36,00 miles.....£14,500

### RENT A MORGAN!

Our fleet is equipped with latest model 4/4 1800's & +8's

6 KENDRICK PLACE, REECE MEWS,  
SOUTH KENSINGTON, LONDON SW7 3HF

Tel: 0171-589 6894/8309 Fax: 0171 589 8886



The oldest Morgan Agent  
in the world

*Lifes Motors Ltd.*

**Morgan**

Morgan Agents since 1926



WEST STREET, SOUTHPORT, PR8 1QN. Tel: (01704) 531375. Fax: (01704) 531126.



The car pictured above is a 1989 +8 3.5 Pi. Two tone mett. blue, white leather piped blue, walnut veneered dash, galv. chassis, radio/cassette, blue mohair weather equipment, alloy, aero screens, s/steel lugg. rack, Spax shocks all round, other extras, 10,450 miles .....£23,950

### OUR CURRENT STOCK OF 20 MORGANS FOR SALE INCLUDE:

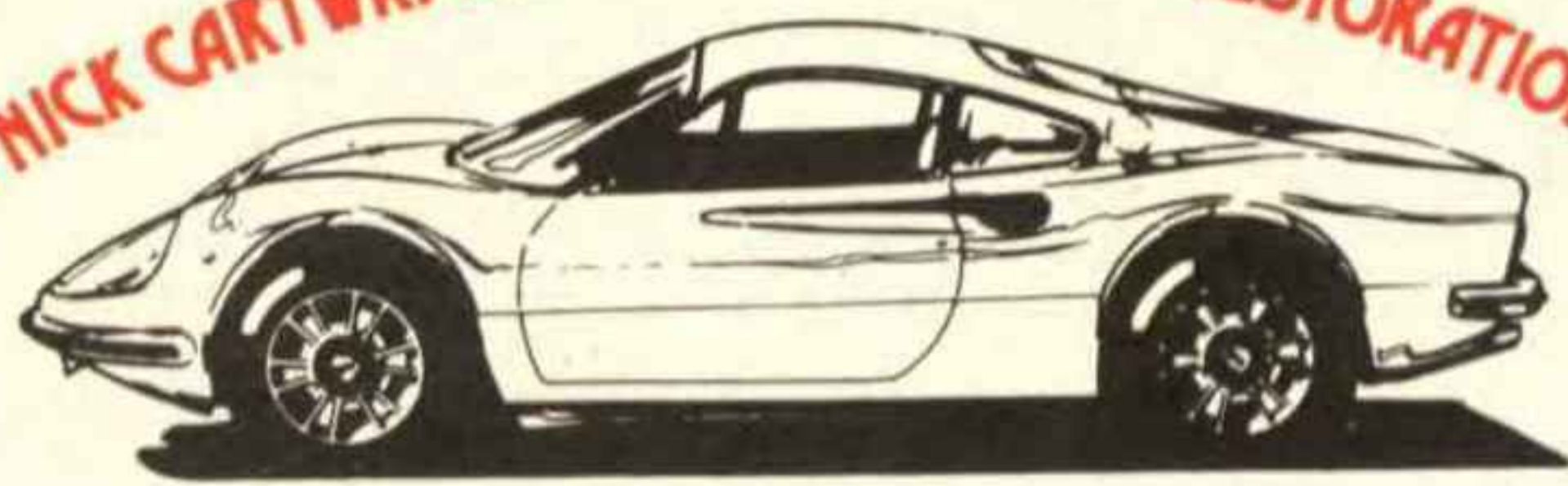
5 +8's	-	£16,950-£34,950
2 +4 4-seaters	-	£26,950-£27,950
1 +4 2-seater	-	£22,950
10 4/4 2-seaters	-	£13,950-£21,000
2 4/4 4-seaters	-	£10,950-£12,500

As the oldest Morgan agent in the world, and because we deal in Morgans and Morgans only, we probably have the largest stock of good, used Morgans for sale in the world - our stock is always changing, so please phone/fax for an up to date list. New orders taken and test drives given. Please phone Dave Randall for details.

DO YOU HAVE A MORGAN FOR SALE? WE WILL BUY YOUR MORGAN FOR CASH OR SELL IT FOR YOU ON A COMMISSION BASIS. PLEASE PHONE FOR DETAILS



NICK CARTWRIGHT SPECIALIST CARS-RESTORATIONS



**FERRARI 275 GTB/4.** Blue/black, numerous concours awards.

**FERRARI 355 CHALLENGE (96).** 1,800 miles, prepared and ready for '97.

**FERRARI 355 GTB (96).** Red/tan, 1,600 miles.

**FERRARI TESTAROSSA (87).** Blue sera/met grey, 25,000 miles, FSH.....£48,995

**FERRARI TESTAROSSA (88).** Red/tan, Lhd, 18,000 km, 2 owners, FSH.....£48,995

**FERRARI 328 GTS (89).** Red/crema, 24,000 miles, ABS, FSH.....£41,995

**FERRARI 328 GTS (87).** Red/crema, 6,400 miles, 2 owners, FSH.....£46,995

**FERRARI 308 GTS (84).** Grigio/red, 20,700 miles, FSH, exceptional.....£33,500

**FERRARI 308 GTS (83).** Red/tan, 42,000 miles, unmarked, FSH.....£32,500

**FERRARI 308 GTS (79).** Red/black, 36,000 miles, a/c, speedlines.....£28,995

**FERRARI 308 GT4 (80).** Red/black leather, 24,000 miles, concours winner.....£22,950

**FERRARI 308 GT4 (78).** Black/black, concours restoration, 1 owner.....£23,500

**FERRARI 246 GTS (74).** Marrone/tan. 34,000 miles, 1 owner.....£52,500

**PORSCHE TURBO 4 (95 N).** Iris blue, 2,080 miles. Every extras

**LOTUS ELISE (Sept 96).** 120 miles, silver, red leather.

**DESPERATELY REQUIRED** - 355, 348, 328, 308, 246 - Especially 246s for restoration

**TEL: 01629 56999/583287 or (0836) 621520**

**The Mystery Morgan Buyer.** Tried hardest, travels furthest, pays most. Tel: 0181 200 9404. Mobile 0836 229800.

**BSA V Twin 2 Wheeler.** Complete but de la condition. Got V5 £1,500. 0117 9738831 evenings.

**MGB Speedster, 1964.** GMU780B for sale as featured in MG Enthusiast, December 1994, pages 24/25. Perspex small windscreen, Weber carburettor, 1950cc, very fast. Approx 1,000 miles only. Contact James Eastick, office hours 0171 229 6455. £9,000. pp985662/5827.

**ALVIS TD21 Coupe 1961.** Black, cream trim. Chrome wires, MOT. £4,995. Tel: 01923 266666.

**LOTUS ELAN S2 1964.** Lots of history. Present owner same 1984. Excellent example and very original. £10,995. (0171) 405 6251/ (0181) 539 7724.

**MOTOR SPORT:** 1950s and 1960s copies for sale. Good condition. Also programmes and booklist. Available Tel: (01202) 822371.

**1993 LANCIA DELTA INTERGRALE Evolution III.** Loads of extras. LHD Metallic black. £POA. (01621) 742609.

**MOTOR SPORT.** July 1973 - Aug 1985. (4 missing). Excellent condition offers (Buyer collects). Barry Sims 01527 893 773 (Evans).

**MOTOR SPORT.** 1970 to 1980 £50. Delivered. Tel: (01353) 667236.

**BMW 700 COUPE SPORT 1961.** Stripped down, body completed, would make cheap entry into Historic Motor sport. £500 o.n.o. (01274) 686986.

**'Classic and Sportscar'** 1984, 1986-91; 'Car' 1988-93, 'Motor Sport' 1981-96, etc. Cheap! Gush, 01580 - 753680.

## WHO COVERS THE WORLDS FINEST MOTOR CARS?..



- Beware of cheap imitations. Only 'Specialised Car Covers' tailor covers to fit all makes of car, each cut to its own individual pattern.
- Extensive colour range available with or without logos.
- Manufactured in the U.K. from the finest breathable sateen cotton.
- Also available Evolution 4 Fabric by Kimberly-Clark water resistant breathable covers or exclusive Nylon Coated Waterproof covers for outdoor use or transportation.
- Prices (including storage bag) from £100-£185 + VAT • Delivery: 14-21 days.
- IF YOU CHERISH IT - INVEST IN THE BEST

For free colour brochure contact: **SPECIALISED CAR COVERS,** Concours House, Main Streetm Burley in Wharfedale, Yorkshire LS29 7JP Tel: 01943 864646 (24 hrs) Fax: 01943 864365



WORLDWIDE EXPORT SERVICE

## ...SPECIALISED CAR COVERS

Official Suppliers to: ASTON MARTIN LAGONDA LTD · PORSCHE CARS (GT. BRITAIN) LTD · PORTMAN LAMBORGHINI · JAGUAR CARS · MASERATI LTD · TVR ENGINEERING LTD · JAGUAR SPORT LTD · NISSAN (UK) LTD · ROVER CARS LTD · LOTUS CARS LTD AND MANY OTHER LEADING MANUFACTURERS

## PAUL BABER

### FERRARI SPECIALIST FOR ALL TIPO 1950-1980



1973 FERRARI 365 GTB/4 DAYTONA. RHD. CH#16781, Blue Chiaro, tan hide, 11,000 miles, FSH, air con., 9" rear wheels. This car is as new.....£85,000

1958 FERRARI 250 LWB. California Spyder, LHD, CH#1077, Rosso, tan hide, black hood. Closed headlights. Good service history and perfect provenance. Totally exquisite.....£350,000  
 1960 FERRARI 250 SWB. LHD. CH#1791. Giallo Fly yellow, black hide, 9th/a & 1st GT 1960 Targa Florio. Good history, alloy body.....£495,000  
 1964 FERRARI 250 GT LUSSO. LHD. CH#5417. Dark blue, black hide, perfect car, FSH.....£89,000  
 1964 FERRARI '330' GTO. RHD. Eng#5837. No compromise, exact re-construction by FAVRE. Not a 250 GTE recreation. Last car built, 4 litre engine.....£195,000

1966 FERRARI 275 GTB. RHD. CH#8763. Long nose torque tube model. 32,000 miles, FSH, 1 owner. Met. blue, black hide. Totally original.....£135,000

1966 FERRARI 330 GT Mk2. RHD. CH#7849. Dark blue, lt. blue hide, 39,000 miles recorded. Lots of history. Recent Maranello service.....£39,950

1966 FERRARI 330 GT Mk2. LHD. CH#9079. Lt. met. blue, black hide, 60,000 kms, 1 owner, FSH, dry stored 10 years. Immaculate.....£35,000

1974 FERRARI 246 GT DINO. RHD. CH#06802. Rosso Chiaro tan hide, FSH, 63,000 miles. £39,950

1980 FERRARI 512 BB. RHD. CH#24927. Rosso Chiaro, mag. hide, 33,000 miles. FSH. Restored. Immaculate.....£53,000

#### MANY OTHER FERRARI IN STOCK

I am anxious to acquire cars comparable to the above on consignment. Viewing central London by appointment

01732 864340 TEL.

01732 864250 FAX. 0831 875805 MOB.

PAUL BABER IS THE TRADING NAME OF 250 SWB LTD



**Jaguar E-Type Roadster 3.8, 1961.** A lovely car finished in Signal red with black leather interior, low mileage. Comprehensive history and current heritage certificate, £23,000. Tel: 01260 223456 or fax 01260 223469 (T).

**Jaguar XK, MkII, E-Types.** The ultimate in panel and paint refurbishment specialist. Southern Classics. Tel: 01932 567671. Fax: 01932 564482.

**Norman Motors Ltd.** Jaguar spares specialist. For all your Jaguar spares from the XK120 to the XJS. Tel: 0171 431 0940. Fax: 0171 794 5034.

**Jaguar E-Type Roadster Series I, 1962,** RHD, lightweight, aluminium panels, all

**Aston Martin DB5,** rebuilt in Dubonnet Rosso. Andre Bloom. Tel: 01543 480120.

**Aston Martin V8 Vantage,** choice of 3 examples, Andre Bloom. Tel: 01543 480120.

**Motor and Motor Racing Books** for sale, also Autosports 51-66 unbound. SAE for list. David Burden, 34 Swallowoaks, Abbots Langley, Watford, Herts, WD5 0NJ. pp983647/5152

**Quality Factory Workshop Manuals** and handbooks for sale, Jaguar, BMW, Volvo, Alfa, Lotus Cortina, TR, Ford etc, phone with requirements. Tel: Watford 01923 246668. pp983647/5151

**Showroom Catalogues + Ephemera Brochures etc.** From all years. All manufacturers, large collections or single items. J. Milligan, Hilltop, The Brow, Kinsley WA6 8AN. 01928 787249. pp984068/5264

**Wanted - Vintage aircraft engines** below 100hp, Anzani, JAP, ABC etc., etc. Telephone Coventry (01203) 413252 (evenings) or 886493 (day). pp004652



**S A L E S   S E R V I C E   R E S T O R A T I O N**



1955 FERRARI 500 MONDIAL £324,995



1972 FERRARI 365 GTS/4 DAYTONA SPYDER £349,995



1959 FERRARI 250 GT TDF (REPRO) £149,995



1960 FERRARI 250 GT SWB COMPETIZIONE £575,000



1991 FERRARI TESTAROSSA £65,995



1983 FERRARI 512 BB/i £74,995



1949 FERRARI 166 STABILIMENTI BERLINETTA £134,995



1973 FERRARI 246 GTS £49,995



**T A L A C R E S T**  
EUROPE'S LEADING FERRARI SPECIALIST

**A SELECTION OF OUR  
CURRENT STOCK**

**FERRARI**

- 1949 TIPO 166 STABILIMENTI BERLINETTA £134,995
- 1953 250 EUROPA £124,995
- 1955 750 MONZA £395,000
- 1955 500 MONDIAL (V-12) £224,995
- 1955 500 MONDIAL £324,995
- 1959 250 GT TDF REPRODUCTION £149,995
- 1959 250 GT TOUR DE FRANCE £325,000
- 1960 250 GT SWB COMPETIZIONE £575,000
- 1962 250 GT SWB £395,000
- 1965 500 SUPERFAST £89,995
- 1969 365 GT 2+2 £34,995
- 1972 246 GT £39,995
- 1972 365 GTS/4 DAYTONA SPYDER (LHD) £349,995
- 1973 246 GTS £49,995
- 1974 365 GT4 BB £49,995
- 1979 308 GTS (LHD) £29,995
- 1979 308 GTS (EVERY OPTION) £29,995
- 1983 512 BB/i £59,995
- 1983 512 BB/i £74,995
- 1988 TESTAROSSA £49,995
- 1991 TESTAROSSA £65,995
- 1994 456 GT £119,995
- 1994 333 SP (#001) \$1 MILLION
- 1996 355 SPYDER £105,995

**ASTON MARTIN**

- 1953 DB2/4 BERTONE £APPLY

**REGISTRATION NUMBER**

VRP 1 OFFERS

**WANTED**

*CARS SIMILAR TO THE ABOVE  
URGENTLY REQUIRED.*

**For more information  
Contact Mike Wheeler or John Collins**

Talacrest Limited, 74 Station Rd, Egham,  
Surrey TW20 9LF, England

<http://www.racecar.co.uk/talacrest>

Tel: 01784 439797 Fax: 01784 472990

*half a mile from M25, Junction 13, A30*



## 1933 L-TYPE MAGNA OIR £18,000



1932 J2 similar to above in red OIR £12,000

**TEL: 01429 263551**

pp5293

# ROYLE

01833 660452/660630

Long established, wealth of experience, whole or part restorations, originality a priority, no compromise on quality. Please ring for a brochure which illustrates our comprehensive services.

R  
E  
S  
T  
O  
R  
A  
T  
I  
O  
N



C  
O  
N  
S  
E  
R  
V  
A  
T  
I  
O  
N

THE OLD SCHOOL, STAINDROP, DARLINGTON DL2 3NH



## 1965 FERRARI 275 GTB/6C

Chassis No. #7173. This stylish Berlinetta is simply stunning throughout and would require nothing but a driver to compliment what is surely one of the most evocative shapes of the Sixties period. The detail work and extensive uprated competition modifications are both an enhancement to the driving pleasure and to the aesthetics. RHD, low mileage, bills and a well documented history plus spare set of Borraris etc.

**£165,000**

**Tel/Fax 01403 823323**

# KONI

J. W. E BANKS LTD

**NEW SALES AND FULL RECONDITIONING SERVICE ON KONI SHOCK ABSORBERS BY FERRARI**

**FAST SERVICE AT COMPETITIVE PRICES**

St. Guthlac's Lodge, Crowland,  
Peterborough PE6 0JP  
TEL: 01733 210316 FAX: 01733 210920



*André Bloom*  
THOROUGHBREDS



ASTON MARTIN DB5. Rebuilt example in Dubonnet Rosso.....£55,000



DB6 MK1 AUTOMATIC with PAS. Rebuilt example in Dubonnet Rosso.....£30,000



DBS V8 AUTOMATIC. Original preserved example maintained by AML since new .....£29,500



ASTON MARTIN V8 OSCAR INDIA AUTOMATIC. Dubonnet with Magnolia piped Burgundy. Superb FSH example .....£29,750



ASTON MARTIN V8 VANTAGE. Choice of three (one automatic) .....from £45,000



ASTON MARTIN VANTAGE VOLANTE. Delivery mileage example .....£150,000



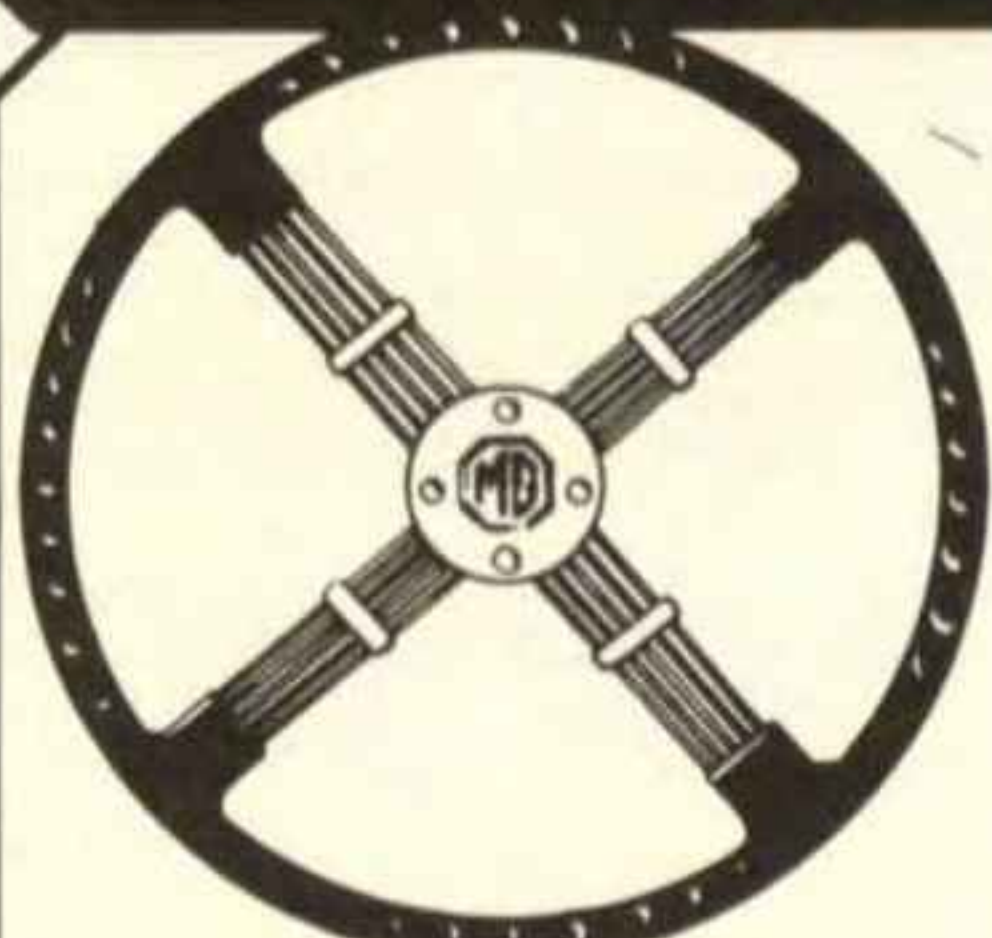
ASTON MARTIN VIRAGE VOLANTE. Choice of two .....from £99,000



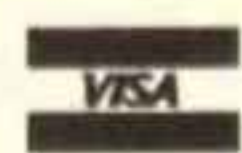
ASTON MARTIN DB7 VOLANTE. Blue/Magnolia piped Blue/Blue Mohair hood. Imminent delivery.....Offers

**TEL/FAX: +44(0)1543-480120**

## The Great British Steering Wheel



THE BROOKLANDS



We manufacture this Brooklands Wheel from the **ORIGINAL BLUEMEL** Tooling in Birmingham, England. Supplied in Black with a production run in Chocolate Brown now available.

The **CENTRE BOSS** fixing kit adapts to many cars, e.g. **MG TC**, pre war **MG TD**, **TF**. Other Makes also.



# K

**KIMBLE ENGINEERING LTD.**

33 Highfield Road . Hall Green . Birmingham B28 0EV . England  
Telephone: 0121 777 2011 . Fax: 0121 777 4298



# Derek James

Sherborne, Dorset

PHONE: (07935) 873223 Office

(01793) 813737 Fax

(01258) 867414 Home

9am-9pm Seven days a week. Viewing by appointment only.



**1921 ROLLS-ROYCE 40/50HP SILVER GHOST SEDAN DE VILLE.** Coachwork by Hibbard & Darrin. This elegant car is exquisitely finished in procelain & fern green with detailed coach lining and polished bonnet. Correct leather roof with dummy pram irons. Beautifully detailed interior including occasional seats and cocktail cabinet. 'High Speed' engine and four wheel servd brakes to match! Weather equipment for chauffeur. Luggage trunk .....**£75,000**



**1980 FERRARI 512BB.** Superb white pininfarina coachwork. Glorious flat 12 engine. Special order for racing driver Chris Meek. ....**£48,950**



**1962 MGA 1600 MK2 ROADSTER.** Red with black leather seats. Full weather equipment. Restored by previous owner (many bills). Works hard-top also available .....**£12,950**



**1934 SUNBEAN 20HP SIX LIGHT SLIDING HEAD SALOON.** Beautiful royal blue coachwork with black wings. Twin side mounted spares. The epitome of quality motoring. ....**£18,950**



**1978 FERRARI 400 AUTOMATIC.** Red with superb black leather interior. Originally owned by the late John Bonham of Led Zeppelin fame. Service history form new .....**£18,950**



**1966 ROLLS-ROYCE SILVER CLOUD 3.** Drop head coupé. Midnight blue metallic with black leather, power top, drives beautifully. Impress your friends for only .....**£52,500**



**1948 ALLARD M-TYPE V8 DHC.** Stunning black coachwork with red trim and weather equipment. This two owner car has been restored at vast expense and represents a unique opportunity at only .....**£24,950**



**1978 MASERATI KHAMINSIN.** 5 litre V8, left hand drive. Rare automatic. Stunning red coachwork with unmarked black leather. Amazing value .....**£18,950**



**1964 AUSTIN HEALEY 3000 MK3.** Old english white with red leather interior. Superb restoration. Chrome wire wheels. Suit the most fastidious.....**£22,950**



**1968 ASTON MARTIN DB6.** Rare automatic version with power steering. Stunning red paintwork with lovely original red leather interior. Lots of history.....**£24,950**



**1966 JAGUAR E-TYPE SERIES ONE 4.2 LITRE.** Original right hand drive 2+2 with automatic transmission. Finished in black with black leather. Sunroof. History. Only.....**£14,950**



**1949 TRIUMPH ROADSTER 2000.** Stunning gold paintwork with oatmeal leather trim. Much history and recent bills. Possibly the best available, at only .....**£16,950**



**1955 JENSEN 541 CONVERTIBLE.** Built by Abbott of Farnham as a prototype, substantially different body than production coupé. Finished in deep burgundy with black mohair hood. Four litre triple carb engine, lots of history and unique.....**£22,950**



**1952 HEALEY TICKFORD SPORTS COUPE.** 2.4 litre Riley engine. Powder blue coachwork with dove grey leather. Restored to show condition .....**£48,950**

All vehicles have long Mot's. are service and ready to drive away. Similar cars purchased. Part Exchange bravely borne.



# OAKFIELDS



## FERRARI 250 SWB BERLINETTA

1962 STEELBODY. Finished in red with black trim. Fully documented ownership and known car with recent Ferrari road test and report.

EPOA

Please call for further information or an appointment to view

Tel: (01256) 760256

Fax: (01256) 762415



## Historic Formula One – 3.0 Litre



## Minardi 185B

Very special and extremely competitive car in historic racing. A unique opportunity to acquire one of the last Grand Prix cars to race in the 3-litre Category – offers invited.

Contact: Don Wood Tel (01202) 578999 Fax (01202) 581611

## UNIQUE PACKARD SPEEDSTER



### Special Features

- High Compression Head
- Exhaust Muffler Cut Out
- Four Speed Transmission
- High Speed Rear End
- Gear Driven Tachometer (only existing example)
- Finned Brake Drums and Exhaust Manifold
- Numerous Other Special Options and Features

### FINEST, MOST COMPLETE, BOAT TAIL RUNABOUT IN THE WORLD

Hand-built for one year only, the 1930 Packard 734 was the performance car of its era. A souped-up Deluxe 8 engine was mounted on the shorter 134" frame with a smaller, light-weight chassis for maximum performance and speed to 100mph.

First Place Winner

A Harrah's Car which recently underwent a flawless 54 month restoration.

First Time Offered

\$325,000 (Partial Trade Considered)

Ken Roberts – Office 503/221-1151, Fax 503/221-1510

Home 503 638-1201 Oregon USA

## KING Classic Cars



Tel & Fax: 01273 508486



1979 Bentley T.2. Brewster Green/Parchment. F.S.H. Outstanding .....£11,995



1988 (F) Aston Martin V8. One of the last. Superb .....£34,950

1988 Mercedes 420SL. F.S.H. Astral Silver. Blue leather. H/T power hood. 68,000 miles .....£21,950

1983 Aston Martin V8 VANTAGE. 5 speed. 25,000 miles. 2 owners FSH .....£P.O.A.

1967 Aston Martin DB6 VANTAGE. Manual. 70,000 miles. Superb car .....£34,000

1964 Aston Martin DB5. Major refurb just completed. 50,000 miles. Black Pearl/Red interior ...£48,000

1980 ASTON MARTIN V8 AUTO. 77,000 miles FSH .....£23,950

SIMILAR CARS URGENTLY REQUIRED

# Julius Thurgood



Historic race cars sales  
Supplier of historic  
race parts

Custom built race  
replicas

Specialist in:  
Alfa Romeo GT/GTA &  
GTAm  
Abarth 600D/850TC &  
1000TC  
Lancia B20GT/B24S

Tel/Fax  
01827 720361

## Richard Thorne Classic Cars



1972 LANCIA FULVIA COUPE 1.6 HF. White, recent Connolly interior, excellent mechanics, very substantial history .....£5,750



1981 (W) LANCIA BETA MONTE CARLO S2 SPIDER. 61,000. Long MOT. Drives well. £5,500

1983 A. LANCIA BETA VOLUMEX COUPE. Racing red. 1 owner, FSH, 71,000 miles .....£4,750

1972 LANCIA FULVIA 1.6 SPORTS ZAGATO. Deep red, black leather, part restored. Excellent project .....£3,500

1972 LANCIA FULVIA COUPE 1.6 HF. Red with black, excellent shell, needs trim and mechanical work .....£3,000

VARIOUS OTHER RESTORATION PROJECTS AVAILABLE INCLUDING FLAVIA VIGNALE.

The Courtyard Garage, James Lane, Grazeley Green, Reading RG7 1NB

TEL: 0118 983 1200 FAX: 0118 983 1411

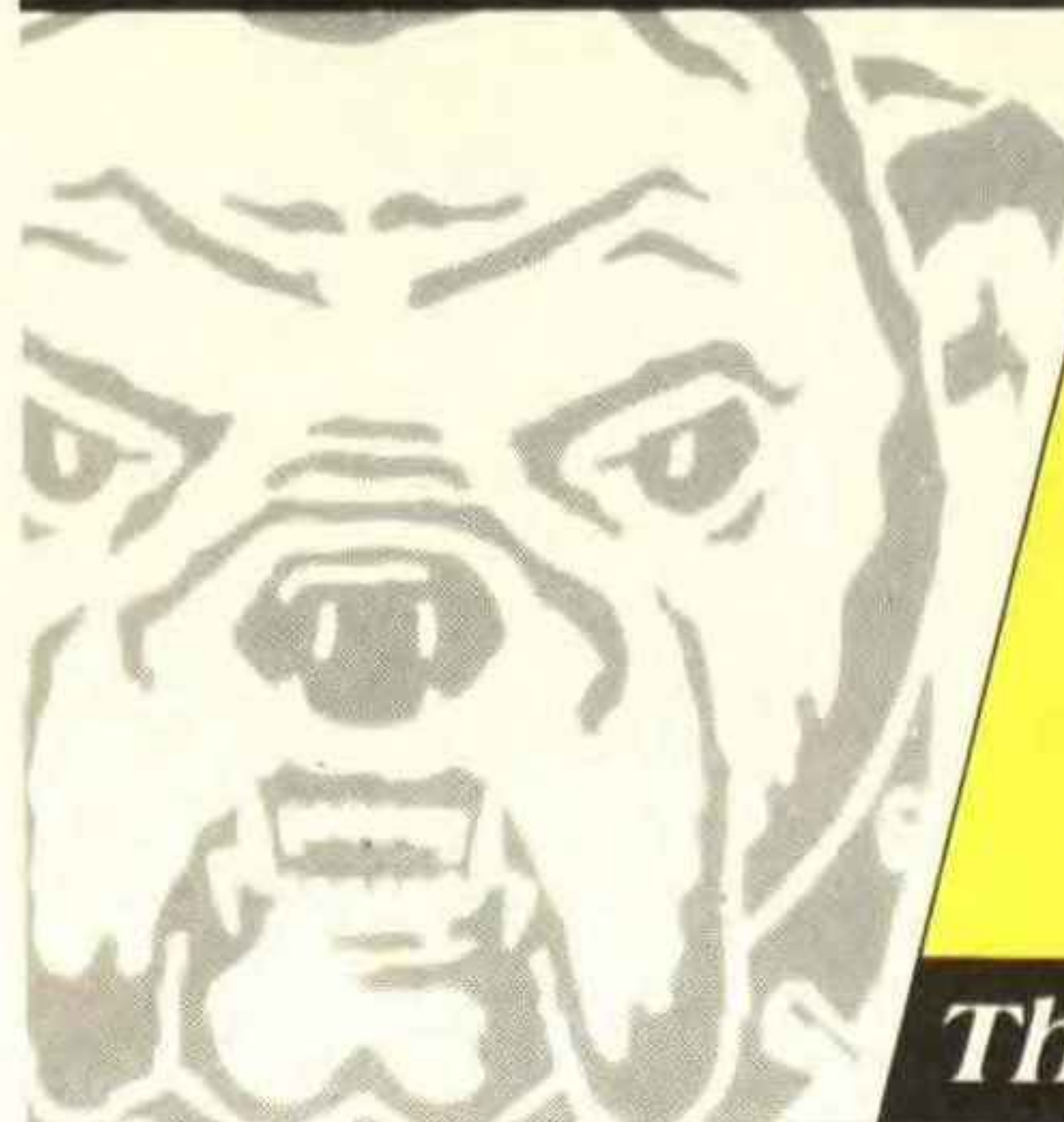
# The TVR Centre

Orchard Business Park, Bonehurst  
Road, Salfords, Redhill RH1 5EL  
01293 822911

• Sales, Service, Parts & Repairs •

Barnet Road, Arkley, Barnet,  
Hertfordshire EN5 3LJ  
0181 440 6666

The UK's Largest TVR Dealership





# ALAN COLLINS

FOR QUALITY SERVICING IN ESSEX



20 YEARS EXPERIENCE WITH JAGUARS  
PART OF FULL RESTORATIONS - ALL MODELS COVERED  
ALL TYPES OF SERVICE • ANY REPAIR WORK UNDERTAKEN

**01621 852058**

UNIT K2, BENTALLS COMPLEX, COLCHESTER ROAD, HEYBRIDGE, MALDEN, ESSEX CM9 7NW

## W.O. BENTLEY · XK JAGUAR SUNBEAM<sup>pre-'39</sup> · TIGER · LAGONDA

**ENGINES** Strip & build/all machining/stitching/whitemetal/balancing  
**CHASSIS** Steering/brakes/suspension/overdrive & anti tramp bar fitting  
**BODY** Upholstery/hoods, tonneaus & sidescreens/Auster screens,  
side deflectors & windscreens/panels & painting.  
**ELECTRICS** Wiring/magnetos, dynamos, starters & instruments repaired  
**EVERYTHING UP TO A COMPLETE REBUILD AT  
AGREED PRICES & NO SURPRISES**

# GOYA

ENGINEERING

Phone **BRIAN CRAWFORD**  
on **0585 507088**  
or **01420 563128 7-10pm**

Four Marks,  
Hampshire, U.K

## Cottage Classics

**D.R.D. HOPKINS I.ENG. M.I.Mech.I.E.**

**Ginetta Specialist Services**

The Workshop, Leighs Hall Farm, Church Lane, Little Leighs,  
Essex CM3 1PQ

Tel/fax: 01245 362 945 Mobile: 0831 843 922

G12 Original, complete, needs restoration	£16,000
G4 Fully restored, round tube, twin 40s	£21,000
G15 Restored to customer spec from	£8,000
G15 Arches, very fast road/comp car	£7,300
G15 998 twin 40s, revolutions, new chassis	£6,000
G15 Good quality projects from	£1,500
G32 Turbo, blue, full leather	£7,000
G32 1.6i lovely condition	£5,000

## GEOFF FORTY

SPECIALISTS DEALER IN DEVON

IN STOCK

1931 Alvis TJ 12/50	£22,950	1970 Rover 3.5 coupé	£2,999
1935 Humber 16/60 Drophead	£19,950	1973 Fiat 500L	£2,495
1951 Bentley Special for restoration	£9,995	1973 Princess Van den Plas	£3,499
1957 Austin Healey 100/6	£14,995	1976 Daimler 4.2 coupé	£4,999
1962 BMW Isetta for restoration	£1,500	1977 Rolls Royce Shadow II	£16,950
1964 Jaguar MkII 3.8 M/OD	£8,995	1978 Daimler D/6 Van den Plas II	£3,999
1965 Rolls Royce Silver Cloud III L.W.B.	£27,500	1980 Rolls Royce Camargue	£26,950
1967 Daimler 2½ litre V8 saloon	£7,995	1981 De Lorean. LHD	£12,950
1969 Rolls Royce Mulliner Park Ward 2 door	£17,950	1981 Rolls Royce Spirit	£14,950
		1991 Jaguar XJ6 3.2	£6,995
		1993 Peugeot 106 XND. 5 door Diesel	£5,250

PART EXCHANGES TAKEN ON ALL CARS IF REQUIRED

TEL: 01404 822324 or 0385 284821 FAX: 01404 822994

## MARTIN STRETTON RACING

RACE PREP. - DESIGN - RESTORATION



**DELAGE SPECIAL.** Looks like the ERA Delage. Many original parts. Supercharged SS100 engine. Very fast VSCC racer.



**MARCH F2.** Very competitive in current Euro F2 Series.  
**COOPER T51.** Genuine 2.5L Grand Prix Car.  
**HUDSON** Century Tourer by Bertelli.  
**ALFA ROMEO** GT Junior, just rebuilt.

Oak Farm, Far Forest, Nr. Kidderminster,  
Worcestershire DY14 9EA

TEL: 01 299 266966 FAX: 01 299 266933  
MOBILE: 0836 360932

## MOSS AND JENKS - The Legend Lives On . . .



### MERCEDES-BENZ 300 SLR Car No. 722

We have a very limited quantity of the 1:24 scale diecast model of the 1955 Mille Miglia race-winning car produced with a numbered Limited Edition Certificate individually signed by STIRLING MOSS, OBE and DENIS JENKINSON

PRICE: £149.99 + £5.00 P&P (UK), £10.00 (Overseas)

Proceeds in aid of

**BEN-Motor & Allied Trades Benevolent Fund**  
(Reg. Charity No. 297877)

To: Bentrade Ltd, Lynwood, Sunninghill, Ascot, Berks SL5 0AJ  
Tel: 01344 872043 (24 hours). Fax: 01344 22042

(All payments in sterling by crossed cheques, Access or Visa)





## AC COBRAS

(1963-1996)

FROM ROD LEACH

N.B. ONLY GENUINE AC COBRAS - NO KIT/REPLICARS



1991 AC COBRA MK IV LIGHTWEIGHT - L.H.D. The ultimate spec., 360+ bhp, side exhausts, many extras, 0-100mph in 9.9 secs! Reg No. 4854 AC. Totally unique - 1,400 miles - as new. The best Mk IV anywhere! *Photo.*



1991 AC COBRA MK IV LIGHTWEIGHT - R.H.D. Similar to above, but internal exhausts. Reg No. 9301 AC. 2,900 miles - as new. *Photo.*



1985 AC COBRA MK IV - R.H.D. 245bhp (Holley carb.) Reg No. 878 COB. 3,800 miles & condition to match. *Photo.*

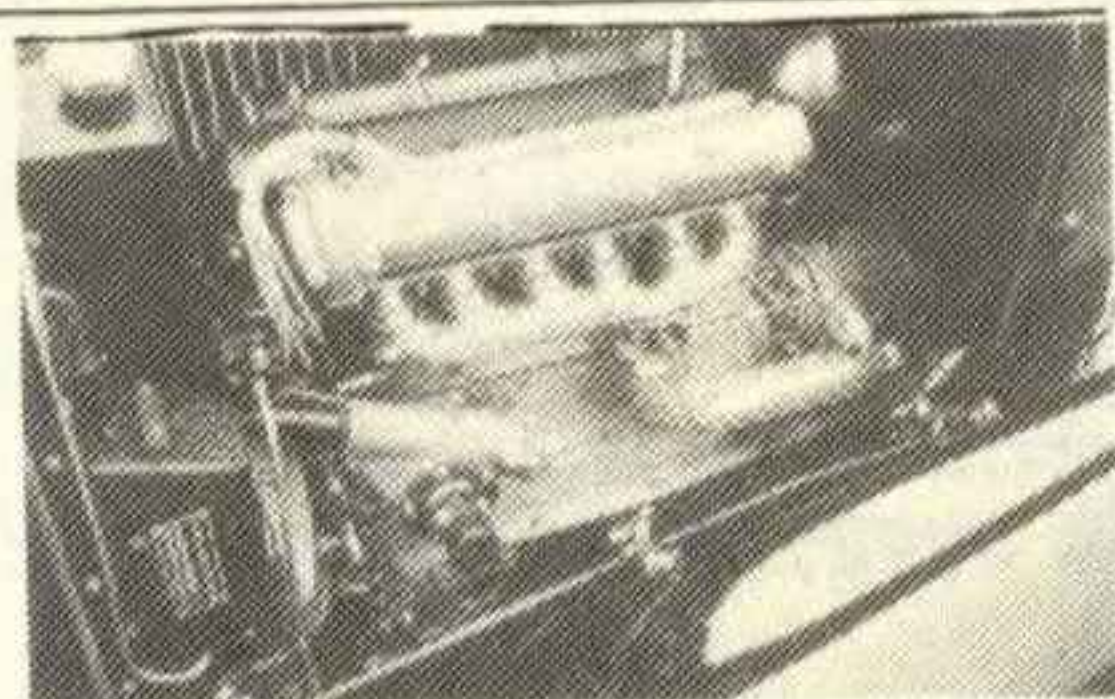
ALSO SEVERAL OTHER RH/LH MK IV'S

ALWAYS A SELECTION OF GENUINE AC COBRAS. FROM c.14,000 - 289 MKII OR III, 427 MKIII, 302 MKIV & LT.WT. SPECIALIST IN ALL DEFINITIVE CLASSICS/HISTORICS - EST 1973

TEL: 01992 500.007 or FAX 01992 55.88.91 (U.K.)



## BEAULIEU CARS LIMITED



*Our business is pre-war Alfas. We own them, we sell them, we rebuild them*

*If you have an Alfa requirement, give us a call*

**BEAULIEU CARS LTD**

Beaulieu, Hampshire  
Tel: (01590) 612689/612444  
Fax: (01590) 612642

## Woodcote Sports Cars

CATERHAM/LOTUS 7 SPECIALIST



1991 5 speed 1700 BRG  
1988 5 speed. Yellow .....£13,000  
1700 Cosworth BRG .....£17,000  
1962 Lotus 7 S2 1500 Cosworth .....£9,950  
1990 5 Speed 1700. Red .....£12,000  
1989 5 Speed 1700. White .....£12,500  
1975 4 Speed 1700. Metallic blue .....£11,500  
1977 4 Speed 1700. White .....£9,950  
1996 4 Speed 1600. Twin cam, BRG .....£11,995

**WANTED ANY 7**

Located 5 minutes from Caterham

Tel or Fax (01737) 645213  
Mobile (0831) 240733

## Newlands Motors



**SPECIALIST IN**

ASTON MARTIN, JAGUAR + ALL CLASSIC CARS. RESTORATION, SERVICE & SALES. PLEASE TELEPHONE, FAX OR WRITE TO BILL GOODALL  
Tel: (01342) 822274 Fax: (01342) 824367 (Sussex)  
Lower Road, Forest Row, Sussex RH18 5HE



## BILL McGRATH MASERATI

RESTORATION ★ SERVICE ★ PARTS



UNIT 8, CLAGGY ROAD INDUSTRIAL ESTATE  
KIMPTON, HERTS, SG4 8QB UK.

Tel: +44 (0) 1438 832161 Fax: +44 (0) 1438 833601

# PULLICINO CLASSICS

### Ferrari

1996 355 Spider 10,000kms LHD Red/Black ..... £85,000  
1995 355 Coupe 1,000kms LHD Green/Tan ..... £75,000  
1994 456 GT 5,000kms LHD Green/Beige ..... £99,995  
1993 348 TB 3,000 kms LHD Red/Tan ..... £44,995  
1990 Mondial T 3.4 45,000 mls RHD Red/Tan ..... £29,995  
1967 F1 Dino Spider 2.0 50,000kms LHD Blue/Black .... £16,995  
1990 Testarossa 22,000mls RHD White/Red ..... £44,995

### Maserati

1988 BI Turbo Coupe 40,000mls RHD Black/Tan ..... £8,995  
1982 Kyalami 4.2 5spd 21,000mls RHD Red/Black . £14,995  
1979 Khamsin 4.9 5spd 40,000mls RHD Blue/Blue . £15,995

### Lamborghini

1992 Diablo 9,000kms LHD Black/Mag ..... £75,000  
1984 Countach 5000 S 19,000kms RHD Blk/Red .... £48,000  
1976 Silhouette 35,000kms LHD Red/Blk ..... £23,995

1977 Silhouette 35,000kms RHD Black/Tan ..... £35,995

1987 Jalpa 40,000kms RHD Black/Black ..... £27,995

Also other specialist Lamborghinis available for sale

### Other Specialist Cars

1996 Alfa GTV Turbo V6 LHD Blue/Tan ..... £22,995  
1996 Alfa GTV Lusso Twin Spark LHD Red/Black .... £20,000  
1974 E Type V12 Roadster Auto RHD Lav/Blue ..... £21,995  
1962 E Type Flat Floor Roadster RHD Red/Black ..... £29,995  
1961 E Type Flat Floor Coupe RHD Immaculate ..... £21,995  
1988 De Tomaso Pantera GT5/S LHD Yellow/Blk ..... £27,995  
1995 Porsche Turbo 4 LHD Silver ..... £69,000  
1996 Porsche Carrera TIP S Cab LHD Blue/Grey ..... £63,995  
1995 Porsche Carrera 993 3.8 LHD Black/Grey ..... £57,000  
1995 Porsche Carrera 993 Coupe LHD Silver/Grey ... £48,995  
1996 Venturi LM Racer LHD Red/Black ..... £37,995  
1995 Venturi Race Car 600 LM LHD White/White ..... £55,000

We can offer Finance on most of our cars at very good rates.  
We accept part exchanges.

Please call us for friendly advice if you are buying or selling.

**Pullicino Classics**  
62 Kimber Road, Wandsworth  
Tel: 0181 877 0157/0836 380808  
Fax: 0181 874 7733



**RAGUS SUGARS**



## FOR SALE AFTER TWELVE YEARS OWNERSHIP

1955 Le Mans type Jaguar D-Type with original Williams and Pritchard aluminium body. Dry sump lubrication, XK engine. Built in Canada in the 70's. Original Coventry registration number OKV.

**OFFERS AROUND**

**£69,000**

**TEL: 01491 571763**



# Straight EIGHT

For the Ultimate!



**Porsche 911 Speedster 1989.** 30,000 miles. FSH, metallic velvet red with black hide. Rare limited edition convertible.....£36,950



**GMC Sylcone 1991.** An earth sattering 4wd performer with A/C, alloys, ABS plus! Black/Black super pick up .....£16,950



**Aston Martin Zagato 1988.** 5,800 miles only. Black Pearl with black sport seats, roll bar, superb, affordable example .....£88,950



**Bentley Continental 1993.** Tudor Red with black hide interior and hood. 34,000 miles, FSH, alloy wheels, colour coded grill flutes .....£89,950



**AC 428. Frua Convertible 1968.** Cosmos black with white hide hood and upholstery. Automatic, alloy wheels. Absolutely stunning .....£36,950



**Ford Thunderbird V8. 1955.** Powder Blue Torquoise with matching blue/white interior. Hard/soft tops, PAS, powder brakes and seats. Beautiful example at .....£19,950

AC 428 Frua Convertible 68 Black white  
Alfa Romeo Guiletta SS Sprint Speciale 1961 LHD  
Aston Martin V8 Volante 1989 4,000 miles Graphite  
Lambo Cobra 4.7 Sports High specification  
Bentley turbo R95 Mod 18,000 miles Sherwood green  
Bentley S1 Continental Fastback 1956 Superb Red  
Bentley S2 Continental 2-Door Mulliner R-R converted  
Bentley S2 Continental 2-Door Coupe HLD 1960  
Bentley Continental R LHD Black 1995

Cadillac Sedan De Ville 1991 Silver  
Chevrolet Geo Coupe 92 LHD Auto AC alloys  
Ferrari 348TB 1993 LHD low kms red/black  
Ferrari F40 1989 9,800 kms Red  
Ford Thunderbird 1955 V8 PAS e/seat e/windows superb  
Jaguar XJS 4.0 Celebration Convertible 95N 2,000 miles  
Jaguar 4.2 1983 38,000 miles met blue/black  
Jaguar 2.9 XJ6 1990 38,000 miles FSH Graphite e/r  
Jaguar XJ12 Coupe 1978 BRG chrome wheels

Jensen CV8 1966. Blue burgundy hide superb  
Maserati Ghibi Spyder 1973. LHD. Hard/soft tops  
Maserati Ghibi 4.9 SS 1969. LHD  
Mercedes 500 SEL 92. LHD. Nautic Blue, loaded  
Mercedes 260 E, 1986, LHD, E/roof, a/wheels, blue  
Mercedes 300 SL Roadster 61. Red/tan  
Mercedes 280 SE 3.5 Coupe 1971. 35,000 miles  
Mini Radford 95, 4,000 miles. PAS, c/lock, plus! plus!  
Rolls Royce Silver Spirit 1988. White/white, many extras

Rolls Royce Silver Spur 85. Lt. Oyster. 33,000 miles.  
Mercedes S500 Coupe. LHD. 1995. Blue black, extras  
Mercedes 600 Saloon. LHD. Choice of two models  
Rolls-Royce Silver Wrath Convertible, 1953 Park Ward  
Rolls-Royce Silver Spirit, 1984. Georgian silver/blue.  
FSH  
Rolls-Royce Silver Spur III. LHD, 1993. Royal blue, TV  
Rolls-Royce Phantom V MPW. Forest Green  
Vauxhall Tigra 1.4 16v Auto. 95 'N', 7,000 mls. Black

*Straight EIGHT*  
For the Ultimate!

Int. Ltd.

12, Lee Chung Street, Chai Wan,  
Hong Kong. Tel: 00852-2556 6631

158-160 Goldhawk Road  
London W12 8HJ

Tel: 0181-743 1599. Fax: 0181-740 8496

*Straight EIGHT*  
For the Ultimate!

Pollak Co. GmbH

Hennersdorferstrasse 13, 2333 Lepoldorf,  
Vienna. Tel: 0043-2235 4498/9

0171-584 7472

FAX: 0171-589 9042

0171-584 7332

## DAN MARGULIES (VINTAGE CARS) LTD

12 QUEEN'S GATE PLACE MEWS, LONDON SW7 5BQ

ESTABLISHED 1957



**1934 Laganda M45/R.** Fox & Nicholl team car. Authentic sports/racing car.



**1959 Cooper Formula 1 Type 51.** Winner of 1960 Australian Grand Prix.



**1938 Maserati 4CM/4CL.** FIA papers.



**1928 Stutz Black Hawk Speedster.** Complete restoration.



**1931 Invieta 'S' Type 4 1/2 litre.** Original VDP body.



**1935 Aston Martin MkII 1 1/2 litre 2 Door Saloon.** Full history.



**1954 Frazer Nash Targa Florio.** Original low mileage example.



**1922 Bentley 3 litre TT Replica.** Built on original short chassis.



**1928 Bugatti Type 37 GP 2 seater BC.** Chassis no.

*Any vintage and classic car taken in part exchange.*



# I. S. POLSON

VINTAGE & PVT RESTORATION AND SALES  
WE SPECIALISE IN ROESCH TALBOTS & DELAHAYE



**1933 TALBOT AV105.** Chassis restored 12 years ago & fitted then with replica Vanden Plas tourer body. Front axle, brakes & water pump recently rebuilt. New batteries & exhaust system. A sound car, ready for immediate use.....**£45,000 ono**



**1933 TALBOT AV105.** An original Vanden Plas tourer in the "Coupé des Alpes" style. Fully restored approximately 6 years ago by a leading specialist, the car has been actively used & well maintained since Pre War Brooklands history.....**£56,000**

This is a sample from our range which includes 14/45, 65, 75, 90 & 105 TALBOTS  
Please send for our free stock list. ROESCH TALBOT and DELAHAYE cars and spares purchased  
Mill Farm, Ashfield Green, Wickhambrook, Newmarket, Suffolk, CB8 8UZ

Telephone: Wickhambrook (01440) 820371. Fax: (01440) 820057

## Jeremy Wade



**1934 BENTLEY 3 1/2.** This splendid two seater has carried this rakish coachwork most of its life! Last owner for 35 years and a delight to drive ..... **£25,000**



**1965 MUSTANG FASTBACK.** Fully prepared with 370 bhp and spare 289 engine and box, wheels etc. Superb and very quick.....**£20,000**



**1959 XK150 F.H.C.** This ultra low mileage XK is outstandingly original - restored ones are never like this!.....**£27,000**

**1967 Rolls Royce Mulliner Park Ward convertible.** Very attractive in Burgundy, biscuit trim, extensive history.....**£26,500**  
**MG 'TD 2'** in B.R.G., Biscuit hide and hood, beautifully restored.....**£12,950**  
**Sunbeam Tiger.** Up-rated 4.7 spec. Minilites, full history.....**£18,500**  
Competition XK120's, Big Healey and Healey Silverstone all available for fun next season.

Buy now while everyone else has indigestion!!  
SEASONAL GREETING — NOEL BUYERS PREMIUM!!  
PART EXCHANGE — ANCIENT OR MODERN

**MARKET DRAYTON (01630) 657502**

## HALL & FOWLER (RICK HALL) (ROB FOWLER)

*Offer For Sale*



### FRONT ENGINED G.P. CARS

**1959/60 Tec-Mec Maserati the ultimate 250F.** A Winner in Pre 60 G.P. Racing ..... **£400,000**  
**1958/59 B.R.M. P25.** Mint Car with Fresh Engine a "Winner" ..... **£300,000**  
**Maserati 250F CM2.** F.I.A. Forms. Beautiful Car Ready to Race ..... **£275,000**  
**1951 H.A.R. Jaguar.** Beautifully Restored. F.I.A. Forms ..... **£57,500**

### PRE 65 REAR-ENGINED G.P. CARS

**1960 Lotus 18 2.5 Litre.** F.I.A. Forms. New Queer Box & Ratios, Mint ..... **£75,000**  
**1964 B.R.P. B.R.M. V8 6 Speed B.R.M.** Box Totally Rebuilt ..... **Enquire**

### 3 LITRE B.R.M.'s.

**1968 B.R.M. P126 V12.** The Very 1st V12 Car produced. Super History. Totally Restored & Ready to Go ... **£160,000**  
**1972 B.R.M. P180.** One of Only Two Made, Superb, Good History 4 Valve V12 ..... **£140,000**

### SPORTS RACING

**1954 Lister Bristol.** Ex Jack Sears, Superb Condition, Ready to Go. Lucas Aero Body ..... **£95,000**  
**1966 McLaren M1B/C.** Superb. Ready to Go. Spare Wheels & Body. Spare Engine Available ..... **£65,000**

**1964/65 Brabham BT8 2 Litre Climax.** Ideal Group 4 & Enduro Races, Perfect ..... **£80,000**

### OTHERS

**1971 March 712 F.2.** 1966 Euro F.2. Championship Winning Car. Rebuilt for 1997 season ..... **£47,500**  
**1973 Ferrari 246 GTS.** Immaculate. Genuine 30,000. 3 Owners, last one since 1978 ..... **£52,000**  
**1967 Mallock F2 Mk 6B Twin Cam** ..... **£10,000**  
**1957 Healey 100/6 BN4.** Stripped for rebuild. Chassis Rebuilt ready for spraying. Heritage Certificate ..... **£7,000**  
**1931 A.J.S. 350.** Mint. Ex Henk Venk Museum ... **£4,000**  
**1926 Terrott 350 Twin Port.** Needs Little work, otherwise Mint ..... **Offers**

### ENGINES ETC.

**Chev 427.** All Alloy, Brand New ..... **£9,000**  
**1.5 Litre Climax F.P.F.** Stripped for Inspection ... **£10,000**  
**2 Litre Climax F.P.F.** Stripped for Inspection ... **£14,000**  
**1967 B.R.M. V12.** 2 Valve, 3 Litre Engine Complete ..... **Enquire**  
**Z.F. 5 DS25.** Brand New ..... **£4,500**  
**D.G. 300.** 2 off Early Boxes, 1 off Complete, 1 off Virtually ..... **Enquire**

TEL: (01529) 497366 FAX: (01529) 497259 OR MOBILE: 0370 845554



## RORY STOKES • MARITIME GARAGE

VIEW BY APPOINTMENT IN HAMPSHIRE  
TEL. 01590 626300. FAX. 01590 626466



### 1979 ASTON MARTIN V8 VOLANTE

Five speed manual. Finished in Burgundy with oatmeal interior. This is a cherished low mileage car in top unrestored original condition. Ordered new with most extras

£54,750

1960 Aston Martin DB4 GT	£135,000	1980 Ferrari 400i black, mint	£18,500
1955 Austin Healey 100/4 BN2 4 speed LHD roadster	£10,950	1952 Jaguar XK120 Roadster	£34,500
1934 Bentley 3½ LTR Park Ward DHC	£55,000	1968 Lotus Elan S4 DHC	offers
1982 Fiat 124 Spyder	£6,950	1939 M.G. VA Drophead coupé	arriving
		1979 Porsche 911SC good history	arriving
		2 Triumph 500cc Trophy M/cycles 1955 & 1972	

WE ARE DESPERATELY SEEKING INTERESTING SPORTS CARS IN TOP CONDITION

## FOUR ASHES GARAGE

### ASTON MARTIN SPECIALISTS

DB4 VANTAGE. Recent total rebuild, silver, red trim, excellent condition .....£41,000

DB 2/4 Mkl COUPE. Partially finished rebuild, metallic dark red, fawn trim .....£37,500

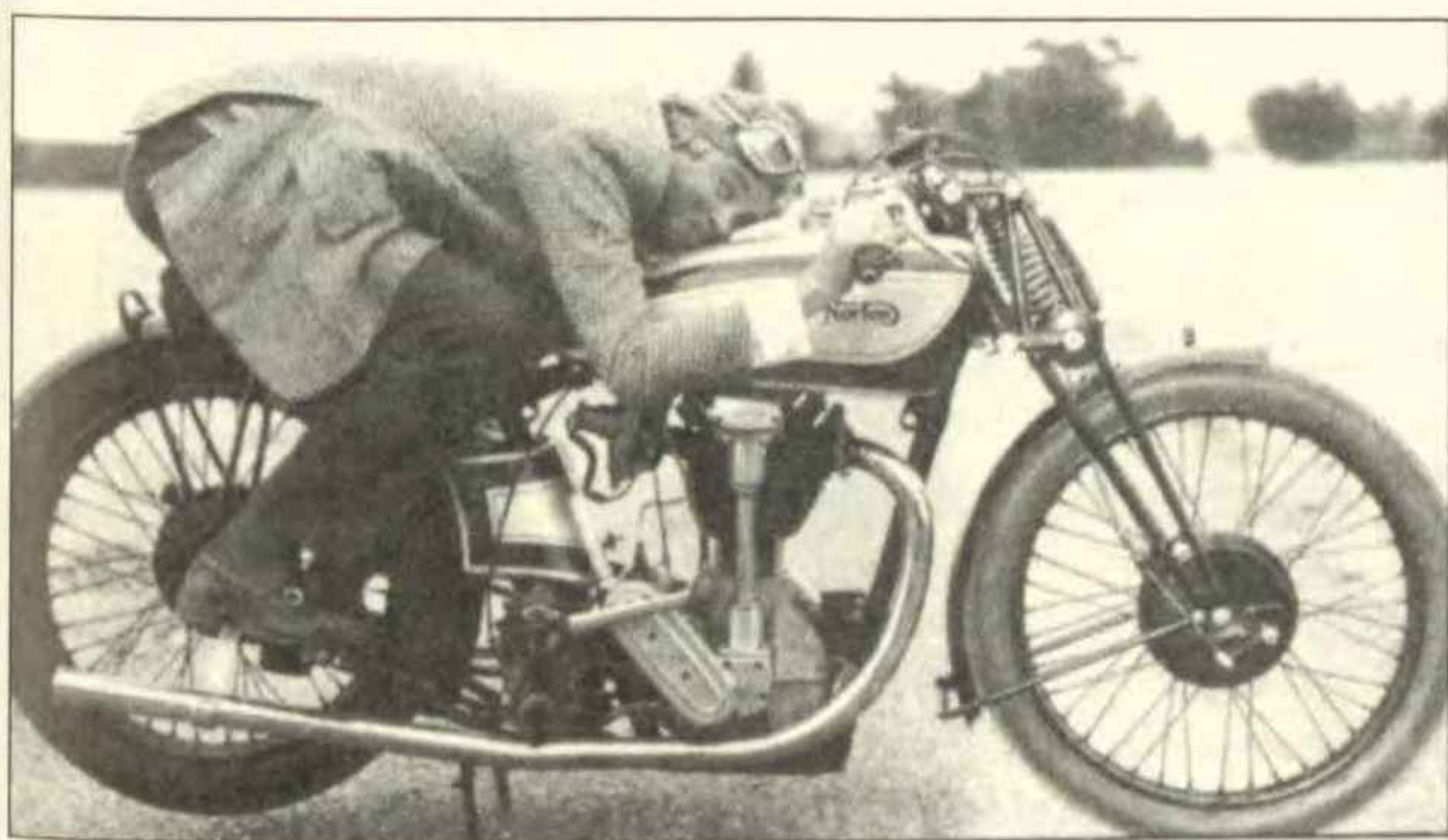
DB 2/4 Mkl. 3 Litre, red, total rebuild, dark red, fawn trim £30,000

DB4 SALOON. Good, sound example, red with red trim .£27,500

MGB ROADSTER 1963. Pull out door handles, tartan red, black leather, wire wheels, old, excellent .....£8,950

**(01789) 266851**

Birmingham Road, Stratford-upon-Avon, Warks.



## GERRY STONHILL

now owns, lives &  
personally runs

## THE MASON ARMS

at South Leigh, near Witney, Oxfordshire

Superb food, ale and wines and would like to wish  
all my punters good health and a happy Xmas

*Gerry Stonhill's*

South Leigh,  
Near Witney,  
Oxfordshire, England

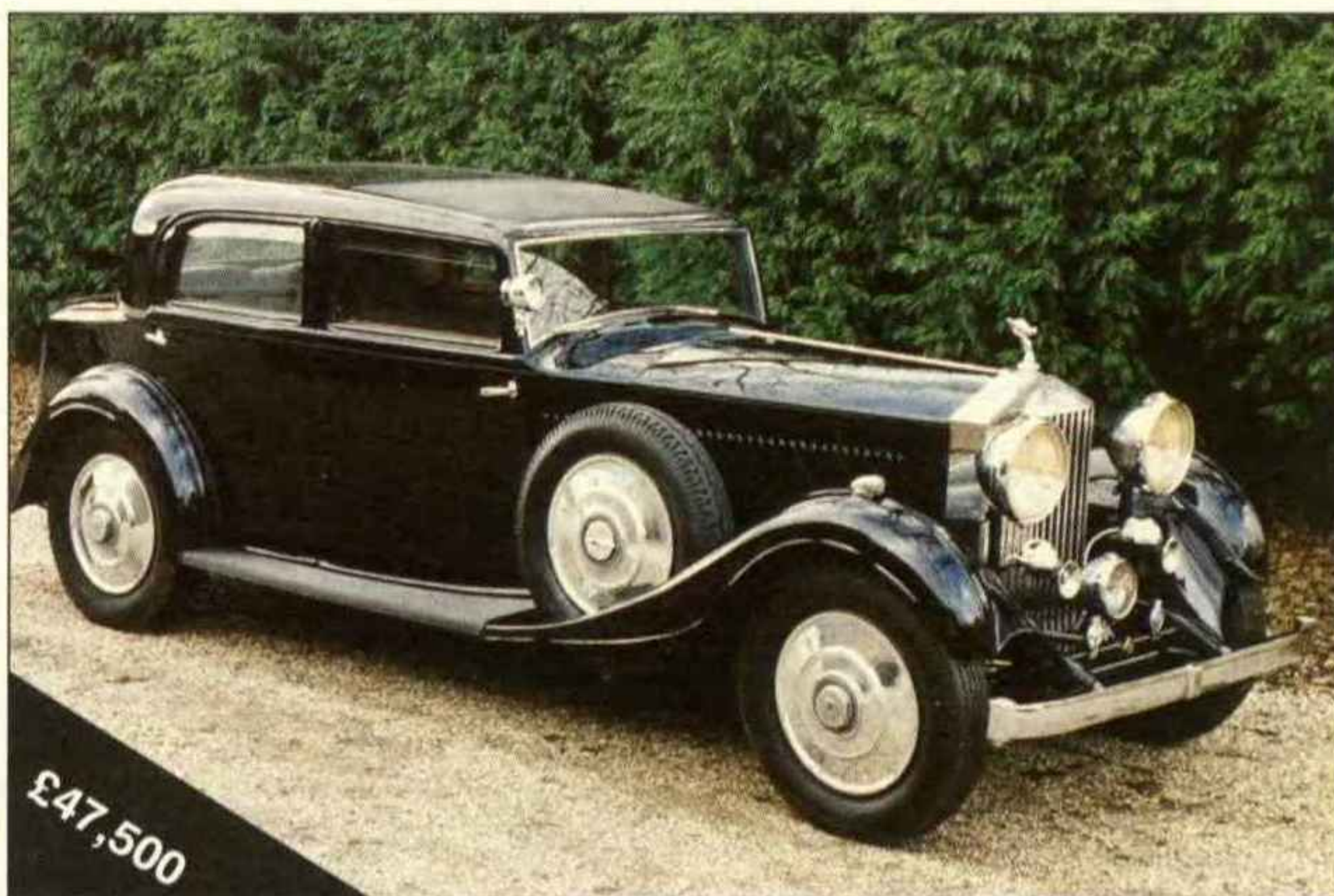
*'Individual'  
Mason Arms*

01993-702 485

# Terry Cohn

*... When Only The Best Is Good Enough*

THE PARK WARDS.....



1934 R-R 20/25 Special Continental Tourer by Park Ward



Choice of Rolls - Royce Phantom V by Mulliner Park Ward

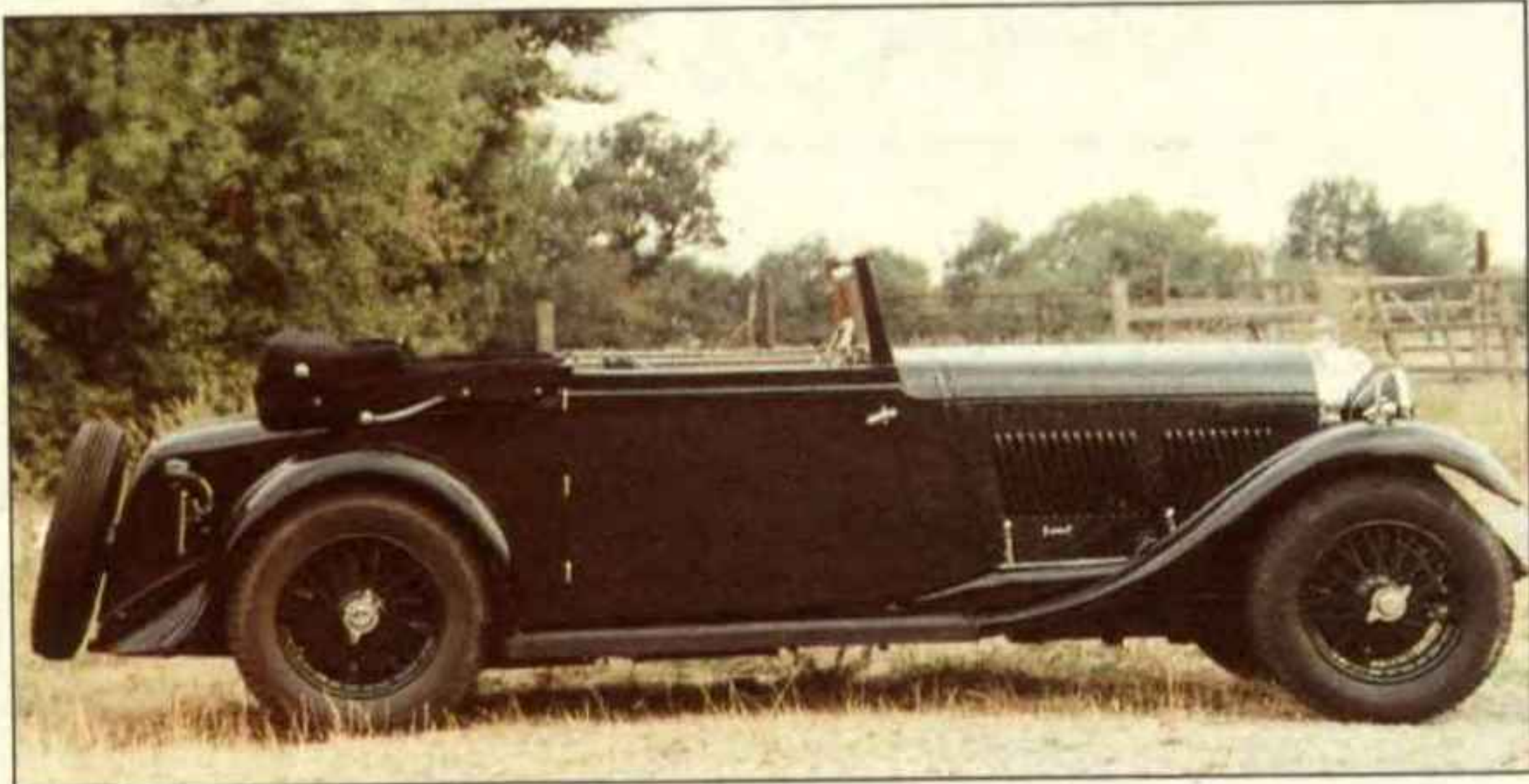


1933 Rolls - Royce 20/25 - FHC - 2 Door by Park Ward

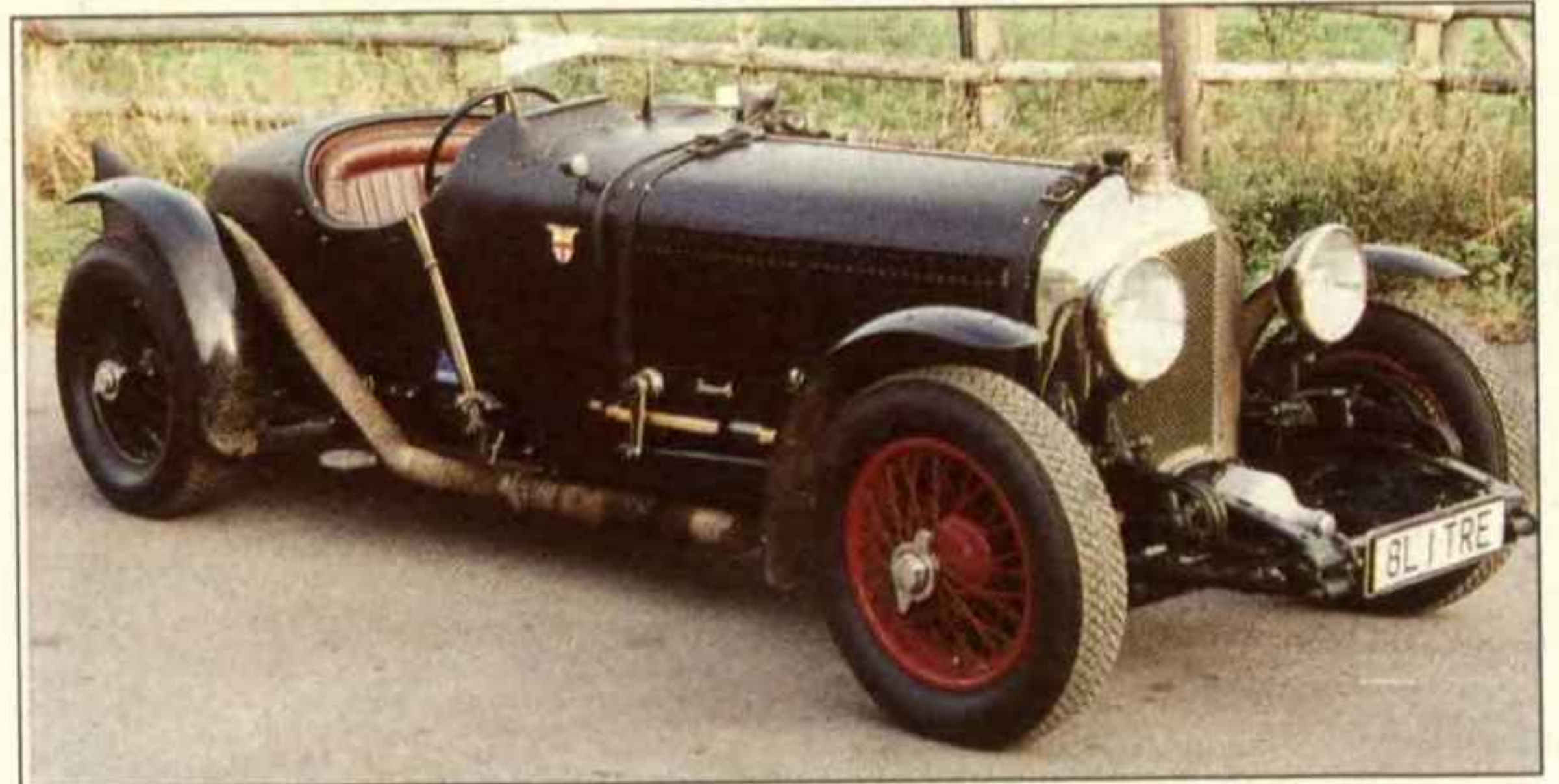
FAX: (0)-1252-793855 PHONE: (0)-1252-795000  
ENGLAND



# NEW YEAR SALES



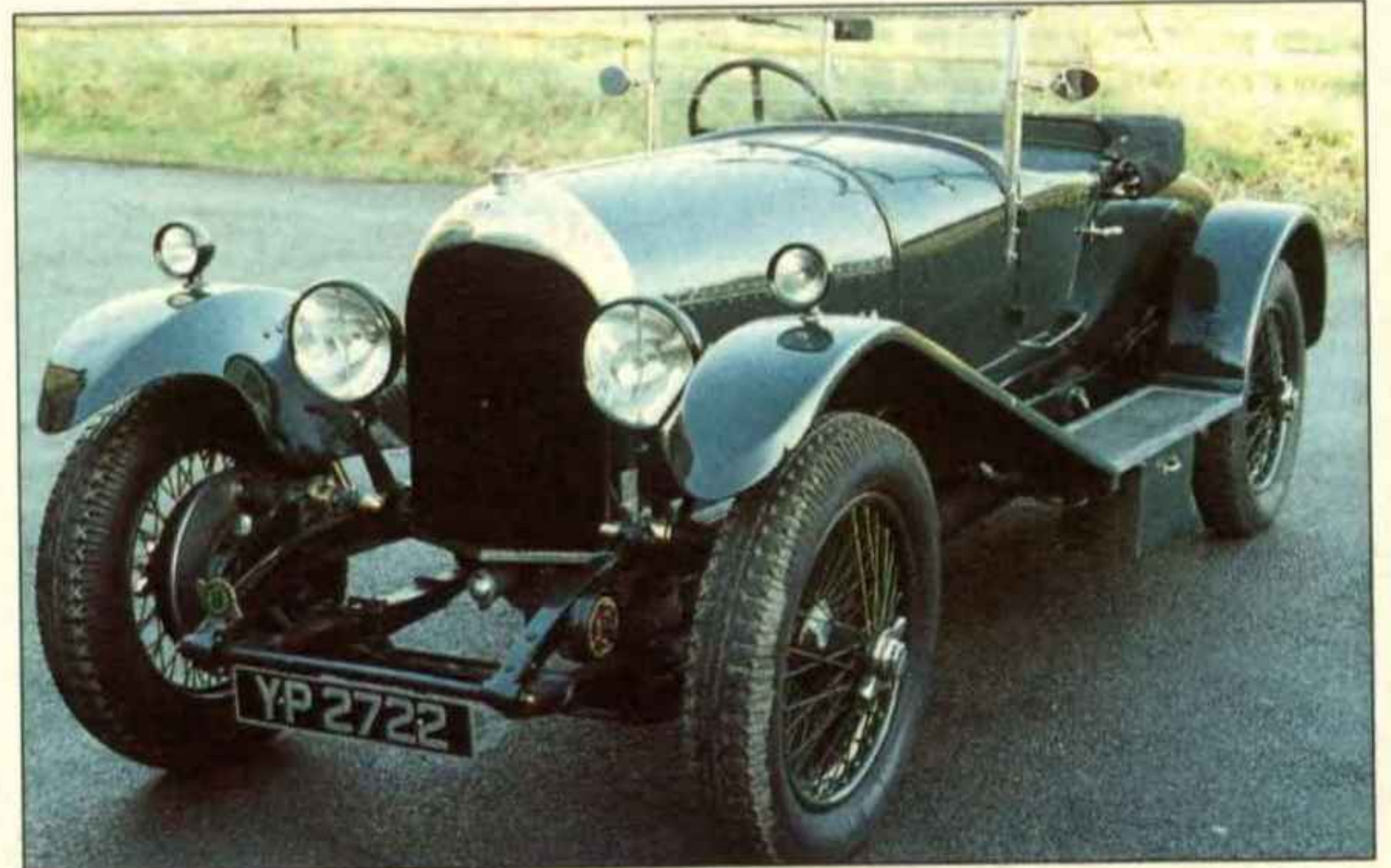
1933 Bentley 4 Ltr Sports Drophead Coupe - Lose your spare garage space and increase my bank balance. Super condition.



1931 Bentley 4 Ltr with 8 Ltr engine. Bargain for Oil Shake or sensible price for us common blokes.



1931 Bentley 4/8 Ltr Special - Half price if you tell us which half you don't want, but reduced price if sold whole.



1926 Bentley 3/4 1/2 Ltr restored at vast expense now perfection. Come and bid me, can't promise I will listen, but who knows.



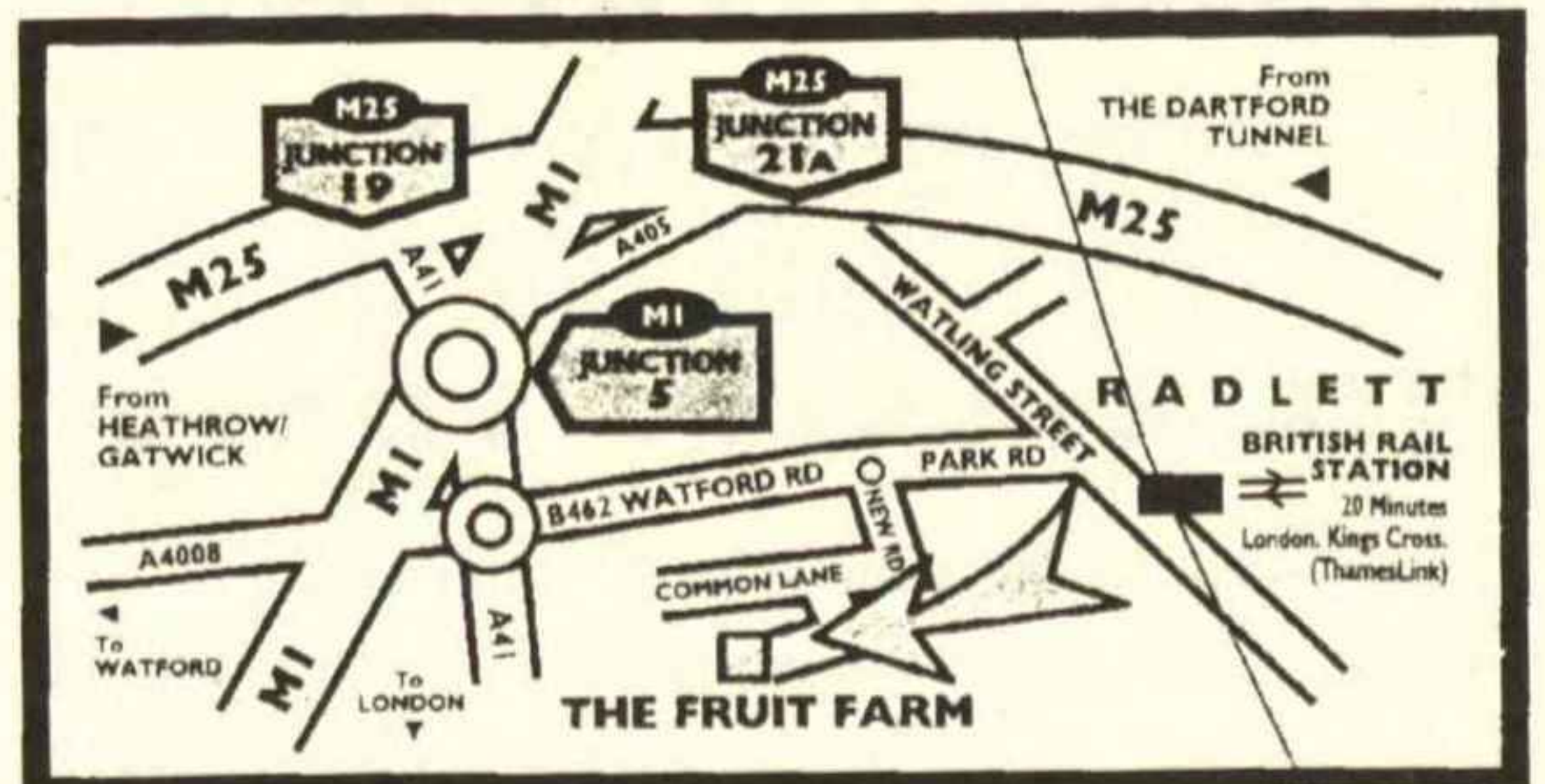
1924 Bentley 3 Ltr Red Label Speed Model VdP Tourer - Won't give Bank Manager a red face when you spend his money - Sorry your money - Must be better than keeping it in the bank!



1929 Bentley 4 1/2 Ltr Sports Saloon - Last of the Big Spenders - I think I got a bargain when I bought her and so will you.



1928 Bentley 4 1/2 Ltr re-build by Corsica donkeys years ago - Runs well, definitely very smart and a smart buy for any enthusiast



Sale starts immediately - No queuing necessary!!!!

**STANLEY MANN RACING**

**THE FRUIT FARM, Common Lane, Radlett, Herts. WD7 8PW Tel: 01923 - 852505 Fax 01923 - 853496**  
Open from 9.00am to 6.00pm Weekdays. 9.00am to 1.00pm Sundays. Closed Saturday



# Exceptional

Motor Cars at Christie's



1958 FMR TG-500 'TIGER'



1964 PEEL TRIDENT



1959 GOGGOMOBIL TL-400 TRANSPORTER

3 OF 47 MICROCARS FROM THE BRUCE WEINER COLLECTION  
TO BE SOLD ON 6 MARCH 1997 AT CHRISTIE'S IN LONDON

## LONDON SALES

Important Collectors' Motor Cars, related Automobilia and Motoring Art.

ENTRIES ARE INVITED

4 March 1997

---

The Bruce Weiner Microcar Collection.

TO BE SOLD WITHOUT RESERVE

6 March 1997

Our opening sales of 1997 will once again be held at Jack Barclay's Rolls-Royce & Bentley Showroom and both promise a repeat of last year's record-breaking evening at this spectacular venue.

We are pleased to announce our international calendar of auctions for the 1997 season:

LONDON	4 & 6 MARCH
NEW YORK	26 APRIL
GENEVA	14 MAY
LONDON	14 JULY
PEBBLE BEACH	17 AUGUST
BEAULIEU	13 SEPTEMBER
LONDON	DECEMBER

*For further information regarding any of our prestigious sales worldwide, please contact:*

LONDON: Malcolm Welford, Jonathan Procter, Colin Warrington (Consultant) Tel: (0171) 389 2138 Fax: (0171) 925 26

LOS ANGELES: David Gooding, Miles Morris or Terence Ryan Tel: (310) 275 4102 Fax: (310) 275 2218

PARIS: Christian Philippsen Tel: (331) 40 65 90 50 Fax: (331) 40 65 90 51



CHRISTIE'S



OPEN FROM  
9.30 TO 6.00 WEEKDAYS  
10.00 TO 4.00 SATURDAYS

COYS  
OF  
KENSINGTON

"WE WILL TRAVEL  
ANYWHERE IN THE  
WORLD TO OBTAIN A  
CLASSIC MOTOR CAR"

FOUNDED 1919



1930 Bentley 4 1/2 Litre Blower 'UU44'. This car is considered to be one of the most exciting and evocative 4 1/2 Litre supercharged Bentleys to exist. Being the creation of Rusty "Russ" Turner and subsequently documented in every single major vintage Bentley publication, the car is also one of the most well-known of the supercharged 4 1/2 Litre Bentleys. The car is offered with full F.I.A. papers and in excellent overall condition. Finished in British racing green with a matching leather interior and full Smith/Jaeger instrumentation.



1965 Lamborghini 350 GT. This rare aluminium bodied Lamborghini is one of the very first cars ever produced by that company. The car is in excellent overall condition and has spent the last number of years in two European collections. Finished in Italian racing red with a black interior.



1938 BMW 328. An excellent and entirely correct 328 with a good early post-war competition history. This well known car is offered in restored condition and is finished in traditional alpine white with a dark brown leather interior.

CARS IN STOCK

1930 Alfa Romeo 6C 1750 SS Supercharged Spyder  
1952 Allard J2  
1955 Aston Martin DB3S Coupe  
1964 Aston Martin DB4GT  
1919 Bentley 4 1/2 Litre Supercharged, The famous Russ Turner, UU44  
1930 Bentley Speed Six Open Tourer by Hooper  
1930 Bentley Speed Six Le Mans Tourer  
1934 Bentley 3 1/2 Litre DHC by Park Ward  
1935 Bentley 3 1/2 Litre Cutaway door Tourer by Vanden Plas  
1935 Bentley 3 1/2 Litre Sedan Coupe by Freestone & Webb  
1937 Bentley 4 1/2 Litre H.R. Owen Sedan Coupe by J Gurney Nutting

1954 Bentley R-Type Continental Fastback by Mulliner  
1955 Bentley S1 Continental DHC by Park Ward (power steering)  
1955 Bentley R-Type Continental Coupe by Park Ward  
1936 BMW 328  
1935 Bugatti Type 57 Ventoux  
1935 Bugatti Type 57 Stelvio Drop Head Coupe  
1932 Delage D8N  
1932 Delage D6 Faux Cabriolet  
1938 Delahaye 135M Drophead Coupe  
1922 Duesenberg Model A, Ex Harrah Collection  
1937 Jaguar SS100

1953 Jaguar C-Type  
1967 Lamborghini 400 GT  
1961 Lotus 18 F1 Ex Bonnier/Trintignant  
1955 Mercedes-Benz 300 SL Gullwing  
1958 Mercedes-Benz 300 SL Roadster  
1931 MG J/C-Type Supercharged  
1935 Packard Eight Roadster  
1927 Rolls-Royce Phantom I York Roadster  
1935 Rolls-Royce 20/25 Sedan by Gurney Nutting  
1965 Rolls-Royce Silver Cloud III  
1936 Talbot-Lago T150C Ex Works 4 times Le Mans

Please contact Coys Sales Department for further information on cars for sale.

COYS OF KENSINGTON, 2-4 QUEEN'S GATE MEWS, LONDON SW7 5QJ

TELEPHONE 0171-584 7444. FAX 0171-584 2733

INTERNET WEBSITE. WWW.COYS.CO.UK